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

PARTICIPATE BEFORE THE MEETING by emailing CHuizar@TorranceCA.gov and writing "Public Comment" in the subject line. In the body of the email include your comments. All comments received by 2 p.m. on Wednesday, December 14, 2022, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 2 p.m., but prior to the end of the meeting, will be added to the record.

TORRANCE CITY COUNCIL
TRANSPORTATION COMMITTEE AGENDA
WEDNESDAY, DECEMBER 14, 2022
5:30 P.M. IN LeROY J. JACKSON COUNCIL CHAMBERS AT 3031 TORRANCE BL.

TRANSPORTATION COMMITTEE MAY TAKE ACTION ON ANY ITEM LISTED ON THE AGENDA

1. CALL MEETING TO ORDER — Councilmember Mattucci, Chair

2. ROLL CALL: ____Chair Mattucci ____Kaji ____Lewis — Carlos Huizar, Mgt. Associate

3. FLAG SALUTE — Councilmember Lewis, Member

4. WELCOME AND INTRODUCTIONS — Councilmember Mattucci, Chair

5. ADMINISTRATIVE MATTERS

5A. Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport – Zamperini Field. Expenditure: None. — City Atty, Gen. Services, Comm. Devel.

Recommendation of the City Attorney, General Services Director, and Community Development Director that the Transportation Committee review and provide direction on:

1) Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies; and
2) Limiting or prohibiting use of the south runway; and
3) Changing flight school training hours by amending the Torrance Municipal Code (TMC).

It is further recommended that the Transportation Committee receive a status from Staff on the Request for Proposal (RFP) for landing fees, per City Council action on November 8, 2022.

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

This portion of the meeting is reserved for comment on items not on the agenda or on topics of general interest to the public that are within the subject matter jurisdiction of the Transportation Committee. Under the Ralph M. Brown Act, the Committee cannot act on items raised during public comment, but may respond briefly to statements made or questions posed; request clarification; or refer the item to staff.

7. CLOSING REMARKS — Carlos Huizar, Mgt. Associate

8. ADJOURNMENT — Councilmember Mattucci, Chair

Transportation Committee Meeting of
December 14, 2022

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

Members of the Committee:

SUBJECT: Transportation Committee – Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport – Zamperini Field

RECOMMENDATION

Recommendation of the City Attorney, General Services Director, and Community Development Director that the Transportation Committee review options and provide direction on:

1. Reducing allowable flights by restricting training flights and prohibiting training flights from outside agencies;
2. Limiting or prohibiting use of the south runway; and
3. Changing flight school training hours by amending the Torrance Municipal Code (TMC).

It is further recommended that the Transportation Committee receive a status on the Request for Proposal (RFP) for landing fees, per City Council action on November 8, 2022.

FUNDING

Not applicable.

BACKGROUND

At its meeting of November 8, 2022, the City Council was presented with Item 9I: Accept and File Torrance Municipal Airport – Zamperini Field Noise Abatement and Airport Operations Update and Review and Provide Direction on Implementation of Landing Fees. The primary topic of discussion was the increase in flights to and from the Airport, mainly consisting of flight schools both based and transient. The repetitive nature of these flights over adjacent neighborhoods has caused many residents to request the City take measures to mitigate the number of flights and the noise associated with them.

During this meeting, staff provided an overview on the Airport Noise Monitoring System, early left turns, and airport operations. Additionally, as part of the presentation, staff explained the ongoing public education of the City noise ordinance to pilots and flight schools as well as the promotion of the new revised Airport webpage, which includes dedicated links to Noise Abatement, Noise Lab, and FAQs.

Further, staff provided an update on the Noise Abatement signage installed at the Airport. In summary, staff has been working in collaboration with the Torrance Airport Association in updating the Noise Abatement signage, as the current signage is old and tattered (see Attachment B). The Torrance Airport Association (TAA) has provided staff with potential pictorial diagrams

consisting of multiple colors with altitude levels (see Attachment C). Staff is not opposed to changing the signs to the suggested pictorial diagrams but are not in agreement with the color scheme or the request to include altitude levels. All currently installed noise abatement signage follows the standards outlined in the FAA Advisory Circular (AC) 150/5340-18G, which is a yellow background with a black inscription (see Attachment D). Additionally, staff feels including the altitude levels on the signs could be a potential liability for the City. Based on the submitted signage by the TAA along with the standards outlined by the FAA, staff developed new pictorial signage. This new signage has been reviewed by the City's outside legal counsel, which specializes in Aviation Law, and found to comply with the FAA standard of black inscription on yellow background (see Attachment E). Staff is now working with a signage vendor to have the new signs produced. Once received, staff will work with the General Services Department to have the signs installed. In the meantime, staff will be updating all educational material to include diagrams of the new signage.

At the conclusion of the November 8th meeting, the City Council proposed several options be researched, including the reduction of training flights for based and transient flight schools, limiting the use of the south runway and amending the TMC to change flight-training hours. A motion was made and approved to have these items heard at the Transportation Committee of the City Council. Within that motion, the City Council also directed staff to develop an RFP for a landing fee program to be reviewed by the Transportation Committee prior to implementation.

ANALYSIS

Restricting Training Flights

If directed, staff will work with the City Attorney and outside Counsel specializing in airport and aviation federal law to determine the legalities of restricting based and transient flight schools from using the Airport.

Limiting or Prohibiting the use of the South Runway

If directed, staff will work with the FAA to explore limiting or prohibiting use of the south runway. This can be for certain days / hours / or periods of use where it would most beneficial for easing air traffic south of the Airport.

Amending TMC for Flight Training

If directed, staff will research amending the existing municipal code to change the hours of flight training. This will also require the assistance of outside Counsel to determine if any changes made to the City's current noise abatement program would affect any grandfathered noise limits that were in place prior to the Airport Noise and Capacity Act of 1990 (ANCA). It is possible that certain changes would require the City to abide by post ANCA noise restrictions, which may have an adverse impact on the surrounding community.

Based on direction provided by the Transportation Committee, staff would need to conduct the needed research and report back at a future meeting for further discussion and potential recommendations to the City Council.

Status on the Request for Proposal (RFP) for Landing Fees

Staff is currently developing an RFP for the implementation of landing fees at the Airport. Included, but not limited to, are the following objectives sought for the Airport:

- Track and identify aircraft activities 24 hours a day
- Separate based aircraft activity from transient aircraft activity
- Electronically convert activities into billable events
- Identify the aircraft's owner
- Create and mail invoices or email invoices
- Collect the amounts remitted by the aircraft operator on the airport's behalf
- Conduct active collections on accounts receivable
- Generate reports
- Issue the Airport (City) the revenue collected
- Provide a live customer service call center
- Provide revenue and aircraft activity tracking reports via a web-based portal
- Provide all necessary equipment to perform the scope of work

Staff did explore the possibility of entering into a cooperative agreement with a landing fee vendor in order to expedite the process. However, as billings are typically collected based on an airport's operations and aircraft type, vendors were unable to match terms and conditions of any current agreements.

It is anticipated that the RFP for landing fees will be issued in early January 2023 with a due date in late February 2023. Once received and vetted by City staff, the RFP results and recommendation will return to the Transportation Committee for further direction.

Respectfully Submitted,

Patrick Q. Sullivan
City Attorney

Michelle G. Ramirez
Community Development Director

Shant Megerdichian
General Services Director

Attachments:
A) City Council Staff Report (November 8, 2022)-Limited Distribution
B) Current Noise Abatement Signage
C) TAA Proposed Noise Abatement Signage
D) FAA AC 150/5340-18G
E) New Noise Abatement Pictorial Signage
F) Correspondence Received

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

Members of the Council:

SUBJECT: City Attorney, Community Development, and General Services - Accept and File Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations Update and Review and Provide Direction on Implementation of Landing Fees. Expenditure: None.

RECOMMENDATION

Recommendation of the City Attorney, Community Development Director, and General Services Director that City Council:

1) Accept and file the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update; and
2) Review and Provide Direction on Options for the Implementation of Landing Fees at Torrance Municipal Airport (Zamperini Field).

BACKGROUND AND ANALYSIS

Airport Noise Monitoring System

A Noise Abatement Program was established at the Torrance Airport in late 1977 to address the noise generated by aircraft operations. Noise violations are detected by a series of seven noise monitors strategically placed around the airport. On September 22, 2020, City Council declined to renew an Airport Noise Abatement contract with Brüel & Kjaer. Instead, City Council instructed staff to monitor community complaints and aircraft violations and report back to the Airport Commission in 2021 with an assessment on whether there was still a need for an Airport Noise Monitoring System ("System").

On March 11, 2021, staff presented a report on the Airport Noise Abatement program to the Airport Commission. The report included correspondence from the public, a listing of all complaints and any violations that could be identified, and a recommendation that staff prepare a Request for Proposal ("RFP") for new System. During this meeting, there were 42 members of the public in attendance. Out of the 42 community members, 16 spoke with 14 of them in favor of staff's recommendation. Upon the conclusion of this report and all public comments, the Commission voted in favor of staff's recommendation.

On April 20, 2021, City Council voted to authorize the release of a RFP for a new System. Subsequent to the Council meeting, a second Airport Commission meeting addressed the proposed contents of the RFP, to ensure all areas of concern to the public were included. On December 14, 2021, City Council awarded a Consulting Services Agreement

("Agreement") for a System to Casper Airport Solutions ("Consultant") based on the recommendation by staff.

The new Airport Noise Monitoring System went live in July, with all seven-noise monitors collecting data, the noise and radar correlating flights, and the flights being identified by tail numbers. Additionally, since that time, staff has been trained on the corresponding new internal flight tracker and the public facing flight tracker (also known as Noise Lab). The flight trackers provide real-time and historic overview of aircraft movements, flight density, and noise levels around airport (both aircraft and community noise). The internal flight tracker, which is for staff use only, also provides sensitive information such as the owner of the aircraft. In addition, the City's Consultant presented a demonstration of Noise Lab to the Airport Commission at their meeting of August 11, 2022. Following this demonstration, the new public facing flight tracking system went live. Staff is also working with the Consultant on developing a training video for the public facing flight tracking system that, once complete, will be available on the City's Airport website.

In addition to the Airport Noise Monitoring System, staff has been meeting with the different tenants at the Airport and the Federal Aviation Administration ("FAA") staff from the Tower informing them of the new system and educating them on the City's noise ordinance. Staff also updated the City's dedicated Airport webpage to include information on the activation of the Noise Monitoring System, the public facing flight tracking system, and other relevant material. Additionally, staff is in the process of creating new educational material, which will also be available on the City's dedicated Airport webpage as well as sent to all of the tenants. Staff will also be sending the educational material to known flight schools that train at the Airport but are stationed at a surrounding airport (i.e. Long Beach Airport, Compton/Woodley Airport, Fullerton Airport, Santa Monic Airport, San Gabriel Valley Airport, etc.).

Since going live, the City has received 919 noise complaints. Of this number, only 11 were found in violation of the City's Noise Ordinance. Those found in violation were sent a Notice of Violation, which included the ability of the pilot to conduct a noise test with staff. The goal of the noise test is to obtain voluntary compliance of the City's Noise Ordinance by the pilot. If voluntary compliance does not happen and the pilot continues to violate the City's Noise Ordinance, then further enforcement can be used, which would include the appearance before the City's Administrative Hearing Board and ultimately the possibility of a pilot and/or aircraft being denied airport usage. At this point, staff has not received any resistance from pilots, as they all have been cooperated.

Early Left Turns

The Torrance Municipal Code ("TMC") Section 51.2.3(e) states, "Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet." The reason behind this code section is two-fold. First, the area to the southwest of the airport that is impacted by early turns is predominately single-family residential and therefor noise sensitive. In addition, the terrain to the southwest is steeply rising. The subject section of the TMC was designed as part of the noise abatement program to discourage pilots from flying over rising and noise sensitive terrain until reaching an altitude that would mitigate the noise exposure to the residents below.

While the City recognizes that the FAA is responsible for handling all aircraft flight patterns, it was always the City's understanding that Section 51.2.3(e) of the TMC was enforceable by the City, as it is an important part of the Airport noise abatement program and not a flight restriction. In addition, this section of the TMC was adopted prior to the Airport Noise and Capacity Act of 1990 ("ANCA"), which established FAA authority over most airport noise management, preempting state and local authority.

In early 2020, a member of the Torrance Airport Association ("TAA") reached out to the FAA to inquire if the subject section of the TMC was enforceable by the City. The FAA provided a written response (Attachment B) that states, "Because the Torrance code provision applies to aircraft in flight, it is not consistent with the Federal statutory and regulatory framework described above." The letter also goes on to state "Accordingly, the airport owner or operator has authority to promulgate reasonable, nonarbitrary, and non-discriminatory regulations addressing aircraft noise and appropriate local interests. Friends of E. Hampton, 841 F.3d at 139. Any such restriction would need to comply with the Airport Noise and Capacity Act ("ANCA"), 49 U.S.C. § 47521 et seq., and 14 C.F.R. Part 161, which outlines the process, analysis, and approvals required for imposing a noise or access restriction at the airport." The FAA appears to be treating the subject section of the TMC as a flight restriction as opposed to the City's interpretation that it is a noise restriction.

Staff from both the Community Development Department and the City Attorney's Office have been reaching out to the FAA since 2020 trying to confirm the City's legal authority to enforce the subject section of the TMC (Attachment C & D). In March 2022, the City Attorney's Office received verbal verification from the FAA that the subject section of the TMC is not enforceable by the City, as it pertains to the flight path, which is under the jurisdiction of the FAA exclusively. On August 9, 2022, the City received written confirmation on this ruling from the FAA (see Attachment E). Any complaints related to flight paths, including low-flying aircraft, needs to be reported directly to the FAA for investigation, as again the City does not have jurisdiction over aircraft in flight. It is FAA policy to investigate citizen complaints of low-flying aircraft operated in violation of the Federal Aviation Regulations ("CFR") that might endanger persons or property.

The City Attorney's Office has now engaged outside Counsel that specialized in airport & aviation federal law to assist the City in working in our dealings with the FAA and the ability to enforce the subject section of the TMC.

Additionally, staff has met with both Congressman Lieu and Congresswoman Water's Offices requesting assistance with the FAA on the City's ability to enforce the subject section of the TMC. Staff continues to follow up with both congressional offices. While the City is currently unable to enforce the subject section of the TMC, staff is still able to send out informational notices under a "Fly Friendly" program to those pilots that request an early left turn. It should be noted that these notices would not labeled be as a "Notice of Violation" and staff would not be able to pursue any enforcement. In addition, staff would not be able to send the information notices to pilots where it is confirmed that the turn was directed by the Air Traffic Control Tower, as it would be an aerial directed maneuver.

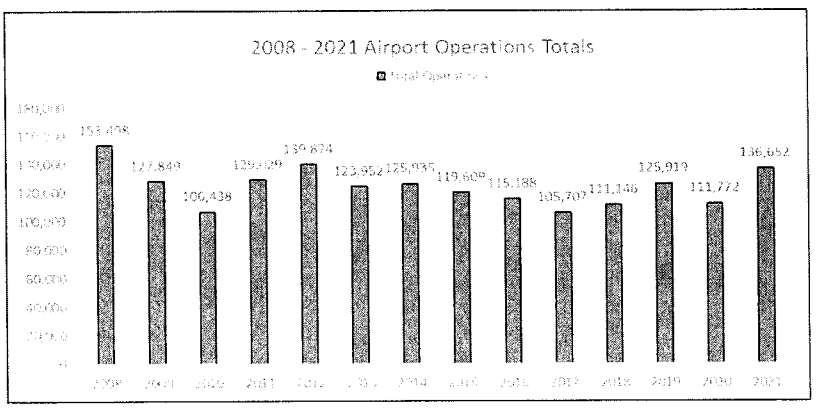
Airfield Operations Status

The General Services Department acts as both the landlord for the City-owned facilities at the Torrance Municipal Airport ("Airport") and as Business Manager for the Airport. As the Business Manager for the Airport, the department oversees hangar and tie down rental agreements, Airport operations and first response, airfield maintenance and review of proposed special events to be held at the Airport.

Over the last three decades (1990, 2000, and 2010), overall Airport operations (as reported by the FAA) have seen a decrease in flights.

1990 – 1999 - 200,917 average flights per year
2000 – 2009 - 161,800 average flights per year
2010 – 2019 - 120,205 average flights per year

Most recently, in 2020, Airport operations saw more than an 11% decrease, which was partly attributed to the coronavirus pandemic. As travel opened up again in 2021, the number of flights increased by over 22% from 2020 and 8.5% from 2019. The operation numbers provided below are for calendar years 2008 – 2021. The chart includes both aircraft landing at and taking off from the Airport, even if it is the same aircraft.



Part of the reason for the increase in Airport operations in 2021 was related to the surge of student pilots. The Airport is home to several flight schools (South Bay Aviation, Sling Pilot Academy, Rolling Hills Aviation, South Bay International Flight Association, Flight, Pradhan Aircraft Works, and Pacific Skies Aviation). All flight schools have seen an increase in flying lessons over the last 2 years, as commercial pilots are highly sought after by airlines. Many current pilots are nearing the mandatory retirement age of 65. According to FAA data supplied by the Regional Airline Association, nearly half of today's qualified pilots will reach mandatory retirement age within 15 years, and about 13% will be required to retire within five years.

In addition to the success of the based flight schools at the Airport, other regional airports have also used Torrance more frequently as a training facility. This has led to an increase of touch and go landings and pattern work that has increased not only the amount of operations, but repetitive flights over surrounding neighborhoods.

At its meeting of September 13, 2022, City Council directed staff to provide the Airport Commission with information to explore the consideration of implementing landing fees at the Torrance Municipal Airport (Zamperini Field). Throughout its history, Torrance has allowed all aircraft to arrive and depart without requiring a fee. Fees are only applied to aircraft either staying overnight or those that are based at the Airport via tie down or hangar rentals.

The idea of landing fees is not a new concept for generating revenue among active airports. Airports within the region that currently implement landing fees include Santa Monica, Catalina (Private Airport), Camarillo, Oxnard, Santa Barbara, Napa and Sonoma. These airports all have similar billing systems, and charge either by weight of the aircraft or simply a flat fee.

In order to institute landing fees at Torrance Airport, an outside vendor must be contracted to administer the program. There is generally a one-time capital expenditure for new equipment, with ongoing annual costs remaining low. A vendor typically tracks aircraft, bills, and collects fees for the Airport while deducting a certain percentage of revenues from the City to operate.

Should landing fees be implemented, the chart below shows an approximation of the amount of billable operations and the net gain to the airport each year. Additional revenue generated by landing fees will contribute to the Airport Enterprise Fund Balance, which currently supports airport projects and improvements.

	Annual Operations	**Billable Operations**	**Fixed Wing Operations**	**Rotary Aircraft Operations**	**Annual Net to Airport**
Option 1 (Transient only)	49,685	24,842	23,600	1,242	$281,169
Option 2 (Transient and Based)	124,212	62,106	49,685	12,421	$650,772

Estimates are based on average airport operations from 2020-2021 and include annual billings from a vendor, minus collection and service fees, and annual equipment leases.

Additionally, the following chart shows several types of aircraft that commonly use Torrance Airport and the associated landing fees that would be charged if implemented. Calculations are based on $3.00/1,000 lbs., with a minimum for landing fee of $6.00 per aircraft.

Aircraft Category	Aircraft Type	Maximum Take Off Weight	Landing Fee Cost
Helicopter	R22	1370 lbs.	$ 6.00
Single Prop	Cessna 172	2,450 lbs.	$ 7.35
Twin Prop.	Beech Barron	5,400 lbs.	$16.20
Jet	Citation 550	14,800 lbs.	$44.40

Conclusion

Staff recommends that City Council provide direction regarding the implementation of landing fees at the Airport. Three potential options include:

Option 1: Implement landing fees for transient aircraft only. Estimated revenue from fixed wing and rotary aircraft is $281,169 annually; or
Option 2: Implement landing fees for transient and based aircraft. Estimated revenue from fixed wing and rotary aircraft is $$650,770 annually; or
Option 3: Remain status quo, no landing fees.

If it is Council's direction to implement landing fees, staff will develop and issue a formal Request for Proposal and return with a recommendation for an award of contract.

Respectfully submitted,

Patrick Q. Sullivan
City Attorney

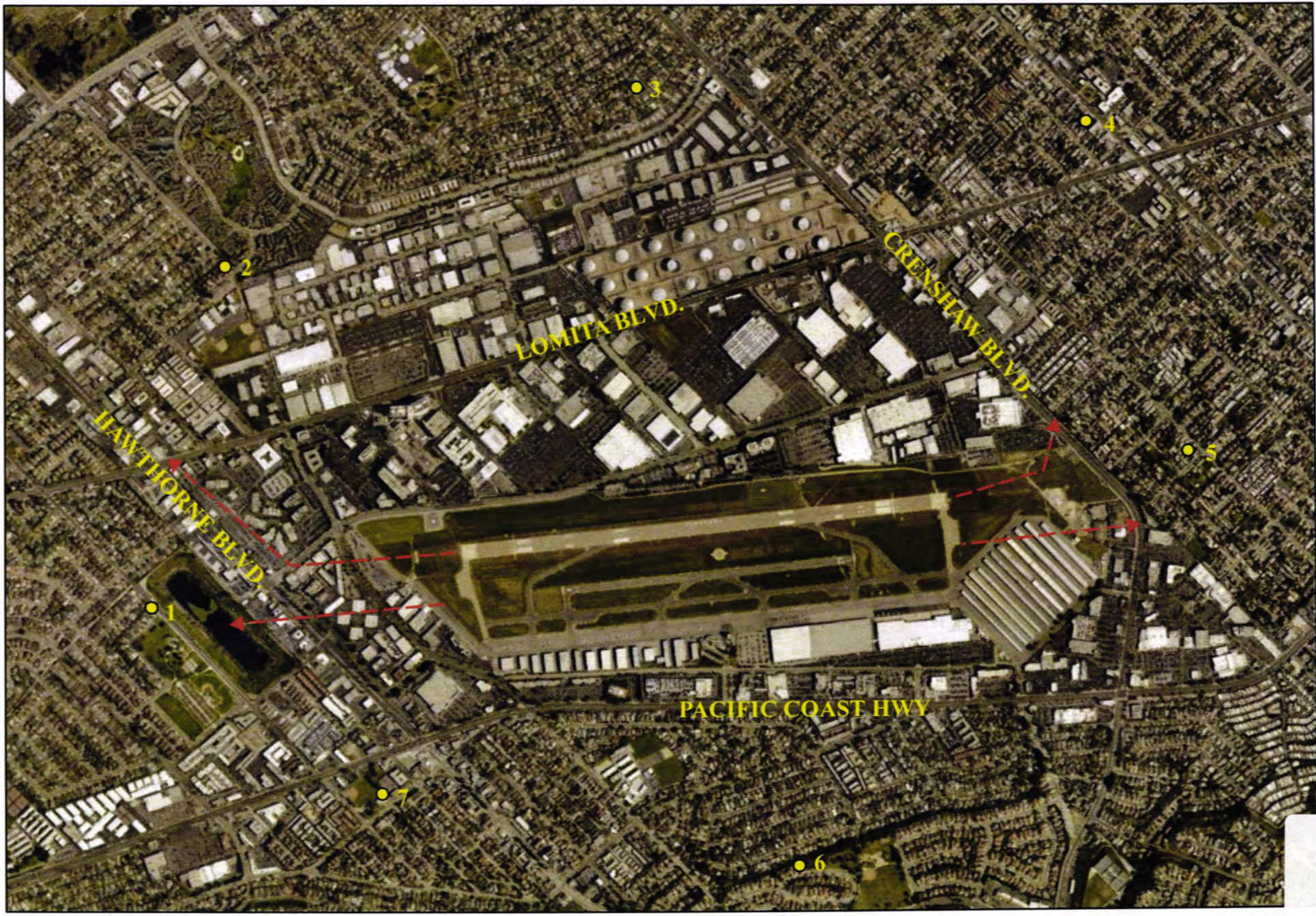
CONCUR:

Aram Chaparyan
City Manager

Michelle G. Ramirez
Community Development Director

Shant Megerdichian
General Services Director

Attachments: A) Torrance Airport Noise Monitors Map
B) FAA Letter of February 18, 2020
C) November 12, 2020 Correspondence to FAA
D) August 16, 2021 Correspondence to FAA
E) August 9, 2022 - Correspondence from FAA
F) Correspondences



TORRANCE AIRPORT NOISE MONITORS

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

VFR ON

TORRANCE COMMUNITY DEVELOPMENT GIS

Michelle G. Ramirez
Community Development Department

T:\Mlai\Request\2008\aerials8x11\Airport Noise Monitors

U.S. Department of Transportation
Federal Aviation Administration

Office of the Chief Counsel

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 10 2020

Mr. Jim Gates
Torrance Airport Association
2785 Pacific Coast Highway E164
Torrance, CA 90505

Dear Mr. Gates:

Thank you for your letters in which you informed the Federal Aviation Administration (FAA) of your receipt of an "Early Left Turn Violation" from the Community Development Department, City of Torrance. You request the FAA to contact the Torrance City Attorney to "clarify in writing the FAA's exclusive authority" by quoting a statement on the FAA website.

You assert that the City's enforcement of the ordinance requires pilots to make a choice in terms of which directive to comply with: either the Torrance Municipal Code or FAA Air Traffic Control (ATC) instructions. You provided copies of two "Early Left Turn Violation" notices that the City issued in 2019 to pilots. Both notices state that "[w]hile the FAA control tower may have authorized the above noted procedure it is a violation of the Torrance Municipal Code." Both notices state that "future violations are subject to enforcement." You requested the FAA "immediately clarify in writing the FAA's exclusive authority to the Torrance City Attorney." While the FAA declines to send unsolicited correspondence to the Torrance City Attorney, this letter responds to the inquiries you submitted. Our understanding is that the City is yet to bring any enforcement action related to the code provision.

Congress has long vested the FAA with authority to regulate the areas of airspace use, management and efficiency; air traffic control; safety; navigational facilities; and aircraft noise at its source. 49 U.S.C. §§ 40103, 44502, and 44701-44738. In addition, a citizen of the United States has a statutory public right of transit through the navigable airspace. 49 U.S.C. § 40103(a)(2). Courts have held that Congress has exclusively occupied the field of aviation safety and airspace efficiency such that Federal law preempts state requirements that fall within this field. *See City of Burbank v. Lockheed Air Terminal*, 411 U.S. 624 (1973); *American Airlines v. Town of Hempstead*, 398 F.2d 369 (2d Cir. 1968), *cert. denied*, 393 U.S. 1017 (1969). In *United States v. City of Blue Ash*, 487 F. Supp. 135, *aff'd*, 621 F.2d 227 (6th Cir. 1980), the court upheld preemption of a local ordinance requiring departing planes to make "Noise Abatement Turns"). *See Blue Sky Entertainment, Inc. v. Town of Gardiner*, 711 F. Supp. 678, 692 (N.D.N.Y. 1989) ("[i]n fact, federal law in the area of aviation is so pervasive that it preempts a municipal ordinance which attempts to govern the flight paths of aircraft using an airport which has no control tower, is not served by a certified carrier and has no regularly scheduled flights," citing *Blue Ash*).

State and local governments may protect their citizens through land use controls and other police power measures that do not regulate airspace management or aircraft operations. But that power does not extend to many aspects of aircraft operations, including route, altitude, time of operation, and frequency. *See Friends of the E. Hampton Airport, Inc. v. Town of E. Hampton*, 841 F.3d 133 (2d Cir. 2016); *National Helicopter Corp. v. City of New York*, 137 F.3d 81 (2d Cir. 1998).

In addition, State or local governments that own or operate an airport are not prohibited from carrying out their proprietary powers and rights. Accordingly, the airport owner or operator has authority to promulgate reasonable, nonarbitrary, and non-discriminatory regulations addressing aircraft noise and appropriate local interests. *Friends of E. Hampton*, 841 F.3d at 139. Any such restriction would need to comply with the Airport Noise and Capacity Act (ANCA), 49 U.S.C. § 47521 *et seq.*, and 14 C.F.R. Part 161, which outline the process, analysis, and approvals required for imposing a noise or access restriction at an airport.

Section 51.2.3(e) of the Torrance Municipal Code, "Take Offs and Landings," states, "Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet." Because the Torrance code provision applies to aircraft in flight, it is not consistent with the Federal statutory and regulatory framework described above. Enforcement of the provision would be at odds with various court opinions. As noted, state and local governments lack the authority to regulate airspace use, management and efficiency; air traffic control; and aircraft noise at its source. Federal courts have found that a navigable airspace free from inconsistent state and local restrictions is essential to the maintenance of a safe and sound air transportation system. *See Montalvo v. Spirit Airlines*, 508 F.3d 464 (9th Cir. 2007), and *French v. Pan Am Express, Inc.*, 869 F.2d 1 (1st Cir. 1989).

The "Early Left Turn Violation" letters refer to "a noise sensitive area" and noise abatement procedures. The FAA's ATC Tower at Torrance is aware of such procedures. FAA air traffic controllers generally comply with noise abatement procedures to the extent practicable with exceptions for safety, weather, airspace efficiency, and traffic pattern considerations. The pilot in command is responsible for the safe operation of the aircraft and should advise air traffic control if he or she is unable to comply with any air traffic advisory or instruction.

Thank you for the opportunity to review and respond to your concerns. This letter has been coordinated with the General Counsel's Office (C-60), Office of the Secretary of Transportation.

Sincerely,

Lorelei A. Peter
Assistant Chief Counsel
Regulations Division

CITY OF
TORRANCE
COMMUNITY DEVELOPMENT DEPARTMENT

DANNY E. SANTANA
COMMUNITY DEVELOPMENT
DIRECTOR

November 12, 2020

U.S. Department of Transportation
Federal Aviation Administration
Office of the Chief Counsel
800 Independence Ave., S.W.
Washington, D.C. 20591

Attn: Lorelei A. Peter, Assistant Chief Counsel, Regulations Division

Dear Ms. Peter:

Attached is a response from you to Mr. Jim Gates regarding Section 51.2.3(e) of the Torrance Municipal Code that states, "Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet." While the City of Torrance recognizes that the FAA has jurisdiction over aircraft in flight, there are two salient points we believe have bearing on the code section that were not contained within Mr. Gate's letter.

First, and most important, our noise ordinance is pre-ANCA, and, as such, it was always the City's understanding that the provisions of the ordinance were grandfathered and therefore enforceable. We have had conversations with FAA representatives in the past, including Reid Wahlberg of Flight Standards, who have assured us that we were, in fact, able to enforce this section, as it is an important part of the Torrance Airport (TOA) noise program.

Second, the reasons behind the code section in question are two-fold: the area to the south west of the airport that is impacted by early turns is predominately single family residential and therefore noise sensitive. In addition, the terrain to the southwest is steeply rising. The subject section was designed as a part of the noise abatement program to discourage pilots from flying over rising and noise sensitive terrain until reaching an altitude that would mitigate the noise exposure to the residents below.

In 2014, the City began sending notices of violation after a discussion with a Flight Standards representative, wherein the City was assured that the section, since it was pre-ANCA, was enforceable. Mr. Gates raised questions with the enforcement thereafter, and since that time, we have made several attempts to set up a meeting with FAA legal to confirm the status of this portion of our program, which we have had on hold, pending confirmation. Noise Abatement

staff have continued to send out informational notices under a "Fly Friendly" program, but have not labeled them as "notices of violation" or pursued any enforcement. Secondly, staff does not send a notice if they have confirmed that the turn was directed by the Tower and not simply requested by the pilot.

Although staff is not currently pursuing enforcement, we would appreciate feedback as to whether our pre-ANCA status does indeed allow enforcement of this code section, so that we may proceed appropriately when the Noise Abatement program returns to the Torrance Airport Commission and City Council for discussion.

Thank you for your guidance.

Sincerely,

Linda Cessna
Deputy Community Development Director

Cc: Patrick Sullivan, City Attorney

Attachments:
FAA Letter of February 18, 2020

U.S. Department
of Transportation
Federal Aviation
Administration

Office of the Chief Counsel

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 18 2020

Mr. Jim Gates
Torrance Airport Association
2785 Pacific Coast Highway E164
Torrance, CA 90505

Dear Mr. Gates:

Thank you for your letters in which you informed the Federal Aviation Administration (FAA) of your receipt of an "Early Left Turn Violation" from the Community Development Department, City of Torrance. You request the FAA to contact the Torrance City Attorney to "clarify in writing the FAA's exclusive authority" by quoting a statement on the FAA website.

You assert that the City's enforcement of the ordinance requires pilots to make a choice in terms of which directive to comply with: either the Torrance Municipal Code or FAA Air Traffic Control (ATC) instructions. You provided copies of two "Early Left Turn Violation" notices that the City issued in 2019 to pilots. Both notices state that "[w]hile the FAA control tower may have authorized the above noted procedure it is a violation of the Torrance Municipal Code." Both notices state that "future violations are subject to enforcement." You requested the FAA "immediately clarify in writing the FAA's exclusive authority to the Torrance City Attorney." While the FAA declines to send unsolicited correspondence to the Torrance City Attorney, this letter responds to the inquiries you submitted. Our understanding is that the City is yet to bring any enforcement action related to the code provision.

Congress has long vested the FAA with authority to regulate the areas of airspace use, management and efficiency; air traffic control; safety; navigational facilities; and aircraft noise at its source. 49 U.S.C. §§ 40103, 44502, and 44701-44738. In addition, a citizen of the United States has a statutory public right of transit through the navigable airspace. 49 U.S.C. § 40103(a)(2). Courts have held that Congress has exclusively occupied the field of aviation safety and airspace efficiency such that Federal law preempts state requirements that fall within this field. *See City of Burbank v. Lockheed Air Terminal*, 411 U.S. 624 (1973); *American Airlines v. Town of Hempstead*, 398 F.2d 369 (2d Cir. 1968), *cert. denied*, 393 U.S. 1017 (1969). In *United States v. City of Blue Ash*, 487 F. Supp. 135, *aff'd*, 621 F.2d 227 (6th Cir. 1980), the court upheld preemption of a local ordinance requiring departing planes to make "Noise Abatement Turns"). *See Blue Sky Entertainment, Inc. v. Town of Gardiner*, 711 F. Supp. 678, 692 (N.D.N.Y. 1989) ("[i]n fact, federal law in the area of aviation is so pervasive that it preempts a municipal ordinance which attempts to govern the flight paths of aircraft using an airport which has no control tower, is not served by a certified carrier and has no regularly scheduled flights," citing *Blue Ash*).

State and local governments may protect their citizens through land use controls and other police power measures that do not regulate airspace management or aircraft operations. But that power does not extend to many aspects of aircraft operations, including route, altitude, time of operation, and frequency. *See Friends of the E. Hampton Airport, Inc. v. Town of E. Hampton*, 841 F.3d 133 (2d Cir. 2016); *National Helicopter Corp. v. City of New York*, 137 F.3d 81 (2d Cir. 1998).

In addition, State or local governments that own or operate an airport are not prohibited from carrying out their proprietary powers and rights. Accordingly, the airport owner or operator has authority to promulgate reasonable, nonarbitrary, and non-discriminatory regulations addressing aircraft noise and appropriate local interests. *Friends of E. Hampton*, 841 F.3d at 139. Any such restriction would need to comply with the Airport Noise and Capacity Act (ANCA), 49 U.S.C. § 47521 *et seq.*, and 14 C.F.R. Part 161, which outline the process, analysis, and approvals required for imposing a noise or access restriction at an airport.

Section 51.2.3(e) of the Torrance Municipal Code, "Take Offs and Landings," states, "Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet." Because the Torrance code provision applies to aircraft in flight, it is not consistent with the Federal statutory and regulatory framework described above. Enforcement of the provision would be at odds with various court opinions. As noted, state and local governments lack the authority to regulate airspace use, management and efficiency; air traffic control; and aircraft noise at its source. Federal courts have found that a navigable airspace free from inconsistent state and local restrictions is essential to the maintenance of a safe and sound air transportation system. *See Montalvo v. Spirit Airlines*, 508 F.3d 464 (9th Cir. 2007), and *French v. Pan Am Express, Inc.*, 869 F.2d 1 (1st Cir. 1989).

The "Early Left Turn Violation" letters refer to "a noise sensitive area" and noise abatement procedures. The FAA's ATC Tower at Torrance is aware of such procedures. FAA air traffic controllers generally comply with noise abatement procedures to the extent practicable with exceptions for safety, weather, airspace efficiency, and traffic pattern considerations. The pilot in command is responsible for the safe operation of the aircraft and should advise air traffic control if he or she is unable to comply with any air traffic advisory or instruction.

Thank you for the opportunity to review and respond to your concerns. This letter has been coordinated with the General Counsel's Office (C-60), Office of the Secretary of Transportation.

Sincerely,



Lorelei A. Peter
Assistant Chief Counsel
Regulations Division

CITY OF
TORRANCE
COMMUNITY DEVELOPMENT DEPARTMENT

DANNY E. SANTANA
ASSISTANT CITY MANAGER

U.S. Department of Transportation
Federal Aviation Administration
Office of the Chief Counsel
800 Independence Ave., S.W.
Washington, D.C. 20591

August 16, 2021

Attn: Lorelei A. Peter, Assistant Chief Counsel, Regulations Division

Dear Ms. Peter:

The City of Torrance previously contacted your office on November 20, 2020, seeking clarification of the status of Section 51.2.3(e) of the Torrance Municipal Code that states, "Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet." Because our Noise Ordinance is pre-ANCA, our understanding has always been that the ordinance was grandfathered and therefore enforceable. We have attached our previous correspondence, which includes greater detail regarding the Torrance Airport Noise Ordinance, and the rationale behind the section in question.

At this time we are again requesting guidance from the FAA as to whether or not our understanding of the pre-ANCA status of the Torrance Airport Noise ordinance is correct and enforceable. The City is in the process of soliciting for a new noise monitoring system, and it is vital that we have guidance regarding this point as soon as possible in order to complete the design of a new system.

Thank you for your guidance.

Sincerely,

Linda Cessna
Deputy Community Director

Cc: Patrick Sullivan, City Attorney
Congressman Ted Lieu

Attachments:
November 20, 2020 correspondence
FAA letter of February 18, 2020

U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Chief Counsel

800 Independence Ave., S.W.
Washington, D.C. 20591

August 9, 2022

Mr. Patrick Sullivan
City Attorney
City of Torrance, City Hall
3031 Torrance Blvd.
Torrance, CA 90503

RE: City of Torrance's Regulation of Aircraft in Flight

Dear Mr. Sullivan:

We write to memorialize the outcome of your meeting of March 3, 2022, with several FAA attorneys regarding Division 5, Chapter 1, Article 2, Section 51.2.3 of the City of Torrance's Municipal Code, "Take Offs and Landings," which prohibits aircraft from taking off to the west from "turn[ing] left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet."

In a February 18, 2020, letter from Lorelei Peter, Assistant Chief Counsel for Regulations, to Mr. Jim Gates, a local pilot, Ms. Peter addressed the enforceability of Section 51.2.3(e). Ms. Peter's letter stated that because the municipal code "applies to aircraft in flight, it is not consistent with the [applicable] Federal statutory and regulatory framework." As explained in the letter, this determination is based upon the Federal Aviation Administration's (FAA) authority to regulate airspace use, management and efficiency; air traffic control; safety; navigational facilities; and aircraft noise at its source. As provided in the letter to Mr. Gates, enforcement of Section 51.2.3(e) would be at odds with various court opinions.

We are grateful to you for conveying our determination to Torrance's Airport Commission at its meeting of April 22, 2022.

If you have any additional questions or need anything further, please let me know.

Sincerely,
SARA L MIKOLOP
Digitally signed by SARA L MIKOLOP
Date: 2022.08.09 09:35:05 -04'00'
Sara Mikolop
Acting Assistant Chief Counsel for Regulations

Aoki, Denise

Subject: FW: Public Comment

From: H T <[redacted]>
Sent: Wednesday, September 7, 2022 9:53 AM
To: Airport Commission <AirportCommission@TorranceCA.gov>; City Council <CityCouncil@TorranceCA.gov>
Subject: Public Comment

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

My name is Rick and I live in Torrance.

Our neighborhoods are hughly impacted by the excessive training at the Torrance Airport.
The City needs to step up and enforce it's own Municipal Code section 51.2.3e.

Currently, aircrafts from outside areas are encouraged to come train at Torrance Airport by not having a landing fee.
Neighborhoods are impacted with constant
aircraft training circling low and loud again and again with repeated touch and go.
A landing fees needs to be implemented at the Torrance Airport.

Aoki, Denise

Subject: When is The Mayor & Council going to address the airport problem with a Landing Fee & No Touch & Go Training???

From: Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Sent: Tuesday, September 27, 2022 10:24 AM
To: H T <[redacted]>
Subject: RE: When is The Mayor & Council going to address the airport problem with a Landing Fee & No Touch & Go Training???

Good morning Mr. Taylor,

Councilmember Griffiths requested for staff to bring back an item to address airport noise as well as consider landing fees. The item is in development, and we plan to bring before end of the year. As soon as possible. We will notify you and the community once the item is scheduled for City Council consideration.

Thank you,
Aram

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19

From: H T <[redacted]>
Sent: Tuesday, September 27, 2022 10:18 AM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: When is The Mayor & Council going to address the airport problem with a Landing Fee & No Touch & Go Training???

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Rick Taylor

Aoki, Denise

Subject: FW: INFORM: FW: Repeal of TMC Sections

From: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Sent: Tuesday, October 4, 2022 8:31 AM
To: Jim Gates <[redacted]>
Cc: City Clerk <CityClerk@TorranceCA.gov>; Duncan, Nora <NDuncan@TorranceCA.gov>; Pinela, Gerardo <GPinela@TorranceCA.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>
Subject: RE: Repeal of TMC Sections

Good Morning Mr. Gates ~

I hope this email finds you well. Your below email was forwarded to me for review and response. Both the Community Development Department and General Services Department are responsible for enforcing different sections of TMC Division 5 "Airport". In regards to the specific sections listed below, the Community Development Department is responsible for enforcing Section 51.2.2 and 51.2.3, while the General Services Department is responsible for enforcing Section 51.2.19. While I understand that you would like certain sections of Division 5 "Airport" repealed, that direction would need to come from the City Council. You are always welcomed to make the request of the City Council by either sending them an email or participating in a City Council meeting and speaking under "Oral Communications". However, please be aware that staff will be bringing a Noise Abatement update to the Council in the near future that will cover a number of topics. This agenda item is tentatively scheduled for the November 8th City Council meeting. It may be more relevant to wait and make your request at the time this agenda item is presented to the City Council. Should you have any 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

From: Jim Gates <[redacted]>
Sent: Monday, October 3, 2022 9:50 AM
To: City Clerk <CityClerk@TorranceCA.gov>
Subject: Re: Repeal of TMC Sections

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Please verify sender before opening attachments or clicking on links.

MS Poirier--Thank you.

The sections I am concerned about relate to the airport (TMC 51.2.2, 51.2.3, and 51.2.19). These TMC Sections improperly attempt to regulate aircraft in flight at Torrance Airport. As you know, the FAA has had exclusive authority over this area since it was formed in August 1958. I'm not sure whether General Services or Community Development is in charge, since parts of these sections are purported to be for "noise abatement."

On Mon, Oct 3, 2022 at 9:27 AM City Clerk <CityClerk@torranceca.gov> wrote:

Dear Mr. Gates,

It depends on the sections, the department or city attorney would submit an item and ordinance to the City Council to repeal the sections.

Sincerely,

Rebecca Poirier

Master Municipal Clerk / Department Head / Elections Official

City of Torrance | 3031 Torrance Blvd. | Torrance CA 90503 | 310.618.2872 voice | RPoirier@TorranceCA.gov | www.TorranceCA.gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.GOV/COVID19

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From: Jim Gates <[redacted]>
Sent: Sunday, October 2, 2022 9:28 AM
To: City Clerk <CityClerk@TorranceCA.gov>
Subject: Repeal of TMC Sections

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Ms Poirier--

What is the process for repealing sections of the Torrance Municipal Code that are invalid?

Thanks for your assistance.

--

Jim Gates
[redacted]

--
Jim Gates
[redacted]

RECEIVED
OCT 11 AM 8:56
CITY CLERK
TORRANCE, CA

4 October 2022

Mr Aram Chaparyan, City Manager
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503

Subject: Suggested changes to Torrance Municipal Code (TMC)

Dear Mr Chaparyan:

I understand that your are considering an update to TMC. There is widespread misunderstanding about the laws that apply to aircraft and pilots at Torrance Airport. You can clear this up by recommending repeal of the invalid and unenforceable TMC Sections 51.2.2, 51.2.3 and 51.2.19 (Attachment 1).

Congress gave exclusive authority for the oversight and implementation of aviation laws and programs to the FAA under the Federal Aviation Act of 1958. This includes the areas of airspace use and management, air traffic control and aviation safety. Under the legal doctrine of federal preemption, which flows from the Supremacy Clause of the Constitution, state and local authorities do not generally have legal power to act in an area that already is subject to comprehensive federal regulation.

In 1978, the FAA sued to permanently enjoin an Ohio city from enforcing their municipal code (nearly identical to TMC 51.2.3e) which specified the flight path for departure from their airport and levied fines against violators (*United States vs City of Blue Ash).* The city of Blue Ash lost its appeal to the 6th Circuit in 1980.

The exclusive authority of the FAA to regulate aircraft in flight means that several sections of the Torrance Municipal Code (TMC) are invalid, unenforceable and preempted by Federal Law.

A petition is gathering signatures from area residents, demanding that the City Council resume enforcing parts of the TMC that are, as stated by the FAA Chief Counsel's Office (Attachment 2), invalid, unenforceable and preempted by Federal Laws. This petition reveals that the petitioners and those who have signed it have a profound misunderstanding about the laws that apply to aviation in the United States and at Torrance Airport.

The Community Development Department continues to send out letters (Attachment 3) asking compliance with invalid sections of the Torrance TMC--even if the pilot's action was authorized by the control tower. The letters also incorrectly imply that the Pilot in Command may not exercise her/his authority under 14 CFR 91.3 to deviate from a straight-out departure at Torrance Airport--even for safety reasons--*"unless specifically directed to do otherwise by the FAA Control Tower."* These letters reveal that the city staff has a profound misunderstanding about the laws that apply to aviation in the United States and at Torrance Airport.

Repealing these invalid sections of TMC will clear up this widespread misunderstanding and preclude any action by the FAA.

For more detail about the Constitution's Supremacy Clause, the Preemption Doctrine, the FAA's exclusive authority and how these relate to Torrance Airport, please go to:

http://www.torranceairport.org/facts/

and navigate to **"The 'no left turn' myth"**

Respectfully

[redacted]

Jim Gates

[redacted]

ATTACHMENT 1

Suggested revisions to the Torrance Municipal Code

Entire sections 51.2.2, 51.2.3 and 51.2.19 regulate airspace management or aircraft operations, are preempted by Federal Law, and they should be repealed.

CHAPTER 1, DIVISION 5: AIRPORT

51.2.2 TRAFFIC AND TRAINING PATTERNS

a) Except as otherwise herein provided, all aircraft, both fixed wing and rotary wing, arriving at or leaving the airport, before landing and after takeoff, shall be flown in accordance with the traffic patterns shown on those certain diagrams on file with the City Clerk and in the office of the Airport Manager, and which are made a part hereof. All rotary wing aircraft being flown for testing, training or certification shall be flown within the north training pattern shown in those certain diagrams on file in the office of the City Clerk and in the office of the Airport Manager, and which are made a part hereof.

b) The traffic pattern flight altitude for fixed wing and rotary wing aircraft arriving and departing is eight hundred feet (800') and the training pattern flight altitude for rotary wing aircraft is five hundred feet (500').

c) All rotary wing testing, training or certification flights shall be conducted within the north training pattern, as provided in paragraph (a) above, but nothing contained in this Section shall prohibit use of the south training pattern, as shown on those certain diagrams on file in the office of the City Clerk and the office of the Airport Manager, for arriving at or departing from the Airport, or in the event of an emergency, or when otherwise directed by the air traffic controller.

51.2.3 TAKE OFFS AND LANDINGS

a) All cockpit and engine checks shall be made on the run-up ramp prior to taxiing into position for take-off.

b) Before taxiing an aircraft into position on the runway for take off, the runway base legs and final approach legs shall be clear and, if the control tower is being operated, the pilot shall have received clearance from the control tower.

c) All take offs and landings of aircraft shall be made on the runway only.

d) All initial take offs of aircraft shall be made from the end of the runway.

e) Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet.

f) Touch and go landings shall be permitted only after the pilot of the aircraft has received approval from the air traffic controller in the control tower.

g) Aircraft landing at the Airport shall make the landing runway available to others by leaving the line of traffic as promptly as possible.

51.2.19 RADIO EQUIPMENT

Except in emergency or by prior arrangement with the Airport Control Tower, all aircraft using the Airport shall be equipped with functioning two-way radio equipment tuned to the Torrance tower frequency and capable of transmitting and receiving intelligible traffic control instructions from the control tower for a distance of at least four (4) miles from the Airport. When the control tower is in operation, aircraft shall establish communication with the control tower prior to departing any parking or tie down area. Radio contact shall be maintained at all times while taxiing and during engine warm up prior to departure. Aircraft approaching the Airport shall establish radio communication with the control tower at least three (3) miles from the Airport.

During take offs and until outside of the three (3) mile control zone or until cleared to leave tower frequency, the pilots of all aircraft shall guard the control tower radio frequency.

U.S. Department of Transportation
Federal Aviation Administration

Office of the Chief Counsel

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 18 2020

Mr. Jim Gates
Torrance Airport Association
2785 Pacific Coast Highway E164
Torrance, CA 90505

Dear Mr. Gates:

Thank you for your letters in which you informed the Federal Aviation Administration (FAA) of your receipt of an "Early Left Turn Violation" from the Community Development Department, City of Torrance. You request the FAA to contact the Torrance City Attorney to "clarify in writing the FAA's exclusive authority" by quoting a statement on the FAA website.

You assert that the City's enforcement of the ordinance requires pilots to make a choice in terms of which directive to comply with: either the Torrance Municipal Code or FAA Air Traffic Control (ATC) instructions. You provided copies of two "Early Left Turn Violation" notices that the City issued in 2019 to pilots. Both notices state that "[w]hile the FAA control tower may have authorized the above noted procedure it is a violation of the Torrance Municipal Code." Both notices state that "future violations are subject to enforcement." You requested the FAA "immediately clarify in writing the FAA's exclusive authority to the Torrance City Attorney." While the FAA declines to send unsolicited correspondence to the Torrance City Attorney, this letter responds to the inquiries you submitted. Our understanding is that the City is yet to bring any enforcement action related to the code provision.

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Section 51.2.3(e) of the Torrance Municipal Code, "Take Offs and Landings," states, "Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet." Because the Torrance code provision applies to aircraft in flight, it is not consistent with the Federal statutory and regulatory framework described above. Enforcement of the provision would be at odds with various court opinions. As noted, state and local governments lack the authority to regulate airspace use, management and efficiency; air traffic control; and aircraft noise at its source. Federal courts have found that a navigable airspace free from inconsistent state and local restrictions is essential to the maintenance of a safe and sound air transportation system. *See Montalvo v. Spirit Airlines*, 508 F.3d 464 (9th Cir. 2007), and *French v. Pan Am Express, Inc.*, 869 F.2d 1 (1st Cir. 1989).

The "Early Left Turn Violation" letters refer to "a noise sensitive area" and noise abatement procedures. The FAA's ATC Tower at Torrance is aware of such procedures. FAA air traffic controllers generally comply with noise abatement procedures to the extent practicable with exceptions for safety, weather, airspace efficiency, and traffic pattern considerations. The pilot in command is responsible for the safe operation of the aircraft and should advise air traffic control if he or she is unable to comply with any air traffic advisory or instruction.

Thank you for the opportunity to review and respond to your concerns. This letter has been coordinated with the General Counsel's Office (C-60), Office of the Secretary of Transportation.

Sincerely,

[redacted]

Lorelei A. Peter
Assistant Chief Counsel
Regulations Division

CITY OF
TORRANCE

COMMUNITY DEVELOPMENT DEPARTMENT

September 7, 2022

MICHELLE G. RAMIREZ
COMMUNITY DEVELOPMENT
DIRECTOR

[redacted]
REDONDO BEACH, CA 90277

The Torrance Airport is surrounded by residential neighborhoods and as such is a noise sensitive area. There are a number of noise abatement procedures in place at Torrance Airport designed to allow the airport to conduct its operations while addressing the noise concerns of the residents in the surrounding neighborhoods, including a right turn at Hawthorne Blvd. for VFR departures off runway 29R and straight out departures from either runway, with no left turn until either reaching the ocean or attaining an altitude of 1500 feet AGL. We have recently noticed an increase in the number of flights that are turning left prior to reaching the ocean or failing to attain an altitude of 1500 feet AGL. We are requesting that you abide by Torrance Municipal Code Section 51.2.3.e that states that a left turn should not be made when departing to the West until either reaching the ocean or attaining an altitude of 1500 feet AGL.

On September 7, 2022 at 11:45:00 hours, your aircraft, [redacted] was recorded making an early left turn prior to reaching the ocean. Your aircraft was also noted as being below the recommended 1500 feet AGL. While the F.A.A. Control Tower may have authorized the request for the above noted procedure, we are requesting that you abide by the Torrance Municipal Code.

This letter is to notify you of the recommended noise abatement procedures and to request that you continue straight to the ocean or attain an altitude of 1500 feet AGL prior to turning left when departing Torrance Airport, unless specifically directed to do otherwise by the F.A.A. Control Tower.

Torrance Municipal Code Section 46.8.12 states that for pilot responsibility, the owner is presumed to be the pilot. Such presumption may be rebutted only if the owner identifies to Noise Abatement staff the person who was, in fact, the pilot. Therefore, if you owned or leased the aircraft but were not the pilot in command at the date and time of the event shown above, immediately upon receipt of this notice, forward to this office, the name and address of the pilot in command of the aircraft at the time of the above event, so that individual may be informed of the Noise Abatement Procedures.

Please contact the Noise Abatement Center at (310) 784-7950 in order to discuss any of the information above.

Sincerely,

Jana Dartois
Environmental Quality Officer

3301 Airport Drive • Torrance, California 90505 • Telephone 310-784-7950 • Fax 310-618-5922
Visit Torrance's home page: http://www.TorranceCA.Gov

Aoki, Denise

Subject: Torrance airport noise

From: Nell Crawford <[redacted]>
Sent: Tuesday, October 4, 2022 11:40 AM
To: Griffiths, Mike <MGriffiths@TorranceCA.gov>
Subject: Torrance airport noise

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Please verify sender before opening attachments or clicking on links.

Hello Mr. Griffiths,

I'm aware that Torrance Airport has recently updated Noise Abatement reporting capabilities for those who want to report noise or low-flying aircraft.

Recent articles in the Daily Breeze seem to imply that the pandemic, and the amount of time people spend at home, is directly related to the increase in noise complaints. That's probably true of some.

Since November of 2021, the noise of low-flying aircraft has increased over my Torrance neighborhood dramatically – well after the start of the pandemic.

I have called the Noise Abatement Hotline, been referred to the FAA and reached out to your office as well.

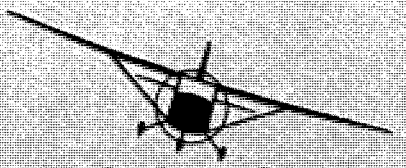
The change since Nov. seems to be a change in flight plan for the flight-training schools that use a take-off route over several neighborhoods. This means they are still gaining altitude when they fly over residential areas. From 9AM to 9PM the noise is so intense you cannot speak, work, hear your TV and the roof over my unit rumbles every 2-3 minutes on busy weekdays. Considering this was NOT the case prior, it seems that this flight path could be adjusted.

I am reaching out to you as the Airport and FAA reporting programs are clumsy and for over a year have had no effect.

Thank you,

Nell Crawford
[redacted]
Torrance CA 90505

Sent from Mail for Windows

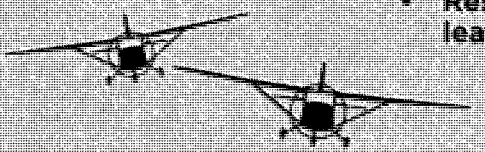


What is going on?

TOO LOW
TOO LOUD
TOO OFTEN

Increased flights and aircraft flying closer to homes...

- **Resulting in – more aircraft noise from the Torrance Municipal Airport (TOA)**
- **Resulting in – exposure to leaded aviation fuel that jeopardizes your health**
- **Resulting in – declining property values as residents leave, or won't buy, to escape these issues**





Help Make your Community Safer, Healthier, and Peaceful

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KEY FACTS

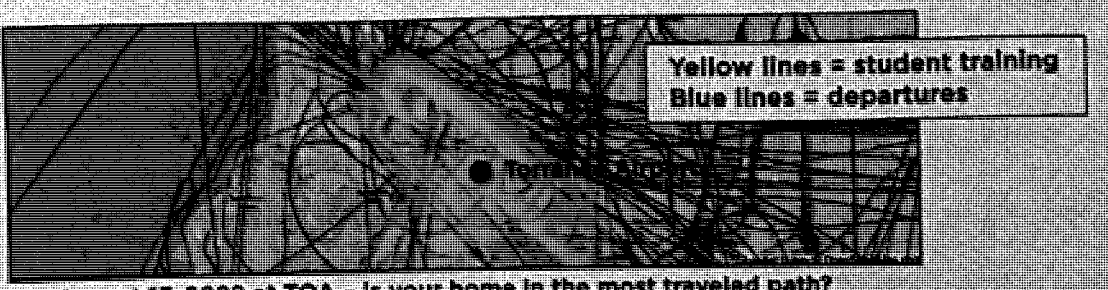
Torrance Municipal Code 51.2.3 (e)
"Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet."

Not doing so is referred to as "an early-left"

Training Flight Operations

2011 - 2020 = 59,440 flights/year
2021 = 78,539 flights/year, a 32% increase over previous ten years
2022 = On pace to reach over 102,000 flights this year, a 73% increase*

*Data Source: FAA based on 51,350 the 1st 6 months of 2022



August 17, 2022 at TOA – Is your home in the most traveled path?

Why is this happening?

- In 2019, the City stopped enforcing the Torrance Municipal Code 51.2.3 (e), put in place in the 1950s to protect residents from disruptive aircraft noise
- Increase in flight schools to 7, now accounts for 60% of TOA's operations (see above image)
- October 1, 2020 = The previous noise monitoring system was stopped after Torrance City Council voted not to renew the contract
- August 15, 2022 = A new noise monitoring system went into operation

How can you help?

1) EASY ACTION - Sign the online "PETITION TO REDUCE TORRANCE AIRPORT IMPACTS"
https://tinyurl.com/Reform-TOA (or scan the QR code below)
Note: The iPetitions donation page is not for Reform TOA; you may disregard.

2) Register a complaint every time a plane flies over your home in a disruptive manner

i. Torrance Airport Noise Abatement
Call (310) 784-7950 to leave a voicemail
Email NoiseAbatement@TorranceCA.gov

- OR -

ii. Use Airnoise
Sign up with ***https://airnoise.io/*** (an easy way to file). File with a click on your "File Complaint" page using your smartphone, or a click if you buy a button. They gather all information, email your complaint to TOA Noise Abatement, and you retain a record.

3) Write your Torrance representatives and demand changes:
www.torranceca.gov/government/city-council

4) Download a free app to monitor flights that disrupt your home:
Flightradar24 or ***FlightAware***

5) Attend a City Council Meeting or Airport Commission Meeting and make a stand!
Meeting schedules:
www.torranceca.gov/government/public-meeting-calendar

And to read meeting minutes:
www.torranceca.gov/government/council-agendas-minutes
www.torranceca.gov/government/city-clerk/airport-commission

Disclaimer: Every effort has gone into verifying all data and information in this communication is accurate as of 8/20/22; we encourage you to do your own research.

Sponsored by Riviera Homeowners Association

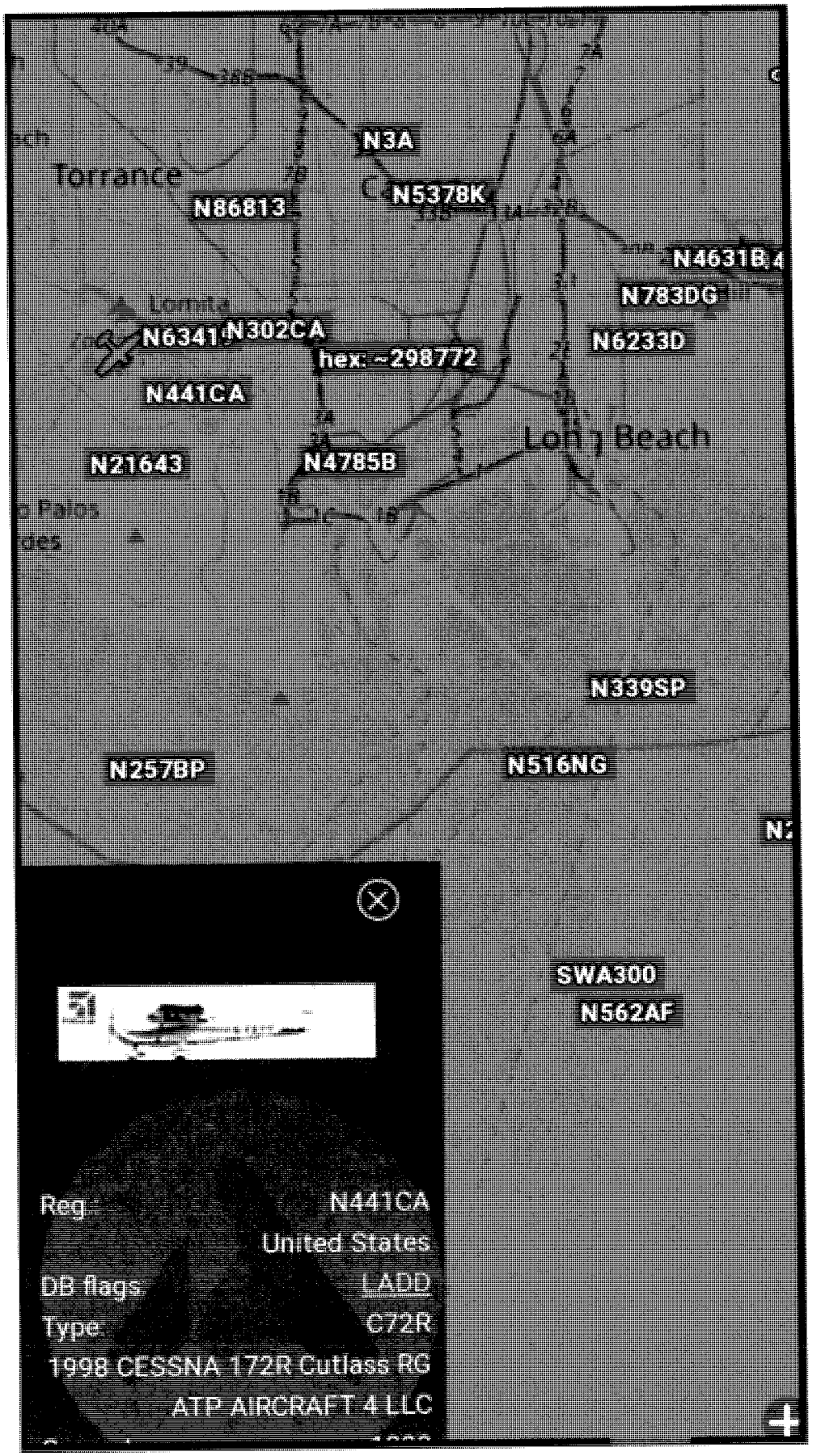
Aoki, Denise

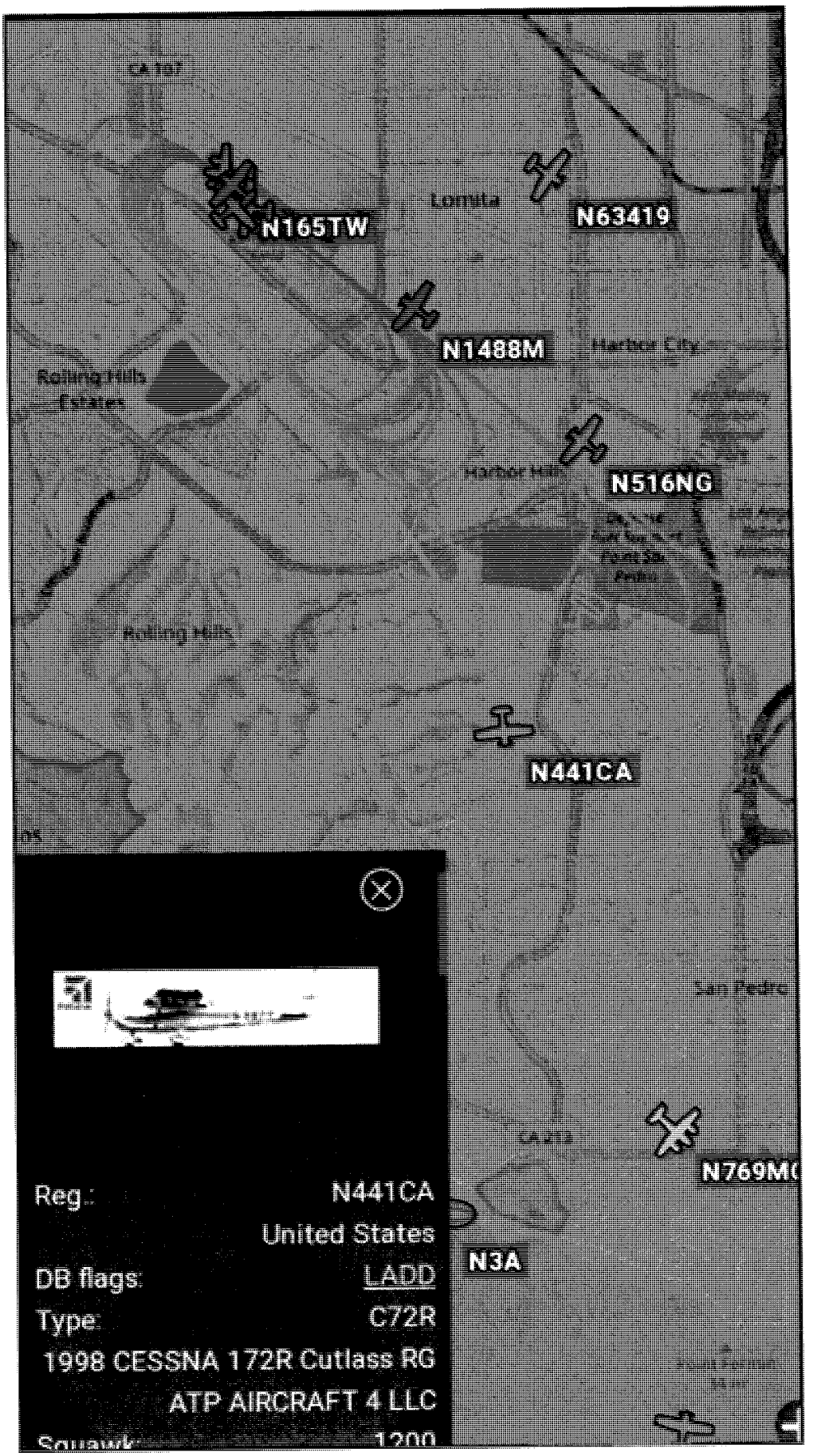
Subject: Stop all touch and go training at the Torrance Airport.
Attachments: Screenshot_20221007-160934~2.png; Screenshot_20221007-163439~2.png; Screenshot_20221007-165343~2.png; Screenshot_20221006-162050~2.png

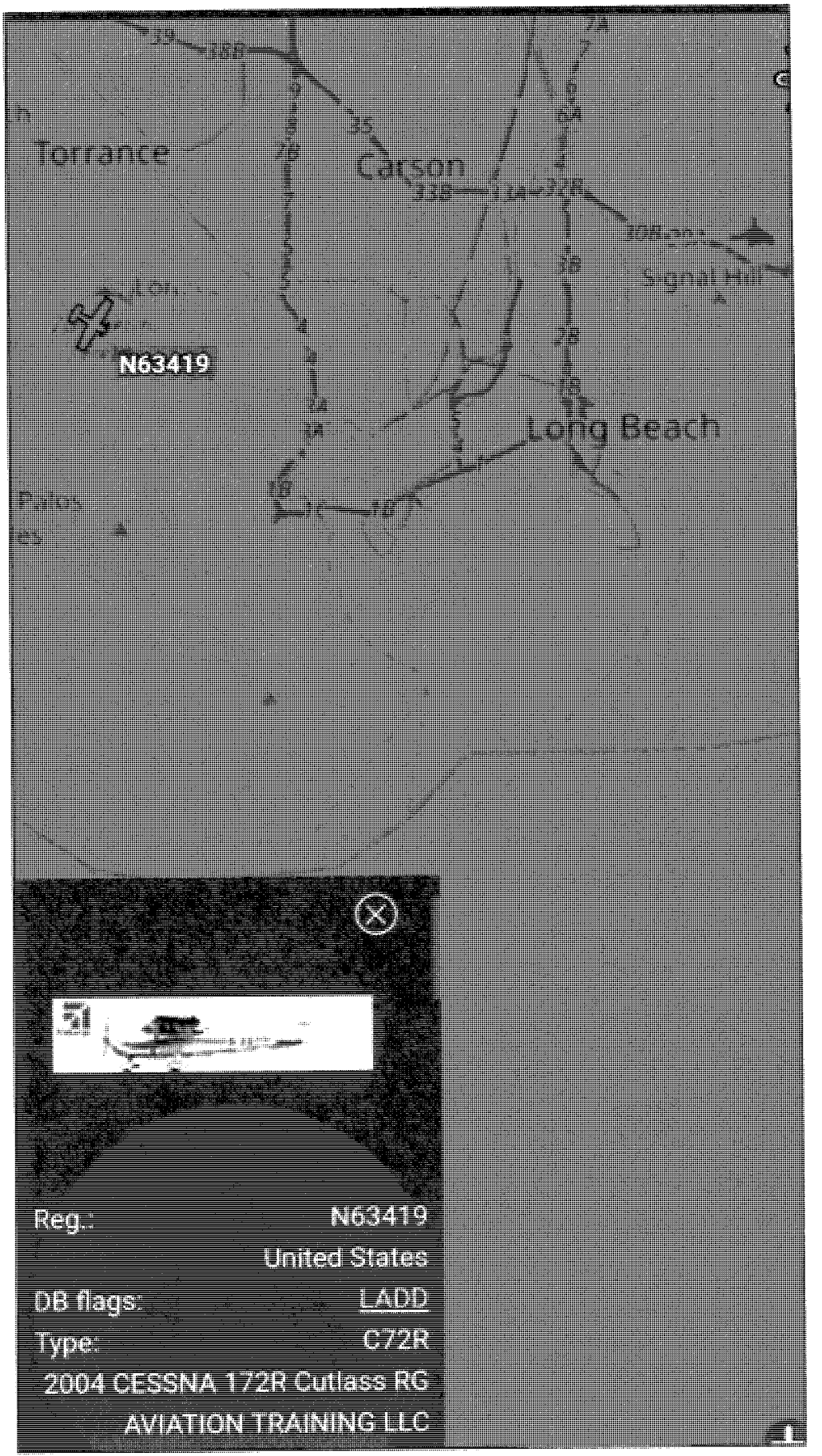
From: H T <[redacted]>
Sent: Wednesday, October 12, 2022 2:42 PM
To: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>
Subject: Fw: Stop all touch and go training at the Torrance Airport.

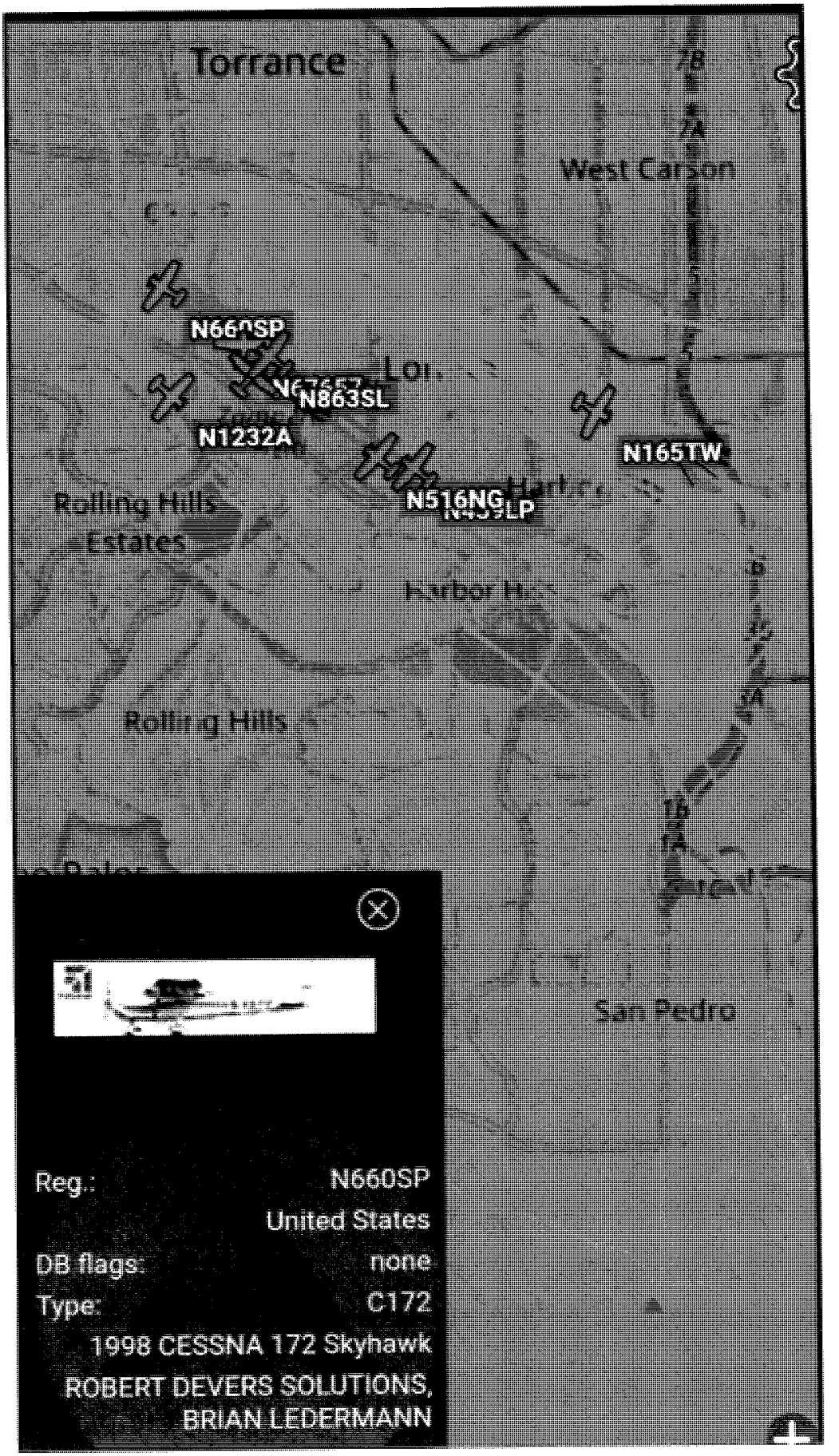
WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Thank you, Rick Taylor.


N3A
Torrance
N5378K
N86813
N4631B
N783DG
N6341
N302CA
hex: ~298772
N6233D
N441CA
Long Beach
N21643
N4785B
N339SP
N257BP
N516NG
SWA300
N562AF
Reg: N441CA
United States
DB flags: LADD
Type: C72R
1998 CESSNA 172R Cutlass RG
ATP AIRCRAFT 4 LLC


N165TW
N63419
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N441CA
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N3A
Rolling Hills Estates
Harbor City
San Pedro
Reg.: N441CA
United States
DB flags: LADD
Type: C72R
1998 CESSNA 172R Cutlass RG
ATP AIRCRAFT 4 LLC


Torrance
Carson
Long Beach
Signal Hill
N63419
Reg.: N63419
United States
DB flags: LADD
Type: C72R
2004 CESSNA 172R Cutlass RG
AVIATION TRAINING LLC


Torrance
West Carson
N660SP
N863SL
N1232A
N165TW
N516NG
Rolling Hills Estates
Rolling Hills
San Pedro
Reg.: N660SP
United States
DB flags: none
Type: C172
1998 CESSNA 172 Skyhawk
ROBERT DEVERS SOLUTIONS,
BRIAN LEDERMANN

Aoki, Denise

Subject: FW: INPUT FOR UPCOMING AGENDA ITEM ON AIRPORT NOISE ABATEMENT
Attachments: LETTER FROM RIVIERA HOA 10.12.22.pdf; Attachment 1 - Petition with Online Signers' Names.pdf; Attachment 2 - Hard Copy Petitions with 124 Names.pdf; Attachment 3 - East Hampton News Release 1.18.2022.pdf; Attachment 4 - Santa Clara County News Release 8.4.2021.pdf; Attachment 5 - East Hampton Star Article 8.6.2020.pdf

From: Richard Root <[redacted]>
Sent: Wednesday, October 12, 2022 3:36 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>
Subject: INPUT FOR UPCOMING AGENDA ITEM ON AIRPORT NOISE ABATEMENT

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

Please see the attached LETTER FROM RIVIERA HOA and open it first.
The other attachments (1-5) are attachments to the letter.

October 12, 2022 SENT ELECTRONICALLY

Honorable Mayor Chen and City Council Members:

RE: UPCOMING COUNCIL AGENDA ITEM – UPDATE ON AIRPORT NOISE ABATEMENT

We are asking you to consider this input in connection with the staff report you have requested for an upcoming Council agenda.

Riviera Homeowners Association residents have been plagued in recent years by noise from low flying aircraft using Torrance Airport. In talking to residents from other HOA's we have found they are also impacted. Our Association has taken the lead in bringing residents together, asking the City for relief, and proposing ways to resolve these problems.

Attachment 1 is a petition signed by over 666 individuals who are petitioning the City to take action to reduce Torrance Airport's impacts. You can also find the petition online (at https://www.ipetitions.com/petition/petition-to-reduce-torrance-airport-impacts-now) with names of the signers and their comments. In addition, Attachment 2 is hard copies of the petition with 124 additional supporters. Altogether, there are 790 supporters, so far.

We believe the City should hire independent outside legal counsel with expertise in aviation law to help the City identify and evaluate its legal options.

Voluntary measures have proven to be ineffective. Moreover, we need comprehensive, not piecemeal solutions. We have identified several options discussed below and we urge you to consider all of them. We have grouped them into two categories – Options to Address Training Impacts, and Options to Reduce General Impacts.

Options to Address Training Impacts

Repetitive training flights have greatly increased negative impacts on residents on all sides of the airport. The number of operations has increased rapidly. The airport is on pace to reach 180,000 operations by the end of this calendar year and 60% (over 109,000) of them will be for training in and around the airport itself. Below are a range of options to help mitigate the impacts. The City should consider adopting one or more of these options to address the problem.

1. Reduce numbers of training operations
   There are several options that could be considered. For example, limiting the number of flight schools that can be based at the airport; requiring flight schools to comply with the City's recommended noise abatement practices as a condition of their lease; and limiting the number of training flights by each flight school. As with other options, the City should ask counsel if these options are legally permissible.

2. Landing fees
   Currently, the airport charges no landing fees. Non-Torrance-based aircraft are allowed to use the airport free of charge. They are, in effect, being subsidized by airport leaseholders who rent hangars, tie downs, and other airport property. In October, 2020, City staff estimated that landing fees could produce a net gain of $257,000 to $642,000 annually. These funds could help defray airport costs, including legal fees, if necessary. Funds not needed by the airport could be transferred to the City's General Fund, as is the current practice. Landing fees would spread the cost of the airport more fairly among all users. They might also have the added benefit of discouraging touch-and-go type training, especially aircraft that come from other airports to train in Torrance. The City should consider this option. This might need legal analysis before implementation.

3. Enforce no-left-turn rule for training operations
   The City's Code states, when taking off to the west, no left turn until reaching the ocean or an altitude of 1500 feet. At one time, the City's Noise Abatement brochure stated that the no-left-turn rule applied to training operations. Recently, staff has stated that the rule does not apply to training. There has been no explanation as to why the staff changed its interpretation of the rule. If the City resumes enforcement of its no-left-turn rule for departures (discussed below), it should also apply the rule to aircraft taking off to train in the south pattern. This would greatly reduce the number of training operations in the south pattern.

4. Immediately improve operations in the north pattern
   At one time, the City's noise abatement program recommended that pilots training in the north pattern stay as close to the airport as possible, over commercial/industrial areas along Lomita Blvd, and not over residential areas such as New Horizons and Marble Estates. However, more recently that provision has been overlooked and now there are large numbers of flights that do not follow that practice. This provision should be reinstated and required, if possible, or at least strongly recommended. As a recommendation, this practice could be reinstated immediately without the need for legal analysis.

5. Close south runway
   The City owns the airport. We are not proposing it, but the City has the authority to close the airport. If training operations cannot be controlled any other way, the City should consider closing the south runway. With only one runway, fewer training operations could be accommodated, thereby reducing the number of training flights. The City's legal authority to close the south runway should be confirmed by outside counsel.

Options to Reduce General Impacts

1. Resume enforcing no-left-turn law
   The City's no-left-turn law was adopted to protect residents on higher ground south of the airport. Letters from the FAA express their opinion that the City does not have legal authority to enforce its law. However, the FAA's letters do not constitute a "ruling" or "final determination." They are not binding on the City. Moreover, the FAA has historically taken the side of the aviation industry rather than the general public. For two years the FAA failed to respond to the City's requests for clarification. They finally responded with a half-page letter that only referred to their previous letter. Furthermore, they completely ignored the fact that the City's laws are "grandfathered" in place. Finally, the FAA states the City cannot control aircraft "in flight." However, pilots often make the decision to turn left (knowing they will violate the City's rule) while still on the ground, before they ever take off. The City is not directing aircraft "while in flight." Therefore, we do not accept the FAA's opinion. We respectfully request that the City seek a thorough written opinion from qualified independent outside legal counsel. And, if there is a reasonable chance the City's law can prevail against a legal challenge, the City should resume enforcing this provision.

2. Contract out operation of the control tower
   The FAA control tower provides virtually no assistance with conformance to the City's noise abatement rules. Their primary mission is safely sequencing flight operations. Some operations, such as training in the south pattern, could be effectively controlled if the tower cooperated. The tower could simply not approve pilot requests to train in the south pattern. We believe the City has the right to choose non-FAA controllers. If the City contracted for tower operations, the contractor might be more receptive to assisting the City with compliance to noise abatement rules. Outside counsel should be asked to evaluate and report on the City's ability to contract for non-FAA tower services.

3. Follow TMC Section 51.7.3 - Ban violation-prone aircraft
   Torrance does not follow its Municipal Code Section 51.7.3. This Section states that aircraft that exceed the noise limit three times in a three-year period shall be presumed to be violation-prone and will be banned from the airport for three years. Violations are appealable to the Airport Manager. Instead of following this procedure, staff has been using Hearing Boards which were intended to determine the "guilt or innocence" of "persons" not "aircraft." Hearing Boards are cumbersome, time-consuming, and ineffective. The City should immediately start enforcing aircraft noise violations as prescribed in Code Section 51.7.3.

4. Use monetary fines
   Torrance Airport and Santa Monica Airport have similar noise limits and both use monitors to detect violations. Both have laws that are grandfathered under federal law. However, the enforcement is different. Torrance uses hearing boards with no monetary fines. Santa Monica uses progressive monetary fines ranging from $2,000 for a second offense to $10,000 for a fourth offense, followed by suspension or revocation of privileges or permits. A comparison will show that Santa Monica has a much lower violation rate than Torrance (even though Santa Monica has more jet operations than Torrance). For example, in 2018, Torrance's violation rate was four times higher than that of Santa Monica. Santa Monica's enforcement is more effective and Torrance should consider using a similar approach. The City should adopt progressive

monetary fines starting with the second violation (after first issuing a written warning). Furthermore, fines would be a source of revenue for the airport as opposed to hearing boards which are a drag on City resources. Outside legal counsel should be asked to analyze and report on the City's legal authority to change its enforcement method to monetary fines (without undergoing the FAA's costly approval process with little chance of receiving FAA approval).

5. Close gaps between noise monitors
   The City's Code limits aircraft noise (above 82 dB maximum or 88 dB SENEL) anywhere outside the airport boundaries, In other words, it applies throughout all residential areas. But the City only has seven noise monitors and they are spread out around the airport with gaps of about one-half mile between monitors. Large numbers of aircraft fly through the gaps, sometimes as much as a quarter mile from the nearest monitor. The noise on the ground directly below an aircraft could be up to 6-7 dB higher than the reading on the noise monitor one-quarter mile away. So, the City's system misses large numbers of violations which are not picked up by any of the monitors. To detect more violations, the City needs to place monitors in the gaps, especially at the ends of the runways where aircraft are often loudest and noise is most concentrated. The City would not necessarily have to buy additional monitors. It could relocate some of its existing underutilized monitors.

6. Close the public airport and reopen as a private airport
   Recently, the Town of East Hampton, NY, was advised by its outside legal counsel they could close their public airport for three days and reopen as a new private airport with authority to enact restrictions. (See Attachment 3.) This option would restore the City's ability to control local noise. For example, under this option, the City could restrict training operations. The City should ask its outside legal counsel for advice on the City's ability to pursue this option.

7. Ban the sale of leaded fuel
   Many of the aircraft that use the airport still use leaded fuel. Decades ago, lead was determined to have negative health impacts, especially among children. Leaded automobile gas was outlawed. Leaded paint has been outlawed. Yet, aircraft are still allowed to use leaded fuel. The FAA and EPA recognize lead has health impacts, yet they refuse to take action. The FAA's current "goal" is to eliminate lead from aviation gas by 2030. Their failure to take more aggressive action is unacceptable. Meanwhile, aircraft continue to dump lead on our homes, schools, churches, parks and everywhere else. Last year, a study commissioned by County of Santa Clara found increased lead levels in children living near Reid-Hillview Airport. (See Attachment 4.) Last year, the County of Santa Clara acted to ban the sale of leaded fuel at its airports, effective January 1, 2022. On September 17, 2022, the Daily Breeze reported that EPA data shows Torrance Airport is one of the top 100 lead-polluting airports out of 20,000 airports nationwide. Instead of waiting for others to act, the City should ban the sale of leaded fuel, effective as soon as feasible.

8. Legal costs
   Residents want the City to fight, if necessary, to restore and retain our health, safety, and quality of life. To do so, the City may incur legal costs. There is also the possibility that City measures may bring legal action from pilot groups. As with other airport expenses, the City's airport related legal costs should be paid from the Airport Fund and not the City's General Fund. The FAA, in a final Agency Decision and Order in 2020, ruled that even an airport that has received

federal grants can use them for airport related legal costs. (See Attachment 5.) Torrance has no federal grant obligations so there should be little doubt it can do so as well. Outside legal counsel should be asked to confirm this use of funds. New revenue sources, such as landing fees and monetary fines should help offset any legal expenses the airport may incur.

We urge you to take a comprehensive approach to resolving airport impacts and adopt the best combination of legally available options.

Respectfully,

[redacted]

Judy Brunetti
Co-President,
Riviera Homeowners Association

[redacted]

Richard Root,
Riviera Resident

Attachments:
1) Petition to Reduce Torrance Airport Impacts Now With Online Signers' Names (666 as of 10/9/2022 AM)
2) Hard Copy Petitions with 124 Names
3) East Hampton News Release 1/18/2022
4) Santa Clara County News Release 8/4/2021
5) East Hampton Star Article 8/6/2020

cc: A Chaparyan, City Manager,
D Santana, Assistant City Manager
M Ramirez, Director of Community Development
S Megerdichian, General Services Director
R Poirier, City Clerk

PETITION TO REDUCE TORRANCE AIRPORT IMPACTS NOW

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;**
2. **Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and**
3. **Hold public hearings to discuss and consider all legally available options.**

PETITION TO REDUCE TORRANCE AIRPORT IMPACTS NOW

Online Signers' Names as of 10/9/2022 AM

(Note: Many Redondo Beach, 90277, are actually Torrance Riviera)

#	DATE	NAME	CITY	ZIP CODE
1	8/15/2022	Judy Brunetti	Torrance	90505
2	8/15/2022	Richard Root	Torrance	90277
3	8/16/2022	Jean Adelsman	Torrance (Riviera)	90277
4	8/16/2022	Richard Johnson	Torrance	90505
5	8/16/2022	Elizabeth A Spatz	TORRANCE	90505
6	8/16/2022	Dan Selleck	RHE	90274
7	8/16/2022	Sarah Scherger	Torrance	90505
8	8/16/2022	sandra zafran	Torrance	90505
9	8/16/2022	Thomas M Fallo	Redondo Beach	90277
10	8/16/2022	Linda Gohata	Torrance	90277
11	8/16/2022	Lynn Busia	Torrance	90505
12	8/16/2022	Cynthia Constantino	Torrance	90277
13	8/16/2022	margherite vetrano	torrance	90505
14	8/16/2022	Rick Taylor	Torrance	90505
15	8/16/2022	Donald J Tippie	Torrance	90505
16	8/16/2022	Janet Hake	Redondo Beach	90277
17	8/16/2022	Monique Tippie	Torrance	90505
18	8/16/2022	Heidi T	Torrance	90505
19	8/16/2022	Laura Stratton	Torrance	90505
20	8/16/2022	Vicki Radel	Redondo Reach	90277
21	8/16/2022	Marla Shwarts	Torrance	90505
22	8/17/2022	Tiffany Mualem	Torrance	90505
23	8/17/2022	A Josefek	Torrance	90277
24	8/17/2022	Sue LaVaccare	Torrance	90505
25	8/17/2022	James Pickard	Torrance	90505
26	8/17/2022	Deborah Bruggman	Torrance	90505
27	8/17/2022	Dwayne Imai	Torrance	90505
28	8/17/2022	Jean pickard	Torrance	90277
29	8/17/2022	Ann Pickard	Torrance	90505
30	8/17/2022	Natalie Brecher	Torrance	90505
31	8/17/2022	Russell Vakharia	Torrance	90505
32	8/17/2022	Marc Danziger	Torrance	90505
33	8/17/2022	JoAnn Ramirez	Torrance	90505
34	8/17/2022	Grace M Danziger	TORRANCE	90505
35	8/17/2022	Michael Ramirez	Torrance	90505
36	8/17/2022	lynn Lord	Torrance	90505
37	8/17/2022	Richard vendeland	Torrance	90505
38	8/17/2022	Joel Coster	Palos Verdes Estates	90274
39	8/17/2022	Marsha Kelly	Torrance, CA	90505
40	8/17/2022	Jinx Darcy Root	Torrance	90277
41	8/17/2022	Jason Cardona	Torrance	90505
42	8/18/2022	Jeff Campbell	Torrance	90505
43	8/18/2022	Julie Garbe	Torrance	90277
44	8/18/2022	Pamela Popovich	Torrance	90277
45	8/18/2022	DENISE ONEIL	torrance	90505
46	8/18/2022	Richard Busia	Torrance	90505
47	8/18/2022	Jeremy Celi	Torrance	90505

48	8/18/2022	Ginni Lee	Palos Verdes Estates	90274
49	8/18/2022	Keri Weiss	Torrance	90505
50	8/18/2022	Ken Estrella	Torrance	90505
51	8/18/2022	Erik Adolf Weiss	Manhattan Beach	90266
52	8/18/2022	Jenny Li	Torrance	90505
53	8/18/2022	Hydee Ong	Torrance	90505
54	8/18/2022	Jason Mills	Torrance	90505
55	8/18/2022	Hitomi Mills	Torrance	90505
56	8/18/2022	Madeline van Leuvan	Torrance	90505
57	8/18/2022	Diane Holland	Torrance	90505
58	8/18/2022	Judith A Jordan	Torrance	90277
59	8/18/2022	Louis Katz	Torrance	90505
60	8/18/2022	Julian Hulbert	Palos verdes estates	90274
61	8/18/2022	Richard Katz	Torrance	90505
62	8/18/2022	Steve Giffin	Palos Verdes Estates	90274
63	8/18/2022	Katherine Ferr Lelea	Torrance	90505
64	8/18/2022	Greg Sparkman	Palos Verdes Estates	90274
65	8/18/2022	Liz Sparkman	Palos Verdes Estates	90274
66	8/18/2022	Tom Rasmussen	Torrance	90505
67	8/18/2022	Meredith Silk	Palos Verdes Estates	90274
68	8/18/2022	John Kelly	Torrance	90505
69	8/18/2022	William Howe	Torrance	90505
70	8/18/2022	RisÃ« Howe	Torrance	90505
71	8/18/2022	TERRI VOERMAN	TORRANCE	90505
72	8/18/2022	pamela punzalan	Torrance	90505
73	8/18/2022	Victor De Monte	Torrance	90505
74	8/19/2022	Jesus Roman-Castro	Torrance	90505
75	8/19/2022	Robert Nakawatase	Torrance	90505
76	8/19/2022	Arvin Carlson	Pve	90274
77	8/19/2022	Annemarie neuwirth	Torrance	90505
78	8/19/2022	Teri Renee Fisher	Palos Verdes Estates	90274
79	8/19/2022	Lynsey Austin	Palos Verdes Estates	90274
80	8/19/2022	Judy Bales	Palos Verdes Estates	90274
81	8/19/2022	O ROGER SVENSSON	TORRANCE	90505
82	8/19/2022	Michael F Cowan	Torrance	90505
83	8/19/2022	Jenna Christensen	Torrance	90505
84	8/19/2022	Jenny Gu	Torrance	90505
85	8/19/2022	Kelly Dewing Wedel	Torrance	90505
86	8/19/2022	Jane Readeur	Torrance	90505
87	8/19/2022	Lailee Powers Spiker	Palos Verdes Estates	90274
88	8/19/2022	Sohee Kim	Torrance	90505
89	8/19/2022	Wilson Meng	Torrance	90505
90	8/19/2022	Donald E Tippie	Lomita	90717
91	8/19/2022	Lewis S Crescibene	Torrance	90505
92	8/19/2022	Diana FASOLETTI	PVE	90274
93	8/19/2022	Sheila frierson	TORRANCE	90505
94	8/19/2022	Courtney Cress	Torrance	90505
95	8/19/2022	Sheri DeRusha	Torrance	90505
96	8/19/2022	JASMIN PANTOJA	Los Angeles	90732
97	8/19/2022	Maria A Campelo	Torrance	90505
98	8/19/2022	Jennifer Chung	Rancho Palos Verdes	90275
99	8/19/2022	Janet Gonsalves	Torrance	90505
100	8/19/2022	Joe Luttrell	Torrance	90505
101	8/19/2022	Mark A	Torrance	90505
102	8/19/2022	Anne Rasmusson	Torrance	90505

103	8/19/2022	Ashik Mitha	Torrance	90505
104	8/19/2022	Nancy Rey	Torrance	90505
105	8/19/2022	Bill Kramer	Palos Verdes Estates	90274
106	8/19/2022	peggy anne gilhooly	Redondo Beach	90277
107	8/19/2022	Cheryl Gutierrez	Torrance	90505
108	8/19/2022	Judy Keenan	Torrance	90505
109	8/19/2022	Donna McNamara	Torrance	90505
110	8/19/2022	Peter Chevalier	Torrance	90503
111	8/19/2022	H Taylor	Torrance	90505
112	8/19/2022	Rolana Avrumson	Torrance	90505
113	8/19/2022	Amanda N Hughes	Redondo Beach	90277
114	8/19/2022	Johnny Iy	Torrance	90505
115	8/19/2022	Meghana Narasimhan	Torrance	90505
116	8/19/2022	Ram Pitchumani	Torrance	90505
117	8/19/2022	Hairam Castello Branco	Torrance	90505
118	8/19/2022	Esmeralda Melara	Harbor City	90710
119	8/19/2022	E A P	Torrance	90503
120	8/19/2022	Oracio Ordonez	Harbor City	90710
121	8/19/2022	Barbara Varon	Torrance	90505
122	8/19/2022	Winnie Wun	Torrance	90505
123	8/19/2022	frank medrano	Torrance	90505
124	8/19/2022	Hector Gutierrez	Torrance	90505
125	8/19/2022	Christine Hanson	Torrance	90505
126	8/19/2022	Yajing Duan	Torrance	90505
127	8/19/2022	James Unmack	Palos Verdes Estates	90274
128	8/19/2022	Dorothy Robley	Torrance	90505
129	8/19/2022	Steve Hemingway	Torrance	90505
130	8/19/2022	Cathy Constantine	Torrance	90505
131	8/19/2022	Elise Klein	Torrance	90505
132	8/19/2022	Debbie McGraw	Torrance	90505
133	8/19/2022	Wryan Coffee	Torrance	90505
134	8/19/2022	Nelson Ramoran	Torrance	90505
135	8/19/2022	Bryan Brown	Torrance	90505
136	8/19/2022	Jennie Talcott	Torrance	90505
137	8/19/2022	Stephen Bosma	Torrance	90505
138	8/19/2022	Renee Baldwin	Torrance	90505
139	8/19/2022	Lu Anne Kono	Torrance	90505
140	8/19/2022	Bill Brunetti	Torrance	90505
141	8/19/2022	Maureen Wilson	Torrance	90505
142	8/19/2022	deanna aaron cowell	Torrance	90505
143	8/19/2022	Bobette Osborne	Torrance	90505
144	8/19/2022	Adam Buffum	Torrance	90505
145	8/19/2022	Michelle James	Torrance	90505
146	8/19/2022	Pierra Chaplin	Torrance	90504
147	8/19/2022	Belgin Lore	Torrance	90505
148	8/19/2022	Kai Poepplau	Torrance	90505
149	8/19/2022	Misty Ormsby	Torrance	90505
150	8/19/2022	Brian Ormsby	Torrance	90505
151	8/19/2022	Tricia Blanco	Torrance	90505
152	8/19/2022	Jeannine m speros	Redondo Beach	90277
153	8/19/2022	Nichelle Akbik	Torrance	90505
154	8/20/2022	Susan OConnell	Torrance	90505
155	8/20/2022	Janet Li	Torrance	90505
156	8/20/2022	suzanne ELLEN barrett	Torrance	90505
157	8/20/2022	Cindy Segawa	Lomita	90717

158	8/20/2022	Blake Crenshaw	Torrance	90505
159	8/20/2022	Sherwin Rubin	Torrance	90505
160	8/20/2022	Linda Kahn	Torrance	90505
161	8/20/2022	Karen Morris	Torrance	90505
162	8/20/2022	Lawrence Ruben	Torrance	90505
163	8/20/2022	Kathleen Delio	Torrance	90505
164	8/20/2022	Cecily Ruben	Torrance	90505
165	8/20/2022	Charles Delio	Torrance	90505
166	8/20/2022	Paul Jarrells	Torrance	90505
167	8/20/2022	Jamie Vitale	Torrance	90505
168	8/20/2022	Chet Morris	Torrance	90505
169	8/20/2022	Todd Prentice	Torrance	90505
170	8/20/2022	Lynn Hayward	Torrance	90505
171	8/20/2022	Judy Lee	Torrance Riviera	90505
172	8/20/2022	Sherri Medeiros	Torrance	90595
173	8/20/2022	Nicole Week	Torrance	90505
174	8/20/2022	Chris	Torrance	90505
175	8/20/2022	Magdalena Gorecka	Torrance	90505
176	8/20/2022	Elizabeth Buffum	Torrance	90505
177	8/20/2022	Daniel Will	Torrance	90505
178	8/20/2022	Gina Will	Torrance	90505
179	8/20/2022	Tami Pilone	Torrance	90505
180	8/20/2022	Alan day	Redondo Beach	90276
181	8/20/2022	Zhenya Tam	Torrance	90505
182	8/20/2022	Sharon hui	Torrance	90505
183	8/20/2022	Robin Week	Torrance	90505
184	8/20/2022	M	Redondo Beach	90278
185	8/20/2022	Marlene Fleischauer	Torrance	90505
186	8/20/2022	Brent Perekoppi	Palos Verdes Estates	90274
187	8/20/2022	Jennie Nishida	Torrance	90505
188	8/20/2022	Robert John Rios	Lomita	90717
189	8/20/2022	Dennis McLean	Redondo Beach	90277
190	8/20/2022	Connie Collins	Torrance	90505
191	8/20/2022	Patricia Doyle	Redondo Beach	90277
192	8/20/2022	Karen Johnson	Redondo Beach	90277
193	8/20/2022	Priscilla Kandel	Torrance, Ca	90505
194	8/20/2022	Jay Young	Harbor City/Lomita	90710
195	8/20/2022	CarlKandel	Torrance, ca	90505
196	8/20/2022	Marie Rodriguez	Harbor Pines	90710
197	8/20/2022	Jill Klausen	Redondo Beach	90277
198	8/20/2022	Hope Witkowsky	Torrance	90505
199	8/20/2022	Charles Delio	Torrance	90505
200	8/20/2022	Ernest Grosskopf	Torrance Ca	90505
201	8/20/2022	MaryAnn Alcocer	Harbor City	90710
202	8/20/2022	Anthony Liakos	Torrance	90505
203	8/20/2022	David Kelley	Torrance, CA	90277
204	8/20/2022	Dan	Torrance	90505
205	8/20/2022	Chaim Warzman	Torrance	90505
206	8/20/2022	Philip Gerlach	Torrance	90505
207	8/20/2022	Pierre Hoffmann	Redondo Beach	90277
208	8/20/2022	Kelly Ivaska	Redondo Beach	90277
209	8/20/2022	Michael Short	Torrance	90505
210	8/20/2022	Janet Katz	Torrance	90505
211	8/20/2022	Gerardo Silva	Torrance	90505
212	8/20/2022	Mercedes ORTIZ	Torrance	90505

213	8/20/2022	Jim Montgomery	Torrance	90277
214	8/21/2022	Judy dezelan	Palos Verdes Estates	90274
215	8/21/2022	Gayle Berry	Torrance	90505
216	8/21/2022	CAROL HOWDEN	TORRANCE	90505
217	8/21/2022	Erica Glinsky	Torrance	90277
218	8/21/2022	Sandra	Torrance	90501
219	8/21/2022	Lynne Woike	Torrance	90503
220	8/21/2022	Jennifer Beckman	Redondo Beach	90277
221	8/21/2022	Zaina mone	Torrance	90505
222	8/21/2022	Wil C	Torrance	90505
223	8/21/2022	Andrea burke	Torrance	90505
224	8/21/2022	Holley Mullen	Lomita	90717
225	8/21/2022	Jun H		90717
226	8/21/2022	Eric Fein	Torrance	90505
227	8/21/2022	Jake raden	Lomita	90717
228	8/21/2022	Clayton Kau	Palos Verdes Estates	90274
229	8/21/2022	Gary Stuart	Torrance	90505
230	8/21/2022	Steve Sachs	Torrance	90505
231	8/21/2022	Linda Servatius	Torrance	90505
232	8/21/2022	Deborah Pasienski	Torrance	90505
233	8/21/2022	Andy Suk	Torrance	90505
234	8/21/2022	Jack Luftman	PVE	90274
235	8/21/2022	Dan Knudson	Torrance	90501
236	8/21/2022	Ann Ferrelli	Torrance	90505
237	8/21/2022	Simone Majka	Palos Verdes Estates	90274
238	8/21/2022	Eileen M Jaynes	Torrance	90505
239	8/21/2022	Jacqueline Ecklund	TORRANCE	90503
240	8/21/2022	Claire Ravizza	Torrance	90277
241	8/21/2022	James Nothern	Torrance	90505
242	8/22/2022	Debra Knudson	Torrance	90501
243	8/22/2022	Catherine Walter	Torrance	90505
244	8/22/2022	Benjamin NOLL	Torrance	90505
245	8/22/2022	Duncan Gamble	PVE	90274
246	8/22/2022	Joan Davidson	Redondo Beach	90277
247	8/22/2022	Deborah Herzik	Redondo Beach	90277
248	8/22/2022	Q McLean	Palos Verdes	90274
249	8/22/2022	Mark Dondick	Harbor City	90710
250	8/22/2022	Linda Miller	Torrance	90505
251	8/22/2022	Kathryn DeWitt	Torrance	90277
252	8/22/2022	Erika Dobrovodsky	Torrance	90505
253	8/22/2022	Mieko Yokoo	Torrance	90505
254	8/22/2022	Nicole freeth	Torrance	90505
255	8/22/2022	John Freeth	Torrance	90505
256	8/22/2022	changmin kim	TORRANCE	90505
257	8/22/2022	Anne Moore	Redondo Beach	90277
258	8/22/2022	Thomas Kolesar	Torrance	90505
259	8/22/2022	Joe Galliani	Hollywood Riviera	90277
260	8/23/2022	Thomas Dryer	Torrance	90505
261	8/23/2022	Linda Dryer	Torrance	90505
262	8/23/2022	Ruth Vogel	Torrance	90277
263	8/23/2022	Peggy maddox	Torrance	90277
264	8/23/2022	laura medina	Redondo beach	90277
265	8/23/2022	Jill Verenkoff	REDONDO BEACH	90277
266	8/23/2022	Sara McKown	Redondo Beach	90277
267	8/23/2022	Evelyn Titiriga	Torrance	90505

268	8/23/2022	Gerald Utpadel	Torrance	90505
269	8/23/2022	Robert S Amador	Torrance	90503
270	8/23/2022	MICHAEL David STEFANSSON	Torrance	90505
271	8/23/2022	Kim Harley	redondo beach	90277
272	8/23/2022	Peter Titiriga	Torrance	90505
273	8/23/2022	Michael Bonasoro	Torrance	90505
274	8/24/2022	Therese Tippie	Torrance	90505
275	8/24/2022	Terri fungshaw	Torrance	90505
276	8/24/2022	Jaimie Kau	Palos Verdes Estates	90274
277	8/24/2022	Janice Rohn	Redondo Beach	90277
278	8/24/2022	Karen Lent	Torrance	90277
279	8/24/2022	Melissa Glorioso	Torrance	90503
280	8/24/2022	Michael Wermers	Torrance	90505
281	8/24/2022	Zac Henry	Torrance	90505
282	8/24/2022	vinay	Torrance	90505
283	8/24/2022	Carol Roelen	Torrance	90505
284	8/24/2022	David Roelen	Torrance	90505
285	8/24/2022	vijay patel	torrance	90505
286	8/24/2022	James Stenzel	Torrance	90505
287	8/24/2022	MaryAnn Bailey	Torrance	90505
288	8/25/2022	Gavin Neilson	Torrance	90505
289	8/25/2022	Christopher Jacoby	Torrance	90277
290	8/25/2022	Sarah McCanless	Redondo Beach	90277
291	8/25/2022	Robert Stahl	Torrance	90505
292	8/25/2022	Youngna Lee	Torrance	90505
293	8/25/2022	loreen trevino	Redondo Beach	90277
294	8/25/2022	Josephine Lee-Nozaki	Torrance	90505
295	8/25/2022	Dan Pomerantz	Redondo Beach	90277
296	8/25/2022	Terry Eastley	TORRANCE	90505
297	8/25/2022	Marybeth Martinez	Redondo Beach	90277
298	8/25/2022	Steven Dennis	Torrance	90505
299	8/25/2022	Doris Herzog	Torrance	90501
300	8/25/2022	Carol Fisher	Torrance	90505
301	8/25/2022	Karen Nelson	Redondo Beach	90277
302	8/25/2022	Jackie Kraft	Lomita	90717
303	8/25/2022	Dina Wiley	Torrance	90277
304	8/25/2022	Karl Wagner	Torrance	90505
305	8/25/2022	Sharon Wagner	Torrance	90505
306	8/25/2022	Kelly Fitzgerald	Torrance	90505
307	8/25/2022	Bradley Fitzgerald	TORRANCE	90505
308	8/25/2022	Zelinda Welch	Torrance	90505
309	8/25/2022	Gary Hart	Torrance	90505
310	8/25/2022	Natalie Leyton	Redondo Beach	90277
311	8/25/2022	Gerri Everist	Redondo Beach	90277
312	8/25/2022	Jill Butler	Redondo Beach	90277
313	8/25/2022	June Bartczak	Redondo Beach	90277
314	8/25/2022	Paul Keach	Torrance	90505
315	8/25/2022	Linda Wilson-Gray	Torrance	90501
316	8/25/2022	Alex Sasayama	Torrance	90505
317	8/25/2022	Linda Keach	Torrance	90505
318	8/25/2022	Griselda D Sasayama	Torrance	90505
319	8/26/2022	Karen DelPozo	Torrance	90277
320	8/26/2022	Diane Botelho	Torrance	90505
321	8/26/2022	jackie niederstrass	Torrance	90505
322	8/26/2022	Suzanne Gross	Redondo Beach	90277

323	8/26/2022	Mimi hess	Torrance	90595
324	8/26/2022	Celeste Crandell	Torrance	90505
325	8/26/2022	Linda S Babcock	Torrance	90505
326	8/26/2022	Judy Moccardini	Redondo Beach	90277
327	8/26/2022	Anthony Valentino	Redondo Beach	90277
328	8/26/2022	Bruce L	Redondo Beach	90277
329	8/26/2022	Jon Dearing	Torrance	90505
330	8/26/2022	Yvonne Catalina	Torrance	90277
331	8/26/2022	Dwayne Catalina	Torrance	90277
332	8/26/2022	Sandra Fuchs	Redondo Beach	90277
333	8/26/2022	Pamela Grant Provence	Torrance	90505
334	8/26/2022	Ryan Roelen	Lomita	90717
335	8/26/2022	Steve Davis	TORRANCE	90505
336	8/26/2022	Stuart Okata	Redondo Beach	90277
337	8/26/2022	Phyllis Vranesh	Redondo Beach	90277
338	8/26/2022	Demaris Watson	Torrance Calif	90503
339	8/27/2022	Marian Eskander	Torrance	90501
340	8/27/2022	Treva Forister	Torrance	90505
341	8/27/2022	Sergio Villar	Culver City	90232
342	8/27/2022	David shaw	Torrance	90505
343	8/27/2022	Chelsy McKibbon	Torrance	90505
344	8/27/2022	Jon Neuwirth	Torrance	90505
345	8/27/2022	Sandra Holliday	TORRANCE	90505
346	8/27/2022	Steven Pasienski	Torrance	90505
347	8/27/2022	Bill whitman	Palos Verdes Estates	90274
348	8/27/2022	Gonzalo Rey	Torrance	90505
349	8/27/2022	Paul Ponichtera	Torrance	90505
350	8/27/2022	Cliff Numark	Torrance	90277
351	8/28/2022	Anna T Eakins	Torrance	90277
352	8/28/2022	Jon Spallino	Redondo Beach	90277
353	8/28/2022	Adele Karoum	Torrance	90505
354	8/28/2022	Margaret Kerza Kwiatecki	Redondo Beach	90277
355	8/28/2022	Shirley Valencia	Lomita	90717
356	8/29/2022	Marilyn E Schafer	Torrance	90505
357	8/29/2022	Frances Ando	Torrance	90505
358	8/29/2022	Carol Croft	Torrance	90505
359	8/29/2022	Leonard Schapira	Torrance	90505
360	8/29/2022	Alice Goldberg	Redondo Beach	90277
361	8/29/2022	Paul Goldberg	Redondo Beach	90277
362	8/29/2022	Alice Brechin	Torrance	90505
363	8/29/2022	Karen Mamakos	RB	90277
364	8/29/2022	ShueRue Hsu	Torrance	90277
365	8/29/2022	Rachel	Torrance	90505
366	8/29/2022	Ginger Brown	Torrance	90505
367	8/29/2022	Liz Hotsko	Torrance	90505
368	8/29/2022	Kathryn Hospodar	Redondo Beach	90277
369	8/29/2022	Debra Prodan Furetta	Redondo Beach	90277
370	8/29/2022	katy butler	Torrance	90277
371	8/29/2022	Robin Brenner	Redondo Beach	90277
372	8/29/2022	Chris C Ioimo	Torrance	90505
373	8/29/2022	Frank	Lomita	90717
374	8/29/2022	William M Weed	Torrance	90505
375	8/29/2022	Sandra Fetherston	Torrance	90277
376	8/30/2022	Lance Miller	Palos Verdes	90274
377	8/30/2022	Giancarlo Melloni	Torrance	90505

378	8/30/2022	Howard J Klein	Torrance	90505
379	8/30/2022	peter liu	Torrance	90505
380	8/30/2022	Pu Gong	Rancho Palos Verdes	90275
381	8/30/2022	Sean Saunders	Redondo Beach	90277
382	8/30/2022	Maureen Baker	Torrance	90505
383	8/31/2022	Rachel Stewart	Torrance	90505
384	8/31/2022	Tina Barclay	Torrance	90505
385	8/31/2022	David okata	Torrance	90593
386	8/31/2022	Dione M Surdez	TORRANCE	90505
387	8/31/2022	Jessica Hu	Torrance	90505
388	8/31/2022	Judi Hnatiuk	Palos Verdes Estates	90274
389	9/1/2022	Joseph Liu	Torrance	90505
390	9/1/2022	Linda Gorin-Sibner	Palos Verdes Estates	90274
391	9/1/2022	Lynda L Kraemer	Torrance	90503
392	9/1/2022	Robert R Rauzon	Torrance	90505
393	9/1/2022	JoAnne Sanger	Palos Verdes Estates	90274
394	9/2/2022	Roman Baker	Torrance	90505
395	9/2/2022	Paula Daniels	Palos Verdes Estates	90274
396	9/2/2022	Parham Medhat	Torrance	90505
397	9/2/2022	Charles Fiedler	Torrance	90505
398	9/2/2022	Dorothy Slawson	Torrance	90503
399	9/2/2022	Gina Mcduffie	Palos verdes estates	90274
400	9/2/2022	Judy English	Torrance	99277
401	9/2/2022	Cynthia J Lum	TORRANCE	90505
402	9/2/2022	Carmen Beattie	Torrance	90505
403	9/2/2022	Brian Shaw	Torrance	90505
404	9/2/2022	Daniela Samms	Torrance	90505
405	9/2/2022	Christine D Steinbacher	Torrance	90505
406	9/2/2022	Nora Yusa	Torrance	90505
407	9/2/2022	Robert Laxton	Torrance	90505
408	9/2/2022	Carrie Sussman	Torrance	90505
409	9/2/2022	Mike Herrin	PVE	90274
410	9/2/2022	Beth Graziano	Palos Verdes Estates	90274
411	9/2/2022	Sylvia Seward Friedlander	Palos Verdes Estates	90274
412	9/2/2022	Tina Kelley	Lomita	90717
413	9/2/2022	JOEL GITELSON	Lomita	90717
414	9/2/2022	Consuelo	Torrance	90505
415	9/3/2022	Ariane Moyer	Palos Verdes Estate	90274
416	9/3/2022	Sheree Pickman	Palos verdes estates	90274
417	9/3/2022	Brian Dewhirst	Torrance	90505
418	9/3/2022	Susan Brody	Palos Verdes Estates	90274
419	9/3/2022	Dorothy Mikelson	Torrance	90505
420	9/3/2022	Bob Van Nice	PVE	90274
421	9/3/2022	Theresa Sabo	Lomita	90717
422	9/4/2022	Kathie Gaston	Palos verdes estates	90274
423	9/4/2022	JOSEY VANDERPAS	Torrance	90505
424	9/4/2022	Diana K	Torrance	90277
425	9/4/2022	Kelly Ball	Palos Verdes Estates	90274
426	9/4/2022	Janet earl	Palos Verdes estates	90274
427	9/4/2022	Kelly Barry	Palos Verdes Estates	90274
428	9/4/2022	John Kwalk	TORRANCE	90505
429	9/5/2022	Dixie Cooper	Torrance	90505
430	9/5/2022	Michelle Whitman	Torrance	90505
431	9/6/2022	Gina	Torrance	90505
432	9/6/2022	Jenny McKay	Palos Verdes Estates	90274

433	9/6/2022	Leslie Allen	Palos Verdes Estates	90274
434	9/7/2022	Kristin Borden	Palos Verdes Eststes	90274
435	9/7/2022	Gerri L Nelson	Palos Verdes Estates	90274
436	9/7/2022	Al Ortiz	Torrance	90505
437	9/7/2022	Jonathan Frey	Torrance	90278
438	9/7/2022	Pat and Diane Cleary	Torrance	90505
439	9/7/2022	Lisa Balcom	palos verdes	90274
440	9/7/2022	Karen Paris	Torrance	90505
441	9/7/2022	Maximillian k Parker	Torrance	90505
442	9/7/2022	Kathleen Lago	Torrance	90505
443	9/7/2022	Joshua Paulsen	Torrance	90505
444	9/7/2022	Nancilyn Burruss	Torrance	90505
445	9/7/2022	Tracy Fruhling	Palos Verdes Estates	90274
446	9/7/2022	Heidi Ioimo	Torrance	90505
447	9/7/2022	James McNulty	Torrance	90505
448	9/7/2022	Caroline Hulbert	PVE	90274
449	9/7/2022	Heidi M Garlick	Lomita	90717
450	9/7/2022	Martha Bauman	Torrance	90505
451	9/7/2022	Roxana Johnson	Torrance	90505
452	9/7/2022	Hannah Mason	Torrance	90505
453	9/7/2022	Brett Wooldridge	Torrance	90505
454	9/8/2022	Cynthia Frias	Rolling Hills Estates	90274
455	9/8/2022	Sandra Yee	Redondo Beach	90277
456	9/8/2022	Roni Serrato	Torrance	90505
457	9/8/2022	Jeffrey S Hueth	Torrance	90505
458	9/8/2022	Scott Bowen	Torrance	90505
459	9/8/2022	Arvin carlson	PALOS Verdes Estates	90274
460	9/8/2022	Jan Laxton	Torrance	90505
461	9/8/2022	Niamh Farrokhsiar	Torrance	90505
462	9/8/2022	Paula Pilmanis	Rpv	90275
463	9/8/2022	Roger Bustillos	Torrance	90505
464	9/8/2022	Linda Miller	palos verdes estates	90274
465	9/8/2022	Meredith Edwards	Palos Verdes Estates	90274
466	9/8/2022	Robert Lavallee	Torrance	90505
467	9/8/2022	Elaine Carlson	Palos Verdes Estates	90274
468	9/8/2022	Harold Imamura	SE Torrance/Lomita	90501
469	9/8/2022	Benjamin Mason	Torrance	90505
470	9/8/2022	Teresa de Genover	Redondo Beach	90277
471	9/8/2022	Julie Dojiri	Torrance	90505
472	9/8/2022	Jen Skiver	Torrance	90503
473	9/8/2022	Michael Warner	Palos Verdes Estate	90274
474	9/8/2022	Diana Stefansson	Torrance	90505
475	9/8/2022	Deirdre Brand	torrance	90505
476	9/8/2022	Susan Pickens	Torrance	90505
477	9/8/2022	Pamela H	Torrane	90505
478	9/8/2022	Roy Ricks	Torrance	90505
479	9/8/2022	Zulema Gonzales	Torrance	90505
480	9/8/2022	Mary Fraser	Torrance	90505
481	9/8/2022	Livey Yao	Torrance	90505
482	9/8/2022	John Wolff	Torrance	90505
483	9/8/2022	Maureen Morton	Mesa	85209
484	9/8/2022	Joseph Morton	Mesa	85209
485	9/8/2022	Christopher Richard	Torrance	90505
486	9/8/2022	Norma Cantrell	Torrance	90505
487	9/8/2022	Virginia McMurchie	TORRANCE	90505

488	9/8/2022	Joseph mendence	Torrance	90505
489	9/8/2022	Kathleen Buchanan	Torrance	90505
490	9/8/2022	Jill Pierson	Torrance	90505
491	9/8/2022	Tracy Schierman Heorgis	Torrance	90505
492	9/8/2022	Audrey Yee	Torrance	90505
493	9/8/2022	Tim Cummings	Torrance	90505
494	9/8/2022	Jean Cummings	Torrance	90505
495	9/8/2022	Jo Elaine A Matsumot	Torrance	90505
496	9/8/2022	Ram P Bangia	Torrance	90505
497	9/8/2022	David Silk	Palos Verdes Estates	90274
498	9/8/2022	Judy Foster	TORRANCE	90505
499	9/8/2022	James Aleshire	Torrance	90505
500	9/8/2022	Karl Claas	Torrance	90505
501	9/8/2022	linda zebrowski	Redondo beach	90278
502	9/9/2022	Alice Teruya	Torrance	90505
503	9/9/2022	Rebecca McKeen Delafield	Torrance	90505
504	9/9/2022	Kate Karwowska	Torrance	90505
505	9/9/2022	William Jordan	Torrance	90505
506	9/9/2022	Greta Rodman	Torrance	90505
507	9/9/2022	Judy Benton	Torrance	90503
508	9/9/2022	Jaye Knehnetsky	Torrance	90505
509	9/9/2022	Joan M Johnson	Torrance	90505
510	9/9/2022	Ta Ratana	Torrance	90505
511	9/9/2022	Beverly Ricketts	Torrance	90505
512	9/9/2022	Yusuke mori	Torrance	90505
513	9/9/2022	Hillary Singer	Torrance	90505
514	9/9/2022	Robin	Columbia	21044
515	9/9/2022	Marina Taffe	Torrance	90505
516	9/9/2022	Nancy Griffith	Torrance	90505
517	9/9/2022	Megan Hennessay	Torrance	90505
518	9/9/2022	Gloria Lee	Torrance	90505
519	9/9/2022	Margaret Pagan	Torrance	90505
520	9/9/2022	Steve Jacobson	Torrance	90505
521	9/9/2022	Patrice Lefevre	Torrance	90505
522	9/9/2022	JOAN JONEs	torrance	90505
523	9/9/2022	Larry Neville	Torrance	90505
524	9/9/2022	Karen Martinez	Torrance	90501
525	9/9/2022	Nick Blaney	Torrance	90505
526	9/9/2022	Mikel Hennessay	Torrance	90505
527	9/9/2022	Wendar Fu	PVE	90274
528	9/9/2022	Lianne Mair Koeberle	Palos Verdes Estates	90274
529	9/9/2022	Gale Valentini	Palos Verdes Estates	90274
530	9/9/2022	Michelle Fullerton	Palos Verdes Estates	90274
531	9/9/2022	Toby Nakamoto	Torrance	90595
532	9/9/2022	Brian J Smith	Torrance	90505
533	9/9/2022	Nancy Kim	Palos Verdes Estates	90274
534	9/9/2022	Richard Brehove	Lomita	90717
535	9/9/2022	Lynda Takaoka	Torrance	90505
536	9/9/2022	Wanda Estrella	Torrance	90505
537	9/9/2022	Brittny Burford	Torrance	90505
538	9/9/2022	Debborah Gifford	Palos Verdes Estates	90274
539	9/9/2022	Joan Brogdon	Torrance	90505
540	9/9/2022	Ayse Ulubay	Torrance	90505
541	9/9/2022	Bernardino Testa	Torrance	90505
542	9/9/2022	Gabriela	Torrance	90505

543	9/9/2022	Jim Cao	Torrance	90505
544	9/9/2022	Monica	Torrance	90505
545	9/10/2022	Colleen Brand	Torrance	90505
546	9/10/2022	Birgitte Hueth	Torrance	90505
547	9/10/2022	Dana Richardson	Torrance	90505
548	9/10/2022	Cheryl ito	Torrance	90505
549	9/10/2022	Kevin Eastley	Torrance	90505
550	9/10/2022	Nima Gray	Torrance	90505
551	9/10/2022	Edward Kwak	Torrance	90505
552	9/10/2022	D Whitesides	Torrance	90505
553	9/10/2022	Esther Audrey	TORRANCE	90505
554	9/10/2022	Brian Bloomfield	Torrance	90505
555	9/10/2022	Melissa Pawless	Wichita Falls	76301
556	9/10/2022	Margaret M Bradeen	Torrance	90505
557	9/10/2022	Patricia Testa	Torrance	90505
558	9/11/2022	Jessica Miller	Torrance	90505
559	9/11/2022	Jessica Miller	Torrance	90505
560	9/11/2022	Barbara Marriott	Torrance	90505
561	9/11/2022	Patricia Norton	Torrance	90505
562	9/11/2022	David Gakenheimer	Rancho Palos Verdes	90275
563	9/11/2022	Kim Bloomfield	Torrance	90505
564	9/11/2022	Farzad Hajimoradi	Torrance	90505
565	9/12/2022	Andrea Fell	Torrance	90505
566	9/12/2022	Freda Hoo	Torrance	90505
567	9/12/2022	H adle attala	Torrance	90505
568	9/12/2022	Denise Marie Tegel	Torrance	90505
569	9/12/2022	Billy Roberts	Torrance	90505
570	9/12/2022	Richard Sibner	Palos Verdes Estates	90274
571	9/13/2022	Peter Kim	Torrance	90505
572	9/13/2022	Britt Latto	Torrance	90505
573	9/13/2022	Jocelyn Pickard	Torrance	90505
574	9/13/2022	Shirley Duarte	Torrance	90505
575	9/13/2022	Alen Tanemura	Palos Verdes Estates	90274
576	9/13/2022	Kay Everhart	Palos Verdes Estates	90274
577	9/13/2022	Autumn Moore	Torrance	90505
578	9/13/2022	Robert Pagan	Torrance	90505
579	9/14/2022	Mary Cilva	Torrance	90505
580	9/14/2022	Scott Aitchison	Torrance	90505
581	9/14/2022	Emma Reyes	Torrance	90505
582	9/14/2022	Ed Kono	Torrance	90505
583	9/14/2022	Terri Lambert	Torrance	90505
584	9/14/2022	Beth sato	TORRANCE	90505
585	9/14/2022	Misao Shimada	Torrance	90505
586	9/14/2022	Lesley Aitchison	Torrance	90505
587	9/15/2022	Danny Song	Torrance	90505
588	9/16/2022	Susan Reedquist	Torrance	90505
589	9/16/2022	Marlene Krapf	Torrance	90505
590	9/16/2022	Deirdre Badal	Palos Verdes Estates	90274
591	9/18/2022	Deborah Leister	Torrance	90503
592	9/19/2022	Paula Johnson	Torrance	90505
593	9/19/2022	Chris Cook	Torrance	90717
594	9/19/2022	Jay Heidebrecht	Torrance	90503
595	9/21/2022	Elaine Malit	Palos Verdes Estates	90274
596	9/21/2022	Jo	Torrance	90505
597	9/21/2022	Ed Johnson	Torrance	90505

598	9/22/2022	myriam liberman	Torrance	90505
599	9/23/2022	Catherine G Modesitt	Torrance	90505
600	9/25/2022	Max H	Torrance	90503
601	9/26/2022	Cristina Cummins	Redondo Beach	90277
602	9/27/2022	Dennis Swan	Torrance	90505
603	9/27/2022	Tom Newman	Torrance	90505
604	9/27/2022	Artin Siraki	Los Angeles	91202
605	9/28/2022	Scott Cummins	Redondo Beach	90277
606	9/29/2022	Cecelia nieto	Torrance	90505
607	9/30/2022	Nazia	Torrance	90505
608	9/30/2022	Christina Andersen	Torrance	90505
609	9/30/2022	Tormod Andersen	Torrance	90505
610	9/30/2022	Set K	Torrance	90505
611	9/30/2022	William Wilhelm	Torrance	90505
612	9/30/2022	Clairann Ranney	Torrance	90505
613	9/30/2022	Elizabeth	Torrance	90505
614	10/1/2022	Norman Noda	Torrance	90505
615	10/2/2022	Sheri Markus-Kennell	Torrance	90505
616	10/3/2022	Deborah Greenwade	Torrance	90505
617	10/4/2022	Linda Lenton	TORRANCE	90505
618	10/5/2022	Eileen Mejia	Torrance	90505
619	10/5/2022	Keming Chen	Torrance	90505
620	10/5/2022	John Dickinson	Torrance	90505
621	10/5/2022	Nancy Stanbury	Torrance	90505
622	10/6/2022	Diana Neidert	Redondo Beach	90277
623	10/6/2022	Masashi Kawamoto	Torrance	90505
624	10/6/2022	Wendy A Lee	TORRANCE	90505
625	10/6/2022	julian ballesteros	Torrance	90505
626	10/6/2022	Glenn Sakamoto	Torrance	90505
627	10/6/2022	MARK RICH	Torrance	90505
628	10/6/2022	Elaine Cox	Torrance	90505
629	10/6/2022	Eric Roland Baran	Torrance	90505
630	10/6/2022	Rodney Sakamoto	Torrance	90504
631	10/6/2022	Gordon Rowell	Torrance	90505
632	10/6/2022	Joyce Watanabe	Redondo Beach	90277
633	10/6/2022	JOE BUCK	Redondo Beach	90277
634	10/6/2022	Lisa Rich	Torrance	90505
635	10/6/2022	Linda Feather	Redondo Beach	90277
636	10/6/2022	Madison Rich	Torrance	90505
637	10/6/2022	Janet Morgan	Torrance	90505
638	10/6/2022	John J Kim	redondo beach	90277
639	10/6/2022	Terry Bai	Torrance	90505
640	10/6/2022	Howard Chen	Torrance	90505
641	10/6/2022	Christopher Marino	Redondo Beach	90277
642	10/7/2022	Jackie Le sage	Torrance	90505
643	10/7/2022	Michael R McLaughlin	TORRANCE	90505
644	10/7/2022	Hayley DeMar	Torrance	90505
645	10/7/2022	Derek DeMar	Torrance	90505
646	10/7/2022	Jane Hebson	Torrance	90505
647	10/7/2022	Mark Hebson	Torrance	90505
648	10/7/2022	Hamyung Chung	Torrance	90505
649	10/7/2022	Patrick Fell	Torrance	90505
650	10/7/2022	Sharon Ishii	Torrance	90505
651	10/7/2022	Sonya Ehsan	TORRANCE	90505
652	10/7/2022	James Rupert	Torrance	90505

653	10/7/2022	Fansy Rupert	Torrance	90505
654	10/7/2022	Mark Yoshimoto	Redondo Beach	90277
655	10/7/2022	Mari Takahashi	Torrance	90505
656	10/7/2022	Steven A Hitchcock	Redondo Beach	90277
657	10/8/2022	Derek	Torrance	90505
658	10/8/2022	Melissa Wall	Torrance	90277
659	10/8/2022	Sandy Cho	Torrance	90505
660	10/8/2022	Nick Madden	Torrance	90505
661	10/8/2022	Zhang Xu	Torrance	90505
662	10/8/2022	Daryl Lesage	Torrance	90505
663	10/8/2022	Chris J	Torrance	90277
664	10/8/2022	Megan hayati	Torrance	90505
665	10/9/2022	Po Chen Tseng	Torrance	90505
666	10/9/2022	Christopher Sagrillo	Torrance	90505

PETITION TO REDUCE TORRANCE AIRPORT IMPACTS NOW

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;**
2. **Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and**
3. **Hold public hearings to discuss and consider all legally available options.**

	DATE	FIRST NAME	LAST NAME	EMAIL	CITY	ZIP CODE
1	9/8	[illegible]	[illegible]		[illegible] Torrance	[illegible]
2	9/8	[illegible]	[illegible]		[illegible] Torrance	90505
3	9/8	SHARON	ROSE		TORRANCE	90505
4	9/8	SUSAN	WARNER		TORRANCE	90505
5	9/8	[illegible]	[illegible]		TOR	90505
6	9/8	[illegible]	[illegible]		TORRANCE	90505
7	[illegible]	[illegible]	[illegible]		Torrance	90505
8	9/8	[illegible]	[illegible]		TORRANCE	90505

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	DATE	FIRST NAME	LAST NAME	EMAIL	CITY	ZIP CODE
1	9/9	Kathy	KENNY		TORRANCE	90505
2	9/9	Vicki	Wallace		Torrance	90505
3	9/9	Ruth	Blume		Torrance	90505
4	9/9	EVERETT	KIRSCH		TORRANCE	90505
5	9/9	Dallas	Plantowich		Torrance	90505
6	9/9	CRAIG	CONANT		TORRANCE	90505
7	9/9	Sharon	CAREY		TORRANCE	90505
8	9/9	Gail	Saulsberry		Torrance	90505

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1	9/9	[illegible]	SHIMADA	—	TORRANCE	90505
2	9/9	Paul	Vroom	—	Torrance	90505
3	9/9	Audrey	Yee	—	Torrance	90505
4	9/9	[illegible]	Bunce	—	[illegible]	[illegible]
5	9/9	Kay	Bunce	—	Torrance	90505
6	9/9	Barbie	Johnson	—	Torrance	90505
7	9-9	Elizabeth	Young	—	Torrance	90505
8	9-9	MASAYO	SUGIOKA	—	TORRANCE	90505

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1	9/9/22	JUDITH	PATTEN		TORRANCE	90505
2	9/9/22	HEATHER	LAMONT		TORRANCE	90505
3	9/9/22	TOM	KASTERKO		COM TORRANCE	90505
4	9/9/22	Bunnie	Conaway-Kirsch		Torrance	90505
5	9/10/22	Mary	Wallace		Com Torrance	90505
6	9/10/22	Ann	McKennon		Torrance	90505
7	9/10/22	CHARLENE	LEE		TORRANCE	90505
8	9/11/22	Maureen	Dempsey		Torrance	90505

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1	9/10	Rachel	Benson	—	Torrance	90505
2	9/10	RAY	TOMINAGA	—	TORRANCE	90505
3	9/10	RICHARD	STOFER	—	"	905[illegible]
4	9/10	STEPHEN	SPOLIDORO	—	TORRANCE	90505
5	9/10	Ryo	Matsukawa	—	"	90505
6	9/10	TOLLY	GIAMBERDINO	—	TORRANCE	905201
7	9/10	Sharon	Murillo	—	Torrance	90505
8	9/10	FRED.	[illegible]	—	TORRANCE	90505

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	DATE	FIRST NAME	LAST NAME	EMAIL	CITY	ZIP CODE
1	9/10	CARL	YORK	2019@GMAIL.COM	TORRANCE	90501 CA
2	9/10	[illegible]	[illegible]		TORR	90505
3	9/10	NORM	LEROUX		TORR	90505
4	9/16	PAUL	TAFFE		TORRANCE	90505
5	9/12	Shelly	Zirkus		Torr.	90505
6	9/12	Maggie	Cramer		Torr	90505
7	9/12	Scott	Rim		TORR	90505
8	9/12	[illegible]	[illegible]		Torr	90505

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1	9/12	DEANNA	ROTH		TORR	90505
2	9/12	JASON	STANLEY	1@AOL.COM		
3	9/12	Micka	Sanchez		Torrance	90505
4	9-12	David	Wilson		TORRANCE	90505
5	9-12	BERNADETT	KOSTYSHAK		TORRANCE	90505
6	9-12	ED	KOSTYSHAK		Torrance	90505
7	9-12	LEAH	MANZANARES		Torrance	90505
8	9/12	Alice	Alkonis		Torrance	90505

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2. **Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and**
3. **Hold public hearings to discuss and consider all legally available options.**

	DATE	FIRST NAME	LAST NAME	EMAIL	CITY	ZIP CODE
1	9/12	PATRICIA	ARTMAN		TORRANCE	90505
2	9/12	Cathy	Denning		Torrance	90505
3	9/12	MARTHA	HOEGLER		TORRANCE	90506
4	9/12	SOLANGE	KOBLIZEK		TORRANCE	90505
5	9/12	FRED	KOBLIZEK		TORRANCE	90505
6	9/12	Pat	Reed		Torr	90505
7	9/12	ELISABETH	DUARTE		Torrance	90505
8	9/12	Lauri	Adams		Torrance	90505

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	DATE	FIRST NAME	LAST NAME	EMAIL	CITY	ZIP CODE
1	9/12/13	MARILYN	KENNEY		TOR	90505
2	9/13/13	[illegible]	KENNEY		TOR	90505
3	9/13	Jeannie	Rennback		TOR	90505
4	9/13	William	Collins		TOR	90505
5	9/14	[illegible]	[illegible]		TORR	90505
6	9/14	RENEE	CHANG		TORR	90505
7	"	RICHARD	CHANG		TORR	90505
8	9/14	[illegible]	[illegible]		TOR	90505

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1	9/13	BARBARA	KURC	—	TORRANCE	90505
2	9/13	LINDA	Kelly	—	Torrance	90505
3	"	KEIKO	MELLING	—	Tor	90505
4	9/13	Maryle	Lombardi	—	Torrance	90505
5	9/13	JOYCE	PAINE	—	TORRANCE	90505
6	9/13	LARRY	PAINE	—	T "	"
7	9/13	Gladys	Ellerbroek	—	Torrance	90505
8	9/13	Ted	Ward	—	Torrance	90505

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	DATE	FIRST NAME	LAST NAME	EMAIL	CITY	ZIP CODE
1	9/13	MaryAnn	Anello	—	Tor	90505
2	9/13	Sharon	Massey	—	Tor	90505
3	9/13	Darrell	Massey	—	Tor	90505
4	9/13	Leon	Silverman	—	Torrance	90505
5	9/13	Anna	Silverman	—	Torrance	90505
6	9/13	Mary	Falconer	—	Torrance	90505
7	9/13	Judy	Copeland	—	Torrance	90505
8	9/13	Fran	Modaino	—	TORR.	90505

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	9/14/22	Daniela	Mareas		Torrance	90505
2	9/14/22	JOSEPHINE	Primavera		Torrance	90505
3	9/14/22	LINDA	FISK		Torrance	90505
4	9/14/22	Alfred	CHAN		Torrance	90505
5	9/14/22	Diane	Fraley		Torr	90505
6		RALPH	DiLiberti		TORRANCE	90503
7	9/14	Gary	Inouye		Torrance	90505
8	9/16	GAIL	STANDLEY		TORRANCE	90505

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1	9/15/22	ALICE	WONG		Torrance	90505
2	9/21/22	Dragan	Wilkins		TORRANCE	90505
3	9/21/22	BRIAN	Smith		TORRANCE	90505
4	9/21/22	John	Wolff		Torrance	90505
5	9/21/22	Joan	Jones		Torrance	90505
6	9/21/22	[illegible]	[illegible]		Torrance	90505
7	9/22	GRETA	Rodman		"	90505
8	9/22	MARY	KEOKETE		"	90505

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9/19/22	Janet	DIRKS		Torrance	90505
9/19/22	Sonja	Nelson		Torrance	90505
9/19/22	DANIEL	JIMENEZ		TORRANCE	90505
9/21/22	EDIE	CRAIG		Torr.	90505
9/21	Jim	White		Torr.	90505
9/21	Rolando	Valverde		Torr.	90505
9/21	Pete	Wu		Torrance	90505
9/21	Gary	Smith		Torrance	90505

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1	9/13/22	SANDRA	SPANN		TORRANCE	90505
2	9-13	Judith	McLoy		Torrance	90505
3	9/13	EVA	BARKOCZI		TORRANCE	90505
4	9/20	BILLY	ELDRIDGE		TORRANCE	90505
5						
6						
7						
8						

TOWN OF EAST HAMPTON

159 Pantigo Road
East Hampton, New York 11937

PETER VAN SCOYOC
Supervisor

(631) 324-4140
pvanscoyoc@ehamptonny.gov

January 18, 2022

FOR IMMEDIATE RELEASE

EAST HAMPTON TOWN TAKES ACTION TO ADDRESS AIRPORT TRAFFIC, NOISE, SAFETY, ENVIRONMENTAL CONCERNS

Town will deactivate East Hampton Airport, open new publicly owned private-use facility to operate under "prior permission required" framework

Move will provide town with maximum flexibility to enact use restrictions; retains right to close new airport completely if limits don't provide needed community relief

The East Hampton Town Board will take full advantage of the opportunity to make significant changes at the East Hampton Airport in order to rein in use of the airport by an increasing number of helicopters, jets, and other aircraft that have had an intensifying community impact, prompting thousands of complaints about noise and other concerns.

With a resolution at its Thursday, Jan. 20, meeting, the board is expected to agree to "deactivate" East Hampton Airport. Then, in early March, the board is expected to open a new, publicly owned private-use airport at the site of the former East Hampton Airport under a "Prior Permission Required" framework. The PPR framework will allow the implementation and enforcement of use restrictions to limit airport traffic and noise, while also addressing safety, environmental, and other concerns.

The parameters of the "Prior Permission Required," or PPR, program would be developed, presented to the public for discussion and comment, and set in place before the start of the summer season in May.

Limits can include defining aircraft operations for which permission will not be granted and authorizing airport use rights for certain users, such as establishing restrictions based on time of day, type of aircraft, noise level, type of operation (ie, commercial or private), and on environmental factors, such as the use of leaded aviation fuel, or electric aircraft.

After consideration of five possible legal courses of action, identified through analysis and in discussions with the Federal Aviation Administration — which outlined several of the options in a November 2020, letter to the Town — the Town Board after consultation with aviation

attorney, Cooley LLC, and the community has recommended the closure of the East Hampton Airport and opening of a new private use airport.

Closing the airport and opening a new private facility will provide the town with "maximum flexibility," according to the attorneys, who made a presentation at a town board work session today, and as noted by the FAA in the November 2020 letter, this process will extinguish legal obligations that could restrict future airport regulation.

"Obtaining maximum local control will provide the Town with flexibility to implement and adjust restrictions consistent with the community's evolving needs," they said in their recommendation. Under the PPR system, prior permission from the Town would be needed in order that an airport user could "have full operational use of a runway, taxiway, apron, or airport facility/service," according to an F.A.A. definition.

The Town could grant, withdraw, or revise permissions as needed, and would retain the ability to permanently close the new airport if the PPR restrictions do not meet community needs. The impact of the operational restrictions would be tracked and assessed during the upcoming season as part of an environmental impact statement under the New York State Environmental Quality Review Act (SEQRA).

The time between the closure of the East Hampton Airport and opening of a new private use facility could be designed for minimum disruption, the Cooley attorneys said. According to a recommended timeline, following the submission of required notice to the F.A.A., the airport closure would be scheduled for Feb. 28, 2022, with the new, private-use airport slated to open on March 4. This timing was discussed with F.A.A. officials as recently as January 6, 2022, during which time it was confirmed that the F.A.A. does not have a "defined period of closure" that would apply to opening of the new private use airport.

Other options regarding the airport's future that were examined but not recommended included negotiating an agreement with aircraft operators for mandatory restrictions, pursuant to the F.A.A.'s "Part 161" procedure; permanent closure; transitioning to a private airport without a closure and reopening, and maintaining the status quo.

The majority of the public has indicated that allowing the airport to continue operating as it has been is unacceptable, and that traffic volume, noise, environmental, and safety concerns must be addressed.

East Hampton Town gained the ability to adopt airport use restrictions, transition to a private airport, or even to close the airport altogether, with the Sept. 25, 2021, expiration of grant assurances, or agreements with the F.A.A.

A previous attempt by the Town prior to the expiration of the grant assurances, to institute a curfew and other use restrictions, was overturned by the court.

The decision to close the East Hampton Airport and open the new private use airport as a publicly owned private facility comes at the end of a year-long public engagement process

designed to gather and disseminate information to the public; share essential facts related to conditions at the airport; facilitate discussion and consensus building on future plans for the airport, and to solicit and compile public input and alternatives for board consideration and review.

In addition to public comment on the airport, submitted in writing and at town board meetings throughout the year, in 2021 the town board held eight board work sessions with professional consultants on the airport; conducted four public listening workshops, which drew more than 300 participants; held one-on-one meetings with stakeholders and interest groups, and, during the 2021 summer season, conducted an airport user survey.

The board also commissioned and reviewed a number of in-depth studies and analyses by professional consultants, including:

— A noise and operations report; feasibility study; and curfew and commercial operation analyses prepared by Harris, Miller, Miller and Hansen;

— An economic study and a passenger survey, prepared by HR&A;

— Environmental study by Dr. Don Wuebbles

—A zoning and planning review and a report on the community engagement sessions and public comment, by Dodson & Flinker and Fine Arts and Sciences.

All Airport studies, documents, and presentations are posted on the town website at EHamptonny.gov.

The town board's consultations with its aviation attorneys, and discussions with F.A.A. officials to chart a feasible course of action have been ongoing.

The process has suggested, according to the resolution slated to be offered at Thursday's town board meeting, that "a balance can be struck between aviation stakeholders and the community such that implementing restrictions or other limitations on operations can address much of the community's concern without foreclosing the ability of certain operators to continue operating out of the new [private use] airport."

The resolution expected on Thursday declares the closure of the East Hampton Airport and opening of the new private use airport to pose no significant adverse environmental impact under SEQRA. However, the long-term operational changes and restrictions in the PPR regulations that will be considered will be subject to SEQRA review with opportunity for public input before becoming final.

County of Santa Clara
Office of Communications and Public Affairs

Study Commissioned by County of Santa Clara Finds Increased Lead Levels in Children Living Near Reid-Hillview Airport

August 4, 2021 at 12:00 PM

Comprehensive and controlled study reviewed 10 years of data; findings include that blood lead level increases in children downwind from the site are similar to those seen in the Flint, Michigan, Water Crisis

SANTA CLARA COUNTY, CALIF.— A study commissioned by the County of Santa Clara on lead exposure risks for children living in the area around Reid-Hillview Airport in East San José found that the continued use of leaded aviation fuel has contributed to increased blood lead levels, particularly for those within a half-mile of the facility.
The peer-reviewed study found that children living downwind from the airport had higher blood lead levels, with increases of .40 micrograms per deciliter, over children living upwind from the airport. For context, lead levels detected during the peak of the Flint Water Crisis were between .35 and .45 micrograms per deciliter over baseline.

The study also examined levels during times of maximum exposure to air traffic for children within a half-mile of the airport and estimated an increase of .83 micrograms per deciliter at peak times – significantly higher than the levels seen in Flint.

Children who live within a half-mile of the airport had blood lead levels 20% higher than children living between half-mile to 1.5 miles from the airport. The study also correlated blood lead levels with the proximity of a child's home and school to Reid-Hillview Airport. Children who commute toward Reid-Hillview to attend school present substantially higher blood lead levels than children who commute away from the airport.

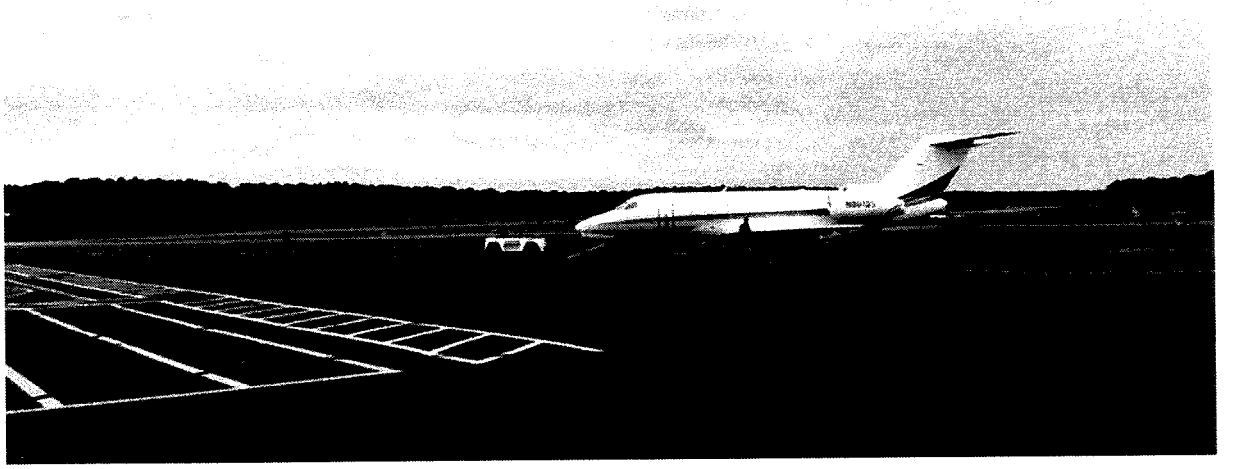
Health organizations agree that there is no known safe level of lead in a child's blood, and exposure to even a small amount of lead has a negative effect on cognitive ability, particularly in developing children who absorb lead more efficiently than older children and adults.

The study was conducted by Dr. Sammy Zahran and the Mountain Data Group. It incorporated three main tests of exposure risk and was controlled for other sources of lead exposure.

The study is available online. The County will hold two Zoom community meetings next week – one for neighborhoods surrounding Reid-Hillview, a second for South County residents near San Martin Airport – to present the findings of the study and receive questions.

THE EAST HAMPTON STAR
SHINES FOR ALL

Feds Back Town in Airport Lawsuit



A NetJets aircraft before being readied for departure at East Hampton Airport on Friday morning.

David E. Rattray

By Christopher Walsh

August 6, 2020

The Federal Aviation Administration has found that the Town of East Hampton complied with federal regulations in connection with its use of airport revenue, in responding to lawsuits challenging restrictions on operations at East Hampton Airport.

In a final report issued on July 23, the F.A.A. said the town "is permitted to use airport revenue to pay for legal fees when such fees are incurred in connection with airport-related litigation." The town issued a statement reporting the finding on Monday.

Eleven aviation industry groups and users of the airport filed a complaint with the F.A.A. in 2016 claiming that the town had violated federal law in allocating airport revenue to legal services. The agency issued a determination in favor of the town in 2018, but the plaintiffs appealed it. The final order affirms the 2018 determination.

The town board passed laws limiting use of aircraft deemed noisy by the FA.A. in 2015, limiting "noisy" aircraft to one takeoff and landing per week during the summer season, and prohibiting all takeoffs and landings from 11 p.m. to 7 a.m. That prohibition was extended for "noisy" aircraft to between 8 p.m. and 9 a.m.

The federal Court of Appeals, Second Circuit, barred the first provision after a group of aviation interests called Friends of East Hampton Airport sued, but the curfews were allowed to stand and took effect in July 2015.

In November 2016, however, a federal appeals court both affirmed the lower court's decision barring the once-per-week restriction and struck down the laws pertaining to curfews, stating that the town could not on its own enact use restrictions, but had to follow the federal Airport Noise and Capacity Act and seek federal approval.

The agency's July 23 final order closely follows a consultant's report to the town board showing both an 8-percent increase in airport operations between late June and Sept. 30 last year over the same period in 2018, and a broader trend of increasing operations between 2015 and 2019. In that report, presented on July 14, Adam Scholten, a senior consultant with HMMH, told the board that overall activity had increased by 23 percent between the summers of 2015 and 2019, with helicopter activity up 56 percent and seaplane activity up by 40 percent.

Residents both here and elsewhere, on both the North and South Forks and from as far away as Queens, have long complained about ceaseless traffic to and from the airport in the summer, and its detrimental impact on their quality of life. A caller to the board's July 14 meeting who identified himself as a resident of the Astoria neighborhood in Queens asked that the airport be closed. "The helicopters fly very low over us," he said, echoing many East End residents.

In response to the increasing traffic and use of noisy aircraft, board members have said that closing the airport is a possibility, once grant assurances — obligations on the part of the town to operate the airport under particular F.A.A. guidelines — expire. That is scheduled to happen next year.

Aoki, Denise

Subject: FW: Airport/November 8 meeting

From: Marla Shwarts <[redacted]>
Sent: Saturday, October 15, 2022 2:32 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; City Clerk <CityClerk@TorranceCA.gov>; CITY ATTORNEY <CITYATTORNEY@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Airport/November 8 meeting

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

Mayor and Councilmembers,

Please step up quickly and respond to the petition from community members regarding the noise issues emanating from our airport.

In addition:

1 - Enforce the Torrance Municipal Code TMC 52.7.3

2 - Switch from admonitions/hand slapping to fines similar to what the airport in Santa Monica does

3 - Councilman Mattucci would be wise to rescind his request for Staff to prepare an ordinance regarding the flight schools at the airport; it appears to be a waste of staff time given that the item is already scheduled.

4 - Mayor Chen and Councilman Matttucci need to step back from this issue as their previous decisions got us into this problematic situation that has generated legitimate grievances from the community. (Reference September 2020 when Mattucci motioned not to renew the noise monitoring system and Chen seconded the motion. Furey and Griffiths voted against doing that until a proper noise-monitoring system was in place.) Pilots were no longer held responsible. Finally on August 15th Casper system came into place - what a needless hardship for 2 years.

5 - It was a good idea promoted by Councilman Griffiths to select Airport Commissioners who are not pilots so they can truly represent the community - common sense it appears evident.

Sincerely,
Marla Shwarts
49 year Torrance resident

Aoki, Denise

Subject: TOA traffic for one day, 10/18/22

From: [redacted] <[redacted]>
Sent: Wednesday, October 19, 2022 1:45 PM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>
Cc: Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Airport Commission <AirportCommission@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Belgin And Vic <belginlore@gmail>
Subject: TOA traffic for one day, 10/18/22

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

Dear Council member Mattucci and directors:

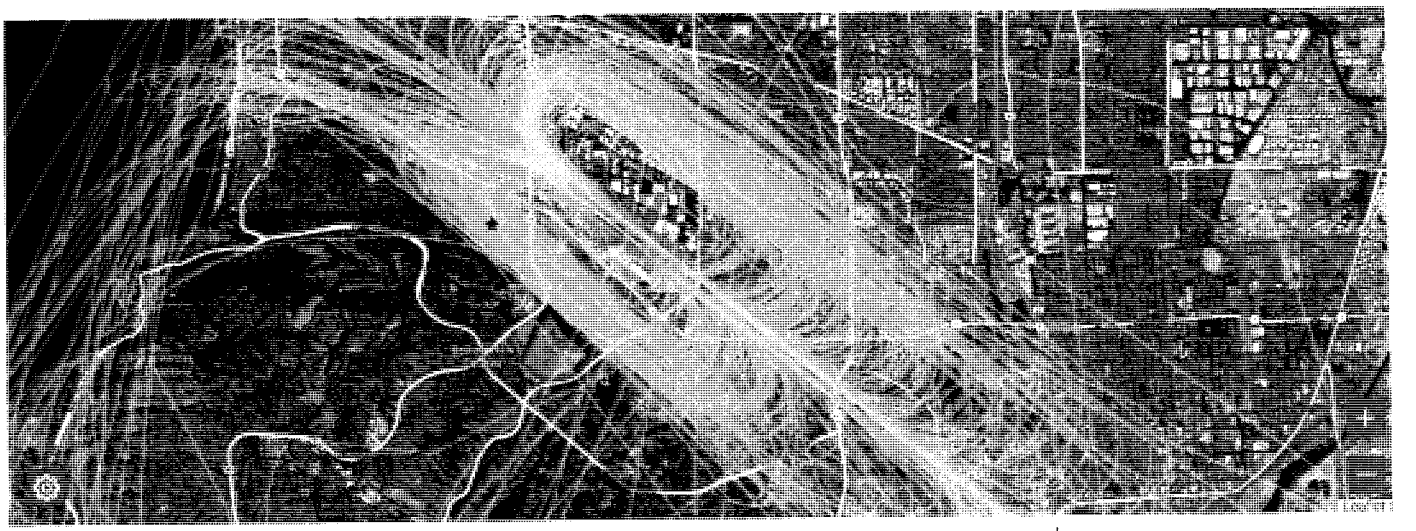
Yesterday, 10/18/22, the incessant noise pollution from the endless training loops taking place on both the north and south patterns of TOA was one of the worst days I can recall—and yet there are many days like this. Trying to work from a home office as many of us do I was not able to open any doors or windows on such a nice day and still had to wear noise-cancelling headphones IN MY OWN HOME just to focus on work. Even then I could still hear and feel planes clearly as they passed over every 2 or 3 minutes and many just a few hundred feet above the house at full throttle (we are represented by the red star). But we am not the only ones. There are hundreds if not thousands of homes under and around those loops and you can rest assured the anger is ever growing and this problem will not go away unless YOU do something.

It seems to be your official policy as a group to flatly ignore private complaints such as this, but I want to make sure you know exactly what type of traffic the city is now allowing. This is nothing short of abusive, and if there were ever an example of the needs of the VERY VERY FEW STRONGLY AND DECISIVELY OUTWEIGHING THE NEEDS OF THE VERY MANY this is clearly it. Please see the photos below of the traffic. The yellow is "local" training loops and the other colors are all traffic and contains some loops as well. Another issue: I know the pilots fought heavily (and won) against landing fees, but who is paying for all this wear and tear on the runways? Us? The taxpayers? Including the ones who are being made miserable and being assaulted in our own homes? I truly hope that in spite of your silence you are taking these complaints seriously and are planning some remedy—and soon—for this completely unfair and unlivable situation.

Sincerely,

Jason and Hitomi Mills
Torrance Riviera since the 90's

again, this is ONE DAY:



Date selector
October 18. 2022

Time presets
Day (00-24)
Day (07-21)
Night (21-07)
00:00
00:00

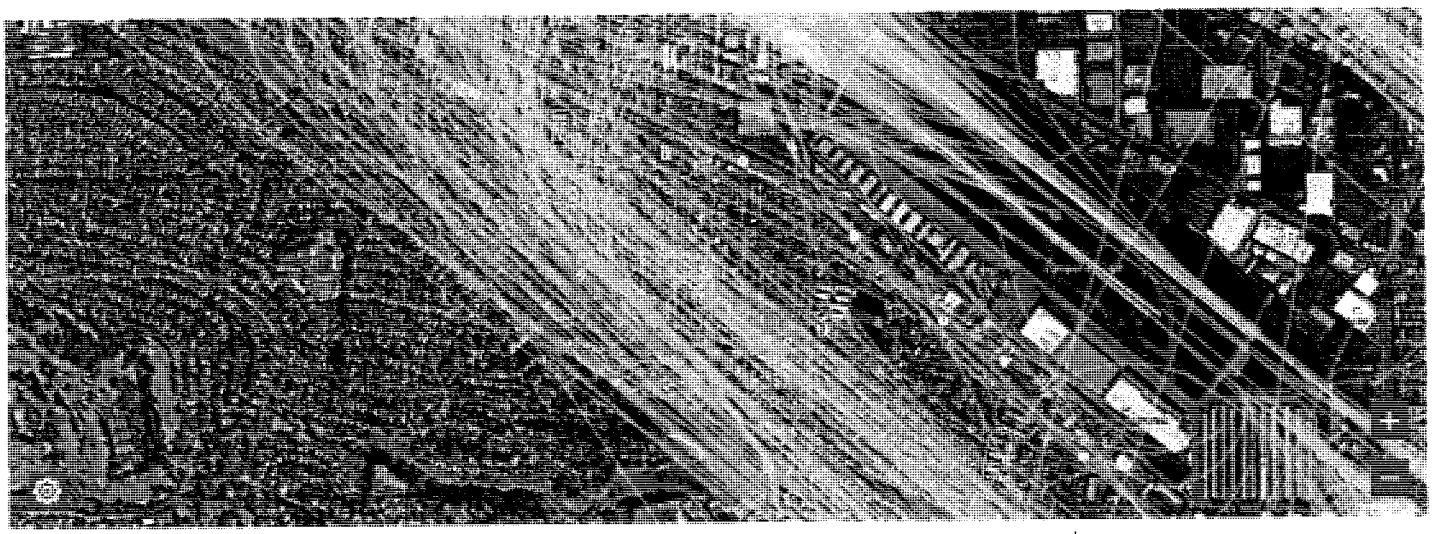
Direction
Arrivals
Departures
Transit
Local

Runways
runway: 11L, 11R, 29L, 29R
UPDATE

Track information
ID:
Aircraft type:
Registration:
Date:

Legend
Inbound Outbound Transit Local

Location
Enter a location
SEARCH



Date selector
October 18. 2022

Time presets
Day (00-24)
Day (07-21)
Night (21-07)
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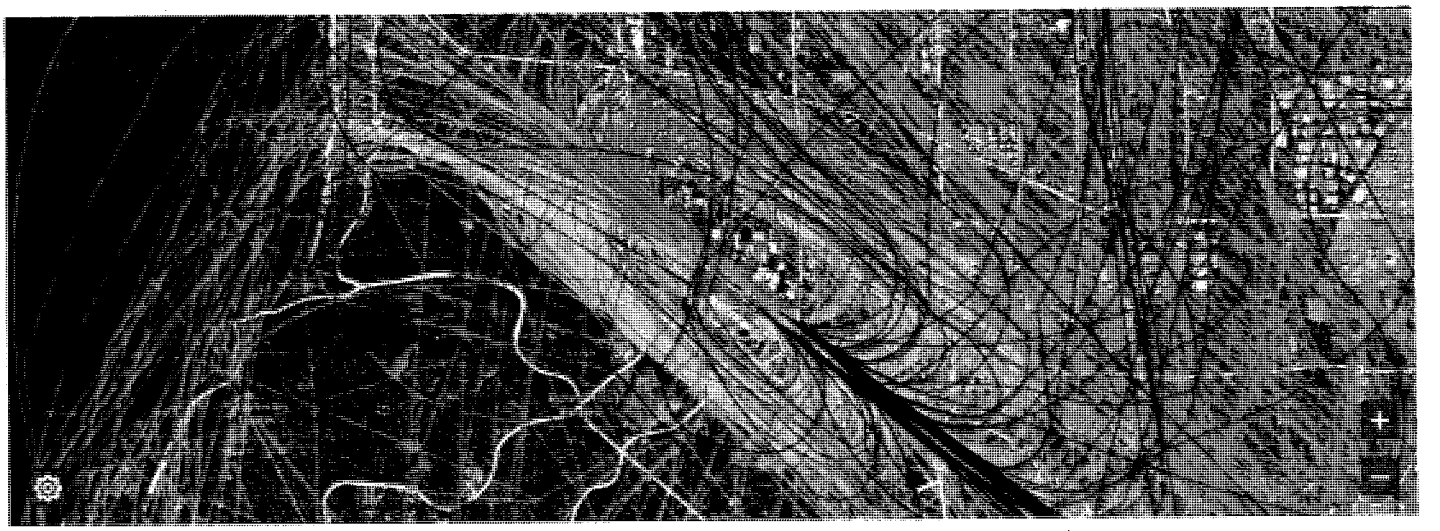
Direction
Arrivals
Departures
Transit
Local

Runways
runway: 11L, 11R, 29L, 29R
UPDATE

Track information
ID:
Aircraft type:
Registration:
Date:

Legend
Inbound Outbound Transit Local

Location
Enter a location
SEARCH



Date selector

October 18, 2022

Time presets

- Day (00-24)
- Day (07-21)
- Night (21-07)

00:00 — 00:00

Direction

- Arrivals
- Departures
- Transit
- Local

Runways

runway: 11L, 11R, 29L, 29R

UPDATE

Track information

ID:
Aircraft type:
Registration:
Date:

Legend

Inbound | Outbound | Transit | Local

Location

Enter a location SEARCH

Aoki, Denise

Subject: Flight Schools at Torrance Airport

From: Donnie Tippie <[redacted]>
Sent: Wednesday, October 19, 2022 3:17 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>
Cc: Noise Abatement <NoiseAbatement@TorranceCA.gov>
Subject: Re: Flight Schools at Torrance Airport

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

Again, thank you for your help, but placing this on the staff report for "potential" discussion on November 8th is insensitive and a disservice to the people dealing with this issue.

On Wed, Oct 19, 2022 at 1:28 PM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Afternoon Mr. Tippie ~

I understand your frustration. This email correspondence will be included as an attachment to the November 8th staff report. Again, the agenda item should be available for review during the week of October 31st on the City's website at http://torrance.granicus.com/ViewPublisher.php?view_id=8. 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

From: Donnie Tippie <[redacted]>
Sent: Wednesday, October 19, 2022 11:46 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: CityCouncil <CityCouncil@torranceca.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>
Subject: Re: Flight Schools at Torrance Airport

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Please verify sender before opening attachments or clicking on links.

Thank you for your reply Ms. Ramirez. With all due respect, this is all too little too late.

Doing something next month is too late. Doing something next year is too late.

Doing something about additional flight schools is too late and does nothing to address the existing flight schools and the hundreds of flights currently taking place daily.

My neighborhood sounds like Pearl Harbor from 8AM until 8PM and it doesn't seem like anyone is doing anything to stop it. That is a shame.

On Wed, Oct 19, 2022 at 11:08 AM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Morning Mr. Tippie ~

Your below email was forwarded to me for review and response. Please know that the General Services Department will be bringing forth a discussion item to the City Council in the near future as related to a potential temporary moratorium on allowing additional flight schools at the Torrance Municipal Airport. As I'm unsure of the timing for the item, I would encourage you to review upcoming City Council agendas at http://torrance.granicus.com/ViewPublisher.php?view_id=8. Additionally, staff will be presenting an update to the City Council at their November 8th meeting as related to the Noise Abatement program and Airport operations. This agenda item should be available for review during the week of October 31st on the City's website, which again is http://torrance.granicus.com/ViewPublisher.php?view_id=8. 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

From: Donnie Tippie <[redacted]>
Sent: Wednesday, October 19, 2022 10:31 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>
Subject: Re: Flight Schools at Torrance Airport

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Hello,

I wanted to follow up with this. Thanks.

On Mon, Oct 17, 2022 at 7:51 PM Donnie Tippie <[redacted]> wrote:

Hello,

Can you please tell me when you are going to do something about the flight schools at Torrance Airport?

October 11th there were over 400 flights in one day!

From 2PM until NOW (almost 8PM), I have had one flight after another come over my house. How can you do this to your constituents?

Aoki, Denise

Subject: TOA Noise - No Touch-And-Go

From: Donnie Tippie <[redacted]>
Sent: Thursday, October 27, 2022 6:03 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: Sheikh, Asam <ASheikh@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>
Subject: TOA Noise - No Touch-And-Go

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

_20221027_172729 (1).mp4

Hello,

I wanted to provide some documentation on what is currently happening to residents near the airport and the result of the ballooning flight schools.

The attached video is the 5th pass by this specific aircraft belonging to South Coast Aeronautics. This is one plane for one flight school.

Multiply this by numerous aircraft for each flight school, multiple passes daily for each aircraft, and multiple flight schools. I've documented one specific aircraft passing my house 25 times in one day.

The noise is never ending. It begins before 8AM and ends well past 8PM.

Families cannot enjoy dinner. Forget working from home. Going outside isn't even considered. Closing your windows and doors doesn't provide any refuge from the constant noise either.

How can you do this to your constituents? Don't you represent the residents of Torrance and not the pilots?

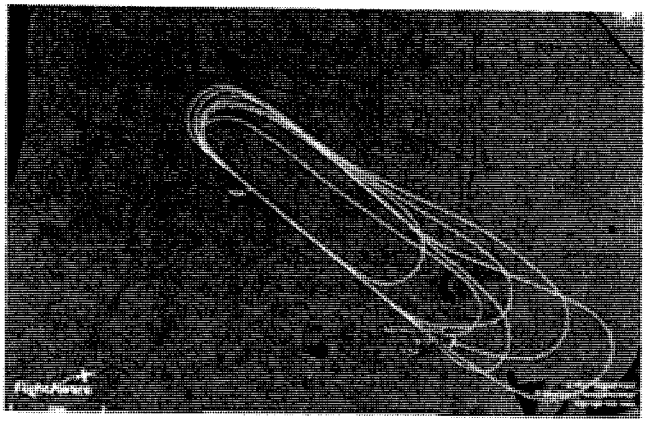
When are you going to institute no touch-and-go training and a landing fee? How has this been allowed to get to this point?

This is not only a quality of life issue, it is a safety issue. Do something! Having old noise regulations and a few fixed noise monitors is clearly not working.

Aircraft coming from other airports, even as far as Lancaster, to do touch-and-go training is well documented. Why is TOA the last of the airports to allow this? Why have other cities done something and not Torrance?

Thousands of complaints have gone unheard. When will you hear us?

I as well as many other residents look forward to voicing our concerns at the November 8th meeting. Thank you.



Aircraft Details

Aoki, Denise

Subject: Airport Noise petition--Public Comment

From: Jim Gates <[redacted]>
Sent: Friday, October 28, 2022 12:52 PM
To: [redacted]; City Clerk <CityClerk@TorranceCA.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; CityCouncil <CityCouncil@torranceca.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>
Subject: Airport Noise petition--Public Comment

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

Thanks, Judy. With your petition you have now made a public declaration that my home has a serious property defect because it is located in a neighborhood where:

- "*. . .training operations from the airport has brought noise to levels now intolerable for many residents*"
- "*. . .residents are also concerned about air pollution from aircraft using leaded fuel and safety of low training flights*"
- "*. . .these problems are also hurting residential property values.*"

ALL residents of the Hollywood Riviera must now disclose this information when they sell their home or risk being sued for fraud by a buyer.

This petition contains false statements and displays a clear and profound misunderstanding of the rules and regulations that govern airport operations in the United States. Like most residents of the Hollywood Riviera, I do not find the airport operations to be an issue at all. In fact, the current number of airport operations are at 40% of the levels when I moved here nearly 50 years ago.

I urge you to go to **torranceairport.org/petition/** to learn more about the problems with your petition.

--
Jim Gates

Aoki, Denise

Subject: Errors in Casper displays & suggestions
Attachments: 2022-10-28 recap.pdf

From: Jim Gates <[redacted]>
Sent: Friday, October 28, 2022 9:54 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Errors in Casper displays & suggestions

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

Ms Ramirez--

I recently met with the Mayor and City Council Members to review the activities taken by airport users to minimize noise from airport operations. The Mayor suggested I work with you to be sure answers to my questions are included in your November 8 report to Council.

--
Jim Gates
[redacted]

DATE: 10/28/2022
TO: Michelle Ramirez
FROM: Jim Gates
SUBJECT: Report to City Council on the Casper monitoring system 11/8/2022

I understand that you will make a report to the City Council on 11/8 about the status of the Casper monitoring system. I am hoping that it will include responses to questions and suggestions I have made since the system began operations:

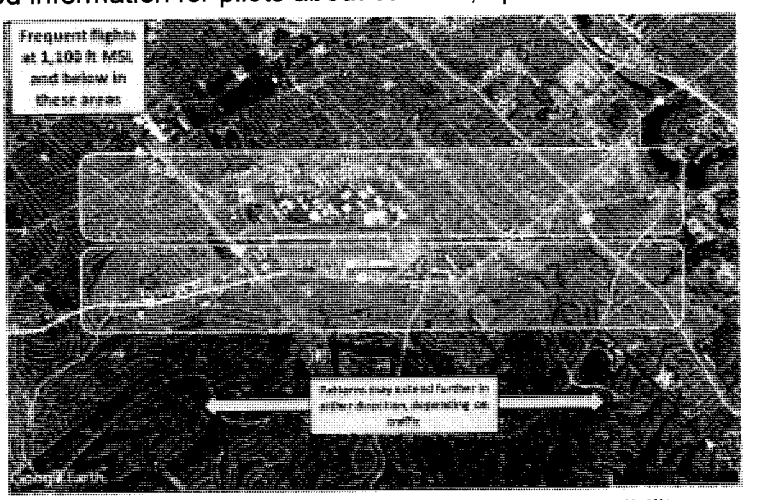
1. CASPER NOISE LAB
   - On 8/16, I reported some bugs in the system.
     - There is no definition of an "aircraft noise event."
     - The displays noted hundreds of flights before 7 AM. There are no flights from Torrance before 7 AM.
     - The flight rate is shown as exceeding 250/hr over most of the day. It is impossible to launch or recover an aircraft every 30 seconds per runway.
     - Listed as the top noise-maker at 83 dbA is a Sling-2. This is one of the quietest aircraft in operation at our airport. I performed a noise test for Sling Pilot Academy on 5/25 using their standard trainer, the Sling NGT. It did not exceed 76 dbA--even at maximum RPM and low altitude. I had shared those results with you previously.
     - The graphic of "aircraft noise events" with altitude shows over a hundred occurred above 2,000 ft and 32 above 5,000 ft. This makes no sense.
   - On 8/28, I recommended additions to Casper displays
     - Add a line depicting the Torrance noise limits (82 dbA) on all graphics which show noise levels for "aircraft noise events". This would enable one to quickly see which exceed those limits and which do not.
     - Add a depiction of the locations of the two traffic patterns where one should expect frequent flights at or below 1,100 MSL to the graphic map showing the sensor locations. (see below)
     - The depiction of the geographic distribution of noise complaints (critical to understanding where the issues occur and what options are available to address them) shows only one large "blob" on Hawthorne Blvd. west of the airport. UPDATE: On 10/24, I found that there are now additional "blobs" located miles from the airport. This information is useless! Where are the noise reporting districts that used to be reported? See additional suggestions below.

2. WEBSITE
   - On 8/8, I noted that Torrance Municipal Code (TMC) still contains many sections that improperly attempt to regulate aircraft in flight at Torrance airport and, combined with the public's misunderstanding about TMC's lack of authority to regulate aircraft in flight, causes unnecessary confusion for the airport neighbors. This results in many complaints to you and your staff about aircraft flying perfectly legally and safely. I suggested that clean-up of the TMC and repeal of those invalid and unenforceable sections would reduce the unnecessary work for you and your staff. As you recall, you suggested I bring this up in conjunction with this report.

- On 10/12, I wrote that the website still states that left turns on west departures are not permitted without ATC direction. This is wrong and conflicts with Federal Aviation Regulation part 91.3. The Pilot in Command may maneuver however she/he deems necessary for safe and legal operation--WITHOUT ATC direction.

3. "NO LEFT TURN" LETTERS
   - On 8/14, I received one of your "no left turn" letters and wrote you to suggest some changes, but I have received no response from staff:
     - The aviation standard for measuring altitudes is above mean sea level (MSL), not above ground level (AGL), which is impossible to know when flying over the variable terrain surrounding the airport.
     - It is important to note that any recommended procedures in the letter adhere to Federal Aviation Regulations (FARs) and should recognize the authority of the Pilot in Command under FAR 91.3: "*The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft*". In other words, the Pilot in Command may make any maneuvers necessary to insure the safety of flight or to comply with FARs--with or without ATC direction or concurrence.

4. ADDITIONAL SUGGESTIONS FOR THE CITY WEBSITES:
   - The website directs the reader to the Airport Commission minutes to retrieve the Noise Abatement Reports. This requires one to search through those each of those minutes to find the reports. Why not just post those reports on the Noise Abatement Website with links to each. Same recommendation goes for the Airport website.
   - The website has lots of good information for pilots about curfews, operational limitations, noise monitors, etc. It should also include information for the community, such as a depiction of where the traffic patterns are located and the effect of airport operations that will occur in them (sample shown here). This type of community information was recommended in the City's report published in 1981 (*Airport Noise Control and Land Use Compatibility Report*), but the recommendations were never implemented. As a result, now that the conditions predicted by the study have come to pass, we have many people living in those areas that are complaining about the effects predicted over 40 years ago.



A discussion if the report's recommendations can be found at **torranceairport.org/facts/.** Navigate to the "1981 ANCLUC Report."

Council Meeting of
November 8, 2022

SUPPLEMENTAL #1 TO ITEM 9I

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

Members of the Council:

SUBJECT: SUPPLEMENTAL #1 TO COUNCIL AGENDA ITEM 9I

Correspondence was received after the item was prepared and distributed is attached herewith for your consideration.

Respectfully submitted,

By Michelle G. Ramirez
Michelle G. Ramirez
Community Development Director

CONCUR:

Aram Chaparyan
Aram Chaparyan
City Manager

Attachments:

A) City Response to FAA Letter
B) Public Correspondences

#1

SUPPLEMENTAL MATERIAL 9I

G | D | B Gatzke Dillon & Ballance LLP
LAWYERS

September 20, 2022

By Certified Mail

Ms. Sara L. Mikolop
Acting Assisting Chief Counsel for Regulations
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

RE: City of Torrance Left Turn Restriction (Municipal Code § 51.2.3(e))

Ms. Mikolop,

This correspondence conveys the City of Torrance's position on the enforceability of its left turn restriction (Municipal Code § 51.2.3(e)).

Based on the City's review and analysis of the relevant federal statutes and regulations; correspondence, communications, and discussions between the City and FAA; and applicable caselaw, it is the City's position that its left turn restriction is enforceable. The restriction does not conflict with federal authority and is a reasonable regulation necessary to protect the nearby residential community from aircraft noise in light of the steeply rising terrain to the southwest of the airport. As such, the City will enforce Section 51.2.3(e) in cases it is consistent with the Tower's directions.

Relevant Background:

Section 51.2.3(e) of the Torrance Municipal Code provides:

> Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet.

As the owner and operator of the Torrance Airport, in 1958 the City enacted section 51.2.3(e) "as part of the noise abatement program to discourage pilots from flying over rising and noise sensitive terrain until reaching an altitude that would mitigate the noise exposure to the residents below." (City's Nov. 12, 2020 Letter to FAA.)

In 2014, the City began sending notices of violation of this section to aircraft operators because the City was assured by the FAA representatives that the section was enforceable and only after staff confirming that the turn was not directed by the Tower. However, the City has not sent any notices since Torrance Airport Association representative reached out to the FAA raising questions about the enforceability of the provision. Instead, the City has engaged in good faith discussions with the FAA regarding this issue.

2762 Gateway Road
Carlsbad, California 92009

T 760.431.9501
F 760.431.9512

gdandb.com

By letter dated February 18, 2020, the FAA expressed its opinion that section 51.2.3(e) "applies to aircraft in flight" and is therefore "not consistent with Federal statutory and regulatory framework" on airspace management and aircraft operations. This opinion was again reiterated in your August 9, 2022 letter to City Attorney. However, the FAA admitted that "state or local governments that own and operate airports are not prohibited from carrying out their proprietary powers and rights" and have "authority to promulgate reasonable, nonarbitrary, and non-discriminatory regulations addressing aircraft noise and appropriate local interests" so long as they comply with the Airport Noise and Capacity Act of 1990. (FAA Feb. 18, 2020 Letter.)

Brief Summary of Responsibilities re Airport Noise:

According to the FAA Airport Compliance Manual 5190.6B, Chapter 13, the federal government has the authority and responsibility to control aircraft noise by the regulation of source emissions, by flight operational procedures, and by management of the air traffic control system and navigable airspace in ways that minimize noise impact on residential areas, consistent with the highest standards of safety and efficiency. 49 U.S.C. §§ 40103(b), 44502, and 44721 provide extensive and plenary authority to the FAA concerning use and management of the navigable airspace, air traffic control, and air navigation facilities.

Airport sponsors are primarily responsible for planning and implementing action designed to reduce the effect of noise on residents of the surrounding area. Such actions include optimal site location, improvements in airport design, noise abatement ground procedures, land acquisition, and restrictions on airport use that do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate or foreign commerce. (FAA Airport Compliance Manual 5190.6B, Chapter 13.)

Airport sponsors have proprietary authority to restrict access as a means of reducing aircraft noise impacts in order to improve compatibility with the local community. To accomplish this, airport sponsors must comply with the national program for review of airport noise and access restrictions under the Airport Noise and Capacity Act of 1990 (ANCA). ANCA, implemented through 14 Code of Federal Regulations (CFR) Part 161, requires that certain review and approval procedures be completed before a proposed restriction that impacts Stage 2 or Stage 3 aircraft is implemented. (FAA Airport Compliance Manual 5190.6B, Chapter 13.)

Section 51.2.3(e) Is Enforceable:

Grandfathering Under ANCA

ANCA contains special provisions that "grandfather" restrictions on Stage 2 aircraft operations that were proposed before October 1, 1990. ANCA also grandfathers restrictions on Stage 3 aircraft that were in effect on October 1, 1990. Airport sponsors who adopted restrictions before ANCA was enacted on November 5, 1990, may amend these restrictions without complying with

ANCA provided the amendment does not reduce or limit aircraft operations or affect aircraft safety. However, amendments to existing restrictions and new restrictions are subject to review for compliance with the federal grant assurances and federal surplus property obligations. (FAA Airport Compliance Manual 5190.6B, Chapter 13.)

14 C.F.R. Part 161.3(a) exempts (i.e. grandfathers) restrictions on Stage 2 aircraft operations that were first proposed before October 2, 1990 and on Stage 3 aircraft operations that became effective before that date. 14 C.F.R. Part 161.7(d)(2) exempts restrictions on Stage 2 aircraft operations "at a general aviation airport where the airport proprietor has formally initiated a regulatory or legislative process on or before October 2, 1990." In addition to the noisier aircraft phaseout, all existing use restrictions that were in place prior to the Part 161 October 2, 1990 grandfather cut-off date continue in effect.

Since Torrance Municipal Code section 51.2.3(e) was enacted in 1958, before the Part 161 October 2, 1990 grandfather cut-off date, it is an enforceable left turn provision.

Reasonableness

The FAA Airport Compliance Manual 5190.6B, Chapter 13, provides the following guidance on the FAA's approach to noise issues:

> The FAA has encouraged a balanced approach to address noise problems and has discouraged unreasonable airport use restrictions. It is FAA policy that airport use restrictions should be considered only as a measure of last resort when other mitigation measures are inadequate to satisfactorily address a noise problem and a restriction is the only remaining option that could provide noise relief. This policy furthers the federal interest in maintaining the efficiency and capacity of the national air transportation system and, in particular, the FAA's responsibility to ensure that federally funded airports maintain reasonable public access in compliance with applicable law.

The City's restriction on aircraft left turn in section 51.2.3(e) is part of the City's noise program, and the City does not issue notices of violation of this section if the turn is directed by the Tower. The section was enacted because the area that is impacted by left turns (to the southwest of the airport) is predominantly single family residential and therefore noise sensitive, and the terrain to the southwest is steeply rising. (City's Nov. 12, 2020 Letter to FAA.) The restriction on left turn is the only option to provide noise relief to the residential area in light of the steeply rising terrain. Therefore, the restriction is reasonable and can be enforced.

Response to the FAA February 18, 2020 Letter:

In its February 18, 2020 letter to Torrance Airport Association representative, FAA cited several legal opinions, which either support the City's position regarding the enforceability of the left turn restriction, or are inapplicable/distinguishable.

Friends of the E. Hampton Airport v. Town of E. Hampton, 841 F.3d 133 (2d Cir. 2016) confirms section 51.2.3(e) is enforceable. This case reinforced federal recognition of the proprietor exception to preemption – the court confirmed that "municipalities retain some proprietary authority to control noise at local airports," albeit such authority is limited. *Id.* at 139. The court "reasoned that, because an airport proprietor 'controls the location of the facility, acquires the property and air easements and [can] assure compatible land use,' it might be liable to other property owners for noise damage and, thus, has a right 'to limit [its] liability by restricting the use of [its] airport.'" *Id.* The court explained, however, that the proprietor is vested "'only with the power to promulgate reasonable, nonarbitrary and non-discriminatory regulations that establish acceptable noise levels for the airport and its immediate environs.'" *Id.*

Here, the City is the proprietor of the airport, and as such, it has authority to enact the left turn restriction, which is a reasonable, non-arbitrary, and non-discriminatory regulation, enforced only when the left turn is not directed by the Tower, and intended to protect from excessive noise to the residential community in the immediate vicinity of the airport and limit the City's liability to those residents.

Similarly, *National Helicopter Corp. v. City of New York*, 137 F.3d 81 (2d Cir. 1998) [affirming city's restrictions on the FBO facility use and curfew on facility operations] applies here because the City has the proprietor and police power authority to impose reasonable noise restrictions at the airport. The *National Helicopter* court specifically stated that "Congress has consciously delegated to state and municipal proprietors the authority to adopt rational regulations with respect to the permissible level of noise created by aircraft using their airports in order to protect the local population."

Other cases the FAA cites in support of its preemption argument are either inapplicable or distinguishable:

- *Montalvo v. Spirit Airlines*, 508 F.3d 464 (9th Cir. 2007) – this case concerned a question of whether the state law on the duty to warn about the risk of deep vein thrombosis applies to airlines. The FAA cites this case for the court's general statement that "the FAA preempts the entire field of aviation safety from state and territorial regulation." However, this case does not support the FAA's position that section 51.2.3(e) is preempted because (1) section 51.2.3(e) is grandfathered in for purposes of ANCA; (2) the City's restriction

is reasonable and is part of the City's noise program; and (3) the City does not enforce the left turn restriction when the left turn is directed by the Tower.

- *French v. Pan Am Express, Inc.*, 869 F.2d 1 (1s Cir. 1989) concerns pilot qualifications and not aircraft noise regulations. The court's mention of another case holding that "the majority ruled that aircraft noise was wholly subject to federal hegemony, thereby preempting state or local enactments in the field" is dicta and does not take into consideration the City's enforcement of the reasonable left turn restriction, which is the only viable solution to address the noise concerns of the nearby residents, only when not in conflict with the Tower directions.

Conclusion:

As explained above, the City's left turn restriction is not preempted by federal regulations and is a reasonable local regulation necessary to reduce noise. Therefore, the City will enforce the restriction in cases where it is consistent with Tower directions.

Very truly yours,

Lori D. Ballance
of
Gatzke Dillon & Ballance LLP

LDB/rlf

cc: Patrick Sullivan, City Attorney for the City of Torrance

Date: 10/18/2022
To: Hon Mayor Chen and Members of the City Council
From: Jim Gates
Subject: The Truth about The Petition to Reduce Torrance Airport Impacts

Signatures are being solicited for a petition to the City of Torrance demanding changes that would damage the Torrance Airport--an irreplaceable transportation, education, recreation and disaster response asset for the entire South Bay. It is based on many misunderstandings of the law and false assumptions. Please read the following comments about the statements made in the petition:

==========

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

Some important facts:

- **Current Torrance Airport operations are at only 60% of the levels in 1990 (245,893 per year) and have generally decreased since that year, reaching a low of 109,790 in 2017.**
- **Flight schools all over the world are responding to the world-wide shortage of pilots which continues to cause cancelled airline flights and reduced schedules.**
- **These schools are operating according to FAA regulations and are providing a great opportunity for many young men and women to start careers as commercial pilots.**
-

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

They may be concerned, BUT:

- **There is no proof that lead in aviation fuel causes any problems around the airport.**
- **FAA regulations specify what fuel can be used for specific aircraft.**
- **Unleaded aviation fuel has been approved by the FAA for all piston-powered aircraft as of 1 September.**
- **Sling Pilot Academy, which accounts for over half of the flights, already uses UNLEADED auto fuel in their aircraft.**
- **Flight altitudes are specified by FAA regulations. Suspected violations should be reported to the FAA.**

"Whereas these problems are also hurting residential property values;"

This claim is not supported by facts:

- **The airport started operating in 1943--long before any of these houses were built.**
- **Property values fluctuate due to many factors unrelated to airport operations.**
- **No one has documented a reduced tax bill or sales figures showing a sale at less than purchase price to show that airport operations are the cause.**
- **Since 2004, residential property owners in California have been required to disclose to prospective buyers that the property is in the vicinity of an airport.**

"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;"

Federal law regarding the airport has not changed in over 65 years.

- **The FAA has a procedure to impose or modify noise abatement procedures (14 CFR Part 150).**
- **This procedure requires studies and data to support the proposed change.**
- **The FAA can provide grants to airport operators that fund these studies.**
- **Any proposed changes must be reasonable, non-arbitrary, non-discriminatory and have no adverse effect on safety.**

"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; "

None of the above statement is true:

- **In 1958, Congress created the FAA and gave it EXCLUSIVE authority to regulate aviation in the United States. Under the Supremacy Clause of the U S Constitution and the Preemption Doctrine (which follows from it), states and municipalities have NO authority to regulate aircraft in flight.**
- **In 1978, the United States sued the City of Blue Ash in Federal Court over its attempt to regulate aviation at its airport for noise abatement purposes. Blue Ash lost the case and also lost the appeal in 1980.**
- **The myth that the left turn prohibition was "grandfathered" under the Airport Noise and Capacity Act (ANCA) was based on misinterpretation of a VERBAL comment made by a local FAA safety engineer. ANCA was passed in 1990 and only deals with Stage 2 and 3 turbine-powered aircraft weighing over 12,500 lbs.**
- **In 2020, the Chief Counsel of the FAA issued a letter recounting the above and noting that Torrance, like the City of Blue Ash, has never had authority to regulate aircraft in flight at its airport. That letter was shared with the Torrance City Council, Airport Commission and City Attorney in 2020.**
- **In 2022, the FAA issued a WRITTEN opinion TO THE CITY OF TORRANCE reiterating previous statements and court cases.**

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

This was predictable.

- **The new monitoring system was "sold" based on the City's plan to regulate aircraft in flight, which it has no authority to do.**
- **Before the old system was shuttered, there were only TWO NOISE VIOLATIONS on average PER WEEK at a cost of approximately $1,000 PER DAY.**
- **If aircraft do not violate the TMC noise levels, they are operating legally.**

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

- *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;*
- *Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and*
- *Hold public hearings to discuss and consider all legally available options."*

This petition exhorts the City Council to waste a lot of money we don't have. The petition ignores the fact that knowledgeable teams are already working on pursuing legal ways to reduce noise from airport operations.

- **Spending money on lawyers to chase unlikely outcomes and risking a lawsuit by the United States is not a great strategy**
- **The City Council has already looked at landing fees and decided not to follow Santa Monica's approach (to destroy the airport);**
- **The FAA likely will not permit closing any runways for noise abatement without a Part 150 study**
- **Municipal laws like the TMC "no left turn" law have been ruled invalid and unenforceable in Federal Court;**
- **The FAA has approved the use of unleaded aviation fuel in nearly all aircraft engines as of 1 September 2022**
- **The Airport Fund contributes millions of dollars every year to the General Fund. Any money wasted on this plan to hire lawyers will actually reduce that contribution to the General Fund**
- **Any member of the public already has the option to present their "legal options" to the Airport Commission and City Council.**

Aoki, Denise

Subject: Nov. 8 Airport agenda item

From: Tim Cummings <[redacted]>
Sent: Wednesday, October 26, 2022 11:14 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

WARNING: External e-mail
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Planes have been flying low and loud directly over my house.

Examples Sept 26 in i.5 hour time period 5 flights flying directly over my house.
The recorded heights above my house were: ***275 ft, 735 ft, 785 ft, 810 ft, 710 ft.***

Sept 27 ***371 ft.***
Oct 20 ***750 ft.***

These are only examples of the noise and danger of the low flying aircraft directly over my house.

If you doubt my numbers please contact me and I will send you copies of the printouts from Airnoise.

That is the company I have had to subscribe because of the noise

I have lived in the Riviera over 30 years. It used to be a quiet neighborhood.

Please stop this dangerous and noisy situation.

Tim and Jean Cummings
[redacted]
Torrance

[redacted]

Aoki, Denise

Subject: Nov. 8 Airport Agenda Item

From: Ginamarie Will <[redacted]>
Sent: Wednesday, October 26, 2022 12:16 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport Agenda Item

WARNING: External e-mail
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Good afternoon,

My name is Ginamarie Will. I am a 3rd generation Torrance resident and proud first-time homeowner in the Walteria neighborhood. I have been dismayed by the incessant noise that stems from the increase in the number of flight training schools at Torrance Airport. I was raised in Walteria adjacent to the airport. As a child, I developed a deep love and appreciation of aviation and delighted in seeing planes occasionally fly over my house. Now, I dread them.

The Walteria neighborhood has been bombarded by south training pattern flights from flight schools that occur so frequently and without interruption, that I have lost any interest in sitting outside on my balcony or in my backyard to enjoy the home I worked so hard to buy. When one plane takes off from the airport to my north to begin a loop, another is inevitably flying over Walteria in the south pattern halfway through its loop. This cyclical pattern of training creates non-stop droning that reverberates off the PV hillside and surrounds me on all sides for as much as an hour at a time.

Every flight **raises the ambient noise 10-15+ decibels** over the 55 decibel baseline for my neighborhood (one of the strictest residential noise limits in Torrance) **for 15-30 seconds on average**. It is **NOT** the same as a loud car going by or a leaf blower running on and off for a few seconds. These training patterns cause constant background noise that has impacted my quality of life and my work as full-time remote employee for a private sector consulting firm. It is embarrassing and frustrating to have to apologize to clients for the plane noise they can hear on my phone calls with my double-pane doors and windows shut. I have even resorted to using sound canceling headphones to try and block the noise so I can simply concentrate. What is the point of having a noise sensitive designation for a neighborhood if the acceptable limits are constantly being overrun?

And what is the point of having a noise complaint system if it lacks optimal functionality? I wholeheartedly hoped the system would give residents a viable way to voice concerns and be heard, but now I am not sure it does much of anything. Issues I have noticed when using it include:

1. The "live" flight tracker is 10 minutes behind real-time. That is not effective because it inhibits users from correctly identifying planes that are causing noise issues when they are actually occurring.
2. The Whiffletree Lane noise monitor (TOA-6) has not been active since the Casper noise complaint system was launched. Every plane that flies in the south pattern flies over this noise monitor. This creates a loophole for planes to fly however they want, and gives residents in that area no way to hold planes accountable for excessive noise.
3. Noise complaints provide an option for users to select "Response requested." I have never received a response (that is, a follow-up reply from a real person regarding my complaint) the few times I have selected this option. The only thing I have received are boilerplate-language records of my aircraft noise complaints. It's misleading to offer a response option when no follow-up is guaranteed. If that is not the intent of the system, then perhaps the option should simply be changed to "Generate Record." This of course raises the question of whether the

noise complaint system actually has any teeth to it at all; if complaints are merely logged, how does one know they are actually being listened to or acted on?

I strongly urge the Torrance City Council to listen to and protect the residents in Walteria who are being unfairly impacted by the large number of flight training schools at Torrance Airport, which has led to increased use of the south training pattern as "overflow" for the excessive number of training flights taking place. Many residents have strong ties to this community going back decades. We remember how all planes at Torrance Airport used to respect the unwritten rule of avoiding residential areas under the south pattern, and would fly due west to the ocean before making any left turns.

Torrance should not allow any private flight school to use a public resource for its own benefit while disrespecting the residents who live near that resource and help pay for it through their taxes. The city should either permanently reduce the number of flight schools that can operate out of Torrance Airport, or ban flight schools altogether at Torrance Airport. The current situation is untenable and unacceptable.

Sincerely,

Ginamarie Will

Aoki, Denise

Subject: November 8 Airport Agenda Item

From: Daniel Will <[redacted]>
Sent: Wednesday, October 26, 2022 3:19 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8 Airport Agenda Item

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Dear Torrance City Council Members,

As a Torrance resident, I urge City leaders to protect our community from excessive airplane noise and take action to reduce the use of the south training pattern at the Torrance airport. Torrance noise abatement instructions clearly state that "south pattern training, while not prohibited for fixed wing aircraft, *is discouraged in order to avoid adjacent noise sensitive areas* on the rising terrain". However, the reality is that these "special noise considerations" are absolutely and entirely ineffective at reducing noise. I live under the "south training pattern", and I can tell you with absolute certainty that the flight training schools routinely use the south training pattern, not as an unavoidable emergency measure, but as a matter of course. In fact, use of the south training pattern has never been greater than it is today, due to (1) an overall increase in training flights; and (2) the belief in the flying community that Torrance has no authority to enact noise abatement controls. Some flight schools claim to give consideration to the noise recommendations, but in reality it is simply more profitable and convenient for them to jam as many flights as possible into that training pattern, and they will not stop doing so unless the City takes firm action. Therefore, voluntary compliance has proven to be ineffective for noise abatement, and the City must use every means at its disposal to gain compliance with established noise guidelines. The City should explore the following means to reassert its authority and enforce reasonable noise abatement procedures:

- Include compliance with all noise abatement guidelines as a condition of the lease agreements for fixed base operators, including penalties and even termination of lease agreements for operators who repeatedly ignore noise abatement procedures.
- Use landing fees and keep them in place until the flying community demonstrates respect for and compliance with noise abatement guidelines.
- Close the south runway, if planes continue to fail to follow noise abatement procedures.

Reasons for City Action:

South training pattern flights disproportionately increase the cumulative environmental noise.
Excessive use of the south training pattern significantly increases environmental noise above and beyond normal airport use due to its "looping nature". Specifically, training (1) dramatically increases the number of noise events because a single plane will pass by the same location twice (on the upwind and downwind stretches) and because training loops often consist of 6 to 12 repeated patterns; thus, *a single training flight can generate up to 24 noise events!* And (2) because of the looping path, training flights spend more time in the noise sensitive areas than a straight out flight, which means that the cumulative sound exposure over time is far greater.

Excessive environmental noise is a threat to public health and welfare.
The Environmental Protection Agency has long recommended that residential neighborhoods maintain noise levels below 55 dB to prevent hearing loss, general annoyance, and interference with concentration (see Information on Levels of Noise Requisite to Protect Public Health and Welfare, 1974). Such studies provide the scientific basis for the noise

levels established in the Municipal Code, which identifies 55 dB as the environmental noise limit for residential neighborhoods surrounding the airport. However, in September 2022 alone, *the Casper Noise Lab recorded almost 5,000 noise events exceeding 55 dB at Sound Monitor #1*. That equates to one excessive noise event every 4 minutes during every waking hour of every day of the month.

North training pattern is a better alternative.
There is no justification for pilots to train in the south pattern over an exclusively residential and noise sensitive neighborhood, when pilots have the reasonable alternative of training north of the airport over an industrial zone. The City already determined that rotary-wing training in the south pattern was inappropriate, which is why it is banned by the Municipal Code. That same logic should extend to fixed-wing aircraft.

Restoring the peace and protecting quality of life.
City leaders are charged with balancing competing interests to maintain a high quality of life for all residents. However, the rampant lack of compliance with noise abatement procedures has upended the coexistence between the airport and the surrounding community, as evidenced by the more than 700 households that signed the petition to address airport noise. Failing to address the imbalance will force out current residents and turn away potential future ones, who will look elsewhere for a better quality of life. This will decimate the neighborhood and hammer residential property values, and by extension, reduce property taxes, depriving the City of its single largest source of general revenue. City leaders must act now to restore balance and keep the noise situation from spiraling out of control.

Thank you.

-Dan W.

Aoki, Denise

Subject: FW: Airport agenda

-----Original Message-----
From: Janet Mendence <[redacted]>
Sent: Thursday, October 27, 2022 2:20 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport agenda

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We have experienced an unprecedented increase in the number of fly overs due to increase traffic from a recent flight school located at the airport - Sling Flight School- who apparently recruits students from all over the world to learn to fly these cheap 'sling' planes manufactured in south Africa.

We are not against our local airport but the constant bombardment has dramatically affected the quality of our life and others living in the New Horizons Senior community.

We have been advised that the codes overseeing air traffic at the airport meaning hours allowed for training or touch and goes, etc, have not been updated for well over 30 years and this needs to be addressed. Just evaluating a monitoring system isn't an adequate response to this escalating problem, which will only be ascerbated with the closure of Santa Monica Airport in 2028.

If our City Council doesn't respond to the concerns of it's citizens, then we can learn from the citizens of Santa Monica how to solve the problem permanently.

Joe and Janet Mendence
Residents of New Horizons
[redacted]

Aoki, Denise

Subject: Nov. 8 Airport Agenda Item

-----Original Message-----
From: Daniel Chang <[redacted]>
Sent: Thursday, October 27, 2022 4:08 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport Agenda Item

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Dear Councilmembers,

My name is Daniel Chang and I live near Lago Seco Park in Torrance. I've lived here for the past six years and I've grown accustomed to noise from air traffic originating from the nearby airport. However, beginning earlier this week, I've noticed a HUGE increase in airplane noise. Not only are there more planes constantly flying over my house, but they are flying lower and well into the evening. The noise resonates through my home even with all my windows closed! This is intolerable and must be addressed. I hope to hear from you soon.

Best,

Daniel Chang

Sent from my iPhone

Aoki, Denise

Subject: Council Mtg 8 Nov 2022 - TOA Item

From: Elizabeth Spatz <[redacted]>
Sent: Friday, October 28, 2022 9:01 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Council Mtg 8 Nov 2022 - TOA Item

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Dear Council Members,

I would like to express my concern over the increased noise from the Torrance Airport training classes that have been flying over my home for the past two years.
Since 1965, when my family moved to Marble Estates, I have happily lived next to the Torrance Airport. My father was a pilot, and we spent many years flying out of Torrance, well aware of the guidelines in place for safe flying while maintaining a peaceful partnership with the community on the ground. When I purchased my home in the Hollywood Riviera in 2016, I did so with the understanding of what the airport rules were, as stipulated in the Torrance MC 51.2.3 (e):
Take Offs and Landings:
Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet.
I am aware of the correspondence between Mr. Bill Gates and the FAA, as well as the follow-up letters from Ms. Linda Cessna and Mr. Patrick Sullivan re TOA's request for clarification on the interpretation and enforcement of the pre-ANCA status of our MC 51.2.3(e), which the FAA did not address.

Our Code is pre-ANCA, having been in place since before the FAA's Airport Noise and Capacity Act of 1990, and should be considered grandfathered and therefore enforceable.
I would like the City Council to enforce the Municipal Code as written, just as they would any other municipal code laws. I made an investment in purchasing my home with the expectation that the Torrance Municipal Code would be enforced, as any other laws provided by the City of Torrance for the safety and peaceful lifestyle of its community. Please honor your commitment to enforcing the laws of our city, for the community who are depending on you to do so.

Sincerely,
Elizabeth Spatz
Hollywood Riviera

Aoki, Denise

Subject: Nov. 8 Airport agenda item

From: Richard Katz <[redacted]>
Sent: Friday, October 28, 2022 10:33 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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As residents of Torrance for over 35 years, the increase in frequency and noise level of flights is creating a public nuisance. Not only is the noise level injurious to one's hearing, it's difficult to work, or read in our home, which has double glazed windows. It's also very difficult to have a conversation in our yard with the nearly constant circling of planes over our neighborhood. The student pilots' touch-and-go flights over our area are the most flagrant offenders due to the repetitive loud noise caused by the constant circling around the same sections of south Torrance. The pilots do not turn north or south at the ocean, but instead turn north just west of Hawthorne Blvd., with repetitive circling over this area at low altitudes.

The following is a sample from the Airnoise log of flights over our house from 1:32 pm to 1:44 pm on Oct. 27th. This data doesn't capture all of the flights during the 12-minute time period. As seen, the altitude is quite low and the distance very close.

Status	Date/Time	Airport	Type	Operator	Flight	A/C Type	Operation	Dist (mi) / Alt (ft)
SENT	October 27, 2022 13:44	KTOA	General Aviation	JNE POLYGRAPH LLC	N1PZ	E-55	Departure	0.06 / 1085
SENT	October 27, 2022 13:38	KTOA	General Aviation	BRASSBEAVER HOLDINGS LLC	N965LB	SLING LSA	Departure	0.03 / 885
SENT	October 27, 2022 13:34	KTOA	General Aviation	ADVANCED CHARTER & INSTRUCT...	N249FS	172R	Unknown	0.26 / 560
SENT	October 27, 2022 13:32	KTOA	General Aviation	ELMINOUFI GARY	N815YK	CJ-6A	Departure	0.23 / 1001
SENT	October 27, 2022 13:32	KTOA	General Aviation	AVIATION FINANCIAL CORP	N165TW	SLING	Departure	0.1 / 801

The city should address this issue by incorporating the following enforcement strategies:

1. Monitor noise levels with additional monitors, and set reasonable standards which permit residents to enjoy activities both indoors and outdoors.

1. Set fines for noise and code violations similar to those at the Santa Monica Airport, where they have a system of progressive monetary fines. Torrance Airport had a violation rate 7 times higher than SMA in 2018. City code 51.7.3 should be strictly enforced, which states that any aircraft in violation three or more times over three years will be denied use of the airport.

1. Initiate landing and takeoff fees, which would generate income for the city and cover the cost of additional monitors. Additionally, fees could be used to obviate any potential legal actions against the city. Aircraft owners or operators using the Santa Monica Airport are required to pay a landing fee. Currently, the fee is $5.48 per thousand pounds certificated maximum landing gross weight.

1. Restrict the number of training flights, ensuring that they turn at the ocean when making their loops. Currently there are 7 flight training schools at the Torrance Airport, which is too many for a municipal airport surrounded by so many residential tracts. There are only two flight training schools each at the Hawthorne and Santa Monica Airports.

2. Stop the sale of leaded gasoline at Torrance Airport. The same lead that has been banned in automobile gasoline, paint and toys is also used in aviation fuel. The leaded fuel is burned mostly by the small planes that take off and buzz over our neighborhoods. The lead comes out in the exhaust and falls on the people, homes, and schools below; it drops **like lead** at the rate of two grams per gallon. The FAA does not allow the city to ban the total use or sale of leaded fuel at the airport, but in no place do they clearly state the city must provide tanks, or that the city must sell fuel. It is time to retire our old tanks and get out of the leaded fuel business. There are several elementary schools and two middle schools in close proximity to the takeoff, landing and low altitude flight paths.

The following is from the San Francisco Chronicle, dated July 29, 2022.

"Santa Clara county released its peer-reviewed study from Mountain Data Group in August 2021. The study, which analyzed 17,000 blood samples from children who lived within 1.5 miles of the airport from 2011 to 2020, found levels approaching 2 micrograms of lead per deciliter in children close to the airport. The U.S. Centers for Disease Control and Prevention recommends further treatment or testing at 3.5 micrograms per deciliter.

The CDC considers no amount of lead in the bloodstream to be safe, and warns that children have a lower threshold to lead toxicity than adults, making kids more vulnerable to developing all sorts of health and behavioral problems."

We, as Torrance residents, are simply asking for reasonable standards and compliance, just like any other business is expected to comply in order to function in our city and promote a safe and environmentally friendly community.

Richard and Janet Katz [redacted]

Aoki, Denise

Subject: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise

From: Mercedes Ortiz <[redacted]>
Sent: Friday, October 28, 2022 11:57 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Cc: Mercedes Ortiz <favmom83@gmail.com>
Subject: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise

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To: CouncilMeetingPublicComment@TorranceCA.gov

From: Mercedes Ortiz

Re: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise

Problem statement: Since moving to the Torrance Riviera seven years ago, the significant increase in KTOA noise has become a public nuisance. As a result, that noise interferes greatly with our family's enjoyment of our home's views, our deck, our quiet dinners, and our working from home.

Observations: KTOA noise is exacerbated by a ***pattern of frequent aircraft take-offs*** (some as little as within 1-4 min intervals) plus ***flying too close/too low to us*** (≤0.3 miles distance from us and < 1500' above our home which sits at an elevation of 234 ft). (Data available upon request.) Beside the noise, ***low flying aircraft are inherently dangerous to all of us living on the ridge as it reduces the margin of error for these aircraft***. It is a public safety issue.

Desired solution: It is within your purview to ***abate this public nuisance by taking concerted action to implement*** the following items which will help ***to minimize the noise*** *and* disruption in our lives as well as ***to increase public safety***:

- **Strict enforcement, esp. of 1500' minimum altitude policy**
- **Deny KTOA use to repeat offenders**
- **Charge landing fees for all aircraft**
- **Charge meaningful monetary fines for policy violations**
- **Use North Pattern for all training**
- **Limit # of training schools and require policy compliance**

Thank you.

Mercedes Ortiz

[redacted]

Aoki, Denise

Subject: Airport Noise

-----Original Message-----
From: RICHARD PAGE <[redacted]>
Sent: Friday, October 28, 2022 1:06 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport Noise

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I have never understood those who move into a certain area because they like it, then want to change it. The airport was here before you complainers, now it is an issue? I've Been here since the late 1950's and do not find airport noise to be a problem.
Richard Page
Torrance resident, upper Riviera section.

Sent from my iPad

Aoki, Denise

Subject: Airport Noise Level

From: Steven Dennis <[redacted]>
Sent: Friday, October 28, 2022 2:01 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Fwd: Airport Noise Level

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correct email address this time

-----Original Message-----
From: Steven Dennis <[redacted]>
To: CouncilMeetingPublicComment@TorannceCA.gov <CouncilMeetingPublicComment@TorannceCA.gov>
Sent: Fri, Oct 28, 2022 3:57 pm
Subject: Airport Noise Level

As a concerned resident of the Torrance Hillside Overlay, I am submitting the below comments for your consideration:

- increased training and flight operations at the Torrance airport have brought an significant increased noise level to our area
- flight paths have routinely turned left over our area and have also gotten lower, thereby increasing the frequency and noise level
- it is very clear that any voluntary abatement isn't working
- your airport policies and lack of any workable enforcement are hurting our quality of life as well as property values.

Sincerely,

Steven Dennis
[redacted]
Torrance, CA

Aoki, Denise

Subject: FW: Nov. 8 Airport agenda item

From: John K. <[redacted]>
Sent: Friday, October 28, 2022 2:07 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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Hello,

My name is John, I live in Torrance, and I am a father to two small children. I am greatly concerned with the quality of the air surrounding the airport due to the leaded fuel used by most of the planes and helicopters at Torrance airport. Leaded fuel should be banned from any plane in use at Torrance Airport. The noise has also been very problematic. It is a constant droning, extremely loud, and disruptive. Please stop all training in the South Pattern and enforce the City's no-left-turn rule to keep planes away from quiet residential neighborhoods, often populated with many young children.

Best,
John K.

Aoki, Denise

Subject: FW: Airport Noise

From: Gary Hart <[redacted]>
Sent: Friday, October 28, 2022 2:52 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport Noise

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Council members,
I am a 30 year resident of Walteria. We had always lived in sync with the airport, but over the last couple of years it seems that the noise is louder and more frequent.

I live on Newton street. Every day airplanes fly right above Newton and Bluff streets. The are very low, and very loud.
And I mean so loud that it interferes with normal everyday activities.

I like the fact that we have our airport. It seems that when noise regulations were followed it was OK. But noise regulations are not being enforced and the airport is reducing the quality of life for those of us in surrounding areas.

North of the airport is mostly businesses. Why can't they fly that direction for their continuous landing practices and not low over residential areas...

Hope something can be worked out.

Gary Hart
[redacted]
Torrance

Aoki, Denise

Subject: FW: Airport Noise

From: Pamela Punzalan <[redacted]>
Sent: Friday, October 28, 2022 3:48 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport Noise

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Dear Council Members,

I am a resident of Southwood Riviera and live directly under the west flight path. We purchased our home in 2001 knowing we were buying near the airport. We are not sensitive to noise. In fact our home backs up to Calle Mayor Middle School, so neighborhood noise is part of our daily lives. But in the last 22 years since we moved in, the traffic at the airport has grown substantially, effecting my neighborhood's quality of life. Some days it seems that plane after plane is taking off right at 7 am and some even after the 10 pm curfew. And during the months when should be able to take advantage of our wonderful weather and allow the windows to remain open 24/7, there are times when I cannot have a phone conversation with a client due to the loud airplane noise overhead.

In addition to the noise, there is also the concern of air pollution in our neighborhood. This is also not only a concern for us homeowners, but also a big concern for the children directly under the flight path at Calle Mayor.

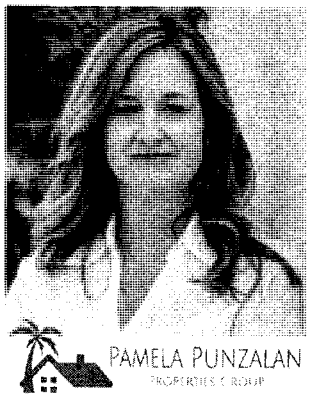
There needs to be a reduction on the number of flight schools at the airport and the number of take offs and landings per day. Current laws/rules need to be enforced and when not followed by pilots, citations issued.

One of the benefits of living in Torrance has always been the small town feel, but with the increases of all the airport noise, emergency vehicle noise and other city noises that have crept into our town over the past years, we are feeling more like LA.

And just to note, in the time it's taken me to write this email, 6 plans have flown over my home.

Respectfully,

Pamela Punzalan



Pamela Punzalan
REALTOR® Lic#02042968
at 3 Leaf Realty Inc.
1716 Manhattan Beach Blvd Manhattan Beach CA 90266
219 Avenue I Suite 101 Redondo Beach CA 90277
310.344.1475
pamelapunzalan.com
pam@pamelapunzalan.com

Aoki, Denise

Subject: November 8th Airport Agenda

From: [redacted] <[redacted]>
Sent: Saturday, October 29, 2022 10:48 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8th Airport Agenda

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

Hello City Counsel,
As I sit in my home with the windows closed, I am bombarded with the loudness of the small planes flying over head. I can find no peace in my own home. I dare not sit outside or the noise would be worse. They are so close and loud that I cannot stand it! This much noise was not present when I first moved into this home 4 years ago. The problem has gotten worse and I don't pay this much money to have to put up with this. I am considering moving my family to Long Beach. Where planes don't fly over head every 3-5 minutes and into the night seven days a week. There is no peace here.

Respectfully,
Sonya Ehsan
[redacted]
Torrance,CA

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

Aoki, Denise

Subject: Airport noise

-----Original Message-----
From: Steve Bosma <[redacted]>
Sent: Saturday, October 29, 2022 12:15 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport noise

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Please reinstate the no left turn over Walteria. The noise level outside my house is very annoying and interferes with normal conversation.
The majority of the aircraft turning left are from the flight schools. I have registered numerous complaints with no improvement.

Regards,
Stephen Bosma
[redacted]

Aoki, Denise

Subject: FW: Torrance Airport Noise

From: Jon Spallino <[redacted]>
Sent: Saturday, October 29, 2022 3:09 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Torrance Airport Noise

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My wife and I have lived in Torrance for over 35 years. Our two children (26 & 28) were born here as well.

As flight schools have been added and noise abatement tools and enforcement have been inadequate, the result is rather obvious. More noise and less compliance.

We get it...it's an airport. But when you effectively redefine its use and pair that with lax enforcement, you then create a cultural shift favoring commercial activity over residential wellness.

Torrance is supposed to be a 'balanced' city caring for residential, commercial, and industrial activities. As far as the airport is concerned, we've gotten out of balance. Too much commercial and not enough residential focus!

Best Regards,

Jon, Sandy, Adrianna and Anna Spallino
[redacted]

Aoki, Denise

Subject: FW: Nov. 8 Airport agenda item

From: Roger Svensson <[redacted]>
Sent: Sunday, October 30, 2022 10:09 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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RE: **TORRANCE MUNICIPAL AIRPORT INCREASED FLIGHT SCHOOL ACTIVITY**

The traffic with light airplanes has increased enormously this year. Last Saturday we counted to 50 takeoffs, which is roughly a flight in the air every 4-5 minutes. It has not eased since then. It is enormously disturbing for us working from home during the pandemic and are depending on Zoom communication, which we must cease during flyover. We have lost our good quality of life as a basic right. I've lived on the same address for the last 30 years and never experienced low flying planes over our roof, which is not only disturbing but also dangerous. Why has the flying canal been changed. It used to be that all aircrafts make a right turn on Hawthorne Blvd. My emails and phone calls to Torrance City Hall have been to no avail. Please stop this harassment!

Thank you.
O. R. Svensson
[redacted]

Aoki, Denise

Subject: November 8 airport agenda

-----Original Message-----
From: James McNulty <[redacted]>
Sent: Sunday, October 30, 2022 11:36 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8 airport agenda

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Dear Council Members,

We've lived in the Hollywood riviera neighborhood in Torrance for over 20 years. There has been an unfortunate increase in airport traffic over our home lately. We would appreciate anything that could be done to ameliorate this problem.

Sincerely,
James and Suzanne McNulty

Sent from my iPhone

Aoki, Denise

Subject: FW: Airport Problems that the City must Address

-----Original Message-----
From: Steve Giffin <[redacted]>
Sent: Sunday, October 30, 2022 3:09 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport Problems that the City must Address

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

My name is Steve Giffin and my family and I live on the boundary trail at the top of Torrance.

The airplane traffic has ruined our Summer and Fall. The constant low flying traffic is intolerable. It has affected our mood, nerves, and literally my mental health. When the training is in progress we cannot be in the backyard or have windows open. Even inside with windows closed we are still affected. Planes only a few hundred feet above our house, climbing with their engines revving, every 1-2 minutes is not something that should need to be endured. The south training pattern is the problem and it needs to be stopped so that trainers are not constantly climbing "up the hill" only a few hundred feet above the ground elevation merely to circle back and do it again minutes later.

The City Council needs to address these concerns for the citizens and neighbors of the airport. The airport needs to be a better neighbor and the people who use it need to earn the right everyday to exist in the community by minimizing their impact.

Sincerely,

Steve Giffin
[redacted]

Aoki, Denise

Subject: November 8 Airport Agenda Item

From: Christi Andersen <[redacted]>
Sent: Sunday, October 30, 2022 5:53 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8 Airport Agenda Item

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Dear Councilmembers,

My name is Christina Andersen and I live and work in Torrance.

I'd like to share my thoughts regarding planes arriving and departing from Zamperini Field/Torrance Airport. In my experience the airplane noise in Torrance has always been a problem, but in the last couple of years it has become absolutely maddening. It seems there is hardly ever a break from planes flying overhead and it feels as though I'm constantly bombarded with airplane noise.

There are many options that the City might consider to help alleviate the impact of airplane noise on residents, such as strictly enforcing current rules and regulations including the time planes can begin arriving/departing, implementing landing fees, re-evaluating training patterns, and requiring flight schools to comply with the City's noise abatement policies.

Thank you for your time and efforts to make Torrance an even better place in which to live and work.

Sincerely,
Christina Andersen

Aoki, Denise

Subject: FW: Nov 8 airport agenda

-----Original Message-----
From: charles delio <[redacted]>
Sent: Monday, October 31, 2022 7:58 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Cc: delio kathie <[redacted]>
Subject: Nov 8 airport agenda

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To whom it may concern,
Hello, my name is Charlie Delio and I live at [redacted] in Torrance, CA. In recent times, I have noticed a substantial increase in overhead airplane noise as well as air traffic from multiple air craft flying in different directions. It seems that the Torrance airport has changed up some of their rules and regulations for the air craft flying in and out of this local airport. I have lived here in south Torrance since 1987. Never have I not been able to enjoy my cats in our backyard. Today, with planes buzzing constantly most mornings we are forced to stay indoors and just watch from inside our safe home. After learning that the airport lessened their restrictions allowing planes to fly low and further south over many residential neighborhoods such as ours, I see the outcome has been very negative for the residents in these neighborhoods. I understand there has also been an influx of flight school students who are practicing for their licenses. Truly the city of Torrance needs to review these latest changes which have increased the noise and the traffic of the overhead skies. Besides the noise and the danger of an accident, there could be health issues caused from the pollution generated by the close proximity of these jet engines to our homes. I greatly implore the City of Torrance to review their current rules and listen to the actual people that live under this flight path.
Thank you for your consideration.
Charlie
[redacted]

Sent from my iPhone

Aoki, Denise

Subject: November 8 Torrance Airport Agenda

From: Rachel Livingston <[redacted]>
Sent: Monday, October 31, 2022 8:27 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8 Torrance Airport Agenda

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No. 4 topic: Noise monitor locations

My name is Rachel Livingston and I live in Torrance. The City's Code limits aircraft noise (to 82dB maximum or 88 dB Senel) everywhere outside the airport boundaries. But the City has only seven noise monitors, and they are spaced evenly around the airport. There are large gaps of about a half mile between them. Pilots can easily fly through the gaps and avoid the monitors. Even though they exceed the noise limit on the ground below them, they avoid getting detected by the noise monitors. The City should at least add more monitors on the West side of the airport so that more violations will be detected.

No. 5 topic: Stop training in South Pattern

The training in the South Pattern is also a big problem. There is more training now than ever before. About 60 percent of the airport's operations are training and much of it is done in the South Pattern. In the past that was not allowed. The City's no-left-turn rule was designed in the 1950s to keep planes from taking off low over quiet residential neighborhoods on higher ground. Instead, planes trained in the North Pattern over commercial/industrial areas on lower ground. That's the way it should be today.

Thank you for your concern in this matter

Rachel Livingston

Aoki, Denise

Subject: Novemebr 8 Airport Agenda

From: Sheri Livingston <[redacted]>
Sent: Monday, October 31, 2022 8:29 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Novemebr 8 Airport Agenda

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No. 4 topic: Noise monitor locations

My name is Sharon DeRusha and I live in Torrance. The City's Code limits aircraft noise (to 82dB maximum or 88 dB Senel) everywhere outside the airport boundaries. But the City has only seven noise monitors, and they are spaced evenly around the airport. There are large gaps of about a half mile between them. Pilots can easily fly through the gaps and avoid the monitors. Even though they exceed the noise limit on the ground below them, they avoid getting detected by the noise monitors. The City should at least add more monitors on the West side of the airport so that more violations will be detected.

No. 5 topic: Stop training in South Pattern

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Thank you for your concern in this matter

Sharon DeRusha

Aoki, Denise

Subject: FW: Public Comments

From: Rocky Hill <[redacted]>
Sent: Monday, October 31, 2022 9:44 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comments

WARNING: External e-mail
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Please keep Torrence Airport open.

Rocky

Aoki, Denise

Subject: Public comment--Nov 8 report on Casper system

From: Warren Jewell <[redacted]>
Sent: Monday, October 31, 2022 11:35 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public comment--Nov 8 report on Casper system

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To Whom it May Concern –

I understand that the Torrance City Council will be discussing the future of the Torrance airport at its November 8th meeting. I am writing today to support the continuation of the airport as a public resource.

I learned to fly at the Torrance airport in the early 1970's. At that time, it was the ninth busiest airport in the country in terms of aircraft operations that supported a vibrant learning environment for pilots. Today, given the shortage of commercial pilots, there is more need than ever to maintain airports like the Torrance airport to supply new pilots to replace the ones trained back in the 70's.

The airport is also home to the Robinson Helicopter Company, a global leader in the lightweight helicopter market. With its 1,300 employees based in Torrance, it provides good paying jobs in the city.

While some might view the airport as a nuisance, I view it as sign of a vibrant economy in a world class city. Over the years it has been a good neighbor to the people of Torrance and has provided support to the community in the form of manufacturing, training, and access to the aviation industry. It would be a shame to throw away this amazing resource when the need for its services are in such demand.

Sincerely,

Warren Jewell

Aoki, Denise

Subject: FW: Nov. 8 Airport agenda item

From: Amy Josefek <[redacted]>
Sent: Monday, October 31, 2022 11:47 PM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kalani, Sharon <SKalani@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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Mayor Chen and City Council members,

Some nine years ago, the City (with no warning to, or conversation with residents) signed a contract allowing Massachusetts-based Aviad to have a West Coast home base to fly their sky banner advertising business out of Torrance Airport.
Residents soon realized what a noisy and dangerous decision this was and worked hard to make the City realize the mistake. As a result, the contract was not renewed, and instead was ended in 2014.

The difference here is that the noise and safety issues with the Airport itself, have been going on for many, many years now. But, the City has been somewhat reluctant to acknowledge that they must listen to homeowners as they move forward with decisions.

There are many ways to help fix this problem. But first, you must acknowledge that this is not simply a matter of residents whining about some occasional burst of noise; at the very least, conversations, both outside your house and inside your home, are frequently ground to a screeching halt because a plane is flying so low overhead that, as they say, you can't hear yourself think.

It's one thing if the dog doesn't hear you yelling to come fetch the bone you just threw; it's quite another when you're inside, at your desk, on a business call, and have to explain to a client/customer/boss that they need to repeat what they said ... yet again.

- there's nothing wrong with listening to opinions of pilots, most of whom do a good job of following the rules and acting as responsible, considerate neighbors. However, it's a problem when pilots are allowed to make a presentation to the airport commission, but it's utterly one-sided because residents are not included with presenting their side of the story.

- ban the sale of health- hazardous leaded fuel.

- the concept of "flying friendly" is a truly lovely one. Unfortunately, it has proven to be woefully ineffective when it comes to a certain population of pilots who clearly could not care less about receiving such a letter from Torrance. It's time, finally, to put fines in place that incentivize pilots to start observing rules in place and acting like they care about the residents in the homes below.
Fines must be significant enough that they will get the attention of pilots.

- The city should limit the number of flight schools; there already seem to be too many to be handled comfortably in light of all the problems that are caused in the surrounding neighborhoods.
And, there should be a clause in their lease that allows for revoking of that lease when the pilots / schools do not observe the rules of the city of Torrance.

- the South Pattern should be stopped, and the North Pattern should be fixed, and monitored.

- please explain why non-TOA-based aircraft should be entitled to use the airport without paying any landing fees. That's benefitting non-resident pilots to the detriment of actual constituent/residents. (And, nice little side benefit, it would bring revenue to the city).

- enforce rules. Ban aircraft/pilots who break the rules consistently. The municipal code has provisions for that (ie 3+ noise violations in 3 years); please use them!

It's fortunate that there are so very many options that can and should be used, for the benefit of Torance residents. Please, stop giving unfair and inappropriate deference to pilots over that of residents.

Thank you.
Amy Josefek

Aoki, Denise

Subject: Public comment--Nov 8 report on Casper system

From: Jimmy McGivern <[redacted]>
Sent: Monday, October 31, 2022 12:04 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public comment--Nov 8 report on Casper system

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To Whom It May Concern,

As a resident of San Pedro since 1996 near Western Avenue and 1st Street I hear and see multiple flights to and from KTOA everyday above my home. They are generally approximately 1000 feet above my home. I also hear motorcycles, gardeners and other traffic from Torrance everyday near my home or on Western Avenue. I personally am not disturbed by it. I do respect those who may be disturbed and understand that there are acceptable standards that should be followed when it comes to privacy and noise. It's a matter of respect and abiding by laws. I have noticed unsightly lighted signs prohibiting motorcycle noise at certain hours and cities certainly have laws about starting work too early in the morning etc. but when It comes to aviation it's not that simple. Please indulge my concerns.

Regarding air traffic safety the FAA has always recognized the "Pilot In Command" as the person in control of the flight. The pilot is in the best position to make decisions regarding the safety of each flight they make. The pilot has extensive training on safety and Federal regulations concerning flight rules and best practice / procedures regarding weather and flight safety. The pilot uses that information to make informed choices regarding safety during flight.

The pilot is extensively trained and licensed to understand and implement Aeronautical Decision Making in a dynamic environment. This process employs many approaches such as 3P, 5P and the DECIDE model to name a few. Safe flight requires Situational Awareness, Risk Assessment / Mitigation and Resource Management skills honed by experience and training to ensure maximum safety during every flight and to effectively reduce or eliminate risk factors.

Neither the City or Residents are in a position to make these important choices or decisions from the ground nor should they try to do so. The real compromise of flight safety are attempts to censor flight beyond what has traditionally been accepted as best practice. The FAA has throughly evaluated these concerns for each airport. They do so from a position of experience, expertise and extensive research. The FAA is the only agency truly qualified to enforce flight restrictions or make rules for pilots.

Noise abatement is a valid concern and is taken seriously by every pilot. Many pilots are neighbors of airfields and understand that unwarranted noise is a nuisance. Pilots take care to reduce noise over populated areas. They use many techniques to do so. Whenever possible they follow guidelines set forth by cities and attempt to respect and implement them, however; they can not be enforced as law for profound safety reasons.

The idea that pilots don't give consideration to residents and noise abatement procedures is false. The idea that noise from airplanes can be completely controlled without sacrificing safety is false. Standardized instrument approaches have been designated for each airport by the FAA. They include: approach route, speed and altitude requirements and are extensively researched, developed and constantly reviewed by the FAA. Likewise pattern altitude, direction and course are also carefully established with safety being the number one concern.

These are import professional considerations that can not be arm-chair-quarter backed. Please make your recommendations and realize that pilots will do the best to accommodate them. Just remember that laws and procedure can not be fashioned without considering the important requirements of flight safety. These are the realm of the FAA. I believe that any effort to enforce flight rules would be the jurisdiction of the FAA.

The Torrance Municipal Airport is a valuable asset to the Torrance and surrounding community. It provides a wealth of opportunity to youth for STEM and Aerospace training. It is world famous and adds value to every home and life it serves

in Torrance. It is my hope that residents will embrace the airport and work with it to improve it's service to the community. The Civil Air Patrol and Torrance Flight Museum are exceptional resources for those interested in aviation careers.

Please join me in support of Zamparini Field, Torrance Airport!

Sincerely,

James McGivern

Commercial Pilot
San Pedro Resident
Plane Owner & Hangered at KTOA

Aoki, Denise

Subject: FW: Nov. 8 Meeting: TOA Airport agenda item

From: Tom Rasmussen <[redacted]>
Sent: Monday, October 31, 2022 12:16 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Meeting: TOA Airport agenda item

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I've lived in the South Bay my entire life and owning a home in Torrance, I can attest to the fact the noise from the airport is getting worse and worse, especially since 2020. I am retired, and home as much now as before COVID, so I have heard it change on a daily basis.

The airport seems more like a large regional, even commercial, airport than a small local one. An airport with this much activity should not be in a residential neighborhood, as this one is. I live on the hill, and the close proximity of the planes now allowed is a travesty and ruining the peaceful enjoyment of our homes.

There are many times we have to stop conversation in our home because the planes make it so we can't hear. Times when I can't hear the TV or someone on the phone. And that's in the house with the windows shut. Being outside when the planes fly over the house is intolerable. It wasn't like this before you allowed changes at the airport.

I've read things that tell me you know of the airports' negative effects on the residents who live around it, so I won't get into that. I know that you should have some possible solutions already, and that you've been given possible solutions by others, as well, so I won't get into that.

I will say that I don't understand why something hasn't been done. At minimum, stop the incessant training flights to the west – the worst noise offenders. Get them out of the airport or make them fly a pattern that doesn't disturb residents. Then reduce the noise disturbance from the other planes. Do something. Now!

Why aren't you fighting for us? As our City Council, you should be working for us.
Stop the noise that hurts our homelife.

Aoki, Denise

Subject: FW: November 8 Airport Agenda item

From: sandra holliday <[redacted]>
Sent: Monday, October 31, 2022 12:17 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8 Airport Agenda item

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I am a city of Torrance resident and have been for many decades living in the Hollywood Riviera above South High School.

In recent years the quality of life in my neighborhood has been increasingly and unnecessarily impacted by frequent and low-flying aircraft. To fully understand the root causes of this one must study and research all the contributing factors to such a change.

Frequent and low flying aircraft used to be a very rare occurrence but no more. This unacceptable situation has degraded to what it has become today adversely impacting public safety, impacting noise pollution and air pollution for Torrance residents and taxpayers.

Please be aware that the offending aircraft are both fixed wing aircraft and helicopters. Helicopters fly over our homes with greater frequency than ever before including the wee hours of the morning interrupting our sleep. By virtue of the hillside topography itself all of these aircraft are flying much closer to the rooftops of our homes than in the commercial and industrial sections of Torrance below the hillside.

As far as I am concerned, this has been an unacceptable and dangerous situation for far too long. We have been patient awaiting resolution for far too long. My expectation now is that corrective measures are taken by both the City of Torrance and our airport to address and to do so with expediency.

I suggest the City institute and collect landing fees at our airport. This will assist the City with a much needed revenue boost in our city's financially stressed times and hopefully serve as a deterrent to the frequent and offensive touch and go landings circling over our rooftops all day.

We must also understand any adverse impact caused by allowing seven training schools at our airport has contributed to this situation. The circle of flight or left turn loop contributed by such a number of training schools must be fully understood and addressed.

Bottomline, the City must conduct a complete and transparent study of the multiple, adverse contributing causes to this problem and develop a corrective action plan for each. Such a study should be the result of a collaboration of all affected stakeholders. It should be shared with affected Torrance citizens and affected homeowners and other stakeholders till a mutually agreeable corrective action plan is executed. It must be such a plan that not only is transparent to Torrance taxpayers but can be monitored for implementation success using verifiable data. It must be such a plan wherein the affected stakeholders with agreed upon frequency revisit the adequacy of the mutually agreed upon corrective action implementation progress and make tweaks accordingly. We must persist till the desired results are realized.

In this corrective action plan I strongly encourage the City to incorporate a strategy of enforcement with teeth for repeat aircraft offenders and violators of any Torrance ordinances. We need some enforceable City mandates here and not a voluntary approach. Time is of the essence since we have let this situation languish for far too many years.

Thank you for your consideration of my input.

Sandra Holliday

Aoki, Denise

Subject: FW: Nov 8 Airport Agenda Item

From: [redacted] <[redacted]>
Sent: Monday, October 31, 2022 12:36 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov 8 Airport Agenda Item

WARNING: External e-mail
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Dear Torrance City Council,

Because of airport noise, I, and many Torrance residents, are very unhappy living in our homes and are seriously concerned about the value of our homes decreasing. While we cannot change this, we know you can.

TOA Changes:

- increased number of private flights – small aircraft and jets
- increased number of flight schools and the resulting thousands of repetitive, close-proximity student flights. **Not all of these flight schools are even tenants of TOA; plane ID numbers identify them from Long Beach, Van Nuys, and elsewhere - all using TOA
- pilots not following TMC 51.2.3 e (and the city not trying to continue enforcement of it) and thus flying at lower altitude over homes (particularly those of us who live on the hill)
- a noise complaint system that is difficult and onerous to use

The results of those changes have literally ruined our lives here. (I urge you to read the comments posted on the online petition to hear how people feel. If you have empathy, it will break your heart to hear how miserable this has made people. https://www.ipetitions.com/petition/petition-to-reduce-torrance-airport-impacts-now)

Effects of TOA Changes on Your Constituents:

- **Can't Hear in Our Homes:** The level of noise disrupts in-person conversation, TV, music, phone calls and more. We must stop the talk or TV, wait for the plane to go over, and then resume. Music is altered with the buzz of engines.

  At minimum, it sounds like flies buzzing around most of the day. At maximum, it literally sounds like a war zone.
- **Windows Kept Closed:** We keep our windows closed to try to block the noise. We lose the benefit of good weather and no fresh air. And it costs more to have to use AC or fans.
- **Safety Concerns:** The chance of an accident may be rare, but flying so frequently, and so close to our homes' roofs, makes us fearful of an accident.

  I've had two planes fly directly toward my window and I actually feared for my life. The neighbors above me on the hill have said it happens to them, too.

  I've had objects on tables shake when a plane is within close proximity.

  I see large shadows of planes through my windows that often scare my pets and me.
- **Air Quality Worsened:** Flying so frequently, and so close to our homes' roofs, brings the emissions of leaded fuel closer to us.
- **Being Outside is Off Limits:** Sitting on patios, working in our yards... all stopped because the noise makes it miserable outside. This is a main reason we live in SoCal and it's been taken away.
- **Work has Been Hurt:**
  - Business calls and often, when I teach via Zoom, I can't hear the caller's speech and have to stop them.

- The loud noise, most particularly, the repetitious nature of the student flights (easily one every one to five minutes), impedes your thinking and takes away your focus. When working, I lose time recovering from the plane disruption before I can back to work.

It wasn't this way before the changes...

We saw and heard flights far less frequently, not as loud, and not as close to our homes, so we weren't invaded by the noise. Torrance had its airport. Pilots could fly. And residents enjoyed their homes. If it wasn't this way before; it doesn't have to be this way now.

Please do something. Soon. Very soon. Make this a priority. Please. If changes aren't made, I see this easily going into a "close down the airport" movement. As miserable as I am, I wouldn't care, but I think you would.

Regards,
Natalie Brecher
Mesa Street Resident

Aoki, Denise

Subject: FW: November_8_Airport_Agenda_Item

From: [redacted] <[redacted]>
Sent: Monday, October 31, 2022 2:14 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November_8_Airport_Agenda_Item

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

My Name is Robert Laxton. Our family has lived at [redacted] for sixty-three years. My father was an aerospace engineer for forty years. Our family has attended many events at Torrance Airport.

The recent operations with the seven training companies have created a continuing umbrella of airplane noise over our house. There are several areas of the hill where natural basins (Calle Mayor, Tortugas & Calle De Arboles, Vista Largo) reflect the noise of the airplanes as they turn left and climb over the hill. The noise not only enters our house from the view side; but then radiates into the front side of the house as the airplane exits the area. In the past months, these flights have been active from 8:00 AM to 8:00 PM at night.

In particular, there has been the practice of two to three airplanes following each other around in a "touch and go" sequence. As one airplane exits the area, the following one is climbing into the hill. It is inescapable from inside the house when there is the prevailing western breeze and the airplanes are climbing and then making a 'powered' left turn to exit the area.

Thank you for your consideration,

Robert Laxton
[redacted]

Aoki, Denise

Subject: FW: how airport noise has impacted my life

From: Jean Thompson <[redacted]>
Sent: Monday, October 31, 2022 2:54 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: how airport noise has impacted my life

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I am very concerned about how low small airplanes have been flying over my home, loop after loop, for a while now. The leaded aviation fuel that is used in small planes emits toxins that cause brain damage, learning disabilities, reduced fertility, nerve damage and death. And in the past two weeks there have been more airplanes flying low. The noise is enervating to me. I can hear the planes going over my house when all of my double-paned windows are closed. On October 22nd I was in Alta Loma Park sitting in beach chairs on the grass six feet apart from my friends from 1:30 to 3:00pm and I could not hear what they were saying because an airplane kept circling low around the park for one hour. I am also concerned about a plane crashing into my house as one did crash into a building in Torrance in 2019 killing one person. To say the least, my quality of life has deteriorated because of these issues.

I have lived in this home for almost 21 years, and this was never the case before. For many years,this was a quiet and peaceful neighborhood. The airplanes flew high in the air and not nearly as often as they do now. Torrance has been my home for over 48 years, but all of the noise is making me seriously consider looking for another quiet neighborhood away from the Torrance airport or to a city beyond. Please help! Thank you for considering my feelings in this matter.

Jean Thompson

Aoki, Denise

Subject: how airport noise has impacted my life

From: Jean Thompson <[redacted]>
Sent: Monday, October 31, 2022 3:04 PM
To: Griffiths, Mike <MGriffiths@TorranceCA.gov>
Subject: how airport noise has impacted my life

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I am very concerned about how low small airplanes have been flying over my home, loop after loop, for a while now. The leaded aviation fuel that is used in small planes emits toxins that cause brain damage, learning disabilities, reduced fertility, nerve damage and death. And in the past two weeks there have been more airplanes flying low. The noise is enervating to me. I can hear the planes going over my house when all of my double-paned windows are closed. On October 22nd I was in Alta Loma Park sitting in beach chairs on the grass six feet apart from my friends from 1:30 to 3:00pm and I could not hear what they were saying because an airplane kept circling low around the park for one hour. I am also concerned about a plane crashing into my house as one did crash into a building in Torrance in 2019 killing one person. To say the least, my quality of life has deteriorated because of these issues.

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Jean Thompson

Aoki, Denise

Subject: FW: Nov. 8 Airport agenda item

From: Hydee Ong <[redacted]>
Sent: Monday, October 31, 2022 4:47 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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

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

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

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

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

LANDING FEES
Currently the airport has no landing fees. Non-TOA-based aircraft are allowed to use the airport free of charge. In October of 2020, staff reported that landing fees could bring in an estimated net gain of $257,000 to $642,000 annually. It would also be a way of spreading the cost of the airport more fairly

among all users. It might also have the added benefit of reducing the excessive amounts of touch-and-go training. The City should reconsider landing fees.

CASPER QUESTIONS FOR STAFF

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

EXCLUSION OF VIOLATION-PRONE AIRCRAFT

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

LEASES TO TRAINING SCHOOLS SHOULD REQUIRE COMPLIANCE

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

BAN THE SALE OF LEADED FUEL

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

Sincerely,

Hydee Ong
Mesa Street resident

Aoki, Denise

Subject: FW: Nov. 8 Airport agenda item

From: Donnie Tippie <[redacted]>
Sent: Monday, October 31, 2022 4:59 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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My name is Donald and I live in Torrance.

Training at TOA is a huge problem that needs to be fixed NOW.

The number of flights has ballooned out of control, just look at the numbers. Weekdays average over 400 flights a day. That is nearly one flight per minute for 10 straight hours.

7 flight schools, multiple aircraft per flight school, and multiple flights per aircraft equals constant noise and the degrading of our quality of life. I have tracked one aircraft from a TOA flight school which circled my house 25 times in one day. 25 TIMES!

And what has been done? Nothing.

Stop all touch-and-go training and implement a landing fee!

Why has this not been implemented? This isn't reluctance on your part, this is straight refusal to help your constituents.

Thousands of complaints have gone unheard. Literally, thousands.

The airport has been so severely mismanaged it is no longer an asset but a liability.

When are you going to take into consideration your constituents?

Aoki, Denise

Subject: FW: Nov. 8 Airport agenda item

From: Roger Svensson <[redacted]>
Sent: Monday, October 31, 2022 5:02 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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RE: TORRANCE MUNICIPAL AIRPORT & INCREASED FLIGHT SCHOOL ACTIVITY

The traffic with light airplanes has increased enormously this year. It is normal that we count 50 takeoffs, which is roughly a flight in the air every 4-5 minutes. It is extremely disturbing for us working from home due to the pandemic and are depending on Zoom communications, which we must cease during flyover. **We have lost our good quality of life as a basic right**. I've lived on the same address for the last 30 years and never experienced low flying planes over our roof, which is not only disturbing but also dangerous. Why has the take-off pattern changed? It used to be that all aircrafts make a right turn on Hawthorne Blvd. We are worried to hear a plane crash during a little league baseball game at Lago Seco park. **Please, we are at a point when we cannot take this anymore!!!**

Thank you.
O. R. Svensson
[redacted]

Aoki, Denise

Subject: FW: Public Comment on Airport Noise for CC meeting Nov. 8
Attachments: Doc14.docx

From: Anthony Brunetti <[redacted]>
Sent: Monday, October 31, 2022 5:31:50 PM
To: Chen, George <GChen@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; AMattuci@torranceca.gov <AMattuci@torranceca.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>
Cc: Judy B <[redacted]>; Pam Popovich <[redacted]>
Subject: Public Comment on Airport Noise for CC meeting Nov. 8

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October 31, 2022

To: Mayor and Council
From: Riviera Homeowners Association
Re: Aircraft noise

Good morning, Mayor Chen and Council members,

I am writing today on behalf of residents of the Riviera area of south Torrance, who are impacted more than any other group by the increase in airport noise from TOA.

The increase in noise first became noticeable in 2019 when the City Attorney stated that "in an abundance of caution" the City would not fight an accusation that the City was breaking the law by prohibiting planes from turning left on departure. Since that time, planes have been allowed to turn left at takeoff. This is an unfortunate decision by the City because first, it is written in the TMC section 51.3.2 that departing planes must reach 1,500 feet or the shoreline before turning left. In addition, this regulation was grandfathered into the current Municipal Code because it was pre-ANCA, (before 1990) a fact which the FAA never mentions in their correspondence with the City.

The response to Mr. Gates' letter from the FAA in Feb. 18, 2020 did not mandate or require the City to allow planes to turn left. In fact, Ms. Peters, Counsel for the Regulations Division stated …."local governments that own or operate an airport are not prohibited from carrying out their proprietary powers and rights. The airport owner has authority to … reasonable , …regulations addressing aircraft

noise and appropriate local interests." She goes on to say that the FAA does have the responsibility to control "aircraft in flight."
When pilots are preparing to depart, they know where they want to go, but they are not yet in flight. If they get a go-ahead from the tower to go straight or turn right, they are not being controlled while in the air. I respectfully ask the City to reconsider their decision, to enforce the TMC as written, and let the pilots bring legal action against the City if they wish. We do not think the pilots have a valid case against the City, and residents want their city government to fight for them. Of course, the funds for any legal action could come from the Airport Expenses Fund, not the General Fund.

The situation on the ground became noticeably worse after the City decided not to restrict planes from turning left, but it became exponentially worse in the spring of 2020, when the CDD decided to allow training flights to also turn left. This decision was made without public input or a council hearing. Training flights have not been allowed to turn left at takeoff for about 40 years. Not only are the flights often lower than 1,100 feet, they are much louder and more frequent, since they travel around and around the airport doing touch and goes.
My family has lived in the same home in south Torrance since 1986, and we never experienced airport noise inside the house prior to 2019. This year has been the worst.

According to the graphs which Airport Commission Chairperson Anne O'Brien shared during a Commission meeting earlier this year, the Torrance airport is on track to log in about 180,000 operations from the airport this year. 100,000 of these flights (60%) will be from training flights.

There are also safety reasons why training flights have never previously turned left at takeoff. The early left turn brings new pilots over a densely populated suburban area with rising terrain (a 400' hill).,
The flight path goes directly over South High School, Richardson School, Walteria Elementary, and Walteria Park. The students and children in these areas are, just like the residents, in the path of neophyte, student pilots who could have a mental lapse or a bad day and lose control of their airplane. There is a small chance of accidents, but if there are 180,000 operations a year, the odds are that there will be some incidents. The residents and children are also exposed to the

leaded fuel which many of the planes (around 40%) are still using. The most persistent problem is of course, the noise from planes circling overhead.

For all these reasons, I respectfully ask the City of Torrance to enforce their "no-early-left-turn rule" and not allow flights to turn left at takeoff from TOA. The City would be a better place to live, and the residents would appreciate and respect council for taking these steps.

Judy Brunetti, co-president
Riviera Homeowners Association

Aoki, Denise

Subject: FW: Torrance airport air traffic

From: Sherwin Rubin <[redacted]>
Sent: Monday, October 31, 2022 5:54 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Torrance airport air traffic

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It's time to do what Santa Monica did-- close the airport. The noise is distracting (always thinking: hope the plane doesn't crash into someone's house.) What about the clowns who fly in 4-plane formations over our residential area--THAT'S DANGEROUS! Close the airport and build affordable housing.

Sherwin Rubin
[redacted]

54+ Torrance resident

Aoki, Denise

Subject: FW: Torrance Airport Training Noise and Safety
Attachments: See What Torrance is Doing.pdf

From: Gonzaque, Alina <AGonzaque@TorranceCA.gov>
Sent: Wednesday, November 2, 2022 10:59 AM
To: Dave Roelen <[redacted]>; CityCouncil <CityCouncil@torranceca.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Cc: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: RE: Torrance Airport Training Noise and Safety

Dear Dave Roelen,

We appreciate and value your input on what would make Torrance a better place to live, work and play.
Thank you for your email.
Please know that the General Services Department will be bringing forth a discussion item to the City Council in the near future as related to a potential temporary moratorium on allowing additional flight schools at the Torrance Municipal Airport. As I'm unsure of the timing for the item, I would encourage you to review upcoming City Council agendas at http://torrance.granicus.com/ViewPublisher.php?view_id=8. Additionally, staff will be presenting an update to the City Council at their November 8th meeting as related to the Noise Abatement program and Airport operations. This agenda item should be available for review during the week of October 31st on the City's website, which again is http://torrance.granicus.com/ViewPublisher.php?view_id=8. Should you have any additional questions, please feel free to contact Community Development Director Michelle Ramirez at MRamirez@Torranceca.gov.
Also, should you wish to learn more about the City's goals and resources in other areas, please find the attached information sheet.

Thanks again,
Alina Gonzaque
Staff Assistant – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 voice | 310.618.5891 fax |
AGonzaque@TorranceCA.gov | www.TorranceCA.gov |www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

From: Dave Roelen <[redacted]>
Sent: Monday, October 31, 2022 6:01 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Torrance Airport Training Noise and Safety

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My name is Dave Roelen

I staffed the Torrance Airport Noise Abatement Office for many years starting in 1979, and am very familiar with the airport noise history. During that time, and until very recently, there was NO flight training permitted in Torrance's south pattern. None! Straight out to the shoreline has always been the Torrance Airport Noise Abatement departure route from the south runway.

What we have today is a simple decision by pilots and newly based flight schools to knowingly go against long-established City of Torrance noise abatement procedures. Pilots and flight schools are **requesting** turns and training in the south pattern. The decision to turn or train in the south pattern is made solely by pilots. They are not being directed to do so by the FAA. This is not an FAA domain issue. It is a pilot's request and their own disdainful decision.

Flight schools and pilots (and those aircraft) requesting turns should be held accountable for ignoring long-standing Torrance Airport Noise Abatement procedures and should be denied the privilege of using Torrance Municipal Airport, property owned by the people of Torrance.

Newly arrived flight training schools with City of Torrance property leases, and non-based flight schools, are causing this major noise problem with unsafe, low, climbing turns by novice pilots, straining noisily for altitude toward rising terrain and over once peaceful residential homes.

If Torrance City Council feels incapable of taking corrective action against holders of City of Torrance airport leases and of pilots who refuse to cooperate, the City should immediately implement other options. To help correct such flagrant violation of Torrance's standards and citizen wishes, and to defray airport costs (especially for Airport Noise Abatement), landing fees for all aircraft should be imposed (except, perhaps, for those non-FBO, based hangar lease holders).

Every airplane (by registered owner) that lands on Torrance's airport runway property should be subject to an escalating landing fee schedule similar to the following:

1. The first landing within a 24-hour period (midnight to midnight) would be free.
2. The second landing (including a touch and go) would be charged, say, $50. A third landing and all landings thereafter (including each touch and go) would be charged $100 for each and every landing on runways owned by the City of Torrance.
3. The FAA registered airplane owner would be automatically billed. If payment is not made that aircraft would be permanently prohibited from using Torrance's airport.

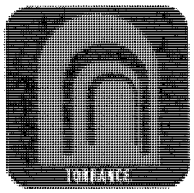
The City of Torrance might also consider these additional options:

1. No touch and go operations from runway 29L/11R (& no left turns from runway 29R).
2. No touch and go operations on Saturday, Sunday, and holidays.
3. No touch and go operations at Torrance Municipal Airport.

If pilots and flight schools continue to request south departures or training from runway 29L/11R, contrary to published Torrance Airport Noise Abatement flight procedures, deny them and the aircraft the privilege of using Torrance's airport, and revoke airport leases for all non-compliant flight schools based on Torrance's municipal airport property. This is City of Torrance property and pilots either follow our City rules or they are permanently prohibited from using it.

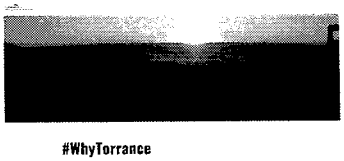
SEE WHAT TORRANCE IS DOING

We have an app!



Download the myTorranceCA app on your smartphone. Submit a request, make a payment, peruse City services and more.

WhyTorrance?



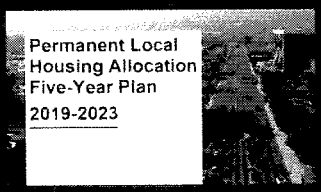
Discover why so many businesses choose to partner with Torrance and explore the locations, activities, and opportunities that set Torrance apart.

2021 Year In Review



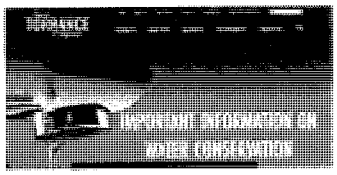
Browse the City's 2021 Year In Review, highlighting City services and accomplishments from the prior calendar year. 2022's version coming soon!

Homeless Services



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

TorranceCA.Gov



Find a host of information on our website, including debunked Rumors that circulate the City.

TorranceAlerts

TorranceAlerts

Register for TorranceAlerts. When there is an emergency, get the information first on the City's early warning notification system.

CONNECT WITH US!

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@TorranceCA

@CityOfTorranceCA

Aoki, Denise

Subject: Stop Torrance Airport Noise and Enforce No Left Turn Rule

From: Terry Eastley <[redacted]>
Sent: Monday, October 31, 2022 6:51 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Stop Torrance Airport Noise and Enforce No Left Turn Rule

WARNING: External e-mail
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Dear Honorable Mayor Chen and City Council Members,

We live at the top of Vista Montana and Paseo De Las Tortugas and have owned our home for 24 years. Our backyard has a view of Torrance Airport which has always been fun for us as my husband, and I have worked in the Aviation Industry for over 30 years. My husband is a licensed pilot and I have worked around commercial aircraft my whole career. Needless to say we enjoy airplanes, flying, & traveling.

Up until several months ago the aircraft flying from Torrance airport above our home was not an issue nor bothersome. However, things have drastically changed, and something needs to be done. Aircraft are flying dangerously low over our home and it's not safe. I video these aircraft on a daily basis and when I show friends, they are very concerned. Our home, being located at the top of the hill, is residing at 125 feet above ground level. Torrance pattern altitude requires 1500 feet altitude. Aircraft are flying at best a few hundred feet above our home which equates to 500 feet or lower! This is unsafe and with the aircraft flying at low altitude the aircraft engine noise is extremely loud. Sometimes the aircraft noise is louder than our TV! I work from home and while on conference calls my clients ask me if I am sitting at an airport. My backyard has become the 405 of the sky with aircraft not adhering to altitude flying rules which are in place for the safety of homeowners. Pilots are quickly turning left when they aren't supposed to in order to perform more touch and go's for their logbook. This is similar to automobiles speeding to get to their destination faster--which as you know is very dangerous and against the law.

Torrance City Code states, when aircraft are taking off to the west a No LEFT Turn until reaching the ocean or an altitude of 1500 feet is in place. Why is this city code not being enforced? Is this the reason why aircraft flying over our home is now an issue? Why would this code not be in affect for training operations? Why is the city of Torrance allowing pilots to not follow the rules and as a result impacting the daily lives of Torrance residents? Torrance needs to enforce existing rules for the safety of its residents and restore order in the sky above our homes.

I am asking you to immediately address this situation and provide assurances you will maintain what once was a safe living environment with aircraft noise abatement for homes residing near Torrance airport.

Regards,

Terry and Kevin Eastley

Aoki, Denise

Subject: FW: Public comment--Nov 8 report on Casper system

-----Original Message-----
From: Brock Benjamin <[redacted]>
Sent: Monday, October 31, 2022 9:05 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public comment--Nov 8 report on Casper system

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The only reason to visit California is to visit individuals who have not left yet. You make it easier and easier each time an airport is closed to decide not to visit. Landing is usually a $1000 minimum in Jet-A fuel. I would ask politely that you stop closing places to land in Southern California.

Sent from my iPad

Aoki, Denise

Subject: FW: AIRPORT ISSUES

From: Griselda Sasayama <[redacted]>
Sent: Tuesday, November 1, 2022 1:18 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Cc: Chen, George <GChen@TorranceCA.gov>
Subject: AIRPORT ISSUES

WARNING: External e-mail
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Dear Mayor Chen and Members of the City Council of Torrance,

My name is Griselda Sasayama and I live in the Torrance/Hollywood Riviera.

It is not a rare occurrence to have small aircraft flying over our home in different directions every couple of minutes or so. Last Sunday, I counted six airplanes within ten minutes! The noise is loud enough to distract from business and casual conversations for those in our family who work at home and our garden, or who just seek comfort and relaxation within our own backyard. Add to this noise the amount of air pollution and the feeling of not-so-safe skyes that we increasingly experience and you can see how the quality of life in our beloved city is deteriorating. Torrance has undergone significant **un-healthy** and **un-safe** changes since we chose it as our home and raised our young family here.

Specifically, I would like to call your attention to the level of NOISE POLLUTION, AIR POLLUTION and AIRCRAFT ACCIDENT RISK hoping that the new administration in place takes prompt action in regards to the disturbing increase in air traffic originated by the Torrance Airport. Some, but not all options to consider are the following:

1. Limit flight training schools by selecting the very best ones.

2. Manage the number of flights by reconsidering landing fees. The revenue could be used for proper training in regards to the rules in place, scholarships for flying school, enforcement of protocols, or other.

3. Limit training flights to least populated areas only, as it was before recent times.

4. Ban the use of extremely unhealthy leaded fuel.

5. Install noise monitors throughout the affected neighborhoods outside the airport.

6. Require compliance at all levels and charge monetary fines or ban violation-prone aircraft. Fees could be used to cover enforcement costs.

Griselda Sasayama

Sent from my iPhone

Aoki, Denise

Subject: FW: Public comment--Nov 8 report on Casper system

-----Original Message-----
From: Felix Morio <[redacted]>
Sent: Tuesday, November 1, 2022 4:50 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public comment--Nov 8 report on Casper system

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To Whom It May Concern:

Torrance, and the surrounding area, greatly benefits from Torrance Airport and the additional economic activity the airport generates. The airport increases access to the city and its businesses, and has been in successful operation for decades.

Now, a small but vocal minority of residents resent having bought property close to the airport AFTER the airport had been in existence for quite a while. That minority would like to see the airport closed, which would be to the detriment of the majority of residents. On balance, the factors in favor of a public use airport significantly outweigh the factors in favor of closure. In fact, the minority of residents fail to state a clear reason for closure other than "I don't like it." That's not a valid reason. The city has accepted federal grant money in regards to the airport, and is obligated to follow grant obligations. In addition to the consideration above, this renders the minority's suggestions moot:

1) Closing the airport and reopening it as a private airport would violate grant obligations and expose the city to significant fines

2) Pilots' requirements to ensure safety of flight overrides any noise abatement procedures. The city would be on very shaky legal grounds should it change its noise "enforcement" procedures. Furthermore, the money could be better spent elsewhere, such as on a AWOS system for the airport.

3) The city cannot enforce any "no left turn" rule. Federal law overwrites local law, and the FAA has clearly stated that the city may not impinge on its rule-making authority.

Best,

Felix Morio

Aoki, Denise

Subject: Public comment--Nov 8 report on Casper system

-----Original Message-----
From: Jake Given <[redacted]>
Sent: Tuesday, November 1, 2022 8:35 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public comment--Nov 8 report on Casper system

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Hello,

I learned to fly in SoCal and made many flights into Torrance. Torrance airport is a key reliever airport for general aviation from Long Beach and Hawthorne. Closing the airport will also result in Robinson moving and losing jobs.

The value the city receives from the airport is far greater than the vocal minority complaining about their home values.

Jake Given

Aoki, Denise

From: City Clerk
Sent: Wednesday, November 2, 2022 9:55 AM
To: Ramirez, Michelle
Cc: Aoki, Denise; Council Meeting Public Comment
Subject: FW: Torrance Airport Noise | November 8th | Council Meeting Agenda

From: mv margherite.net <[redacted]>
Sent: Tuesday, November 1, 2022 8:45 PM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>
Subject: Torrance Airport Noise | November 8th | Council Meeting Agenda

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

My name is Margherite Vetrano and I live here in Torrance. My neighborhood falls under Councilmember Mr. Mattucci and we implore him to work for us and support us to make the much needed changes at Torrance Airport. The airport noise isn't just plaguing my neighborhood, it's plaguing many neighborhoods here in Torrance and we need the airport noise to STOP. It's also shameful to schedule a Council Meeting on Election Day. It's evident to many of us that this Meeting with such an extremely important topic was scheduled on Election Day to avoid an overwhelming turnout from the residents. It's shameful.

Here are a number of items you must consider:

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

2 - currently the airport has no landing fees. Non-TOA-based aircraft are allowed to use the airport free of charge. In October of 2020, staff reported that landing fees could bring in an estimated net gain of $257,000 to $642,000 annually. It would also be a way of spreading the cost of the airport more fairly among all users. It might also have the added benefit of

reducing the excessive amounts of touch-and-go training. The City should reconsider landing fees.

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

4 - training in the South Pattern is a big problem. There is more training now than ever before. About 60 percent of the airport's operations are training and much of it is done in the South Pattern. In the past that was not allowed. The City's no-left-turn rule was designed in the 1950s to keep planes from taking off low over quiet residential neighborhoods on higher ground. Instead, planes trained in the North Pattern over commercial/industrial areas on lower ground. That's the way it should be.

5 - there are 7 training schools based at Torrance Airport. That's too many. The number of training schools should be limited. The City needs to reduce that number. Mr. Mattucci suggesting a moratorium on Training Schools is NOT enough.

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

7 - currently planes or pilots with multiple violations are sent to City hearing boards for adjudication. This a lengthy and time-consuming process. Three hearings with guilty verdicts are required before a plane or pilot is banned from the airport. Santa Monica Airport uses a system of progressive monetary fines. For 2018, Torrance's violation rate was 7 times higher than Santa Monica (4.2 violations per 1,000 operations vs 0.6 violations per 1,000 operations). Their enforcement method is far superior at gaining compliance. The City should look into changing its method of enforcement to monetary fines. Santa Monica's fine structure of a warning for the first infraction, followed incrementally with $2,000, $5,000 and $10,000 for each subsequent violation (with the fifth offense carrying a

suspension or revocation of privileges or permits), adds revenue and acts to reinforce the incentive for "friendly flying.

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

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

Thank you.

margherite vetrano

Aoki, Denise

From: Cammarota, Crystal
Sent: Wednesday, November 2, 2022 9:54 AM
To: Ramirez, Michelle
Cc: Aoki, Denise; Council Meeting Public Comment
Subject: FW: Torrance Airport Noise/ Environmental Impacts

From: Catherine Modesitt <[redacted]>
Sent: Tuesday, November 1, 2022 8:49 PM
To: Kaji, Jon <JKaji@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>
Subject: Torrance Airport Noise/ Environmental Impacts

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Dear Council Members & Mayor,

I'm writing tonight to ask you all to please take action regarding the increasing noise, pollution, and air traffic at Torrance airport.

When my husband and I moved into our house across the street from Richardson Middle School twenty years ago, noticeable noise from aircraft was intermittent at best. We occasionally heard Robinson's helicopters, the Goodyear Blimp on its way to the beach, and one jet that took off from Zamperini Field on Sundays or Mondays. It was rare to see a prop plane over our backyard. The noise of parents honking during school pick up was louder.

As of this year, that is no longer the case. While parents are still honking, it only lasts about 15 minutes a day. The noise of aircraft starts at 7:30 AM and continues all day long. On sunny days, a plane will go over my yard every minute or two from 10 AM-2 PM, at fairly low altitude--often not much higher than the hill bearing the white "S" for South High. Some make the early left turn to the west of my house, some make the turn to the east of my house, and some turn directly over my yard. Even if I go inside and shut the windows, there is no way to block out the constant buzzing. I've had literally hours of planes going over every few minutes in the evening as well. It's incredibly frustrating to have the nonstop noise, especially when one of the reasons we bought and love our house is for the patio and big backyard. I am sure the noise is not going to help our property value, either.

It is also concerning to me, as the parent of a TUSD student, to learn that Torrance Airport still allows leaded fuel. The Environmental Protection Agency recently acknowledged that leaded fuel for aircraft is a significant problem: "Aircraft that use leaded fuel are the dominant source of lead emissions to air in the country," EPA Administrator Michael Regan said in a statement. "Exposure to lead can cause irreversible and lifelong health effects."

[redacted]

EPA targets lead airplane fuel, citing children living near runways

The EPA said Friday that it was proposing to declare emissions from piston-engine aircraft operating on leaded f...

The same aircraft flying over my house are also flying over South High, Richardson Middle School, Calle Mayor Middle School, and Walteria Elementary, exposing schoolchildren to lead emissions. The increase in flights means a corresponding increase in lead emissions--right over Torrance Schools. I was shocked to learn that the City Council has not already moved to ban leaded fuel at Torrance Airport in order to protect Torrance residents--especially children.

I would like to see our City Council take some of the same steps taken by Santa Monica to mitigate similar issues at their airport: charge landing fees, close problematic runways, ban leaded fuel, and fine problematic pilots. I'd like to see the city of Torrance take whatever action is necessary to keep pilots from flying over my yard at their current low altitudes (preferably before a pilot crashes into the hill).

I am pleased to see that Torrance City Council is finally at least addressing the airport issues in a public meeting, but disappointed that the Council has not been proactive in protecting Torrance residents from noise pollution and lead pollution.

I hope you do better in the future. You can start by holding public hearings and listening to your constituents.

Sincerely,

Catherine Modesitt
[redacted]

Aoki, Denise

Subject: Airport noise abatement needs

From: tracey nakadate <[redacted]>
Sent: Tuesday, November 1, 2022 9:10 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport noise abatement needs

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Councilmembers,
I may be late, but I want to express my opinion that the increased noise from the Airport is not acceptable.

I have noticed that we get more noise from the airport recently, and I do not like it in general and specifically, i have issues with the loud noise that interrupts activities, even indoor. I have read that there are options to help mitigate the noise and also the cause of the increased noise, that could actually benefit the city as well as keep the citizens happy.

Please make every effort to abate the noise coming from the airport.

Thank You,
Tracey Nakadate

Aoki, Denise

Subject: FW: Public Comment 11/8 agenda item 9i
Attachments: 2022-02-03 East Hampton.pdf

From: Jim Gates <[redacted]>
Sent: Wednesday, November 2, 2022 11:26 AM
To: Griffiths, Mike <MGriffiths@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; CityCouncil <CityCouncil@torranceca.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>
Subject: Public Comment 11/8 agenda item 9i

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I see in the staff report that some suggest following the path attempted by the City of East Hampton to take their airport "private.". Here is an updated status on that scheme.

--
Jim Gates
[redacted]

East Hampton's plan to cut airport noise runs Into FAA trouble

By: Skylar Woodhouse and Amanda Gordon | Feb 03 2022 at 06:16 PM | Air Cargo

The wealthy resort town of East Hampton on New York's Long Island said it's restricting traffic at its airport even as the Federal Aviation Administration warns of obstacles that may slow the process down.

The town's board last month voted unanimously to deactivate its airport at the end of February after residents have complained about noise for years, objections that have grown as ride-share apps make helicopter and plane travel easier. The plan was to reopen it as a more limited-use facility on March 4, where pilots could land only with prior permission.

In a letter dated Wednesday, the FAA said that once the facility is deactivated, it will lose key attributes of an airport. For example, all FAA-operated navigational, weather, and communication aids will be disabled, the agency said. The regulatory agency will also need to analyze the airspace, and how its use will affect people and property on the ground and how it will affect the broader airspace structure.

There may also be an environmental analysis it has to do. These efforts may take about two years to sort out, the FAA said in its letter.

In a statement on Thursday, the town board said it has told the FAA that if the agency doesn't allow the airport to use an air control tower and other navigational aids, East Hampton will open a simpler airport without such amenities instead in March.

The town also said that the FAA has never suggested that the East Hampton Airport and its airspace and instrument procedures are unsafe.

"It is noteworthy that the FAA never once in its letter states that the new private use airport will not be available on March 4," according to the statement. "The Town remains confident that it will open on that date and looks forward to ushering in the new chapter of aviation in East Hampton that is consistent with the concerns that have been raised by so many in the community."

East Hampton residents have complained about air traffic noise for at least a decade, even before ride-share apps made it easier for people to snag seats on helicopters and airplanes. The town board has been working with consultants, residents, and others to figure out its options.

Noisy Wall Street Helicopters Spur East Hampton to Shut Airport

The arguments over air traffic pit many of the town's wealthy residents, who might drive to East Hampton from Manhattan or live there year round, against the ultrawealthy, who fly in, said Mitchell Moss, a professor of urban policy and planning at New York University. Litigation may result, as residents of the town use their money to sue the federal agency, he said.

"This is the 1% vs. the 0.1%," said Moss, who about a decade ago was commissioned by a northeast U.S. helicopter trade group to write a report about how the town benefitted from the airport. "This is a litigator's dream, because you have very wealthy voters based in the town who will do everything to take on the FAA."

Aoki, Denise

Subject: Nov. 8 Airport agenda item

From: Mary Cilva <[redacted]>
Sent: Wednesday, November 2, 2022 12:58 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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Honorable Mayor Chen and City Council Members

My name is Mary Cilva and I have lived in Torrance for over 60 years. The recent significant increase in airport traffic has completely ruined the quality of life for me and my husband. This MUST change immediately! We cannot sit outside and enjoy our front porch or back patio due to the constant noise of airplanes flying very low over our neighborhood.

My key points of complaint are as follows:

Noise monitor locations
The City's Code limits aircraft noise (to 82dB maximum or 88 dB Senel) everywhere outside the airport boundaries. But the City has only seven noise monitors, and they are spaced evenly around the airport. There are large gaps of about a half mile between them. Pilots can easily fly through the gaps and avoid the monitors. Even though they exceed the noise limit on the ground below them, they avoid getting detected by the noise monitors. The City should at least add more monitors on the West side of the airport so that more violations will be detected.

Eliminate flight training schools
There are 7 training schools based at Torrance Airport. There should not be any flight training over a heavily populated area like Torrance. I would like to see all of the flight schools shut down permanently.

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

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

Thank you for listening to these serious concerns regarding the airport. My husband and I (as well as my neighbors) look forward to a swift response to these problems impacting all of the residents of Torrance.

Thank you.

Mary Cilva
[redacted]

Torrance 90505

[redacted]

Aoki, Denise

Subject: Public Comment

From: Scott Dickey <[redacted]>
Sent: Wednesday, November 2, 2022 1:19 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment

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I'd like to submit a public comment for the November 8th City Council meeting:

I'm writing to oppose the petition of the RHA (Riviera Homeowners Association) that proposes to turn the Torrance airport into a private airport or otherwise restrict its use. General Aviaiton airports like Torrance are part of the community and provide many economic and public safety benefits. I support reasonable accommodations to the surrounding community to mitigate noise but I believe the basic function of the airport needs to be preserved.

R/

Scott

Scott Dickey
[redacted]

Aoki, Denise

Subject: Public Comment on Item 9I, Agenda for 11/8---Briefings to City Council
Attachments: 2022-11-08 briefing for the record.pdf

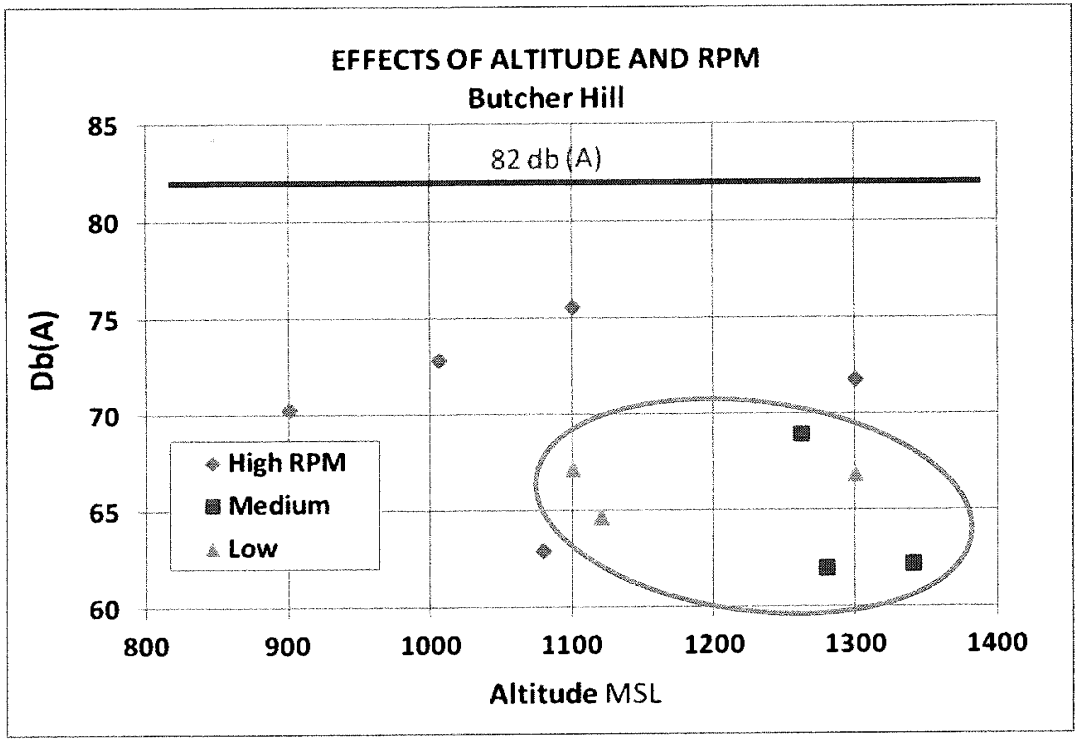
From: Jim Gates <[redacted]>
Sent: Wednesday, November 2, 2022 3:54 PM
To: City Clerk <CityClerk@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Peter C. Broen <[redacted]>
Subject: Public Comment on Item 9I, Agenda for 11/8---Briefings to City Council

WARNING: External e-mail
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During the week of 10/18 to 10/21, we invited members of Torrance City Council to discuss the many actions currently underway at Torrance airport in order to minimize the impact of its operations on the surrounding community. Mayor Chen and Council Members Lewis, Kalani, Griffiths and Sheikh accepted. Council Member Kaji was out of town until 11/1 and we will meet with him on 11/3. Council Member Mattucci did not respond to our invitation. Attached is a copy of our presentation and handouts.

--
Peter Broen, Torrance Airport Association President
Jim Gates, Torrance Airport Association Past President

Sling Noise Test Results



This test found that reducing propeller RPM was much more effective at reducing noise than increasing traffic pattern altitude.

The Sling NGT aircraft, when flown according to Academy policy, is very quiet.

Details about this test can be found at: torranceairport.org/facts/

I ♥ Torrance Airport
Torrance Airport Association

Noise Reduction at Torrance Airport

Noise from airport operations cannot be eliminated, but it can be minimized

11/8/2022

Peter Broen, TAA President
Jim Gates, TAA Past President

Background

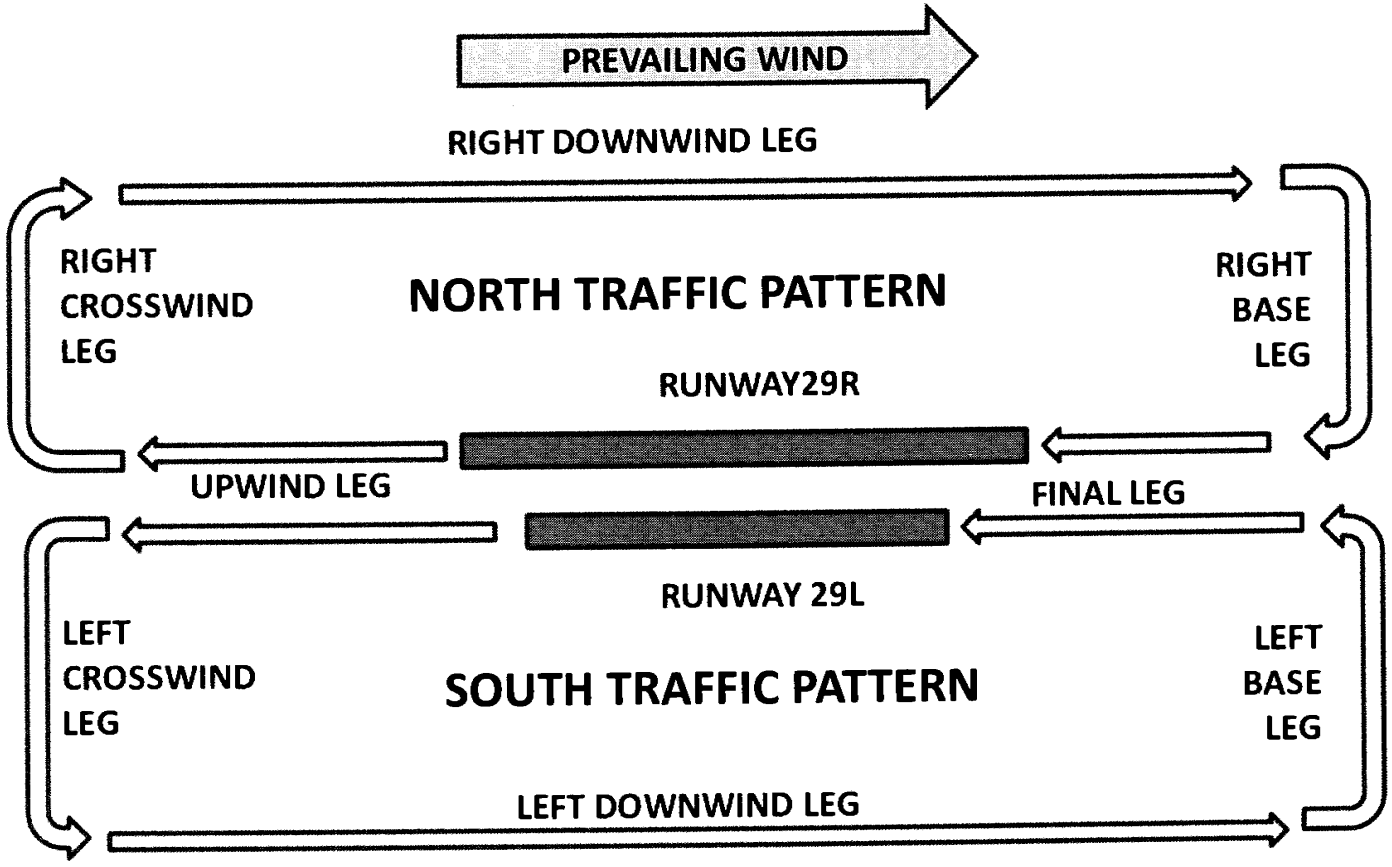
- Until recently, training pattern work has mainly taken place on the north runway.
- More recently, a substantial increase in training resulted in a north training pattern that has often become saturated and controllers have had to send aircraft to the south pattern.
- The recent uproar concerning increasing traffic in the south pattern is not about excessively noisy airplanes. The complaint is about frequency of the noise; the amount of traffic.
- Many neighbors have a basic misunderstanding about how airports work

Our Messages

- Successful noise reduction requires <u>voluntary</u> pilot participation
- Aviation community is leading noise reduction efforts at the airport
- TAA supports noise reduction
- Torrance pilots are not the "bad guys"
- The City needs to take an active role in disseminating correct information about the airport to the community

Terminology

TORRANCE AIRPORT TRAFFIC PATTERN



Quiet Procedures for 29L (VFR Only)

- After takeoff, climb at maximum safe rate
- Reduce RPM crossing Hawthorne*
- Climb to pattern altitude and reduce RPM prior to turning to cross wind leg*
- Use minimum RPM in down wind leg*

* Lower power aircraft may be unable to do this safely, but they are much quieter

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The Guidelines

- Flight safety is paramount
- Torrance has valid community noise limits
- Flight paths, altitudes and operational procedures cannot be mandated by City
- Pilots MUST obey the Federal Aviation Regulations (FARs).
- Pilots' voluntary use of quiet procedures is key to success

Our Efforts—Flight Schools

- **Sling Pilot Academy**
  - Selected modern quiet trainer: Sling NGT
  - Their Rotax engines use unleaded auto fuel
  - Academy teaches quiet techniques; mandates their use
  - Use north pattern for landing practice whenever possible
  - Performed flight test: higher pattern & lower RPM (64-68 dbA for quiet procedures)
  - Looking for continuous improvement (flight testing; airframe & engine modifications, operational processes, etc)
  - Participates in pilot survey

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Our Efforts—Flight Schools

- **South Bay Flight School**
  - Teaches quiet procedures
  - Does not permit use of south pattern
  - Participates in pilot survey
- **Individual flight instructors**
  - Some participate in pilot survey
  - More outreach is needed—communication is more difficult

Our Efforts—Robinson Helicopter Company

- Negotiated quiet routes for approaching & leaving TOA
- Requires owners to follow these routes when transiting to/from TOA for periodic training
- Make only direct arrivals and departures to south runway
- All landing practice is at north helipad and uses north helicopter pattern

Our Efforts--TAA

- Redesigned attention-getting runway signs to better relay quiet procedures to transient pilots (awaiting staff approval & installation)
- Recommended changes to noise abatement brochure to better communicate to pilots (awaiting staff approval & distribution)
- Recommended changes to "no left turn" letter to remove dangerous wording, elicit voluntary compliance & conform to Federal Laws (awaiting staff approval & use)

(More)

Our Efforts—TAA

- Performed noise flight testing with Sling NGT, Cessna & Decathlon
- Briefed Airport Commission & community on our noise reduction efforts (9/9/2022)
- Surveyed Torrance pilots on quiet procedures (September 2022)
- Regularly analyze complaints and violations; provide report to Airport Commission & public (quarterly)
- Regularly reach out to pilot community and airport neighbors with e-mails & web-based information (www.torranceairport.org/facts/)

Our Efforts—Individual Pilots

- **Pilot survey results (September 2022):**
  - **Surveyed over 600 Torrance pilots**
  - **Only 43% have used the south pattern in the past 30 days; of those that do:**
    - **80% use maximum safe climb rate after takeoff**
    - **Over 60% climb on runway heading and reduce RPM prior to making cross wind turn***
    - **64% use minimum safe power on down wind***

    * **Lower power aircraft may be unable, but produce much less noise**
- **About 25% of the pilots using the airport are not based here (Long Beach, Fullerton, Hawthorne, Santa Monica. . . .)**
- **TAA can assist in outreach about quiet procedures**

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Torrance Airport Association

Petition

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

- *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;*
- *Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and*
- *Hold public hearings to discuss and consider all legally available options."*

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This is a clear indication that:

- **the City needs to support current efforts by TAA, flight schools and pilots to minimize noise from airport operations;**
- **the City needs to provide the community with a clear picture of the laws that regulate aviation in the U. S. and at Torrance Airport; and**
- **the city needs to emphasize & enforce real estate disclosure requirements**

What Do We Need?

- **City staff:**
  - Approve, manufacture, and install recommended runway signs
  - Relay to the public:
    - Efforts by pilots, flight schools, Robinson and TAA to reduce noise
    - Legal limitations on City authority
    - The reality of airport operations (altitudes, traffic patterns)
  - Enforce real estate disclosure requirements
- **Noise Abatement:**
  - Rewrite, publish, and make available new brochure material
  - Correct "no left turn" letter & website
  - Provide information about airport traffic patterns and the affected areas on website
- **City Council:**
  - End public confusion about applicable laws by repealing invalid and unenforceable TMC sections: 51.2.2, 51.2.3 and 51.2.19

The aviation community is a very knowledgeable resource—USE US.

97

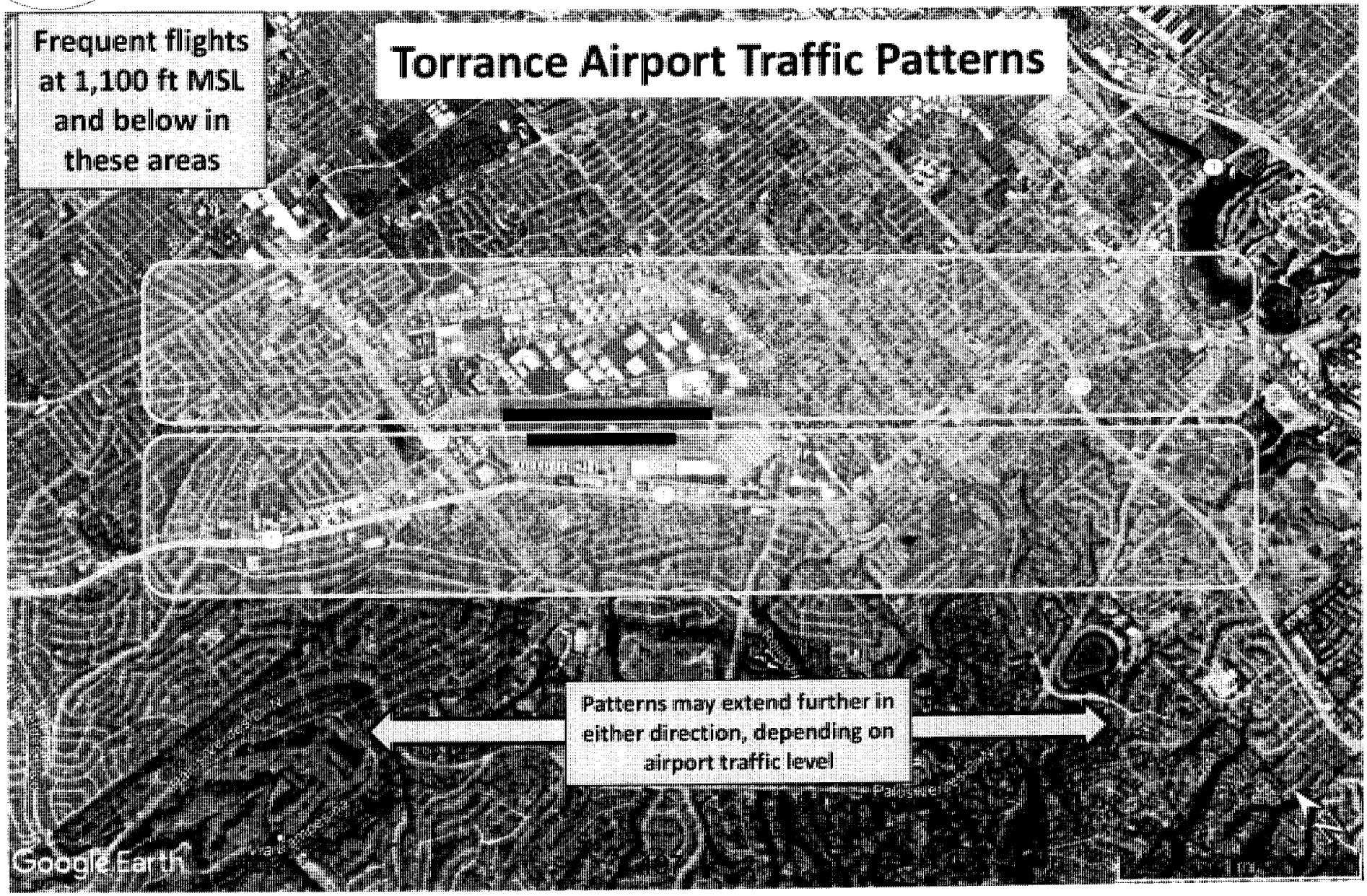
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QUESTIONS?

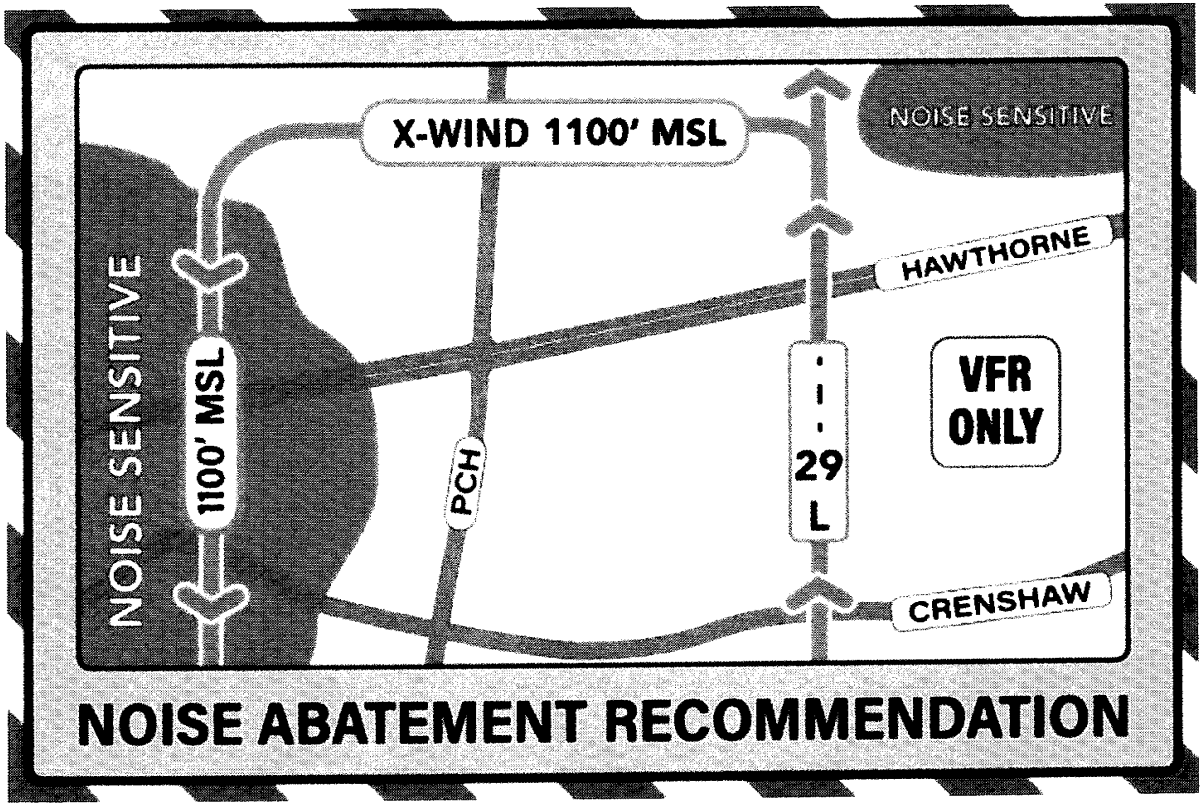
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Torrance Airport Association

Suggested graphic for City websites



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Torrance Airport Association

Example of Recommended Runway Signs

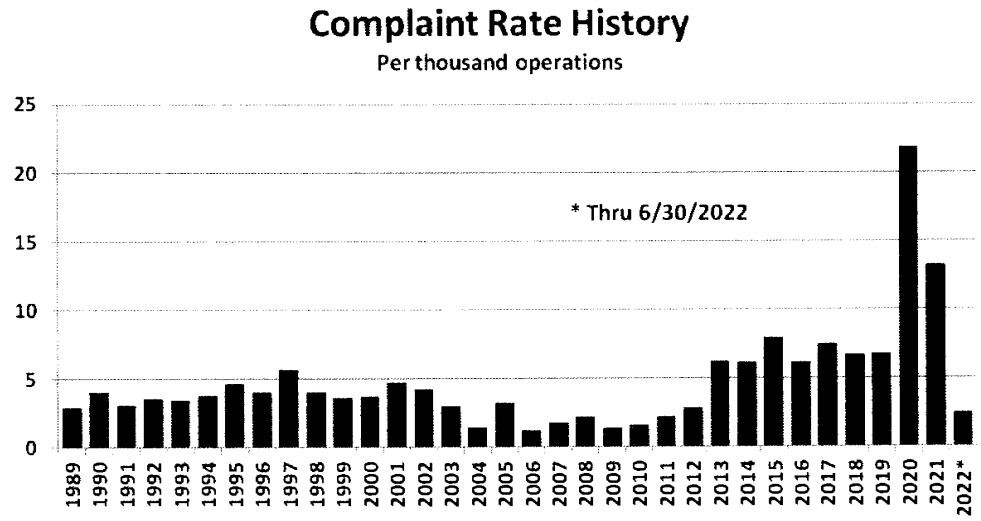


These colorful signs are designed to get the pilots' attention. They are awaiting approval and installation by City staff.

100

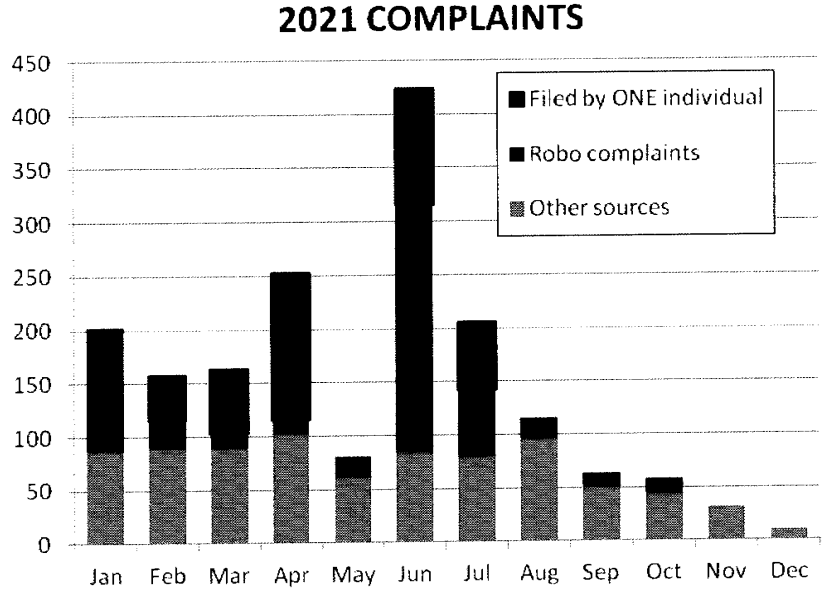
Torrance Airport Complaint History

(From Torrance Noise Abatement database)

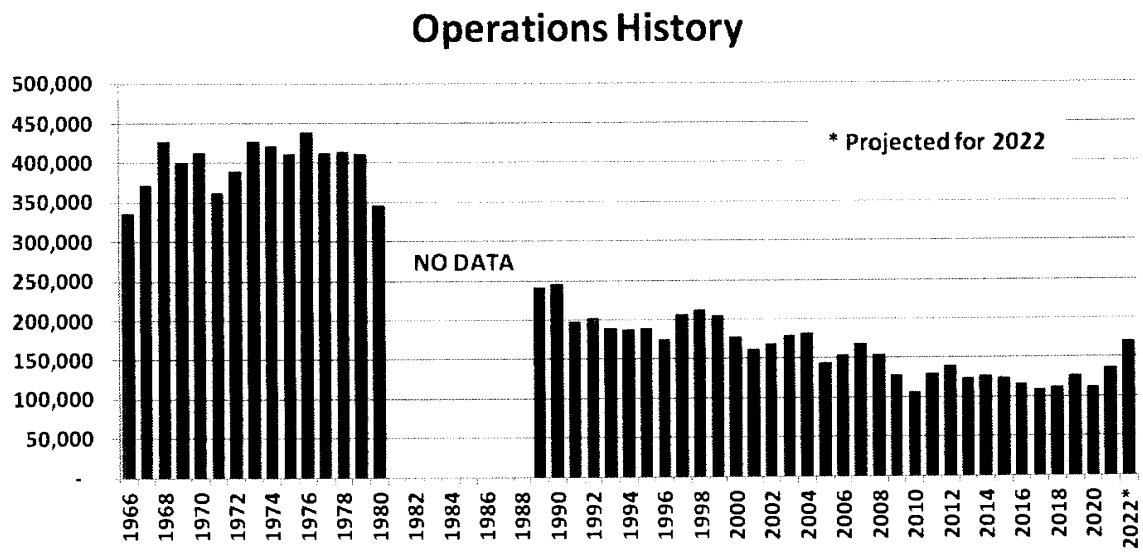


The complaint rate (per thousand operations) more than doubled in 2020 as the City was considering continuation of the expensive monitoring contract ($1,000 per day). During the 9 months prior to shutting down that system, violations averaged only 2 per week.

Computerized complaint-filing programs permit one individual to distort reported complaint data. Here, one single individual made over half of the complaints in April 2021. That person may have been responsible for most, if not all, of the "robo-complaints" shown here in red.

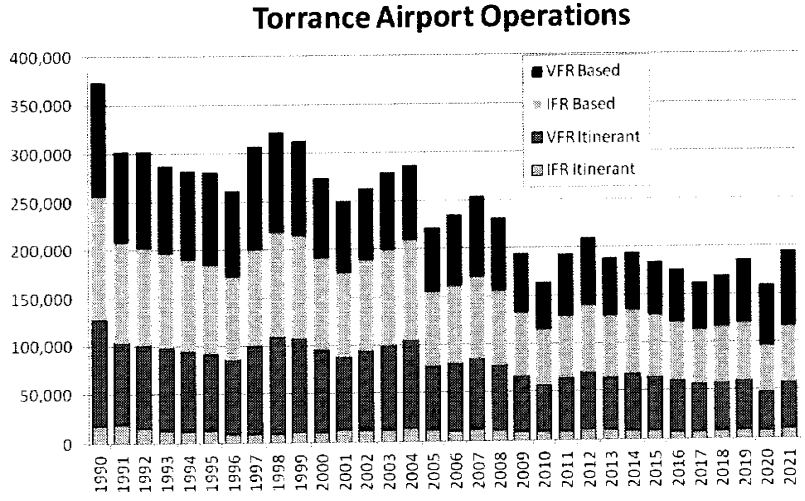


Torrance Airport Operations History (From FAA database)



Even with the recent increase responding to the current world-wide pilot shortage, the operations level (200,000) is at about half the historical maximum (over 400,000)

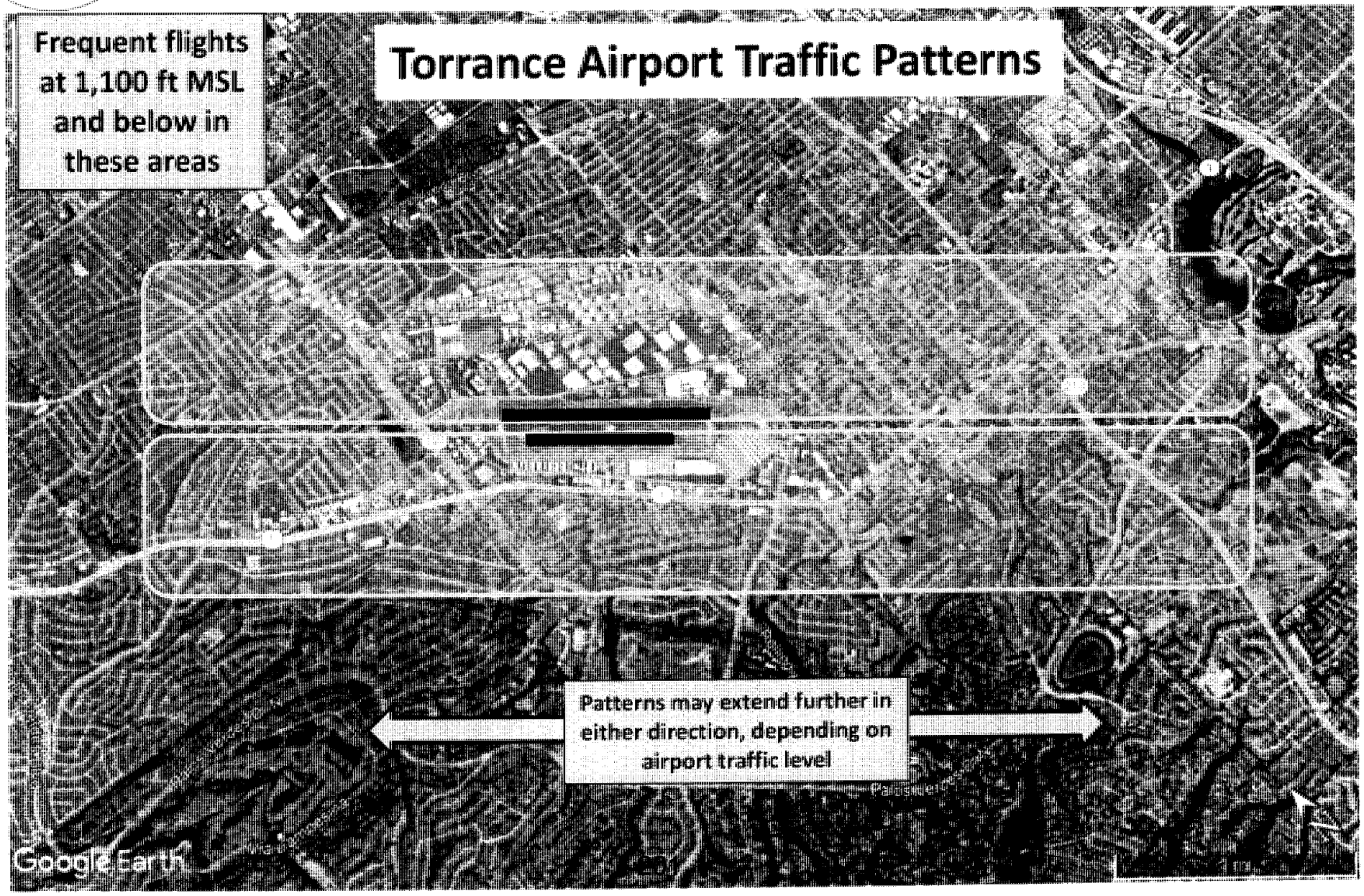
Historically, about one-third of operations are made by aircraft not based at our airport. As a regional transportation facility, the level of operations is determined by the demand for transportation and training.



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Torrance Airport Association

Suggested graphic for City websites



A Missed Opportunity?



Airport Planning District Proposed November 1981

In November 1981, the City of Torrance issued the **Airport Noise Control and Land Use Compatibility Study, Final Report** (Attachment 1 contains an excerpt). It outlined a policy to deploy "*a public information program designed to create an awareness in the community of the nature of the activity at the airport and the resulting effects on the residents.*" It recommended creation of an Airport Planning District (APD) and included four disclosure processes that had been implemented at other airports and had proven helpful in lessening the conflicts between the community and airport operations:

- **Attachment of a Notice of Disclosure to Property Deeds**. All parcels within the APD would have a notification of the proximity to airport operations with a brief explanation of the implications relative to land use in the area.
- **Agreement for Disclosure from Local Realtors**. Working through the local real estate board, it is possible to convey the information concerning airport noise and over flights to prospective home buyers.
- **Road signs Delineating the APD**. Installation of roadside signs identifying the area as an APD could carry a statement indicating the APD is subject to over flights and noise from operations at TOA.
- **Publication of APD Boundaries in Local Newspapers and Maps**.

None of these recommended processes were ever implemented. Why not?

Perhaps it is not too late

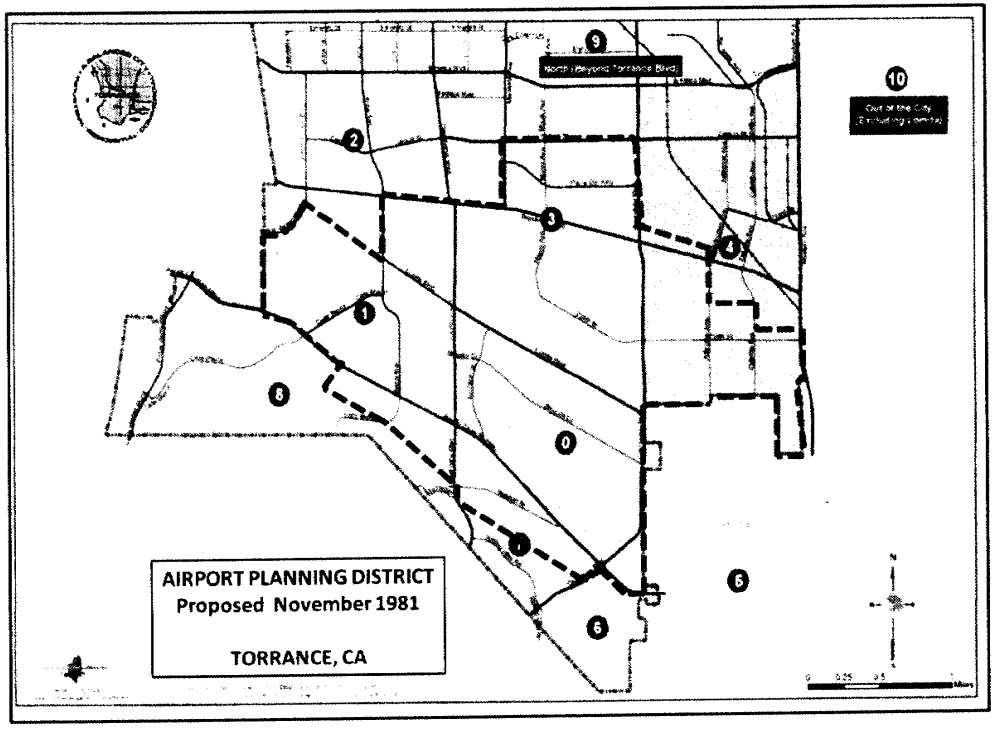
Forty years later, there are additional ways to reach the community. Using the City web pages for the Noise Abatement Office and the Torrance Airport, a very powerful channel to employ a "public information program designed to create an awareness in the community of the nature of the activity at the airport and the resulting effects on the residents" could be effectively deployed. A graphic depiction of the airport traffic patterns, which are the source of most complaints, would alert residents (both current and prospective ones) to those effects and where they will occur.

I ♥ Torrance Airport
Torrance Airport Association

What happened to the APD?

Airport Planning District 1981

- Prominent disclosure required
- Deed attachments
- Street signs
- Published maps
- Sound proofing required with remodels



From the November 1981 City of Torrance Report:
"Airport Noise Control and Land Use Compatibility"

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Torrance Airport Association

Noise Reduction at Torrance Airport

Noise from airport operations cannot be eliminated, but it can be minimized

11/8/2022
Peter Broen, TAA President
Jim Gates, TAA Past President

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Background

- Until recently, training pattern work has mainly taken place on the north runway.
- More recently, a substantial increase in training resulted in a north training pattern that has often become saturated and controllers have had to send aircraft to the south pattern.
- The recent uproar concerning increasing traffic in the south pattern is not about excessively noisy airplanes. The complaint is about frequency of the noise; the amount of traffic.
- Many neighbors have a basic misunderstanding about how airports work

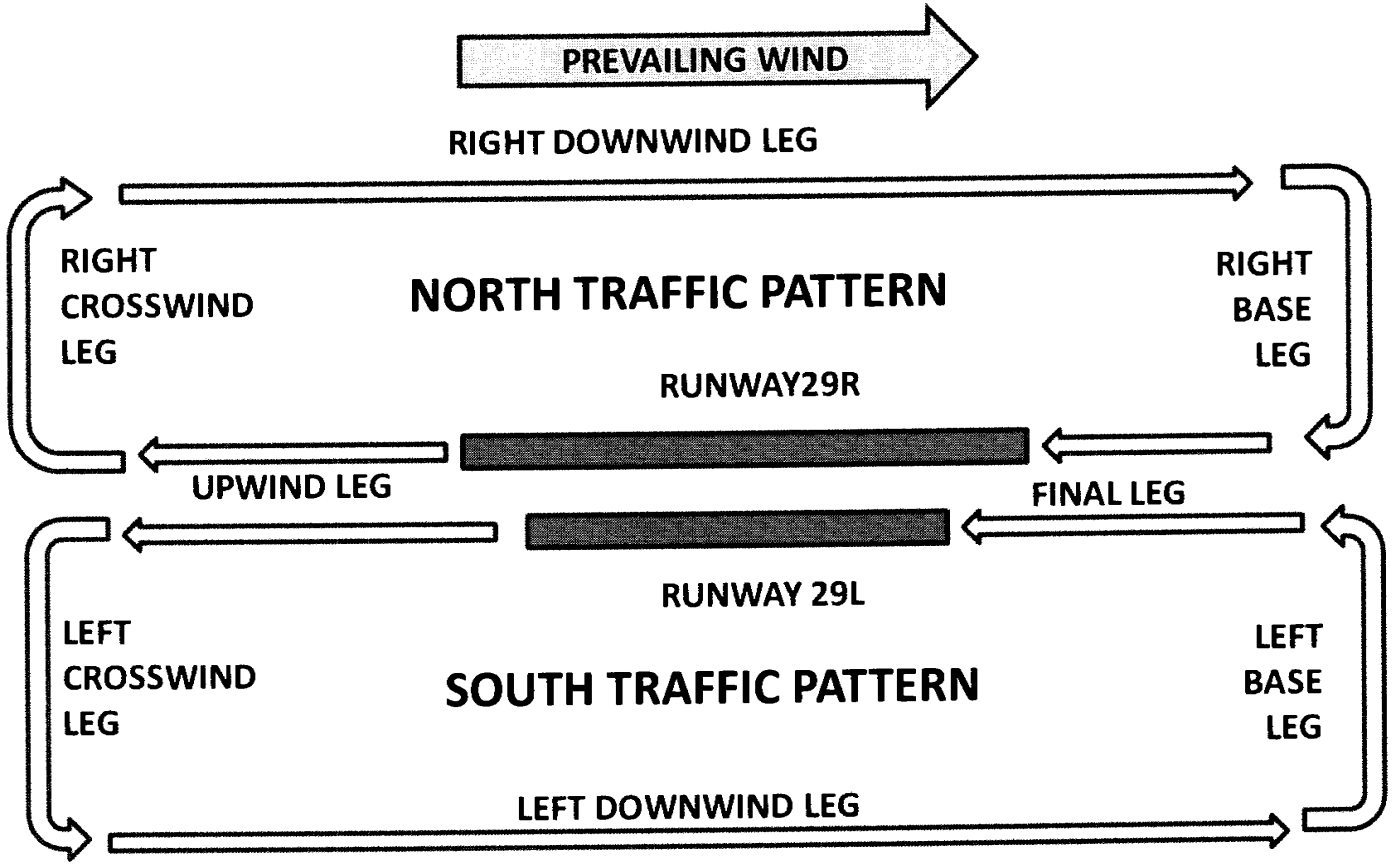
Our Messages

- Successful noise reduction requires voluntary pilot participation
- Aviation community is leading noise reduction efforts at the airport
- TAA supports noise reduction
- Torrance pilots are not the "bad guys"
- The City needs to take an active role in disseminating correct information about the airport to the community

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Torrance Airport Association

Terminology

TORRANCE AIRPORT TRAFFIC PATTERN



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Torrance Airport Association

Quiet Procedures for 29L (VFR Only)

- After takeoff, climb at maximum safe rate
- Reduce RPM crossing Hawthorne*
- Climb to pattern altitude and reduce RPM prior to turning to cross wind leg*
- Use minimum RPM in down wind leg*

* Lower power aircraft may be unable to do this safely, but they are much quieter

The Guidelines

- Flight safety is paramount
- Torrance has valid community noise limits
- Flight paths, altitudes and operational procedures cannot be mandated by City
- Pilots MUST obey the Federal Aviation Regulations (FARs).
- Pilots' voluntary use of quiet procedures is key to success

Our Efforts—Flight Schools

- **Sling Pilot Academy**
  - Selected modern quiet trainer: Sling NGT
  - Their Rotax engines use unleaded auto fuel
  - Academy teaches quiet techniques; mandates their use
  - Use north pattern for landing practice whenever possible
  - Performed flight test: higher pattern & lower RPM (64-68 dbA for quiet procedures)
  - Looking for continuous improvement (flight testing; airframe & engine modifications, operational processes, etc)
  - Participates in pilot survey

Our Efforts—Flight Schools

- **South Bay Flight School**
  - Teaches quiet procedures
  - Does not permit use of south pattern
  - Participates in pilot survey
- **Individual flight instructors**
  - Some participate in pilot survey
  - More outreach is needed—communication is more difficult

Our Efforts—Robinson Helicopter Company

- Negotiated quiet routes for approaching & leaving TOA
- Requires owners to follow these routes when transiting to/from TOA for periodic training
- Make only direct arrivals and departures to south runway
- All landing practice is at north helipad and uses north helicopter pattern

Our Efforts--TAA

- Redesigned attention-getting runway signs to better relay quiet procedures to transient pilots (awaiting staff approval & installation)
- Recommended changes to noise abatement brochure to better communicate to pilots (awaiting staff approval & distribution)
- Recommended changes to "no left turn" letter to remove dangerous wording, elicit voluntary compliance & conform to Federal Laws (awaiting staff approval & use)

(More)

Our Efforts—TAA

- Performed noise flight testing with Sling NGT, Cessna & Decathlon
- Briefed Airport Commission & community on our noise reduction efforts (9/9/2022)
- Surveyed Torrance pilots on quiet procedures (September 2022)
- Regularly analyze complaints and violations; provide report to Airport Commission & public (quarterly)
- Regularly reach out to pilot community and airport neighbors with e-mails & web-based information (www.torranceairport.org/facts/)

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Our Efforts—Individual Pilots

- **Pilot survey results (September 2022):**
  - **Surveyed over 600 Torrance pilots**
  - **Only 43% have used the south pattern in the past 30 days; of those that do:**
    - **80% use maximum safe climb rate after takeoff**
    - **Over 60% climb on runway heading and reduce RPM prior to making cross wind turn***
    - **64% use minimum safe power on down wind***

    * **Lower power aircraft may be unable, but produce much less noise**
- **About 25% of the pilots using the airport are not based here (Long Beach, Fullerton, Hawthorne, Santa Monica. . . .)**
- **TAA can assist in outreach about quiet procedures**

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Torrance Airport Association

Petition

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

- *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;*
- *Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and*
- *Hold public hearings to discuss and consider all legally available options."*

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This is a clear indication that:

- **the City needs to support current efforts by TAA, flight schools and pilots to minimize noise from airport operations;**
- **the City needs to provide the community with a clear picture of the laws that regulate aviation in the U. S. and at Torrance Airport; and**
- **the city needs to emphasize & enforce real estate disclosure requirements**

What Do We Need?

- **City staff:**
  - Approve, manufacture, and install recommended runway signs
  - Relay to the public:
    - Efforts by pilots, flight schools, Robinson and TAA to reduce noise
    - Legal limitations on City authority
    - The reality of airport operations (altitudes, traffic patterns)
  - Enforce real estate disclosure requirements
- **Noise Abatement:**
  - Rewrite, publish, and make available new brochure material
  - Correct "no left turn" letter & website
  - Provide information about airport traffic patterns and the affected areas on website
- **City Council:**
  - End public confusion about applicable laws by repealing invalid and unenforceable TMC sections: 51.2.2, 51.2.3 and 51.2.19

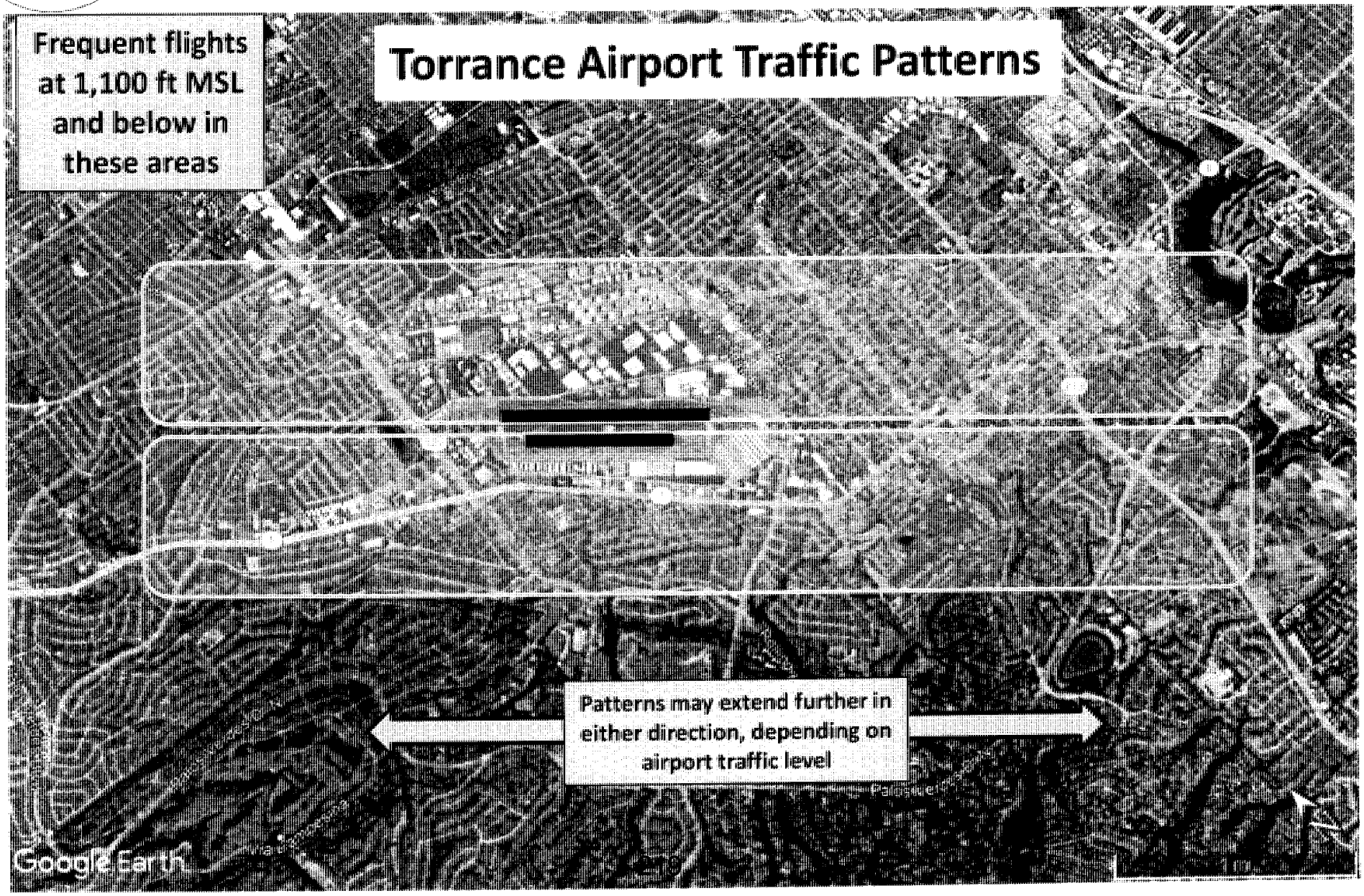
The aviation community is a very knowledgeable resource—USE US.



QUESTIONS?

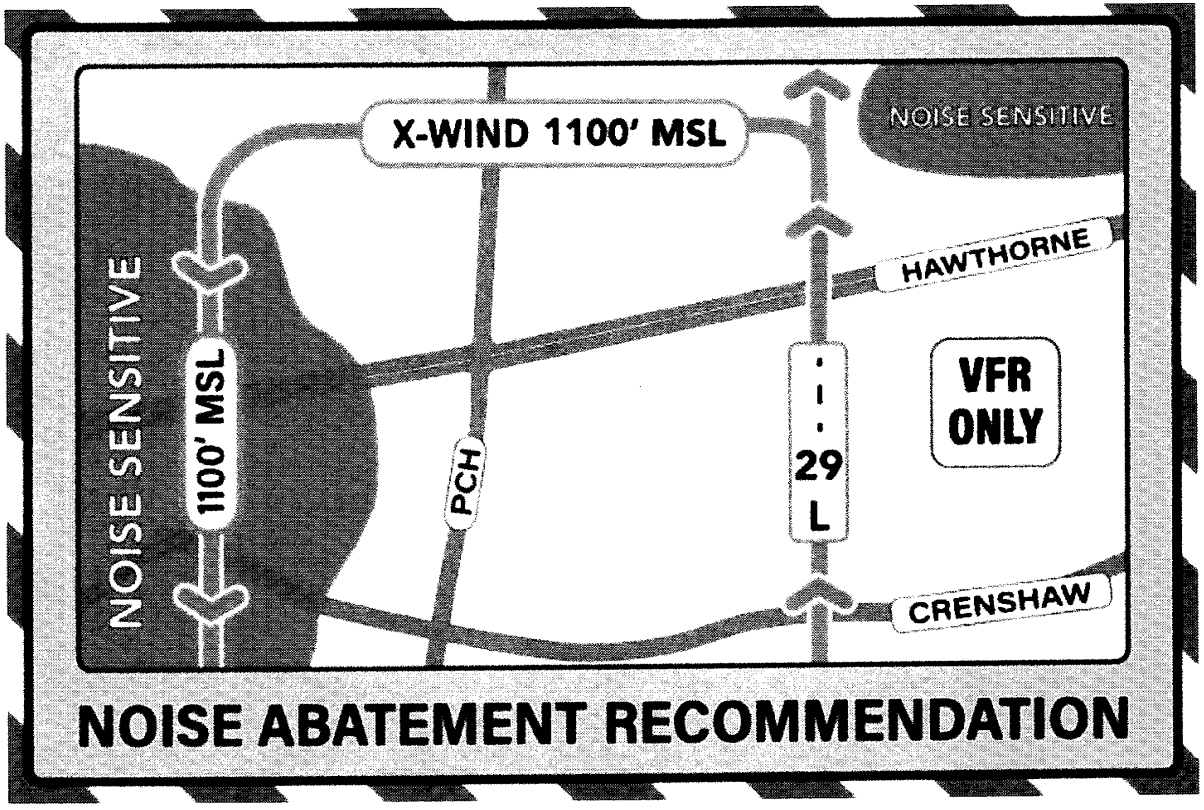
I ♥ Torrance Airport
Torrance Airport Association

Suggested graphic for City websites



I ♥ Torrance Airport
Torrance Airport Association

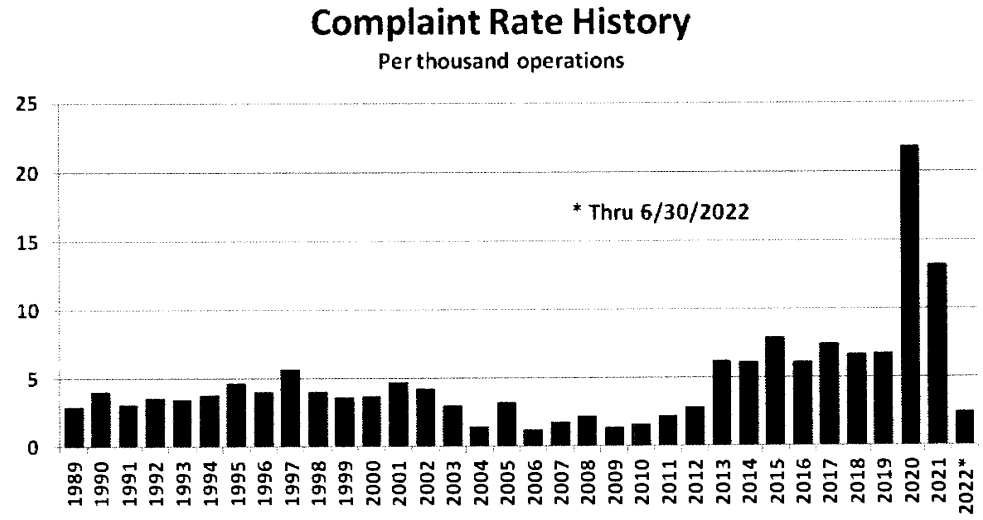
Example of Recommended Runway Signs



These colorful signs are designed to get the pilots' attention. They are awaiting approval and installation by City staff.

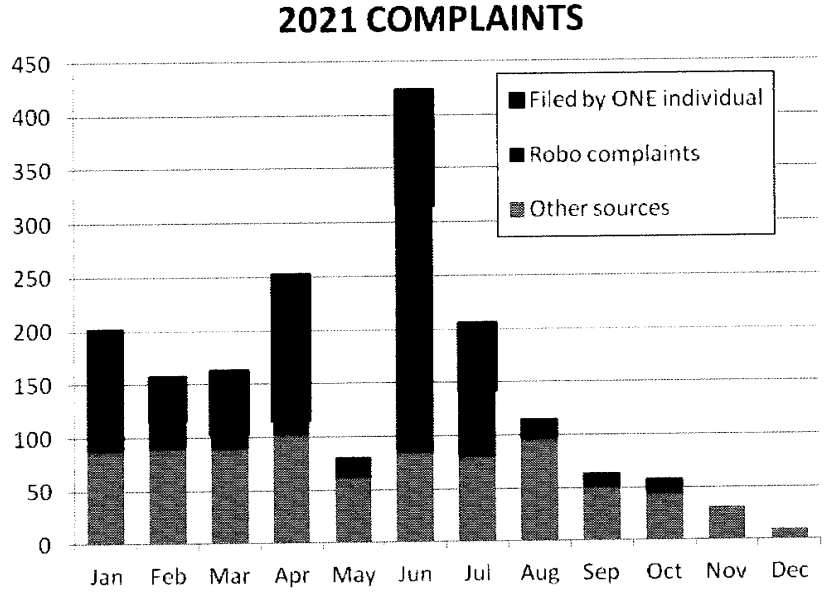
Torrance Airport Complaint History

(From Torrance Noise Abatement database)

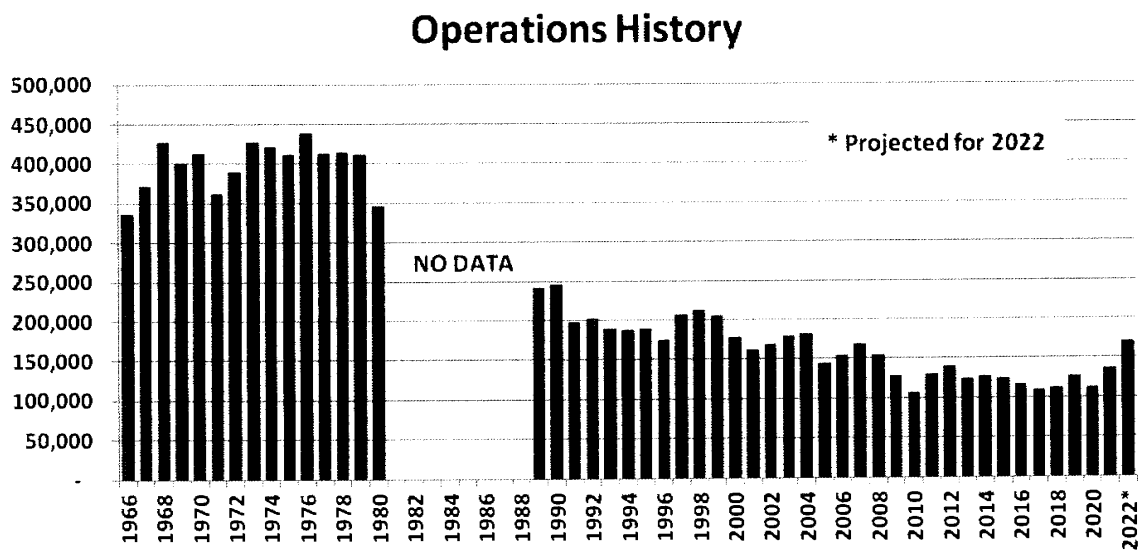


The complaint rate (per thousand operations) more than doubled in 2020 as the City was considering continuation of the expensive monitoring contract ($1,000 per day). During the 9 months prior to shutting down that system, violations averaged only 2 per week.

Computerized complaint-filing programs permit one individual to distort reported complaint data. Here, one single individual made over half of the complaints in April 2021. That person may have been responsible for most, if not all, of the "robo-complaints" shown here in red.

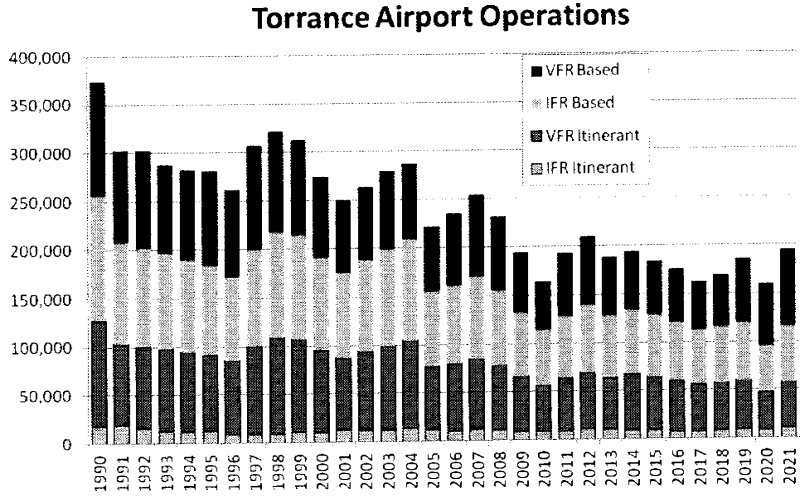


Torrance Airport Operations History (From FAA database)

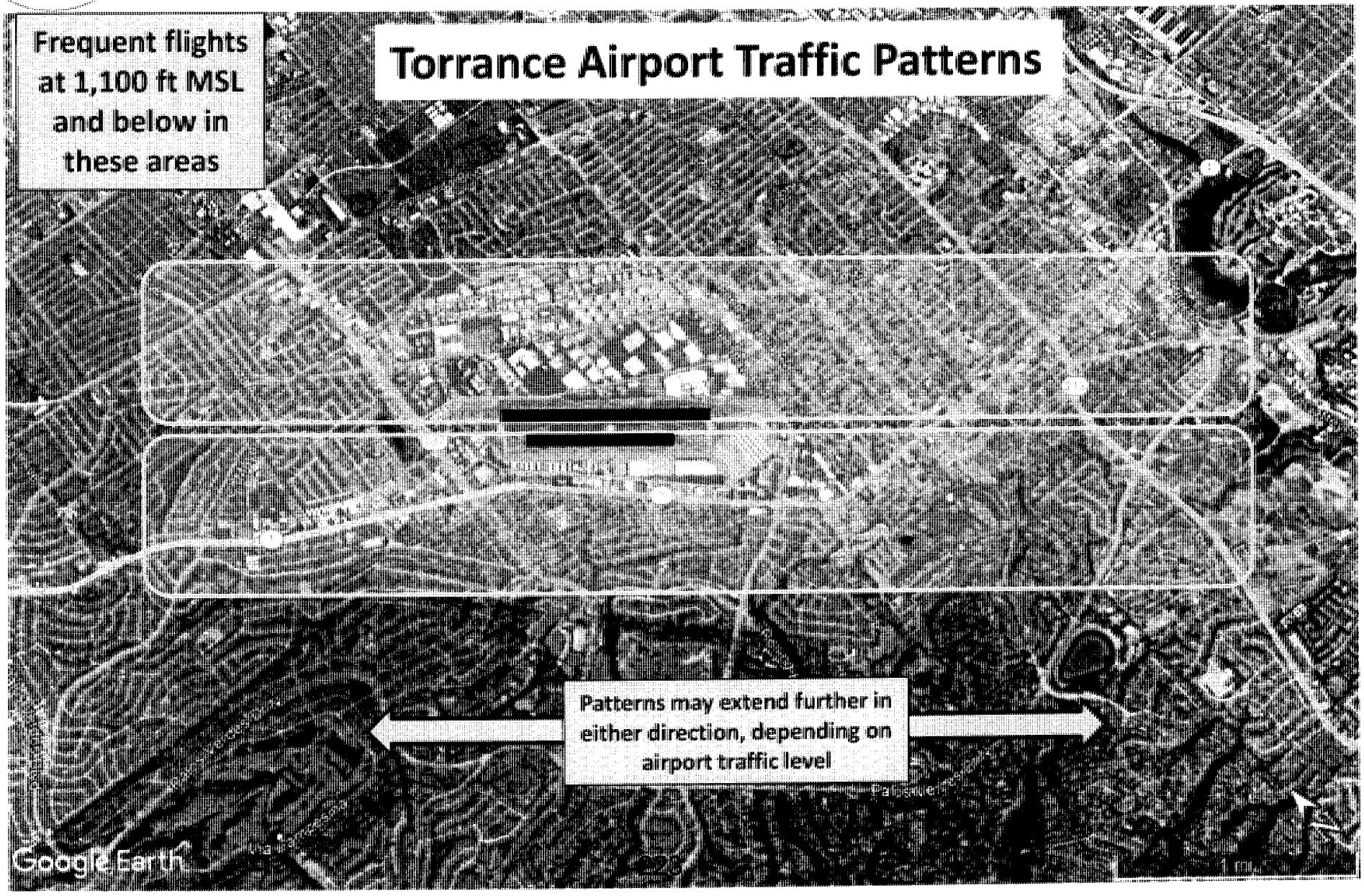


Even with the recent increase responding to the current world-wide pilot shortage, the operations level (200,000) is at about half the historical maximum (over 400,000)

Historically, about one-third of operations are made by aircraft not based at our airport. As a regional transportation facility, the level of operations is determined by the demand for transportation and training.



Suggested graphic for City websites

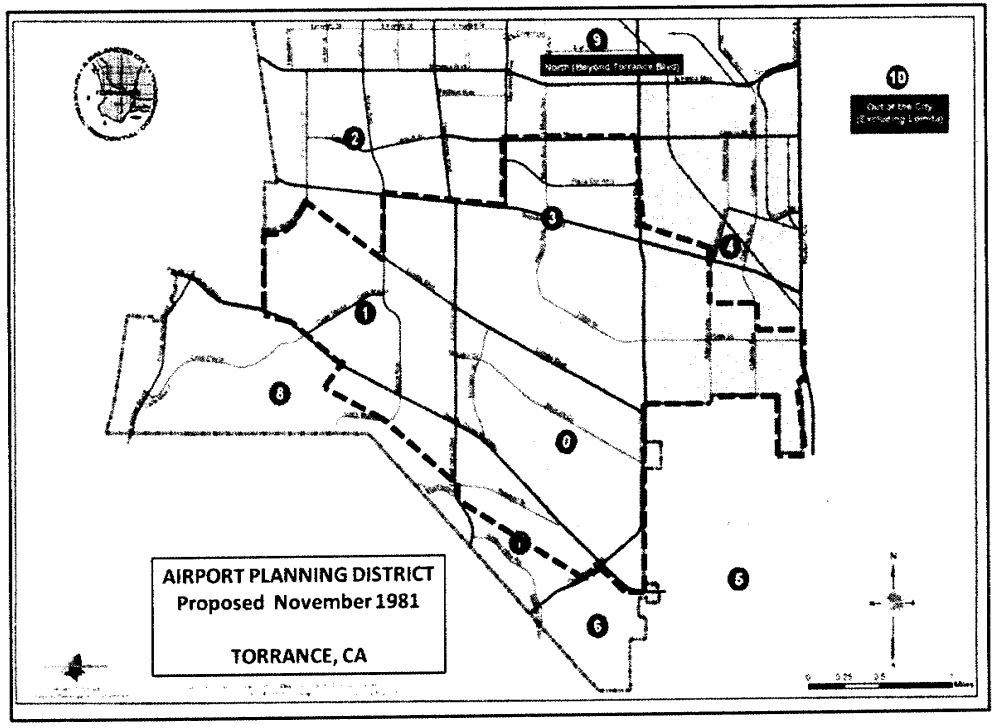


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Torrance Airport Association

What happened to the APD?

Airport Planning District 1981

- Prominent disclosure required
- Deed attachments
- Street signs
- Published maps
- Sound proofing required with remodels



From the November 1981 City of Torrance Report:
"Airport Noise Control and Land Use Compatibility"

Aoki, Denise

From: City Clerk
Sent: Wednesday, November 2, 2022 4:31 PM
To: Ramirez, Michelle
Cc: Council Meeting Public Comment; Aoki, Denise
Subject: FW: Public Comment on Item 9I, Agenda for 11/8--Sling Pilot Academy noise test for south pattern
Attachments: 2022-08-31 Sling Noise Test Report to Airport Comm.pdf

From: Jim Gates <[redacted]>
Sent: Wednesday, November 2, 2022 4:20 PM
To: City Clerk <CityClerk@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kalani, Sharon <SKalani@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>
Subject: Public Comment on Item 9I, Agenda for 11/8--Sling Pilot Academy noise test for south pattern

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

On May 25, 2022, the Academy performed a number of test flights to measure the noise generated by their standard training aircraft, the Sling-2-NGT. Although the Academy had already taken many steps to minimize their noise footprint, they wanted to evaluate whether noise could be further decreased by raising the pattern altitude of their operations.

Commercial airlines have cancelled many, many flights since the COVID restrictions ended and the demand for travel accommodations has skyrocketed--many cancellations due to lack of crews. Flight schools all over the world have seen a huge increase in student applications from young men and women eager to begin this rewarding career. This is a once-in-a-lifetime opportunity for them. As pilot supply begins to meet the demand, we will very likely see a decrease in flights at all airports that train these pilots.

The Academy is aware of the increase in complaints resulting from the increase in training and is committed to minimizing its impact on the neighbors.

--
Jim Gates

South traffic pattern study

8/31/2022

Noise from airport operations cannot be eliminated, but it can be minimized.

On May 25, 2022, the Academy performed a number of test flights to measure the noise generated by their standard training aircraft, the Sling-2-NGT. Although the Academy had already taken many steps to minimize their noise footprint, they wanted to evaluate whether noise could be further decreased by raising the pattern altitude of their operations.

Methodology:

The aircraft selected, Sling-2-NGT N747VA, was typical of the training fleet at the Academy and was loaded to simulate a typical training flight with a student and instructor.

Two main parameters were tested during 17 flights:

1. propeller rotation speed from1640 to 2144 RPM, and
2. aircraft altitude from 900 to 1350 feet above mean sea level (MSL)

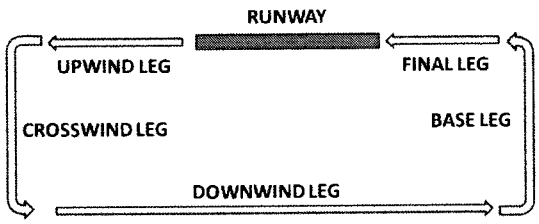
The test flights were made over Butcher Hill, where the maximum noise levels were recorded for each flight. Aircraft altitude and engine RPM were downloaded from the aircraft's electronic flight instrument system and correlated with the times the aircraft passed over the recording points.

Discussion:

A major source of aircraft noise is the propeller. As propeller tip speed approaches the speed of sound, the noise it generates increases. The greater the distance from the propeller, the lower the noise one perceives.

Traffic patterns are used by the control tower and the pilot to sequence each aircraft into existing traffic and to permit adequate spacing from preceding aircraft for a safe landing. The length of upwind and downwind legs are adjusted during flight to allow for this to occur. Thus, any aircraft's path over the ground is not always the same.

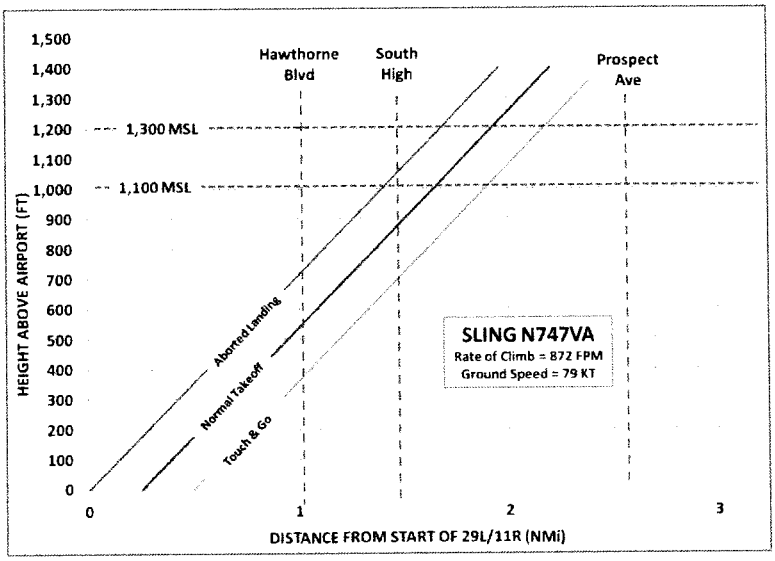
STANDARD AIRPORT TRAFFIC PATTERN



At airports like Torrance Airport, the "standard" traffic pattern consists of a climb on runway heading in the upwind leg to approximately 300 feet below traffic pattern altitude and then the turn to crosswind leg is imitated. The climb then continues to standard pattern altitude (1,100 feet MSL at Torrance) in the crosswind and downwind legs.

In the south traffic pattern at Torrance, this sometimes puts an aircraft over populated hillside areas (which are nearly 300 feet MSL) while it is still climbing at high power. Therefore, the Academy

prefers their students to use the north runway whenever possible. If the south runway is the only possibility, the Academy requires that their aircraft reach pattern altitude and reduce propeller RPM before making the crosswind turn. However, this requires a longer upwind leg prior to making the crosswind turn as compared to the standard pattern configuration. This makes the ground track over populated areas even longer than when the "standard" pattern is flown. It also places the crosswind leg farther from the airport.

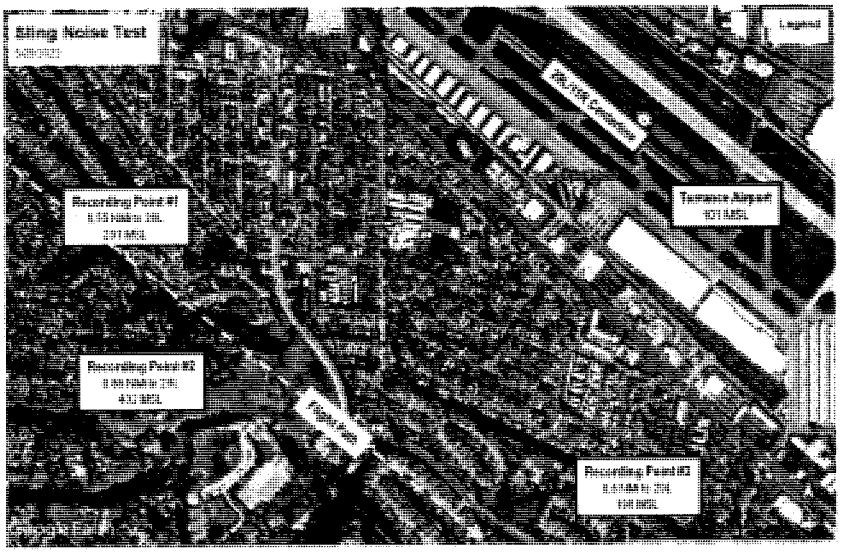


This graphic depicts the point at which the test aircraft could reach a specific altitude when climbing straight out from the runway. During a touch-and-go operation, it would fly significantly past South High and almost halfway to Prospect Avenue before reaching a 1,300 MSL pattern altitude.

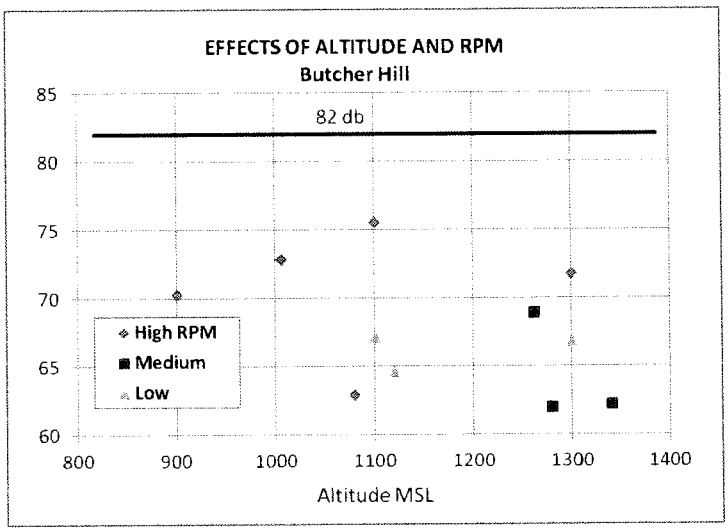
The control tower, on several of the flights, questioned why the pilot was not turning crosswind at 800 MSL. Later conversations with the tower personnel revealed that they found it very difficult to maintain visual contact with the aircraft as it got further from the airport (and therefore they could not assure separation of aircraft). This adds a safety concern for using higher altitudes in the pattern.

The Sling NGT is capable of climbing fairly steeply. Other training aircraft using Torrance Airport may not have that capability--some may only be capable of climbing at 500 feet per minute. These aircraft would not reach 1,300 MSL until almost to King Harbor, thus tracing a much longer ground track over a populated area while at a high power setting and making visual contact from the control tower very difficult--if not impossible.

Sound recordings during the test were made at three locations--all under or close to the test aircraft flight path. The most reliable measurements were made atop Butcher Hill (Recording Point #2). This location is the highest in the area (432 feet MSL) and was several hundred feet from any structures that could reflect sound and from streets or other human activity that would



distort the readings. The test aircraft flew directly over Butcher Hill each time.



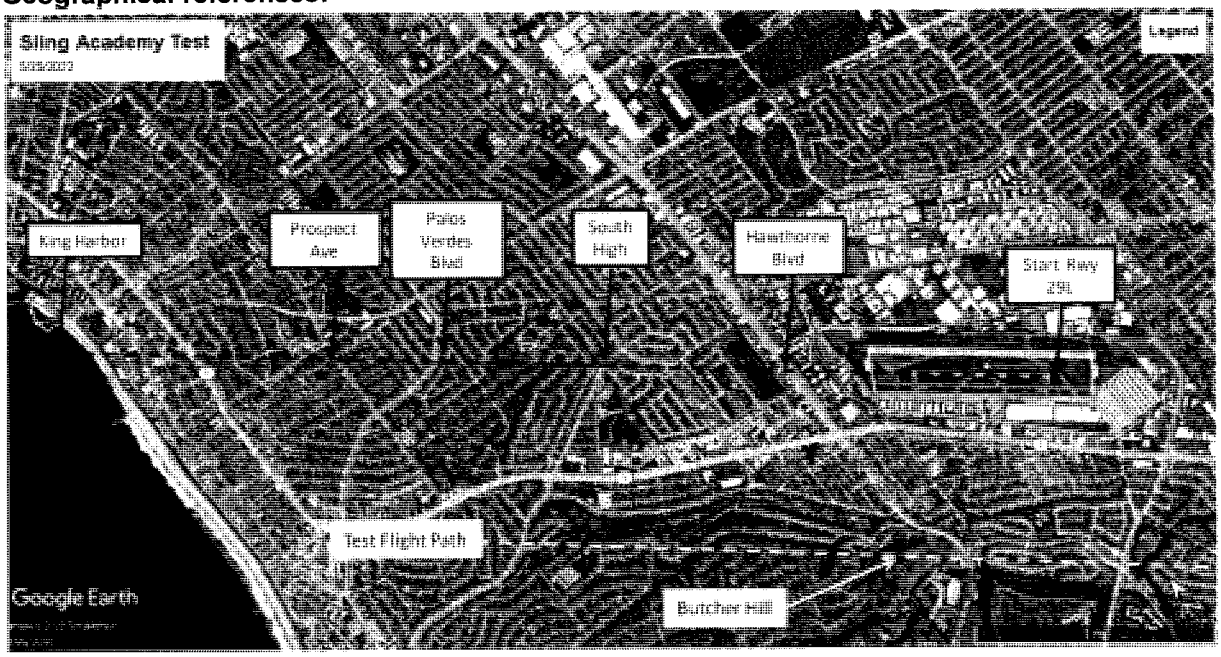
As this graphic illustrates, it was more difficult to discern the small effects of altitude on noise. This graphic clearly does show that reduced RPM results in significantly lower sound readings.

The graphic also shows that the Sling training aircraft do not exceed the 82 db(A) limit--even at lower altitude and high RPM.

Conclusions:

1. Even at high RPM and low altitude, the Sling-NGT did not come close to the City maximum limit of 82 db.
2. Climbing on runway heading to 1,100 MSL and reducing RPM to minimum prior to turning crosswind is the most effective procedure to minimize overall noise in populated areas around the airport.
3. Because of the distance required to climb to higher altitude and the fairly small effect of the increased altitude on noise, an altitude of more than 1,100 MSL does not look to be the best choice. This also allows tower controllers to maintain better visual contact with the aircraft.

Geographical references:



Aoki, Denise

From: City Clerk
Sent: Thursday, November 3, 2022 7:23 AM
To: Ramirez, Michelle
Cc: Aoki, Denise
Subject: FW: Public Comment on Item 9I, Agenda for 11/8--2019 letter to City Attorney
Attachments: 2019-06-30 ltr to city attorney--left turn.pdf; 2019-07-04 Ltr to FAA Chief Counsel--left turn.pdf

From: Jim Gates <[redacted]>
Sent: Wednesday, November 2, 2022 6:42 PM
To: City Clerk <CityClerk@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; CityManager@torranceca.gov; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kalani, Sharon <SKalani@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>
Subject: Public Comment on Item 9I, Agenda for 11/8--2019 letter to City Attorney

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

The Staff Report has many copies of the letter I received from the FAA regarding the FAA's exclusive authority to regulate aircraft in flight. Here is a copy of the letter that started that chain of communications. I never received a response from Mr Sullivan, so I wrote directly to the FAA.

--
Jim Gates
[redacted]

1 July 2019

Patrick Sullivan, City Attorney
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Subject: Early left turn violation letters

Dear Mr Sullivan:

In the past several months, a number of our members have received a letter from the Community Development Department entitled "EARLY LEFT TURN VIOLATION." It cites Torrance Municipal Code Section 51.2.3.e (*"Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet.)"* as the basis for the "violation." It further states that *"future violations are subject to enforcement."*

As stated on the FAA's web site:

> *"Congress has provided the FAA with **exclusive authority** to regulate aviation safety, the efficiency of the navigable airspace, and air traffic control, among other things. State and local governments are **not permitted to regulate any type of aircraft operations, such as flight paths or altitudes**, or the navigable airspace.*
>
> *Cities and municipalities are **not permitted to have their own rules or regulations** governing the operation of aircraft."* [emphasis added]

In other words, the FAA's Federal Aviation Regulations (FARs) are the only rules that apply to aircraft operations, including flight paths and altitudes. Torrance Municipal Codes clearly do not apply and may, in fact, be an improper encroachment of the exclusive authority given to the FAA by Congress.

While Torrance pilots may voluntarily comply with the City's recommendations (and they generally do), they are not required to do so. Their flights are only required to be made in coordination with the Air Traffic Control Tower (as specified in the FARs) while in Class D airspace.

I request that you advise me which of the FAA's Federal Aviation Regulation you believe are being "violated" by these pilots, under what authority you are issuing these "violations," and what "enforcement of future violations" means.

Respectfully,

Jim Gates
Torrance Airport Association
[redacted]
Torrance, CA 90505

CC: Phil Bradshaw
Oscar Martinez
Airport Commission
Arjun Garg, FAA Chief Counsel

4 July 2019

Mr Arjun Garg, Chief
Office of the Chief Counsel
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Subject: City of Torrance regulations governing aircraft flight paths and altitudes

Dear Mr Garg:

As stated on the FAA's web site:

> *"Congress has provided the FAA with **exclusive authority** to regulate aviation safety, the efficiency of the navigable airspace, and air traffic control, among other things. State and local governments are **not permitted to regulate any type of aircraft operations, such as flight paths or altitudes**, or the navigable airspace.*
>
> *Cities and municipalities are **not permitted to have their own rules or regulations** governing the operation of aircraft."* [emphasis added]

In the past several months, a number of our members have received letters from the City of Torrance, CA, Community Development Department entitled "EARLY LEFT TURN VIOLATION." It cites Torrance Municipal Code Section 51.2.3.e (*"Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet.)"* as the basis for the violation. It further states that *"While the FAA control tower may have authorized the above noted procedure, it is a violation of Torrance Municipal code. This is to inform you that future violations are subject to enforcement."*

We believe that this attempt to regulate aircraft flight paths and altitudes at the Torrance Airport by the City and their direction to ignore control tower authorizations are clear and improper encroachments on the FAA's exclusive authority to regulate aircraft operations as provided by Congress.

We request your official written opinion.

Respectfully,

Jim Gates
Torrance Airport Association
[redacted]

Attachment: Photo of letter from Community Development Department, City of Torrance, CA

CITY OF
TORRANCE

COMMUNITY DEVELOPMENT DEPARTMENT

May 29, 2019

DANNY SANTANA
COMMUNITY DEVELOPMENT
DIRECTOR

[redacted]

EARLY LEFT TURN VIOLATION

As you know, Torrance Airport is surrounded by residential neighborhoods and as such is a noise sensitive area. There are a number of noise abatement procedures in place at Torrance Airport designed to allow the airport and the community to co-exist, including a right turn at Hawthorne Blvd. for VFR departures off runway 29R and for straight out departures from either runway. You may not be aware that Torrance Municipal Code Section 51.2.3.e prohibits a left turn, when departing to the West, until either reaching the ocean or attaining an altitude of 1500 feet.

On May 28, 2019 your aircraft, Piper Cherokee, N[redacted] was recorded making an early left turn prior to the shoreline. Pilot given choice of right or left closed traffic following option on 29L. Pilot selected left closed traffic. Your aircraft violated at 2:01:09 P.M. after departing from runway 29 left. The left turn was initiated at 8732 Ft.

While the F.A.A. control tower may have authorized the above noted procedure it is a violation of the Torrance Municipal Code. This notice is to inform you that future violations are subject to enforcement.

Torrance Municipal Code 46.8.12 states that for pilot culpability, the owner is presumed to be the pilot. *Such presumption may be rebutted only if the owner identifies to Noise Abatement staff the person who was, in fact, the pilot.* Consequently, if you owned or leased the aircraft but were not the pilot in command at the date and time of the violation shown above, immediately upon receipt of this notice, forward to this office, the name and address of the pilot in command of the aircraft at the time of the above alleged violation.

Please contact the Noise Abatement Center at (310) 784-7950 to discuss the above incident.

Sincerely,

Oscar Martinez Manager
Planning and Environmental Division

Phil Bradshaw
Environmental Quality Officer

Encl: Airport Pamphlet

3301 Airport Drive • Torrance, California 90505 • Telephone 310-784-7950 • Fax 310-618-5023
Visit Torrance's home page: http://www.TorranceCA.Gov

Aoki, Denise

Subject: Zamperini Airport Noise

From: Randy Cilva <[redacted]>
Sent: Wednesday, November 2, 2022 7:57 PM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>
Cc: CityCouncil <CityCouncil@torranceca.gov>
Subject: Zamperini Airport Noise

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

Mr. Mattucci,

I would like to address to you a matter that concerns me.

You won your city council seat by a slim margin. I was part of that margin and you now represent me to the city council.

I'm writing about Torrance airport noise and safety.

When I moved to Torrance in 1972 the airport noise was negligible. When I bought a home near South High in 1994 the noise was higher, but manageable. Now that multiple flight schools have begun selling lessons the noise is constant. The touch and goes make it near impossible to converse with my neighbors when outdoors.

I'm concerned on several levels. The noise, of course. The fact that inexperienced pilots fly over this area constantly. The impact of leaded fuel exhaust polluting the air we breathe (leaded fuel was banned in autos decades ago). The impact of aircraft noise interferes with the education of students at South High, Calle, Seaside, Arnold, Richardson and Riviera schools. This affects thousands of students.

I had no say in the approval of these flight schools. It seems to me that the citizens affected by these decisions should have a say in actions that affect them 6 days a week. None of my neighbors were asked if they would like to have an aircraft flying too low over their homes every 6 minutes, if 2 planes are under instruction it's 3 minutes and if 3 planes it's constant.

Is it going to take one of these inexperienced pilots to crash into one of the aforementioned schools or a home to make a change in what clearly is a huge safety issue to our community?

I realize that the airport was here before I was. The pilots that follow the rules and fly from one location to another is one thing. The flight schools are another.

I'm concerned that when the Santa Monica airport shuts down that the problems we have now will be exacerbated. If laws are not put in place and enforced soon I'm afraid Torrance will be an awful place to live.

I love this city. I grew up here, met my lovely bride at South High and raised my son here who also attended South. I don't want to be driven from this fine city by the shortsightedness of our city's leadership to not look out for the future quality of life for its citizens.

Thank you for representing me before the council. Please let me know you have received this message and what you think is an appropriate way to deal with this issue. I would love for this to be addressed at the November 15th meeting, if not sooner. Again, thank you.

Sincerely,

Randall Cilva
[redacted]

I can be reached at [redacted].

PS. 10/31/22
Today the noise was the worst yet. An aircraft was over the neighborhood constantly from 10:00 AM until nightfall. It's becoming unbearable.

11/1/22
Today was a treat. The winds were on shore so the flight schools only landed while flying over my house. That's much quieter. Unfortunately the families that live to the east of the airport had to endure the sound of aircraft constantly circling over their homes instead.

Aoki, Denise

Subject: Torrance airport issue

From: Jenna Christensen <[redacted]>
Sent: Thursday, November 3, 2022 4:21 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Torrance airport issue

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

Please do what's necessary to curtail the noise and pollution from the airport. There are many solutions that have been proposed and more concrete oversight is urgently needed.
Why are there no landing fees?
Why are no fines being levied against this who break the rules?
Why are no fees charged to those who use the airport like for instance the Santa Monica airport is doing?
When I bought my home in 1995, I knew there was an airport. What I couldn't have known is how the traffic out of the airport woul increase over time.
I've worked as a realtor in the area for over two decades and I've literally had buyers cancel escrow on properties they loved because they hated the constant and loud noise.
Sincerely
Jenna Christensen
Torrance resident since 1993

Looking to Buy a home? Start your home search HERE
Looking to Sell a home? Check your home's value HERE



JENNA CHRISTENSEN
Global Real Estate Advisor
ENGEL & VÖLKERS, LA-South Bay
302 Avenue I, Redondo Beach, CA 90277 USA
Tel: +1 310.920.9387
www.cjenna.com
homes@cjenna.com
License # 01341901
Click icons below to read my online reviews:

trulia Five Star Service! yelp Premier Agent r.com

For every home I sell, I donate part of my commission in your name to build a home for a family in need. Details at www.GiveBackHomes.com

Aoki, Denise

Subject: Public comment on Item 9I, Council agenda 11/8--Disclosure now required?

From: Jim Gates <[redacted]>
Sent: Thursday, November 3, 2022 8:44 AM
To: City Clerk <CityClerk@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; CityCouncil <CityCouncil@torranceca.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; CityManager@torranceca.gov
Subject: Public comment on Item 9I, Council agenda 11/8--Disclosure now required?

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The Riviera Homeowners Association recently sponsored and submitted a petition to the City of Torrance. It is included in the staff report for Item 9I. This makes it a public record. The petition states::

- *". . .training operations from the airport has brought noise to levels now intolerable for many residents"*
- *". . .residents are also concerned about air pollution from aircraft using leaded fuel and safety of low training flights"*
- *". . .these problems are also hurting residential property values."*

These statements would indicate (if one did not know better) that I live in a terrible neighborhood whose homes all have a major property defect.

A California court determined that a seller must disclose "*neighborhood noise problems or other nuisances*" when a neighbor (i.e., the airport) displays a "*pattern of offensive and noxious activities.*" When I sell my home in the Riviera, must I disclose these statements by the Association about these *"neighborhood noise problems or other nuisances*" to the potential buyer--even if I think many of the statements in the petition are false?

If I had signed the petition, the answer is clearly YES, because it would show I agreed with the statements and therefore must know my home has a major property defect. Disclosure would reduce my home's value, but failure to do so would expose me to a fraud suit by the buyer--one that I would lose, based on my signature on the petition.

But I did not sign it because many of its statements are false and I think my neighborhood is great!. So, should I still disclose because I am a HOA member? Should I disclose even if I were not a HOA member?

I asked a prominent local area realtor. His response: *Now that the HOA has made the public statement, it may be prudent to disclose it in the transfer disclosure statement that is given to buyers.*

If I choose not to disclose, I still may be sued by the buyer, which would cost a lot to defend--even if I prevail.

Thanks, Hollywood Riviera Homeowners Association! Either way, I lose!

Jim Gates

Aoki, Denise

Subject: Nov 8 airport agenda

From: Diane Holland <[redacted]>
Sent: Thursday, November 3, 2022 10:35 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov 8 airport agenda

WARNING: External e-mail
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My name is Diane Holland and I live in Torrance Seaside neighborhood.

I'm shocked at the increase in noise coming from the incessant planes overhead.

Many times I can't hear someone right next to me when I'm in my backyard.

Non-TOA-based aircraft are allowed to use our airport free of charge.

Why!!???

In October of 2020, staff reported that landing fees could bring in an estimated net gain of $257,000 to $642,000 annually.

That would decrease the excessive amounts of touch-and-go training.

Please do your job and listen to all of us who are truly suffering.

Thank you
Diane

Aoki, Denise

Subject: Public comment, Item 9I on 11/8 agenda of City Council--landing fees comparison

From: Jim Gates [redacted]>
Sent: Thursday, November 3, 2022 6:14 PM
To: City Clerk <CityClerk@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>
Subject: Public comment, Item 9I on 11/8 agenda of City Council--landing fees comparison

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Hon Mayor & Members of the City Council:

Item 9I lists Oxnard, Camarillo, Santa Monica and Catalina airports as examples of how landing fees can generate city income. But let's look at the facts:

- Catalina is a private airport. It has no shopping centers, medical centers, or car dealership on its property to generate income. Visitors are happy to pay its $35 fee to visit the on-field restaurant, go to Avalon or hike on the many trails.
- Oxnard has landing fees ONLY for aircraft over 12,500 certificated maximum gross weight (MGW).
- Camarillo has landing fees ONLY for air carrier aircraft over 12,500 pounds max gross weight. It has a popular restaurant, real FBO services and many aviation businesses.
- Santa Monica has a landing fee of $5.48 per thousand pounds MGW. This applies to ALL aircraft, both transient and based at the airport. So, what has been the result?
    - Most transient aircraft refuse to pay the fee.
    - Many based aircraft also refuse to pay it
    - The City has found that it must pay the fee collector whether or not they are able to collect anything from the aircraft owners and there are very few legal ways to collect.
    - Many businesses that contributed to airport income have left and there is now a shortfall in airport operating funds.
    - The main reason for the fees was to facilitate closing the airport so its ocean-view property could be developed for condos. However, the populace of Santa Monica is trending anti-development and that plan may not work out. Furthermore, the city now finds it may cost more to close the airport than expected because the old Douglas factory site may require extensive (and expensive) remediation.
    - The city is now embroiled in lawsuits over the legality of the landing fees in the first place.
- Torrance airport has no restaurant, no hiking trails, etc (like Catalina). It has no air carriers, real FBO services or jet fuel (like Camarillo does). It does have car dealerships, shopping centers, and other non-aviation income sources on airport property that generate a large surplus. The Airport Fund contributes millions of dollars to the General Fund every year, so the City does not need landing fees to fund the airport.

Then what is the real purpose of the landing fees? If the City needs more money,
a much more lucrative source of revenue would be installation of parking meters at Del Amo Shopping Center and the airport shopping centers. Oh, you say, but that would drive away business?

Then, is the real purpose of instituting landing fees to drive away business from the airport? Has anyone on the staff really looked into what it would cost in terms of jobs, lawsuits, and lost revenue? Would the paltry amount that would realistically come from landing fees offset that cost?

Oh, and the businesses that are driven out of Torrance? They will re-locate to other local airports, but their students and aircraft renters will still come to Torrance to practice landings at our PUBLIC USE airport. However, the cities they move to will keep the revenue that used to come to our city.

Please think this through very, very carefully.

--

Jim Gates

Aoki, Denise

Subject: Airport noise abatement needs(No Subject)

From: dp2021jul <[redacted]>
Sent: Friday, November 4, 2022 11:13 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport noise abatement needs(No Subject)

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Council members,

I do not want this airport turning into another Van Nuyes airport with extreme noise and air pollution, please keep Torrance a good place to live. As for the early morning jet take-offs, this must stop immediately! Recently I have also noticed that planes have been flying over my house, this is new and can it stop?

Please make every effort to abate the noise and pollution coming from the airport.

Thank You,

Sent with Proton Mail secure email.

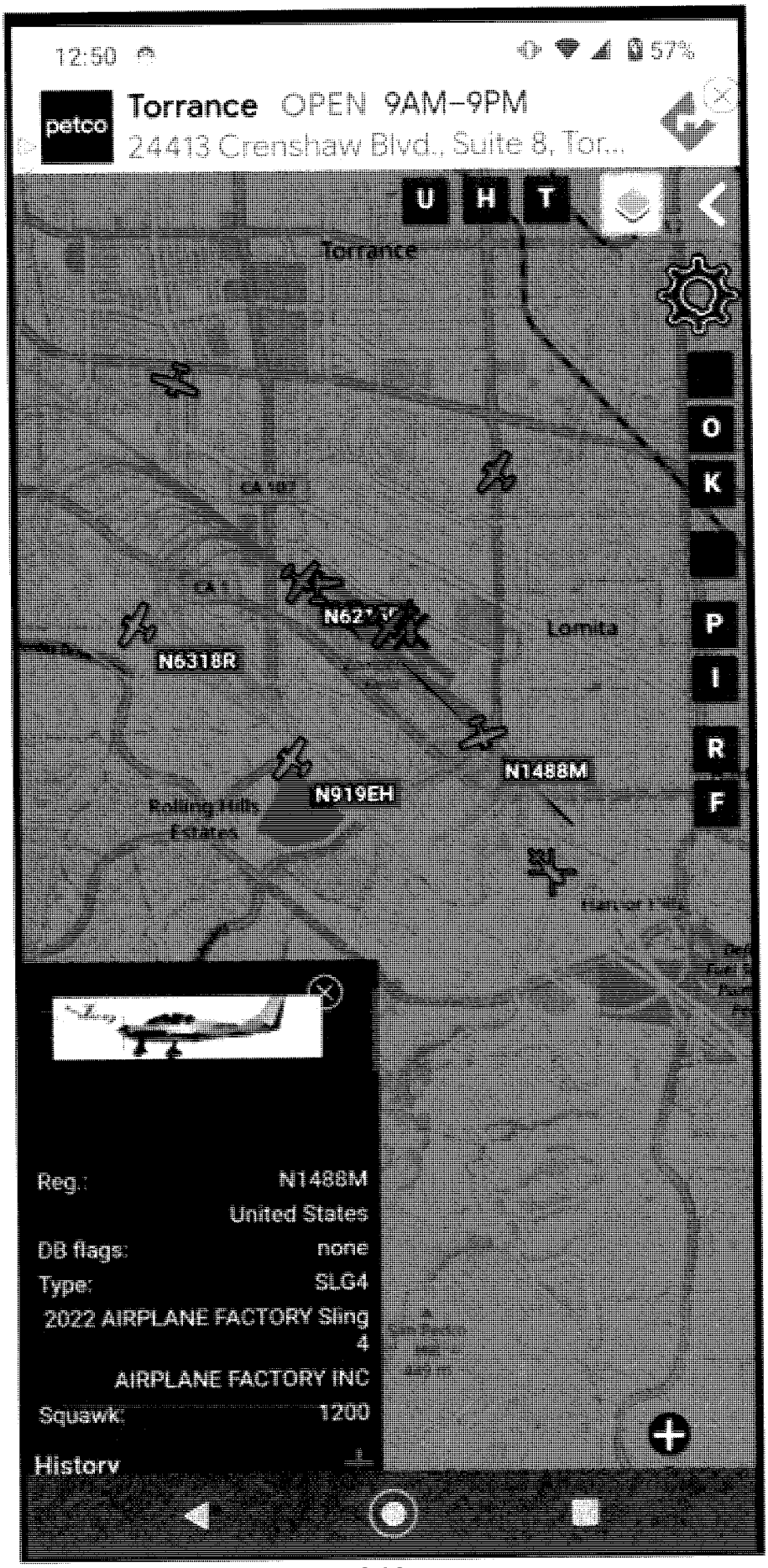
Aoki, Denise

Subject: Stop All Touch and Go Training and add a Landing Fee at Airport
Attachments: Screenshot_20221101-125032.png

From: H T <[redacted]>
Sent: Friday, November 4, 2022 1:13 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Stop All Touch and Go Training and add a Landing Fee at Airport

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Rick Taylor Newton Street Torrance.


12:50
57%
petco
Torrance OPEN 9AM–9PM
24413 Crenshaw Blvd., Suite 8, Tor...
U H T
Torrance
O K
P I R F
N6318R
N1488M
N919EH
Lomita
Rolling Hills Estates
Reg.: N1488M
United States
DB flags: none
Type: SLG4
2022 AIRPLANE FACTORY Sling 4
AIRPLANE FACTORY INC
Squawk: 1200
History

Aoki, Denise

Subject: Nov. 8 Airport Agenda Item

From: Therese Dayrit <[redacted]>
Sent: Friday, November 4, 2022 2:56 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport Agenda Item

WARNING: External e-mail
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My name is Therese and I live in Torrance,

When is the issue of noise and pollution from TOA going to be addressed?

How nonsensical is it to have hundreds of flights a day circling crowded residential areas over and over? It is not the responsibility of Torrance residents to shoulder this burden in the name of a so-called pilot shortage.

I understand the city does not have jurisdiction over flight patterns, however you do have control of planes when they are on the ground. Do something about it.

The fact that the council would put a moratorium on additional flight schools acknowledges the fact that there is a problem and it is a step in the right direction. However, it does not address the 7 existing schools, multiple aircraft per school, and multiple flights per aircraft. Do more.

Implement a landing fee and put a stop to touch-and-go training.

When will the residents have priority over the pilots?

The past and current "steps" to reduce noise have NOT worked:

1. Voluntary compliance and education has NOT worked and will not work with the sheer number of flights per day. 400+ flights a day equates to almost 1 flight per minute for 10 hours straight.

2. Asking pilots to "fly friendly" does NOT work. All you have to do is go outside and listen. It is well documented that pilots and the aviation community do not care about how much noise they make. I have seen instances of pilots threatening to fly over someone's house over and over at night and relishing in it. I have also seen pilots simply say "just move". They are hardly sympathetic, borderline aggressive, and offer no real solutions.

3. Fixed noise monitors with outdated noise levels does NOT work. It does nothing to address the continuous and constant noise generated by these flight schools. Constant equates to a plane buzzing overhead every minute for hours on end. While they may not break any rules, just go outside and listen to some of these legacy aircraft, they are LOUD. This is what residents have to live with from 8AM to 8PM. Darkness does not provide any relief as the flights continue while families sit down for dinner and put their kids down to sleep.

4. Noise Abatement has clearly dropped the ball by failing to respond to complaints. It is well documented that TOA generates thousands of complaints each week. However nothing is ever done. Whether Noise Abatement's system is broken or there are simply too many complaints, it is clear Noise Abatement simply shields the pilots from angry residents.

The above points to one thing loud and clear, the current effort or lack thereof is NOT working. Rules and fees must be put in place immediately.

The lack of rules is clearly illustrated by the increase in traffic and flights from other airports. I have documented aircraft from Santa Monica, Long Beach, even as far as Lancaster coming to TOA to do touch-and-go training. Why? Because other cities have put rules in place to protect their residents. Why hasn't Torrance done this?

Put your constituents before the pilots. Not next month, not next year, NOW.

Aoki, Denise

Subject: FW: Public comment, Item 9I on 11/8 agenda of City Council--Airport Planning District 1981

Attachments: 2021-08-13 disclosure--Council, cty mgr.pdf

From: Jim Gates <[redacted]>
Sent: Saturday, November 5, 2022 7:52 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; City Clerk <CityClerk@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; CityCouncil <CityCouncil@torranceca.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>
Subject: Public comment, Item 9I on 11/8 agenda of City Council--Airport Planning District 1981

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In August 2021, I asked the City Council about a 1981 report, **Airport Noise Control and Land Use Compatibility Final Report** (see attached letter). The report had recommended a set of policies to provide "***. . .a public information program designed to create an awareness in the community of the nature of the activity at the airport and the resulting effects on the residents. . .***" The report foretold the issues and problems discussed today and recommended how they could be avoided. None of its recommendations were implemented.

WHY NOT?

--
Jim Gates

DATE: 08/13/2021
TO: Torrance City Council, Torrance City Manager
FROM: Jim Gates
SUBJECT: Disclosure of airport operations

When I read the airport complaints logs, I get the distinct impression that many of those who complain were unaware of airport operations when they decided to move near it. Some even believe they live in a "no-fly zone." Their comments indicate that they do not understand the reality of Torrance Airport operations.

Forty years ago, in November 1981, the City of Torrance issued the **Airport Noise Control and Land Use Compatibility Study, Final Report** (an excerpt is attached). In addition to a number of restrictions on airport operations (some of which were not legal), it outlined a policy to deploy "*a public information program designed to create an awareness in the community of the nature of the activity at the airport and the resulting effects on the residents.*" It recommended creation of an Airport Planning District (APD) and included four key actions to implement that policy.

Earlier this year, my friend bought a home in Walteria--Less than 1/3 mile south of the airport, within Area 7 (which saw 676 complaints in the 3rd quarter of 2020), and within the APD.

He said there was NO AIRPORT DISCLOSURE.

Please tell me:

- Why was there no disclosure?
- What has happened to the Airport Planning District policies that the report recommended?
- Why can't these reasonable and effective policies be implemented and enforced?

Excerpt from:

Torrance Municipal Airport
Airport Noise Control and Land Use Compatibility Study
Final Report
November, 1981

INTRODUCTION

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 13 of the Airport and Airway Development Act of 1970. The contents of this report reflect the views of the professional staff of PRC Speas participating in this project. PRC Speas utilized, in some cases, airport operations data and land use and zoning information supplied by the City of Torrance. The scope of the project and procedural policies were determined jointly by PRC Speas and the City of Torrance who share the responsibility for the facts and accuracy of the data presented in this report. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with Public Laws 91-190, and/or 90-495.

==========

5.5 Torrance Airport Planning District

Using the flight track corridors as the primary guideline, boundaries for a proposed Airport Planning District (APD) have been defined. The boundaries generally follow existing street patterns. This APD is shown in Exhibit 5-4. The airport related restrictions on land use within the APD may be accomplished through a policy of disclosure together with an official review process for any proposed changes in land use.

Disclosure - This concept is basically a public information program designed to create an awareness in the community of the nature of the activity at the airport and the resulting effects on the residents. Several avenues for this disclosure process have been implemented at other airports and have proved helpful in lessening the conflicts between the community and airport operations.

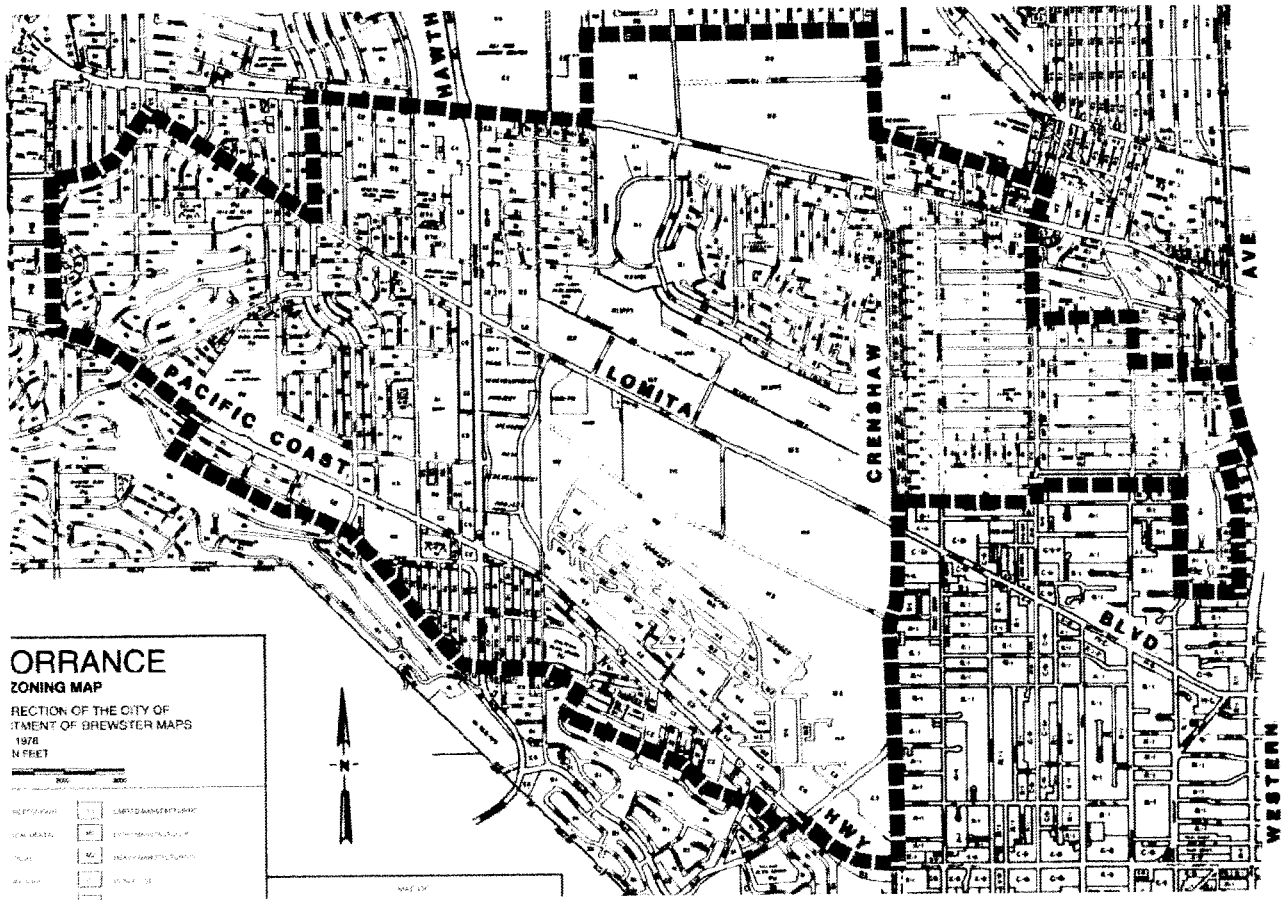
- **Attachment of a Notice of Disclosure to Property Deeds**. All parcels within the APD would have a notification of the proximity to airport operations with a brief explanation of the implications relative to land use in the area.
- **Agreement for Disclosure from Local Realtors**. Working through the local real estate board, it is possible to convey the information concerning airport noise and over flights to prospective home buyers.
- **Road signs Delineating the APD**. Installation of roadside signs identifying the area as an APD could carry a statement indicating the APD is subject to over flights and noise from operations at TOA.
- **Publication of APD Boundaries in Local Newspapers and Maps**

Official Review Process - The objective is to have each request for a change in land use in the APD be subject to a review by City Staff personnel who are knowledgeable concerning the effects of aircraft noise and over flights on various land uses. Because of the relatively large area involved, this should not be implemented in such a way as to cause an extensive review and possible environmental report for individual parcels. Instead, the applications would be checked against the APD overlay and, if located in the designated area, forwarded to the appropriate reviewer, e.g., the Environmental Quality Department. The applicant would then receive the appropriate notice of disclosure together with recommendations for necessary building noise control procedures. The staff reviewer would make recommendations

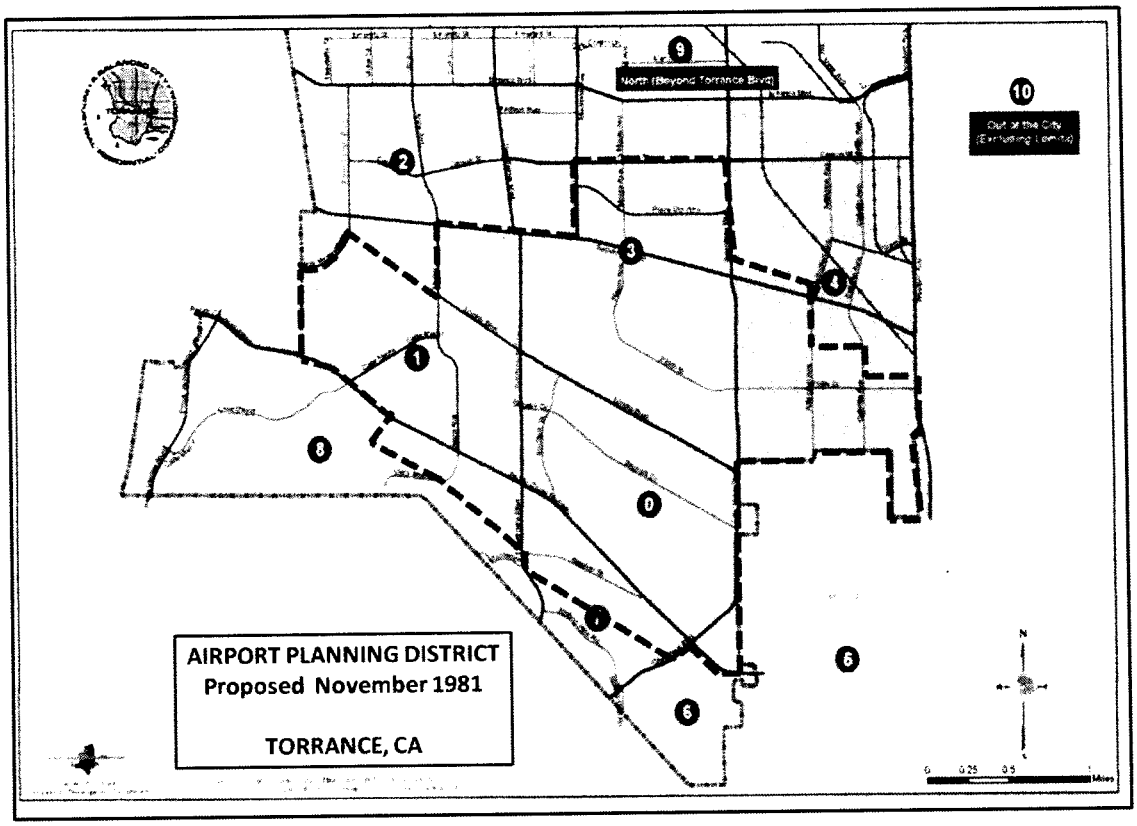
appropriate for the exact location of the subject parcel within the overall APD.

The cities of Lomita and Redondo Beach might consider a similar APD along the flight corridors passing through each community. A review of building permit applications would allow the staff reviewer in each city to alert the residents to potential problems and recommend appropriate noise control measures.

Exhibit 5.4 Proposed Airport Planning District



Torrance Airport Complaint Areas



Aoki, Denise

Subject: Public Comment - Item 9I

From: Larry Ruben <[redacted]>
Sent: Saturday, November 5, 2022 9:27 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment - Item 9I

WARNING: External e-mail
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Hello,

My name is Larry Ruben and I have lived in the direct flight path of the Torrance Airport for over 22 years.

Flight traffic/training patterns and Noise Abatement policies are part of the Torrance municipal code to ensure that the residents surrounding the airport can enjoy a quality of life without the constant excessive noise.

The existing City of Torrance 'fly friendly' policy, along with the pilot self-policing regarding excessive noise violations has never worked. It's akin to the Fox guarding the Hen House. The City of Torrance has a Noise Abatement policy that needs to be enforced. While a number of pilots will follow the policies and procedures that are on the books, there many who won't, and others that don't. The Torrance Airport Association can't guarantee that all pilots will follow the recommended self-policing practices, so enforcing the existing rules and laws in the City's Municipal Code is needed to ensure compliance.

Part of enforcing the existing laws is the Exclusion of Violation Prone Pilots and Aircraft. Division 5, chapter 1, Article 7 of the City of Torrance Municipal code clearly provides the process on how the City can enforce the provisions and all other laws, rules and regulations pertaining to the use of the Airport. Part of this process is the denial of the use of the City's airport for cumulative violations of a pilot and/or aircraft. This is clearly spelled out in Sections 51.7.2 and 51.7.3. In order to properly enforce the existing noise limits, this would mean that the City needs to have monitors in the correct locations to ensure compliance. The existing seven monitors are spaced evenly around the airport and provide large gaps of coverage of about a half mile between them. Pilots can easily fly through the gaps and avoid the monitors, violating the noise limits in the City's Municipal Code.

With the new Casper System, the addition and/or relocation of monitors, pilots and aircraft following the established traffic patterns and noise limits, and the City enforcing the existing laws in the Municipal Code, a workable solution for all parties can be obtained.

Regards,

Larry Ruben

Aoki, Denise

Subject: FW: Why is Torrance Airport so busy with students?
Attachments: Why is Torrance Airport so busy with students.pdf

From: Jim Gates <[redacted]>
Sent: Saturday, November 5, 2022 10:40 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Why is Torrance Airport so busy with students?

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A great opportunity for young men and women!!!--See attachment

--
Jim Gates

Why is Torrance Airport so busy with students?

A Picture is Worth 1000 Words!

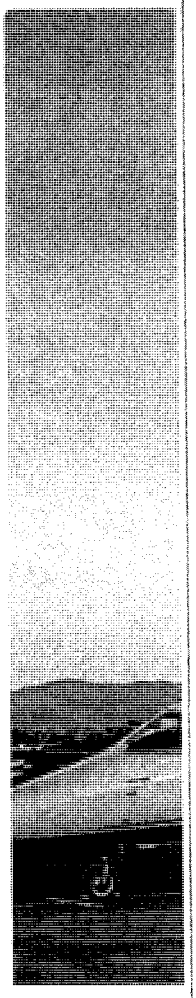
The Facebook ads say it all:

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Home-Based Flight Crew
Join our team

Learn more

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108

3 comments 8 shares

Like Comment Share

Aoki, Denise

Subject: FW: Airplane Noise - Quantified

From: Randy Cilva <[redacted]>
Sent: Saturday, November 5, 2022 4:50 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: president@hollywoodriviera.org; [redacted]; Mary Cilva <[redacted]>
Subject: Airplane Noise - Quantified

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

Honorable Mayor Chen and City Council Members,

I was sitting on my front porch with the Saturday crossword puzzle and after 15 minutes of aircraft noise I thought I'd count the aircraft flying over my neighborhood. I knew there were a lot, but WOW! I only counted the aircraft I could see fly towards me. In an email from Jean Adelsman on this subject, she wrote that there were as many as 50 flights a day. There are far more than that. I stayed in the front of the house from 11:25 am to 3:38 pm. It got so I can recognize the aircraft from their engine noise. I counted 172 aircraft in 4 hours and 14 minutes. an average of one aircraft every 88.6 seconds.

I came inside once I stopped counting and still hear the near constant noise as I write this. It was eye opening. Every 88.6 seconds the neighborhoods around the airport are disrupted by planes flying too often and too low overhead.

Below is the log data that I collected. As you can see highlighted, there are regularly more than one aircraft flying and once there were six.

This must stop! Eliminate the flight schools at Zamperini Field!

Thank you for your attention to this matter.

Best regards,

Randy

Randy Cilva
Cilva Construction - General Contractor
[redacted]

Time	# of crafts	Minutes from previous	Notes
11:25 AM	2		

11:26 AM	1	1	
11:28 AM	1	2	
11:30 AM	1	2	
11:32 AM	1	2	
11:34: AM	**2**	2	
11:36 AM	1	2	
11:38 AM	1	2	
11:39 AM	1	1	
11:40 AM	1	1	
11:41 AM	1	1	
11:46 AM	1	5	
11:47 AM	1	1	
11:48 AM	1	1	
11:49 AM	1	1	
11:51 AM	1	2	
11:54 AM	1	3	
11:57 AM	1	3	
12:00 PM	1	3	
12:01 PM	1	1	
12:02 PM	1	1	
12:03 PM	1	1	
12:05 PM	1	2	
12:06 PM	1	1	
12:08 PM	1	2	
12:10 PM	1	2	
12:12 PM	**2**	2	
12:15 PM	**2**	3	
12:16 PM	1	1	
12:17 PM	1	1	
12:19 PM	**2**	2	
12:20 PM	**2**	1	One plane, one chopper
12:22 PM	1	2	
12:23 PM	1	1	
12:25 PM	**2**	2	
12:26 PM	1	1	
12:28 PM	1	2	
12:29 PM	1	1	

12:30 PM	**2**	1	
12:33 PM	1	3	
12:34 PM	1	1	
12:35 PM	**2**	1	
12:36 PM	1	1	
12:40 PM	**2**	4	
12:42 PM	**3**	2	
12:44 PM	1	2	
12:45 PM	**2**	1	
12:48 PM	**2**	3	
12:49 PM	**2**	1	
12:51 PM	**2**	2	
12:52 PM	**6**	1	
12:54 PM	1	2	
12:55 PM	1	1	
12:56 PM	**2**	1	
12:58 PM	**2**	2	
12:59 PM	**2**	1	
1:00 PM	1	1	
1:03 PM	1	3	
1:04 PM	1	1	
1:07 PM	1	3	
1:10 PM	1	3	
1:12 PM	1	2	
1:13 PM	1	1	
1:15 PM	1	2	
1:16 PM	1	1	
1:17 PM	1	1	
1:20 PM	1	3	
1:21 PM	1	1	
1:26 PM	**2**	5	
1:27 PM	1	1	
1:28 PM	1	1	
1:30 PM	1	2	
1:31 PM	1	1	
1:34 PM	1	3	
1:36 PM	1	2	

1:37 PM	2	1	One plane, one chopper
1:39 PM	1	2	
1:41 PM	1	2	
1:42 PM	2	1	
1:43 PM	2	1	
1:45 PM	1	2	
1:46 PM	1	1	
1:47 PM	1	1	
1:48 PM	1	1	
1:49 PM	1	1	
1:51 PM	1	2	
1:52 PM	1	1	
1:54 PM	1	2	
1:57 PM	1	3	
1:58 PM	1	1	
2:00 PM	1	2	
2:01 PM	1	1	
2:02 PM	1	1	
2:06 PM	1	4	
2:08 PM	1	2	
2:10 PM	1	2	
2:12 PM	1	2	
2:13 PM	1	1	
2:14 PM	1	1	
2:15 PM	2	1	
2:19 PM	2	4	
2:24 PM	1	5	
2:25 PM	2	1	
2:27 PM	1	2	
2:29 PM	1	2	
2:32 PM	1	3	
2:33 PM	1	1	
2:35 PM	1	2	
2:37 PM	1	2	
2:38 PM	1	1	
2:39 PM	1	1	
2:41 PM	1	2	

2:43 PM	1	2	
2:46 PM	1	3	
2:48 PM	1	2	
2:51 PM		3	
2:54 PM	1	3	
2:55 PM	1	1	
2:56 PM	2	1	
2:59 PM	1	3	
3:01 PM	2	2	
3:02 PM	1	1	
3:03 PM	2	1	
3:05 PM	1	2	
3:06 PM	1	1	
3:10 PM	1	4	
3:11 PM	1	1	
3:14 PM	1	3	
3:16 PM	1	2	
3:18 PM	1	2	
3:21 PM	1	3	
3:23 PM	1	2	
3:29 PM	1	6	
3:31 PM	1	2	
3:33 PM	1	2	
3:36 PM	1	3	
3:39 PM	3	3	

Aoki, Denise

Subject: FW: Airport operations

From: Marc Danziger <[redacted]>
Sent: Saturday, November 5, 2022 7:31 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Airport operations

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

This past weekend I was working in my yard all morning, and I noticed the continuous takeoffs from the airport flying basically over my head across from Lago Seco park.

The City has finally implemented noise management - which tracks flights and alerts on flights that exceed a generous noise limit. We look forward to effective enforcement of violations.

But this doesn't take into account virtually continuous operations, and the noise impact of even below-threshold noise that happens continuously over a period of hours.

There is a point where a change in the intensity of use effectively becomes a change in use, and needs to be managed.

The City has an obligation to manage the Airport in the interest of the _entire Torrance community_, not just the pilot and operator communities. How best to do that? It remains to be seen; but the issue of the increase in flight numbers due largely to flight schools must be addressed.

The leadership of the pilot community is disinterested in collaborating on managing the impacts on the adjoining neighborhoods. At some point, that kind of position led to the ultimate closure of Santa Monica airport. I do not want our airport closed. I want a collaborative effort between the community, the City, and the airport users to allow operations that effectively manage their impacts on our neighborhoods.

And we are going to demand that it be managed in a way that deals with the noise, lead, and other environmental impacts on our neighborhood.

Marc Danziger
President
Southwood Riviera HOA

Aoki, Denise

Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9I - AIRPORT NOISE ABATEMENT UPDATE

From: Richard Root <[redacted]>
Sent: Sunday, November 6, 2022 10:29 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Poirier, Rebecca <RPoirier@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9I - AIRPORT NOISE ABATEMENT UPDATE

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Honorable Mayor and City Council:

Some relevant information is missing from the staff report and some of the information is incomplete. Please consider the following.

The report does not quantify the number of early left turns. The Casper system was designed to identify them. **How many early left turns are there? How many are departures? How many are training in the south pattern?**

The staff report quotes the FAA who states the City can adopt noise restrictions but, *"Any such restriction would need to comply with the Airport Noise and Capacity Act…and 14 C.F.R. Part 161, which outlines the process, analysis, and approvals required for imposing a noise or access restriction at the airport."* What the report does not say is that the FAA process is so loaded with hurdles that virtually no airport that has tried in the last 30 years has been able to obtain such approval. For example, LAX and Burbank Airports both spent lots of time and money going through the process but failed to obtain FAA approval. **Going down that road is dead end, not a viable option.**

The staff report states only 11 complaints were found to be violations. It does not mention the total number of violations. Casper's Flight History data shows that, in its first 11 weeks, there have been at least **112 noise violations** automatically detected by the City's noise monitors regardless of complaints. **This is an average of over 10 violations per week which is significant and needs to be considered.**

Currently, the City does not follow its own Municipal Code. Section 51.7.3 states that any aircraft that causes three or more noise violations within any three-year period shall be presumed to be a noisy aircraft and will be banned from the airport (without a hearing board process, but with an appeal to the Airport Manager). A review of Casper NoiseLab's Flight History indicates that there is a Beechcraft Bonanza with 19 noise violations in the past 3 months. **Why hasn't this plane been banned and why doesn't the City follow the procedure required by Municipal Code Section 51.7.3?**

The staff report states, "Since going live, the City has received 919 noise complaints." However, Airnoise statistics show 7,000 complaints were filed through their system in just the past 30 days. Does the number 919 consist only of complaints filed on NoiseLab? **What is the total number of complaints filed from all sources?**

NoiseLab's website states City staff does not process "auto-generated complaints." What is an "auto-generated complaint? Does this mean a complaint filed using Airnoise? Airnoise complaints are generated by residents who use it to assist them in filing. Airnoise identifies more aircraft by N-Number than NoiseLab. Plus, it is the easiest way (by far) for residents to file complaints. **Why aren't complaints submitted through Airnoise treated the same as other complaints? Counting Airnoise and all other sources, how many complaints have been filed?**

The staff report states, *"Any complaints related to flight paths, including low-flying aircraft, needs to be reported directly to the FAA for investigation…."* The FAA's position is that low flying aircraft training in the south pattern are not unsafe. The

FAA has no regulations controlling the amount of noise an individual aircraft makes while in flight. No regulations are being violated, so **there is no corrective action the FAA can take**.

The staff report includes a chart showing there were 136,652 operations in 2021. This underrepresents the number of current operations. The most current data shows that through September of this year there have already been 139,015 operations. The airport is on pace to reach **185,000 operations** this calendar year. **This significantly higher number should be taken into account**.

In 2021, the FAA released a comprehensive study of the relationship between aircraft noise and community annoyance near airports. (Analysis of the Neighborhood Environmental Survey, dated February, 2021.) The study found that community annoyance is much higher than predicted by previous surveys which focused on multiple modes of transportation. This latest study focused only on aircraft noise and it predicts, for example, that nearly half (48.8%) of the population exposed to aircraft noise of 60 dB DNL are likely to be "highly annoyed." Community annoyance is real and the City should do whatever it can to minimize it.

Landing fees are a start but there are other options and the City needs to consider all of them.

Respectfully,
Richard Root
Torrance Resident
Chair, LA Area Helicopter Noise Coalition

Aoki, Denise

Subject: Zamperini Field - AIRPORT

From: Jane Noll <[redacted]>
Sent: Sunday, November 6, 2022 1:45 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Zamperini Field - AIRPORT

WARNING: External e-mail
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I no longer am able to use my large outdoor balcony overlooking our beautiful city. The planes from Torrance airport fly overhead every few minutes. They are not just loud, but their emissions drop 692 annual pounds of lead on us. This is extremely unhealthy for everyone, but especially for children and the elderly.

I have double-pane windows but this
does not significantly reduce the horrible sound of their engines flying low over my home.

Recently, I installed a 4" multi-pleated Merv-rated filter in an attempt to reduce the lead entering my home, which is black, filthy—and toxic.

Flint, Michigan, became "famous" for its lead in their water. At least they can drink bottled water. We cannot buy bottled air. We have no choice in Torrance: WE BREATHE LEADED AIR

1. Please stop the sale of LEADED gasoline immediately.
2. Please eliminate ALL the flight schools. Planes should not be allowed to make circles over a populated, residential area. There are numerous airports in Southern California where pilots could practice their circles over the ocean or over the desert—over numerous unpopulated areas. Torrance airport should be for transportation—not practice.

Aoki, Denise

Subject: FW: AIRPORT - TOA

From: Jane Noll <[redacted]>
Sent: Sunday, November 6, 2022 1:47 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: AIRPORT - TOA

WARNING: External e-mail
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I no longer am able to use my large outdoor balcony overlooking our beautiful city. The planes from Torrance airport fly overhead every few minutes. They are not just loud, but their emissions drop 692 annual pounds of lead on us. This is extremely unhealthy for everyone, but especially for children and the elderly.

I have double-pane windows but this
does not significantly reduce the horrible sound of their engines flying low over my home.

Recently, I installed a 4" multi-pleated Merv-rated filter in an attempt to reduce the lead entering my home, which is black, filthy—and toxic.

Flint, Michigan, became "famous" for its lead in their water. At least they can drink bottled water. We cannot buy bottled air. We have no choice in Torrance: WE BREATHE LEADED AIR

1. Please stop the sale of LEADED gasoline immediately.
2. Please eliminate ALL the flight schools. Planes should not be allowed to make circles over a populated, residential area. There are numerous airports in Southern California where pilots could practice their circles over the ocean or over the desert—over numerous unpopulated areas. Torrance airport should be for transportation—not practice.

Jane NOLL
[redacted]

Aoki, Denise

Subject: Air/Flight Traffic Noise

From: Chris Berry <[redacted]>
Sent: Sunday, November 6, 2022 10:54 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Air/Flight Traffic Noise

WARNING: External e-mail
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Dear Torrance City Council,
I am writing to you to complain about the dramatic increased air traffic over my neighborhood. I live on Greenmeadows Ave by Richardson middle school and the amount of airplanes flying over my house and neighborhood is obnoxious. My wife and I are born and raised South Bay residents, I was born at Little Company of Mary, we are homeowners, taxpayers and voters. Both of us are working parents as well. Each day after work we typically enjoy sitting in our backyard catching up and decompressing after a long of work, but it is impossible to have a conversation when these airplanes are flying and circling around our house every 5 minutes. Not only is this obnoxious, this is also a potential threat to our property value. Who wants to move to a neighborhood with small, loud and even sometimes low-flying airplanes flying over them all the time?
These airplanes used to fly straight out to the ocean to circle around. They should enforce that again. Even when my son was playing little league baseball, these planes would drown out the games flying over and very low to the baseball fields.
Thank you for your time,
Chris Berry

Aoki, Denise

Subject: STOP the flight training; keep the airport

From: Jane Noll <[redacted]>
Sent: Sunday, November 6, 2022 1:50 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: STOP the flight training; keep the airport

WARNING: External e-mail
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Last email was from me:

Jane READEUR NOLL
[redacted]

I no longer am able to use my large outdoor balcony overlooking our beautiful city. The planes from Torrance airport fly overhead every few minutes. They are not just loud, but their emissions drop 692 annual pounds of lead on us. This is extremely unhealthy for everyone, but especially for children and the elderly.

I have double-pane windows but this
does not significantly reduce the horrible sound of their engines flying low over my home.

Recently, I installed a 4" multi-pleated Merv-rated filter in an attempt to reduce the lead entering my home, which is black, filthy—and toxic.

Flint, Michigan, became "famous" for its lead in their water. At least they can drink bottled water. We cannot buy bottled air. We have no choice in Torrance: WE BREATHE LEADED AIR

1. Please stop the sale of LEADED gasoline immediately.
2. Please eliminate ALL the flight schools. Planes should not be allowed to make circles over a populated, residential area. There are numerous airports in Southern California where pilots could practice their circles

over the ocean or over the desert—over numerous unpopulated areas. Torrance airport should be for transportation—not practice.

Aoki, Denise

Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9I

From: [redacted] <[redacted]>
Sent: Sunday, November 6, 2022 3:17 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9I

WARNING: External e-mail
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Dear Torrance City Council,

Because of airport noise, I, and many Torrance residents, are very unhappy living in our homes and are seriously concerned about the value of our homes decreasing. While we cannot change this, we know you can.

TOA Changes:

- increased number of private flights – small aircraft and jets
- increased number of flight schools and the resulting thousands of repetitive, close-proximity student flights. **Not all of these flight schools are even tenants of TOA; plane ID numbers identify them from Long Beach, Van Nuys, and elsewhere - all using TOA
- pilots not following TMC 51.2.3 e (and the city not trying to continue enforcement of it) and thus flying at lower altitude over homes (particularly those of us who live on the hill)
- a noise complaint system that is difficult and onerous to use

The results of those changes have literally ruined our lives here. (I urge you to read the comments posted on the online petition to hear how people feel. If you have empathy, it will break your heart to hear how miserable this has made people. https://www.ipetitions.com/petition/petition-to-reduce-torrance-airport-impacts-now)

Effects of TOA Changes on Your Constituents:

- **Can't Hear in Our Homes:** The level of noise disrupts in-person conversation, TV, music, phone calls and more. We must stop the talk or TV, wait for the plane to go over, and then resume. Music is altered with the buzz of engines.

  At minimum, it sounds like flies buzzing around most of the day. At maximum, it literally sounds like a war zone.
- **Windows Kept Closed:** We keep our windows closed to try to block the noise. We lose the benefit of good weather and no fresh air. And it costs more to have to use AC or fans.
- **Safety Concerns:** The chance of an accident may be rare, but flying so frequently, and so close to our homes' roofs, makes us fearful of an accident.

  I've had two planes fly directly toward my window and I actually feared for my life. The neighbors above me on the hill have said it happens to them, too.

  I've had objects on tables shake when a plane is within close proximity.

  I see large shadows of planes through my windows that often scare my pets and me.
- **Air Quality Worsened:** Flying so frequently, and so close to our homes' roofs, brings the emissions of leaded fuel closer to us.

- **Being Outside is Off Limits:** Sitting on patios, working in our yards... all stopped because the noise makes it miserable outside. This is a main reason we live in SoCal and it's been taken away.
- **Work has Been Hurt:**
    - Business calls and often, when I teach via Zoom, I can't hear the caller's speech and have to stop them.
    - The loud noise, most particularly, the repetitious nature of the student flights (easily one every one to five minutes), impedes your thinking and takes away your focus. When working, I lose time recovering from the plane disruption before I can back to work.

It wasn't this way before the changes...

We saw and heard flights far less frequently, not as loud, and not as close to our homes, so we weren't invaded by the noise. Torrance had its airport. Pilots could fly. And residents enjoyed their homes. If it wasn't this way before; it doesn't have to be this way now.

Please do something. Soon. Very soon. Make this a priority. Please. If changes aren't made, I see this easily going into a "close down the airport" movement. As miserable as I am, I wouldn't care, but I think you would.

Regards,
Natalie Brecher
Mesa Street Resident

Aoki, Denise

Subject: PUBLIC COMMENT 11/8/22 City Council Meeting: TOA Airport agenda item

From: Tom Rasmussen <[redacted]>
Sent: Sunday, November 6, 2022 3:22 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Subject: PUBLIC COMMENT 11/8/22 City Council Meeting: TOA Airport agenda item

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I've lived in the South Bay my entire life and owning a home in Torrance, I can attest to the fact the noise from the airport is getting worse and worse, especially since 2020. I am retired, and home as much now as before COVID, so I have heard it change on a daily basis.

The airport seems more like a large regional, even commercial, airport than a small local one. An airport with this much activity should not be in a residential neighborhood, as this one is. I live on the hill, and the close proximity of the planes now allowed is a travesty and ruining the peaceful enjoyment of our homes.

There are many times we have to stop conversation in our home because the planes make it so we can't hear. Times when I can't hear the TV or someone on the phone. And that's in the house with the windows shut. Being outside when the planes fly over the house is intolerable. It wasn't like this before you allowed changes at the airport.

I've read things that tell me you know of the airports' negative effects on the residents who live around it, so I won't get into that. I know that you should have some possible solutions already, and that you've been given possible solutions by others, as well, so I won't get into that.

I will say that I don't understand why something hasn't been done. At minimum, stop the incessant training flights to the west – the worst noise offenders. Get them out of the airport or make them fly a pattern that doesn't disturb residents. Then reduce the noise disturbance from the other planes. Do something. Now!

Why aren't you fighting for us? As our City Council, you should be working for us.
Stop the noise that hurts our homelife.

Tom Rasmussen

Aoki, Denise

Subject: FW: Airport Noise

From: Rick Johnson <[redacted]>
Sent: Sunday, November 6, 2022 3:59 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Airport Noise

WARNING: External e-mail
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Dear Council Members,

Airport noise has been unbearable over the past several years. I moved here with the understanding that Torrance enforced noise restrictions on the airport. It did, responsibly, for many years. I could host get-togethers in my backyard and attend remote meetings for work. It's actually embarrassing to do either now. It's not just the noise either. It is the frequency of flights.

Addressing the problem by instituting a temporary ban on new flight schools will not solve this problem. A moratorium on new flight schools does not reduce the current noise at all. It simply keeps the status quo which has become unbearable.

Please respect residents by AT LEAST enforcing theTorrance Municipal Code regarding airport noise.

Rick Johnson

Aoki, Denise

Subject: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise

From: Mercedes Ortiz <[redacted]>
Sent: Sunday, November 6, 2022 4:02 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Mercedes Ortiz <[redacted]>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Fwd: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise

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In the event you did not receive my memo to you for Tuesday's Council Meeting on November 8, here's another copy.

mo

---------- Forwarded message ---------
From: **Mercedes Ortiz** <[redacted]>
Date: Fri, Oct 28, 2022 at 11:57 AM
Subject: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise
To: <CouncilMeetingPublicComment@torranceca.gov>
Cc: Mercedes Ortiz <[redacted]>

To: CouncilMeetingPublicComment@TorranceCA.gov

From: Mercedes Ortiz

Re: Nov. 8 Airport agenda item—Torrance Municipal Airport (KTOA) Noise

Problem statement: Since moving to the Torrance Riviera seven years ago, the significant increase in KTOA noise has become a public nuisance. As a result, that noise interferes greatly with our family's enjoyment of our home's views, our deck, our quiet dinners, and our working from home.

Observations: KTOA noise is exacerbated by a ***pattern of frequent aircraft take-offs*** (some as little as within 1-4 min intervals) plus ***flying too close/too low to us*** (≤0.3 miles distance from us and < 1500' above our home which sits at an elevation of 234 ft). (Data available upon request.)

Beside the noise, ***low flying aircraft are inherently dangerous to all of us living on the ridge as it reduces the margin of error for these aircraft***. It is a public safety issue.

Desired solution: It is within your purview to ***abate this public nuisance by taking concerted action to implement*** the following items which will help ***to minimize the noise*** *and* disruption in our lives as well as ***to increase public safety***:

- **Strict enforcement, esp. of 1500' minimum altitude policy**
- **Deny KTOA use to repeat offenders**
- **Charge landing fees for all aircraft**
- **Charge meaningful monetary fines for policy violations**
- **Use North Pattern for all training**
- **Limit # of training schools and require policy compliance**

Thank you.

Mercedes Ortiz

[redacted]

Aoki, Denise

Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9

From: Hydee Ong <[redacted]>
Sent: Sunday, November 6, 2022 6:54 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9

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

STRICT ENFORCEMENT IN GENERAL

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

PROCESS

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

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

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

LANDING FEES

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

CASPER QUESTIONS FOR STAFF

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

EXCLUSION OF VIOLATION-PRONE AIRCRAFT

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

LEASES TO TRAINING SCHOOLS SHOULD REQUIRE COMPLIANCE

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

BAN THE SALE OF LEADED FUEL

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

Sincerely,

Hydee Ong
Mesa Street resident

Aoki, Denise

Subject: FW: Public Comment

From: Morrissey, Nathan P (FAA) <Nathan.P.Morrissey@faa.gov>
Sent: Monday, November 7, 2022 8:33 AM
To: Sarah Sedaghat <[redacted]>; 7-AWP-LGB-FSDO (FAA) <7-AWP-LGB-FSDO@faa.gov>; 9-AWA-NoiseOmbudsman (FAA) <9-AWA-NoiseOmbudsman@faa.gov>; 9-AWP-Noise (FAA) <9-awp-noise@faa.gov>; CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Airport Admin Staff <AirportAdminStaff@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>
Cc: Josh ??????????????? <[redacted]>
Subject: RE: Public Comment

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

Hello Sarah,

Here is the regulation 14 CFR 91.119 below and I have highlighted a pertinent section for you. The key here is "Except when necessary for takeoff or landing". The area you provided me of your home appears to be under the traffic pattern of Torrance Airport. Aircraft will be lower than 1,000' Above Ground Level when taking off and landing within the vicinity of the airport. The Long Beach Flight Standards District Office does not have the authority of changing flight paths or regulating noise for the area. I called you on Tuesday November 1 at 1037am in an attempt to speak with you regarding your concerns. I feel speaking to people is best as we can go over the pertinent regulations and explain the Long Beach Flight Standards District Office role. After that I emailed you. I hope this clarifies a few things and feel free to call or email me with any questions.

§ 91.119 Minimum safe altitudes: General.

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(a) ***Anywhere.*** An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) ***Over congested areas.*** Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) ***Over other than congested areas.*** An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) ***Helicopters, powered parachutes, and weight-shift-control aircraft.*** If the operation is conducted without hazard to persons or property on the surface -

(1) A helicopter may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section, provided each person operating the helicopter complies with any routes or altitudes specifically prescribed for helicopters by the FAA; and

(2) A powered parachute or weight-shift-control aircraft may be operated at less than the minimums prescribed in paragraph (c) of this section.

Nate Morrissey
Federal Aviation Administration
Long Beach Flight Standards District Office
562-283-5647 Direct

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/LGB FSDO is dedicated to quality service, and we continuously seek to improve our services to you. Please provide your feedback with any suggestions improvements. We value your opinion.

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Cc: Josh [redacted] <[redacted]>
Subject: Public Comment

Nathan et. al.:

Your response is a disappointment. It's not that there is nothing you can do, it's that you don't want to or don't care to do anything. If "no other FAA entity" regulates noise, explain the existence of this FAA page and dedicated ombudsmen whom I've CC'ed: https://www.faa.gov/noise/inquiries

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- W 225th St off Sepulveda & Hawthorne Blvd. Torrance, CA 90505 - Saturday 11/5/22 10am-1:30pm and ongoing - planes flying in continuous circles below 1,000 feet altitude:
    - N182WL

- N379TA
- N206OU
- N68344
- N873MB
- N5767G
- N339SP
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Sarah Sedaghat
[redacted]

On Tue, Nov 1, 2022 at 10:44 AM Morrissey, Nathan P (FAA) <Nathan.P.Morrissey@faa.gov> wrote:

Hello Sarah,

We received your email below. Unfortunately there is nothing we can assist you with as we do not regulate noise and no other FAA entity does either. I personally live near the Los Alamitos Joint Forces Training Base and have helicopters flying overhead all day until 1100pm at night. There is nothing I can do about it unless I chose to move. Sorry there is not more good news I could provide.

From: [redacted] <[redacted]>
Sent: Monday, October 31, 2022 5:38 PM
To: 7-AWP-LGB-FSDO (FAA) <7-AWP-LGB-FSDO@faa.gov>
Subject: From www.faa.gov: Long Beach FSDO Information

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page: https://www.faa.gov/about/office_org/field_offices/fsdo/lgb/contact/

Message

To Whom it May Concern: We are reaching out for help because we are new residents of Torrance renting a single family home on West 225th St. off Sepulveda Blvd. While we were aware of the Torrance airport (TOA)'s presence prior to moving in and despite visiting the home several times, we did not realize we were under a path where planes would be flying in circles directly overhead constantly. We both work 100% from home during the week so planes flying low overhead and in circles all day have been extremely disruptive and concerning. In particular Monday 10/24, Thursday 10/27, and Monday 10/31 planes have been circling all day to the point where we hear them nearly every 30 seconds to a minute, with little to no breaks of silence throughout the day. Our landlord did not disclose or mention anything about the airport at any point during the application process. We do understand it was fully our responsibility to perform further research to decide if we would be able to accept the noise that would come along with living here. Unfortunately it's too late at this point now that we are locked into a 2 year lease. What, if any, assistance can be provided in terms of abatement/relief so that our new home can feel more livable and peaceful? Are home visits conducted to be able to assess the noise impact and advise accordingly? Thank you for your time and we look forward to your response. Sincerely, Sarah & Josh Sedaghat [redacted]

Nate Morrissey

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from: Sarah Sedaghat <[redacted]>
to: Noiseabatement@torranceca.gov, AirportAdmin@torranceca.gov
cc: Josh Sedaghat <[redacted]>
date: Oct 31, 2022, 4:38 PM
subject: Re: New Torrance residents - help with noise abatement
On Mon, Oct 31, 2022 at 4:38 PM Sarah Sedaghat <[redacted]> wrote:

Hello:

Following up as we have not heard back on our previous email. Can you please tell us if there has been any recent rerouting, path changes, or other such activity at TOA that might be making the noise worse than usual? We are trying to understand what we can expect living here and what can be done to help us with peaceful enjoyment of our home.

Thank you,

Sarah & Josh Sedaghat
[redacted]

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According to your website, "The mission of the Noise Abatement office is to reduce aircraft noise and improve the Airport's compatibility with the surrounding community, through a reasonable approach of balancing Airport requirements with the Community's needs in order to ensure a livable environment." Given this mission we are asking for any assistance you can provide in terms of abatement/relief so that our new home can feel more livable and peaceful. Do you ever conduct home visits to be able to assess the noise impact and advise accordingly?

Thank you for your time and we look forward to your response.

Sincerely,

Sarah & Josh Sedaghat
[redacted]

Aoki, Denise

Subject: Airport Noise for Torrance residents

From: Megan Hayati <[redacted]>
Sent: Monday, November 7, 2022 9:13 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport Noise for Torrance residents

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

Dear Mayor and City Council members,
I am writing to express my extreme frustration with the increase of traffic and noise from the airport. After a long day of work, one of the joys we have in life is to sit outside in our small backyard that we had to pay over a million dollars to have and have a glass of wine or a tea and watch our child play outside. Lately this has been very difficult to do because of the terrible overhead noise of airplanes constantly circling over our backyard. Forget about having a dinner outside on our outdoor patio table because the noise does not allow for a conversation. We feel like we can no longer enjoy our backyard that we worked so hard to purchase and put so much effort into to make beautiful.

The noise is so frustrating and not what we expected when we purchased this home in 2017. It is impacting our quality of life and our property value. These people should be practicing over the ocean, not over our homes circling over and over again constantly. the noise of their planes drowning out our conversation and likely polluting our air.

Please protect the residents of Torrance and do something about this noise. Enough is enough.

Regards,

Megan

Aoki, Denise

Subject: Torrance Council Meeting November 8th--Airport Agenda Item Noise Level of Airport

From: Meredith Silk <[redacted]>
Sent: Monday, November 7, 2022 9:15 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Meredith Silk <[redacted]>
Subject: Torrance Council Meeting November 8th--Airport Agenda Item Noise Level of Airport

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To All of the Torrance City Council,
This is in regards to the airplanes flying in and out of Torrance airport. For over a year now, airplanes have been flying very low and making early left turns over my home and neighborhood. It is very loud and dangerous when they fly over. My windows shake from the vibration of the plane engine noise. I have tried eating in my backyard patio area many times but because of the planes flying overhead, I have to come back inside to eat instead because I can not have a conversation with my family or friends when the planes are flying over due to all of the noise. The flight schools are doing touch and gos all day long circling. This is so frustrating and a nuisance. The noise and air pollution are decreasing my quality of life (health, peace and quiet) living in my neighborhood. I also do gardening in my front and backyard but it is not possible when the planes are flying overhead. I shouldn't have to live like this. My neighbors are furious too. My family and neighborhood shouldn't have to feel as if confined to our homes inside because of the planes. I have been living in Valmonte for over 22 years now. If I knew these planes were flying over 22 years ago, my husband and I would have never moved here. I want the airport to remain where it is. Most pilots go by the rules and are respectful and courteous to residential areas but some pilots are not respectful and do not give a crap about the neighborhoods. Action needs to be taken on pilots that are not obeying the rules flying way too low and making early

left turns. It seems the Noise Monitoring system is not working or is not being enforced since I see more and more planes coming each day making early left turns in my neighborhood. Flight schools need to stop instruction here now. Student pilots are practicing here also from other cities because other airports have put a stop to flight schools. Also, a fee should be established/charged every time a plane lands. This would also benefit the city. One more thing--I hear planes taking off early before 8:00a.m. and also hear planes taking off after 8:00 p.m. There is a curfew for a reason but of course, there are pilots that just don't care. There needs to be fines and consequences for this to deter this behavior for not obeying curfew times. With all of these concerns, action needs to take place ASAP for our health and well being. Also, it is imperative to enforce the no early left turn rule and no planes here should be using leaded fuel

Thank you,
Meredith Silk

Aoki, Denise

Subject: FW: Public Comment

From: Sarah Sedaghat <[redacted]>
Sent: Monday, November 7, 2022 11:10 AM
To: Morrissey, Nathan P (FAA) <Nathan.P.Morrissey@faa.gov>
Cc: 7-AWP-LGB-FSDO (FAA) <7-AWP-LGB-FSDO@faa.gov>; 9-AWA-NoiseOmbudsman (FAA) <9-AWA-NoiseOmbudsman@faa.gov>; 9-AWP-Noise (FAA) <9-awp-noise@faa.gov>; CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Airport Admin Staff <AirportAdminStaff@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>; Josh ???????????????? <[redacted]>
Subject: Re: Public Comment

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Nathan:

The issue is the incessant touch and go's over residents homes for hours on end. These are what's created unlivable conditions for residents. We are not able to work from home, open windows, use our backyards, have an uninterrupted conversation at family dinner... Bottom line, we have a legal right to peaceful enjoyment of our homes and that has been taken away by the allowance of unregulated touch and go behavior. That is what needs to be addressed.

When will the touch and go's be controlled or eliminated? And why are there no home sound insulation programs or other such abatement solutions being provided??

I would be happy to have a representative visit my home on a day like the one in which I emailed you so they can see what it's like, and I can also show them the videos I have of 5 planes circling over in only a 3 minute period. Again, this happens nearly every day. I have spoken to several residents and they all agree it wasn't like this until recently. This needs to be addressed, that's all there is to it.

Sarah

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> **Subject:** From www.faa.gov: Long Beach FSDO Information
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from: Sarah Sedaghat <[redacted]>
to: Noiseabatement@torranceca.gov, AirportAdmin@torranceca.gov
cc: Josh Sedaghat <[redacted]>
date: Oct 31, 2022, 4:38 PM
subject: Re: New Torrance residents - help with noise abatement

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Thank you for your time and we look forward to your response.

Sincerely,

Sarah & Josh Sedaghat

[redacted]

Aoki, Denise

Subject: Airport Noise is OUT OF CONTROL

From: Joshua Sedaghat <[redacted]>
Sent: Monday, November 7, 2022 11:46 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>
Cc: Noise Abatement <NoiseAbatement@TorranceCA.gov>
Subject: Airport Noise is OUT OF CONTROL

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Honorable Mayor Chen and City Council Members:

I'm a Torrance resident in District 3. I work from home full time and I cannot believe how LOUD AND CONSTANT the airplane noise is most days. Just last week we had beautiful weather all week. Could I open my windows to enjoy the weather? Nope. Could I go outside and enjoy the weather in my backyard (which I worked hard for)? Nope. Could I stay focused at my full time job? Nope. I could go on and on, but what matters is that the quality of life for myself and neighbors has taken a huge nosedive in recent times as a direct result of the increase of airport operations out of TOA. The occasional plane flying above is fine, but the non stop circling, the non stop touch-and-goes that don't allow you a A SINGLE MOMENT OF PEACE is COMPLETELY UNACCEPTABLE, and it blows my mind that you have even let it get to this point. How can this level of activity be considered acceptable for a dense city like Torrance? Not to mention the unseen, yet more important, threat of exposure to leaded gas. This is serious.

I invite all of you to come to my house for a day to see and feel what we are experiencing. The constant noise, the shaking of your home, along with the inability to open windows, to stay focused, to enjoy your home, to enjoy the company of your loved ones, to enjoy a meal. From morning till evening, I ask that you come experience this yourself. Most of you will leave with higher blood pressure, a bad headache, and a deep sense of anger that the people you trusted have let you down.

You have a responsibility to ensure the peace and livability of your many residents, YOUR CONSTITUENTS, which is being downright ignored and disregarded in favor of the few that benefit from the airport. We no longer have the peace and livability that you have promised us. It's time to reconsider and make serious changes immediately, not in a few months, not in a year, NOW.

Joshua Sedaghat
Resident of Torrance District 3

Aoki, Denise

Subject: Council Mtg 8 Nov 2022 - TOA Item

From: Elizabeth Spatz <[redacted]>
Sent: Monday, November 7, 2022 11:46 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Fwd: Council Mtg 8 Nov 2022 - TOA Item

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

Dear Ms. Ramirez,

On Oct. 28th I emailed a letter to CouncilMeetingPublicComment@TorranceCA.gov addressing the TOA noise issues that are going to be on tomorrow night's City Council meeting agenda, but never received any confirmation that it was received. Can you verify it has been received and will appear in the Supplemental material?

Thank you,
Elizabeth Spatz

Begin forwarded message:

From: Elizabeth Spatz <[redacted]>
Subject: Council Mtg 8 Nov 2022 - TOA Item
Date: Oct 28, 2022 at 9:00 PM
To: CouncilMeetingPublicComment@TorranceCA.gov

Dear Council Members,
I would like to express my concern over the increased noise from the Torrance Airport training classes that have been flying over my home for the past two years.

Since 1965, when my family moved to Marble Estates, I have happily lived next to the Torrance Airport. My father was a pilot, and we spent many years flying out of Torrance, well aware of the guidelines in place for safe flying while maintaining a peaceful partnership with the community on the ground. When I purchased my home in the Hollywood Riviera in 2016, I did so with the understanding of what the airport rules were, as stipulated in the Torrance MC 51.2.3 (e):

Take Offs and Landings:
Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet.

I am aware of the correspondence between Mr. Jim Gates and the FAA, as well as the follow-up letters from Ms. Linda Cessna and Mr. Patrick Sullivan re TOA's request for clarification on the interpretation and enforcement of the pre-ANCA status of our MC 51.2.3(e), which the FAA did not address.
Our Code is pre-ANCA, having been in place since before the FAA's Airport Noise and Capacity Act of 1990, and should be considered grandfathered and therefore enforceable.
I would like the City Council to enforce the Municipal Code as written, just as they would any other municipal code laws.

I made an investment in purchasing my home with the expectation that the Torrance Municipal Code would be enforced, as any other laws provided by the City of Torrance for the safety and peaceful lifestyle of its community. Please honor your commitment to enforcing the laws of our city, for the community who are depending on you to do so.

Sincerely,

Elizabeth Spatz
Hollywood Riviera

Aoki, Denise

Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 91 - AIRPORT NOISE ABATEMENT UPDATE

From: Diane Cleary <[redacted]>
Sent: Monday, November 7, 2022 12:19 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 91 - AIRPORT NOISE ABATEMENT UPDATE

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Honorable Mayor and City Council:

We purchased our home on Mesa Street in 2016 and made every attempt beforehand to make sure the airport wouldn't be a problem. We had spoken to the noise abatement office and staff on several occasions before purchasing our home and were assured the airport wouldn't be a problem due to our location and distance and were also shown maps and drawings. We also came over to the neighborhood on several occasions, parked and listened. We spoke to neighbors and one actually moved due to the noise. After all of the input we received, we decided to take a chance and purchase our home. Since we have lived here, the circling of flights over our home have gotten worse, there have been plane crashes in the Torrance area, and the pilots are flying very low over our home. We also worry what this may do to the value of our home in the future and safety issues. We hope you will consider addressing this issue and the safety of the residents. We appreciate your help.

Pat and Diane Cleary

--

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Diane S. Cleary, EA
[redacted]

Aoki, Denise

Subject: Airport noise

From: S T <[redacted]>
Sent: Monday, November 7, 2022 12:22 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Airport noise

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My name is Heidi and I am a resident of Torrance.

In order to fix the problem our City Government whom is employed by the tax paying Torrance Residents must take action as follows.

* Implement a $45 landing fee

* Enforce current Municipal Code

* Discontinue Flight School Training at TOA

* Implement a system of progressive monetary fines for violations, revoke the airport privilege for repeat offenders.

* Ban the sale of leaded fuel

As residents of Torrance, we the people should be allowed to come home to some measure of peace after the stresses of the day and not the constant bombardment of planes going around and around and around from the flight schools or disrectful pilots dive bombing our homes. It was a poor decision of our City Government to allow this in the first place.

Sincerely,
Heidi

Aoki, Denise

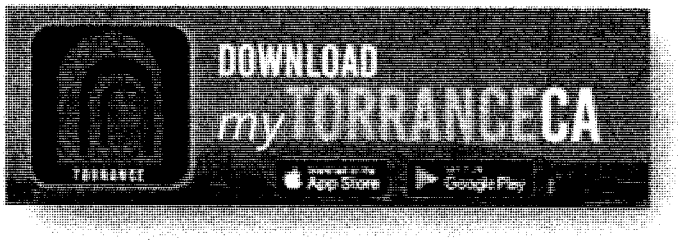
Subject: Public Comment

From: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Sent: Monday, November 7, 2022 2:22 PM
To: Sarah Sedaghat <[redacted]>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: RE: FW: Public Comment

Good Afternoon Ms. Sedaghat ~

There is no recommendation being provided by staff, as this report is just an update to the City Council on the Airport Noise Abatement System, Early Left Turn, and Airport Operations. However, under Airport Operations, staff is seeking direction from the City Council on the implementation of landing fees, which could potentially address the training performed by flight schools. I hope this answered your question.

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



From: Sarah Sedaghat <[redacted]>
Sent: Monday, November 7, 2022 2:12 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: Re: FW: Public Comment

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Michelle,

Thank you for clarifying although I'm still confused. I don't see anything being proposed directly in the sections you cited as it's all just background information/data, yet the recommendation is for the City Council to accept and file the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update. Should the City Council agree, *what exactly is it that they'd be agreeing to?*

I would like to know how specifically the City Council is going to address incessant touch and go training performed by the local flight schools over residents' homes. I and countless other citizens have had our right to peaceful enjoyment of our homes evaporated due to the complete lack of regulation of flight school operations.

Sarah

On Mon, Nov 7, 2022 at 11:31 AM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Morning Ms. Sedaghat ~

It is broken down under the section "Background and Analysis". The first discussion is of the Airport Noise Monitoring System (page 1), the second discussion is of the Early Left Turn (page 2), and the last discussion is the Airfield Operations Status (page 4). I'm not sure if you were looking for something is particular but all three topics are discussed within the staff report.

MICHELLE G. RAMIREZ

Community Development Director – Community Development Department

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



From: Sarah Sedaghat <[redacted]>
Sent: Monday, November 7, 2022 11:23 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: Re: FW: Public Comment

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Michelle,

Thank you. I have read the entire 9I staff report however I cannot find point 1 - "**Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update**" anywhere in the documentation.

Where can I review the proposed update?

Recommendation of the City Attorney, Community Development Director, and General Services Director that City Council:

1. ***Accept and file the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update**; and*
2. *Review and Provide Direction on Options for the Implementation of Landing Fees at Torrance Municipal Airport (Zamperini Field)*

Regards,

Sarah

On Mon, Nov 7, 2022 at 8:06 AM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

> Good Morning Ms. Sedaghat ~
>
> Your below email has been received and will be included as a supplemental for the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations, which will be presented to the City Council at their meeting of November 8, 2022. If you are interested in obtaining a copy of the agenda for this meeting, please visit the City's website at http://torrance.granicus.com/ViewPublisher.php?view_id=8. Should you have any 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



From: Sarah Sedaghat <[redacted]>
Sent: Saturday, November 5, 2022 1:54 PM
To: Nathan.P.Morrissey@faa.gov; 7-AWP-LGB-FSDO@faa.gov; 9-awa-noiseombudsman@faa.gov; 9-awp-noise@faa.gov; CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Airport Admin Staff <AirportAdminStaff@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>
Cc: Josh [redacted]
Subject: Public Comment

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Nathan et. al.:

Your response is a disappointment. It's not that there is nothing you can do, it's that you don't want to or don't care to do anything. If "no other FAA entity" regulates noise, explain the existence of this FAA page and dedicated ombudsmen whom I've CC'ed: https://www.faa.gov/noise/inquiries

I'm aware the FAA is concerned with safety, with things like planes flying too low -- **please then explain why just today, Saturday 11/5, planes have been recorded flying directly over my home below 1,000 feet in the air in circles for hours, which is both a noise AND safety issue?** This is not an anomaly; this happens almost every single day!

- https://www.faa.gov/about/office_org/field_offices/fsdo/lgb/local_more/media/FAA_Guide_to_Low-Flying_Aircraft.pdf
    - *Following is Title 14 of the Code of Federal Regulations, Section 91.119 of the General Operating and Flight Rules, which specifically prohibits low flying aircraft... Over any*

congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

- W 225th St off Sepulveda & Hawthorne Blvd. Torrance, CA 90505 - Saturday 11/5/22 10am-1:30pm and ongoing - planes flying in continuous circles below 1,000 feet altitude:
    - N182WL
    - N379TA
    - N206OU
    - N68344
    - N873MB
    - N5767G
    - N339SP
    - N439LP
    - Multiple Sling flight school planes that conveniently don't post their registration to the public
    - Multiple Cessna flight school planes that conveniently don't post their registration to the public
    - And more than I can continue to count

I reached out to the FAA and TOA originally with a civilized message asking for help, hoping to work together. Hoping that there would be a noise abatement program in place for homes so directly impacted by this noise & safety issue. I was hoping to be able to avoid inundating the Noise Abatement portal with complaints for each of these aircraft. 10/31/22 at 5:10pm Katherine at TOA admitted she saw my emails and told me the airport manager Rafael Herrera would call me directly -- he never did. The Noise Abatement Department there ignored my emails and calls. It's abundantly clear that both the FAA and Torrance Airport authority blatantly DO NOT CARE to curb the unlivable and unbalanced conditions these rapidly increasing airport operations are having on such a densely populated city. **It must be admitted that the airport has overgrown its location and have control placed over operations, namely such that result in low-flying aircraft going around in circles like those of flight schools!**

You are content to say "there's nothing we can assist with", "there's nothing we can do" and bounce people back and forth between your two entities. Well, there are thousands upon thousands of residents who feel the same way as me mobilizing against this issue. Trust that we will not continue to sit idly by (as you do every day) and we will continue to pressure you to **REGULATE OPERATIONS**, coming up next at the Torrance City Council meeting on 11/8/22.

Sarah Sedaghat

[redacted]

On Tue, Nov 1, 2022 at 10:44 AM Morrissey, Nathan P (FAA) <Nathan.P.Morrissey@faa.gov> wrote:

Hello Sarah,

We received your email below. Unfortunately there is nothing we can assist you with as we do not regulate noise and no other FAA entity does either. I personally live near the Los Alamitos Joint Forces Training Base and have helicopters flying overhead all day until 1100pm at night. There is nothing I can do about it unless I chose to move. Sorry there is not more good news I could provide.

From: [redacted] <[redacted]>
Sent: Monday, October 31, 2022 5:38 PM
To: 7-AWP-LGB-FSDO (FAA) <7-AWP-LGB-FSDO@faa.gov>
Subject: From www.faa.gov: Long Beach FSDO Information

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page: https://www.faa.gov/about/office_org/field_offices/fsdo/lgb/contact/

Message

> To Whom it May Concern: We are reaching out for help because we are new residents of Torrance renting a single family home on [redacted] off Sepulveda Blvd. While we were aware of the Torrance airport (TOA)'s presence prior to moving in and despite visiting the home several times, we did not realize we were under a path where planes would be flying in circles directly overhead constantly. We both work 100% from home during the week so planes flying low overhead and in circles all day have been extremely disruptive and concerning. In particular Monday 10/24, Thursday 10/27, and Monday 10/31 planes have been circling all day to the point where we hear them nearly every 30 seconds to a minute, with little to no breaks of silence throughout the day. Our landlord did not disclose or mention anything about the airport at any point during the application process. We do understand it was fully our responsibility to perform further research to decide if we would be able to accept the noise that would come along with living here. Unfortunately it's too late at this point now that we are locked into a 2 year lease. What, if any, assistance can be provided in terms of abatement/relief so that our new home can feel more livable and peaceful? Are home visits conducted to be able to assess the noise impact and advise accordingly? Thank you for your time and we look forward to your response. Sincerely, Sarah & Josh Sedaghat [redacted]

Nate Morrissey

Federal Aviation Administration

Long Beach Flight Standards District Office
562-283-5647 Direct

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/LGB FSDO is dedicated to quality service, and we continuously seek to improve our services to you. Please provide your feedback with any suggestions improvements. We value your opinion.

from: Sarah Sedaghat <[redacted]>
to: Noiseabatement@torranceca.gov, AirportAdmin@torranceca.gov
cc: Josh Sedaghat <[redacted]>
date: Oct 31, 2022, 4:38 PM
subject: Re: New Torrance residents - help with noise abatement

On Mon, Oct 31, 2022 at 4:38 PM Sarah Sedaghat <[redacted]> wrote:

> Hello:
>
> Following up as we have not heard back on our previous email. Can you please tell us if there has been any recent rerouting, path changes, or other such activity at TOA that might be making the noise worse than usual? We are trying to understand what we can expect living here and what can be done to help us with peaceful enjoyment of our home.
>
> Thank you,
>
> Sarah & Josh Sedaghat
>
> [redacted]
>
> [redacted]
>
> On Thu, Oct 27, 2022 at 6:11 PM Sarah Sedaghat <[redacted]> wrote:
>
> > To Whom it May Concern:
> >
> > We are reaching out for help because we are new residents of Torrance renting a single family home on [redacted] off Sepulveda Blvd. While we were aware of the airport's presence prior to moving in and despite visiting the home several times, we did not realize we were under a path where planes would be flying in circles directly overhead constantly.

We both work 100% from home during the week so planes flying low overhead and in circles all day have been extremely disruptive and concerning. In particular Monday 10/24 and today, Thursday 10/27 planes have been circling all day to the point where we hear them nearly every 30 seconds to a minute, with little to no breaks of silence throughout the day. Our landlord did not disclose or mention anything about the airport at any point during the application process. We do understand it was fully our responsibility to perform further research to decide if we would be able to accept the noise that would come along with living here. Unfortunately it's too late at this point now that we are locked into a 2 year lease.

According to your website, "The mission of the Noise Abatement office is to reduce aircraft noise and improve the Airport's compatibility with the surrounding community, through a reasonable approach of balancing Airport requirements with the Community's needs in order to ensure a livable environment." Given this mission we are asking for any assistance you can provide in terms of abatement/relief so that our new home can feel more livable and peaceful. Do you ever conduct home visits to be able to assess the noise impact and advise accordingly?

Thank you for your time and we look forward to your response.

Sincerely,

Sarah & Josh Sedaghat

[redacted]

[redacted]

Aoki, Denise

Subject: Increase in noise from low flying aircraft from Torrance Airport
Attachments: IMG_0645.JPG

From: Douglas Cunningham <[redacted]>
Sent: Monday, November 7, 2022 3:36 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Increase in noise from low flying aircraft from Torrance Airport

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Dear Mayor and Council Members

I am writing this letter to inform you how intrusive the engine noise has become in the most recent months from the low flying aircraft. The Attachment to this letter shows the repetitive nature of the low flying flights over our neighborhood in the most recent months. Such as on 9/28/22 three fights within 4 minutes (average of one flight every 1.3 minute), on10/7/22 five flights within 22 minutes (average of one flight every 4.4 minutes, and on 10/19 six flights within 25 minutes (average one flight every 4.2 minute). These flights were heard and recorded by me sittings in home office working at my computer and does not represent the total number of flights that flew over our house and neighborhood on those days. I want to share a little of our background living in Torrance within the close proximity of the airport. My wife and me have lived in this home at 4803 Greenmeadows Ave for 55 years, and prior to those 2 years on Madison St. just south of PCH. We are a custom to the aircraft flights and the noise that accompanies them with acceptance and no issues, but this is different because of the low level of the flights and the accompany engine noise. I appreciate any help the Mayor and Council can put forward on this issue.

Douglas Cunningham
[redacted]

	Date/Time	Airport	Type	Callsign	Operator	Registration	Operation	Dist (mi) / Alt (ft)
SENT	October 19, 2022 12:42 (/airnoise_complaints/13002446?user_id=8973)	KTOA	General Aviation	N339SP	Cahill Michael	N339SP	Departure	0.3 / 980
SENT	October 19, 2022 12:34 (/airnoise_complaints/13002394?user_id=8973)	KTOA	General Aviation	N562BA	Aviation Financia...	N562BA	Departure	0.36 / 1160
SENT	October 19, 2022 12:31 (/airnoise_complaints/13002349?user_id=8973)	KTOA	General Aviation	N339SP	Cahill Michael	N339SP	Departure	0.03 / 980
SENT	October 19, 2022 12:23 (/airnoise_complaints/13002281?user_id=8973)	KTOA	General Aviation	N562BA	Aviation Financia...	N562BA	Departure	0.2 / 980
SENT	October 19, 2022 12:19 (/airnoise_complaints/13002250?user_id=8973)	KTOA	General Aviation	N339SP	Cahill Michael	N339SP	Departure	0.15 / 980
SENT	October 19, 2022 12:17 (/airnoise_complaints/13002223?user_id=8973)	KTOA	General Aviation	N65710	Beach Cities Avia...	N65710	Departure	0.25 / 580
SENT	October 07, 2022 12:24 (/airnoise_complaints/12909317?user_id=8973)	KTOA	General Aviation	N546JB	Airplane Factory Inc	N546JB	Departure	0.44 / 1155
SENT	October 07, 2022 12:15 (/airnoise_complaints/12909248?user_id=8973)	KTOA	General Aviation	N863SL	Aviation Financia...	N863SL	Departure	0.23 / 1030
SENT	October 07, 2022 12:05 (/airnoise_complaints/12909165?user_id=8973)	KTOA	General Aviation	N546JB	Airplane Factory Inc	N546JB	Departure	0.39 / 1030
SENT	October 07, 2022 12:04 (/airnoise_complaints/12909178?user_id=8973)	KTOA	General Aviation	N863SL	Aviation Financia...	N863SL	Departure	0.13 / 1105
SENT	October 07, 2022 12:02 (/airnoise_complaints/12909164?user_id=8973)	KTOA	General Aviation	N660SP	Robert Devers Sol...	N660SP	Departure	0.25 / 1030
SENT	September 28, 2022 11:25 (/airnoise_complaints/12843442?user_id=8973)	KTOA	General Aviation	N3307E	Jeffrey &Amp; Wass H...	N3307E	Unknown	0.23 / 1021
SENT	September 28, 2022 11:22 (/airnoise_complaints/12843424?user_id=8973)	KTOA	General Aviation	N63419	Aviation Training...	N63419	Unknown	0.1 / 821
SENT	September 28, 2022 11:21 (/airnoise_complaints/12843419?user_id=8973)	KTOA	General Aviation	N5767G	Airplane Factory Inc	N5767G	Departure	1.12 / 1010

Aoki, Denise

Subject: Nov. 8 Airport agenda item

From: Donnie Tippie <[redacted]>
Sent: Monday, November 7, 2022 5:44 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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The residents of Torrance, including myself, have realized the lack of integrity of the City in dealing with the airport noise.

We have smartened up to your so called "process" in dealing with this issue:

1. You make it as difficult as possible to file a complaint by not accepting Airnoise complaints. Airnoise is simply email, a form of communication which you accept. How can you pick and choose what type of complaints you accept? This would result in thousands of more documented complaints.

2. You do nothing to those who break the current noise rules. It is well documented that repeat offenders have not been banned from flying at TOA.

For goodness sakes you send fly friendly letters, how ridiculous is that?

On top of that you have a council member's son who flies at one of the schools at TOA.

How is the Council going to treat this conflict of interest????

Let me remind you that you represent the residents of Torrance. Not the pilots. Not your son flying at TOA. Not the flight schools who you personally benefit from.

You better start coming up with some material changes to fix the noise issue before the residents don't want to make a compromise and will settle for nothing less than shutting the whole airport down.

Aoki, Denise

Subject: Public Comment - Item 9I

From: Larry Ruben <[redacted]>
Sent: Tuesday, November 8, 2022 3:10 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment - Item 9I

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While I have lived in the City of Torrance for almost 28 years (22 of them in the flight path) I have never seen or had the amount of airplane traffic and noise as over the last 3 years. I would like to address some of the pints in the staff report that will be discussed during the City Council Meeting.

LANDING FEES

The staff report recommends that the Council provide direction on landing fees. That would be a small step in the right direction. It would provide additional revenue for the airport as well as supplementing the General Fund. Plus, it would be a fairer way to spread the costs among all users of the airport. The Council should direct staff to issue an RFP. However, landing fees alone will not resolve the significant noise problem as training schools will pay the fees, pass the costs off to their students, and continue to operate at the airport while conducting repetitive flights in the both the north and south training patterns. It is the duty of our elected officials of the city council to consider other options.

NOISE VIOLATIONS

The staff report states that "Since going live, the City has received 919 noise complaints. Of this number, 'only' 11 were found in violation of the City's Noise Ordinance." This quote significantly understates the problem at hand as it doesn't mention all violations. Casper's Flight History shows that in its first 11 weeks, there have been at least 112 noise violations automatically detected by the City's noise monitors, which is an average of over 10 violations per week. Furthermore, those 112 noise violations are only the ones that flew close enough to a monitor to be detected. The City's noise limits apply anywhere outside the airport boundaries, not just at or near the noise monitors. Casper reports show that 95% of the loudest noise events occur at monitors 1 and 5, to the east and west of the airport. There are large gaps of a half mile on either side of those monitors and pilots can easily fly through them causing violations in residential neighborhoods without being detected by monitors. The City should close the gaps by adding additional monitors to where they will do the most good to the east and west of the airport.

Lastly, the City doesn't follow its own Municipal Code. Section 51.7.3 states that any aircraft or pilot that causes three noise violations within any three-year period shall be presumed to be a noisy aircraft and will be banned from the airport, without a hearing board process, but with an appeal to the Airport Manager. A review of Casper's Flight History indicates that there is a Beechcraft Bonanza with 19 noise violations in the past 3 months. It takes off almost every day. Why hasn't this plane been banned and why doesn't the City follow the procedure required by Municipal Code Section 51.7.3?

History shows that voluntary measures don't work. Ten years ago, without any notice to the public, staff abandoned the City's Code and went to a voluntary approach. It failed and violations spiraled out of control. A review of public records shows that in April, 2012, there were 18 aircraft with violations ranging from 5 to 28 each in the prior three-years. One plane had 28 violations! The City just kept sending fly-friendly letters and took no enforcement action. The Torrance

Airport Association can't guarantee that all pilots will comply with the rules. History shows that voluntary measures don't work. the City should strictly follow its existing code which requires that aircraft and pilots be banned after three violations.

COMPLAINT SYSTEMS

The staff report states the City has received 919 noise complaints. The NoiseLab website states the staff will not process auto-generated complaints. Does the number 919 consist only of complaints filed with NoiseLab or is it all complaints, including those filed by phone, email, and Airnoise? How many complaints have been filed by each of these methods?

AIRPORT OPERATION TOTALS

The staff report includes a chart showing there were 136,652 operations in 2021. This underrepresents the number of current operations. The most current data shows that, in the past 12 months (October 2021 through September, 2022), there were 168,675 operations. Furthermore, the trend is increasing and the airport is on pace to reach 185,000 operations for calendar year 2022. Moreover, 60% of the operations are local training. These current numbers are significantly higher than those reported by staff. They must be taken into account as part of the number of operations.

USE OF MONETARY FINES

Currently, planes and pilots that have multiple violations are sent to City hearing boards for adjudication. This is a lengthy and costly process. Three hearings with guilty verdicts are required before a plane or pilot is banned from the airport. On the other hand, Santa Monica airport uses a system of progressive monetary fines before banning an aircraft. For 2018, Torrance's violation rate was 7 times higher than Santa Monica (4.2 violations per 1000 operations vs 0.6 violations per 1,000 operations). Santa Monica's enforcement method is far better at gaining compliance. The city should look into changing its method of enforcement to monetary fines instead of hearing boards.

TRANSPARENCY

For transparency, the public should be able to see which aircraft are violating City laws and verify they are being held accountable. Every day Casper Flight History's "Top 5 noise events" shows the highest dB readings and the type of aircraft. But it doesn't show the aircraft N-Number so the public can't verify enforcement. N-Numbers are public information. Flight Tracker shows N-Numbers, but Flight History doesn't. For many years, the City of Santa Monica has published N-Numbers of its violators every month. Why doesn't Torrance ask Casper to include the aircraft N-Number in their Top 5 noise events?

It's very frustrating when noise abatement staff refuses to answer simple questions from the public. When responding to complaints, why doesn't staff provide Lmax and SENEL dB levels when requested, instead of making the public file requests under the Public Records Act which takes weeks to get a response?

OVERALL

In order to seriously address the impacts, the City needs to consider the additional options, not just landing fees or flight school moratoriums:

Enforce the no-left-turn law or contract out the control tower
Use stronger language in lease agreements

Better placement of noise monitors
Use of monetary fines
Follow the Municipal Code (TMC Section 51.7.3 - Ban violation-prone aircraft and pilots)
Close the south runway
Close and reopen as a private airport
Ban the sale of leaded fuel

The City needs to know all the options it has. The Council should direct staff to analyze all these options and report back to the Council on their potential to reduce the airport's impacts.

Regards,
Lawrence Ruben

Aoki, Denise

Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9I - AIRPORT NOISE

From: [redacted] <[redacted]>
Sent: Tuesday, November 8, 2022 8:16 AM
To: Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>
Subject: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9I - AIRPORT NOISE

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Dear Torrance City Council Members:

As a California-licensed real estate broker. My primary Listing and Selling area is New Horizons, South Bay.

Because of the airport's increased flights and resulting noise, it is becoming harder and harder to sell properties in New Horizons. I used to be able to tell clients how peaceful and quiet it is there, but that is no longer true. Now, when I show properties, in what should be a peaceful retirement community, I have to wait until the airplanes above have left the vicinity to continue talking to my clients because the noise prevents us from hearing each other. I have lost many a sale in New Horizons due to airport noise. That hurts the Sellers and hurts the Torrance Real Estate business as a whole. Not only does it subvert business, it disturbs the elderly residents of New Horizons. They have no desire to live in what sounds like a war zone!

The effect of the airport noise carries over to non-senior homes, as well. Real estate is valued mostly by supply and demand. And there is no demand for noisy locations. In a suburban setting, noises this loud and frequent are considered unacceptable. I repeat, I have lost sales due to this at New Horizons. I can only imagine how many sales have been lost in other Torrance neighborhoods in the flight path of these menacing planes. I can't tell you how embarrassing it is to say to a client asking questions: "please wait till the plane flies over and then I'll answer your question".

Many times, it is the same plane flying round and round and round. Other times is sounds like a combination of World Wars. Some planes seem to have high performance engines with raw exhaust that sputters like machine gun fire. This is no way to live. This is a small group of people ruining the right of peaceful enjoyment of homeowners. It's just not right!

There are economic influences that affect value, too, and with the current conditions of higher mortgage rates influencing sales prices, I can't define the exact cost the airport has on Torrance home sale prices. However, I can confidently say that the demand for a noisy neighborhood is nonexistent. People want peace and quiet around their homes, retired or not.

Less sales (demand) results in a longer time on the market and lowered prices. And, of course, with lower property values, comes lower property taxes. Lower property taxes hurt our schools and infrastructure. This puts Torrance in a no-win "tailspin".

All this so a small group of individuals can act like children, playing "Ring Around the Rosey" in the sky. There is a nearly endless Pacific Ocean within 2 minutes of the airport by plane. Move the fun and games out there. Why does it have to

be right above our heads sounding like an incoming "strafing run" on the neighborhood. The fish are under water and can't hear. They are better suited for this seemingly endless auditory torture.

Please stop the circling planes, move them to the ocean and reduce the flight noise! Thank you for your anticipated prompt attention to this pressing matter.

Sincerely,

Nick Blaney

Nicholas Blaney, Broker

[redacted]

Aoki, Denise

Subject: Nov. 8 Airport agenda item

From: Donnie Tippie <[redacted]>
Sent: Tuesday, November 8, 2022 1:05 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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Hello,

Can you tell me if Councilmember Mattuci's temporary moratorium on additional flight schools was to benefit the flight school his son is enrolled in with less competition or to benefit those living around the airport? Thank you.

Aoki, Denise

Subject: Item 9I - Solutions to Reduce Noise and Activity at Torrance Airport

From: Jon Dearing <[redacted]>
Sent: Tuesday, November 8, 2022 1:23 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>
Subject: Item 9I - Solutions to Reduce Noise and Activity at Torrance Airport

WARNING: External e-mail
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Dear Mayor and City Councilmembers:

I'm writing regarding Item 9I on tonight's agenda on the increasing noise and flight activity from Torrance Airport. Thank you for advancing consideration of this issue.

I am a homeowner in Southwood Riviera, west of the Torrance Airport, in District 5. I am one of hundreds of residents who are concerned about increased noise and activity from operations at the Airport, as documented in our petition.

While it is helpful to have the noise monitoring system instituted as of this year, this step should only be the beginning of efforts to curb airport noise and to operate the city's airport responsibly on behalf of residential communities that surround the airport on all sides.

As the City Council's review continues, the following considerations should be addressed further:

- **Significant Increase in Flight Activity:** Based on the monthly report of Airfield Operations at Torrance Airport, through September 2022 there have been 139,015 operations so far this year. Through September of 2021, there were 106,992 operations. This represents a **30% increase** in operations just this year. If this trend holds for the remainder of the year, based on 2021's full-year total of 136,652 operations, a 30% increase represents a total of 177,552 operations projected for 2022. This total would far exceed the highest year ever reported in the past 15 years, when there were 153,498 operations in 2008.

  The staff report on today's agenda omits the 2022 year-to-date data which is showing a significant increase in flight activity. Instead, the report frames the situation as a declining trend by decade, going back to the 1990s, before most of us started living here. Advocates of the increased flight activity have provided data going back to the 1960s, before nearly all of us lived here. This is a selective viewpoint that clearly favors the advocates of increased flight activity and the Airport Commission.

  Noise pollution impacts quality of life in the same way as air pollution. Today, we don't ignore strategies that can reduce air pollution just because our air is better than it was in the days of smog alerts from decades ago. In the same way, we shouldn't be ignoring noise pollution because it's

somehow better than levels seen decades ago. We should be comparing it to our most recent decade, and the trend is clearly rising.

- **More Flight Schools Than Any Other Airport:** Currently, there are at least 7 flight schools in operation at Torrance Airport. However, at all surrounding municipal airports in greater LA, there are no more than 3 flight schools in operation. Why should Torrance have more than double the flight schools of anywhere else? How did this happen?

- **Environmental Impacts from Adding Flight Schools:** The City did not study the environmental impacts of increasing the number of flight schools and corresponding flight activity.

- **Lack of Landing Fees:** Currently, Torrance Airport does not assess a landing fee. However, landing fees are charged at other surrounding municipal airports. Additionally, the landing fee amount recommended in the staff report appears lower than the fee amounts charged at other comparable municipal airports. Please do more due diligence on the fee amount to achieve parity with other airports.

- **Questionable Flight Training Activity:** There is evidence of planes departing other airports and arriving at Torrance Airport to conduct touch-and-go training. This is happening on a nearly daily basis as supported by flight logs. Why do we let planes come from surrounding airports to do training runs over our homes?

- **Lack of Oversight and Enforcement by Airport Noise Hearing Board:** The Airport Noise Hearing Board, established pursuant to Torrance Municipal Code 51.7.4, is charged with adjudicating alleged violations of the Torrance Municipal Code related to Airport noise. According to the city's website, the Board has not met since May 2019, which was the only meeting that year. In 2018, there were 5 Board meetings. In 2017, there were 6 Board meetings.

  In light of historical activity, it is very doubtful there have been zero eligible enforcement actions in over 3 years of operations since May 2019. Airport advocates view this as a "win" and they are engaging the FAA directly to steer rules in their favor. Why isn't the City being proactive to protect residents and restore these enforcement mechanisms?

- **Noise Monitoring:** The noise monitoring system was recently reinstalled. However, it is not clear whether there are enough noise monitors to adequately capture all area residents who are impacted by noise activity.

Please continue to address each of these items. Your attention and support is greatly appreciated.

Best regards,

Jon Dearing

From: H T <[redacted]>
Sent: Tuesday, November 8, 2022 10:38 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Councilman Mattucci Needs to Address his Conflict of Interest with his sons pilot training with Sling Airplane at Tonight's Council meeting

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Rick Taylor Newton Street Walteria Torrance.

From: William Tymczyszyn <[redacted]>
Sent: Tuesday, November 8, 2022 10:53 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment - Item 9I November 8, 2002

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Please submit the attached comment on item 9I (Airport Noise System and Landing Fees) for "Supplemental" to tonight's City Council meeting.

Thank you,

Bill Tymczyszyn

Attn: Honorable Mayor and City Council Members and Staff

From: Bill Tymczyszyn
[redacted]
Torrance, CA 90505

Subject: Public Comment
City Council Agenda 11-08-22, Item 9I & Staff Report
Airport Noise and Landing Fees

Torrance Airport is a rare resource, and the City Council doesn't see it. The Council is now considering ways to kill the airport. When landing fees were brought up in April 2020, it was because the city was broke and looking for money. Today, landing fees are back on the table for a different reason – to kill business in "Business Friendly Torrance."

Landing fees are extremely rare for a reason. They drive away revenue producing companies and people. Your Staff Report fails to note that most of the airports mentioned with fees (Oxnard, Camarillo, Santa Barbara & Napa) only charge aircraft over 12,500 lbs., *which excludes all but the jets using Torrance*!

In April 2020, I wrote the City Council saying that I expect the city will replace the current noise monitoring system to satisfy the public. It will be expensive, and unfortunately, will not reduce complaints. An 82 db noise limit or 88 SENEL is very loud, and nearly all aircraft are far quieter. The new noise system has not reduced complaints *because it does not reduce annoyance*.

On September 8th, I gave a presentation to the Airport Commission on work done by the Torrance Airport Association's Noise Abatement Advisory Committee to get to the root of the problem – which is not noise violations or "early left turns." The problem is there is no guidance to pilots on how to fly friendly. Using our own airplanes and those of our flight schools, we have done extensive flight testing at our own expense and found ways to fly the traffic patterns while reducing neighborhood noise up to 50-75%. We have created signs for each runway for the city to post, but they drag their feet and have not taken action yet. These three steps are what must be done, and we are here to help.

1. Post Point-of-Departure noise abatement signs at runway ends. They are the last thing a pilot sees before takeoff.
2. Publish noise abatement rules and requests in the FAA Airport/Facility Directory and in brochures, and online flight planning sources.
3. Visit flight school here and at nearby airports and explain how to fly friendly from each runway. Request they use the north pattern for training whenever possible, where terrain is not rising, and the area beneath is commercial and industrial. Instruct them to keep their traffic patterns close to the airport which avoid residential areas.

Pilots will comply with reasonable noise abatement requests, but they need to be aware of what they are.

Sincerely,

Bill Tymczyszyn
Chairman, Torrance Airport Association Noise Abatement Advisory Committee

From: MD Stefansson <[redacted]>
Sent: Tuesday, November 8, 2022 12:29 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: November 8 - Airport agenda item

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My name is Michael Stefansson and I live in the hillside "Victoria Knolls" area of South Torrance.

We have lived on Delos Drive for over 20 years and have enjoyed our quiet neighborhood. We expect the occasional aircraft in our area and, in the past, we were rarely bothered by them. Unfortunately, over the past 2 years, the quantity of low-flying airplanes and helicopters over our neighborhood has grown exponentially.

Now, each day is a new adventure filled will rattling windows, deafening engine noise, and regular heart-stopping displays of low-flying planes disregarding the homes on the hillside and the fact that they are 300 to 400 feet above sea level. I don't think I should be able to see a pilot's silhouette when they are banking over my house.

The volume of flights over our area caused us to start tracking the aircraft using on-line applications. The results are startling. Most of the planes are performing and repeating "Touch and Go" flights that include a tight left turn immediately after take-off, followed by a low-level flight over the hillside and a sharp low-level left turn back to the airport. (Still over houses on the hillside.)

Many of the planes are based at the Torrance airport and, we assume most are connected with the flight schools based there. We were surprised, however, by the number of planes using Torrance airport as their playground for landings and take-offs, that ultimately fly back to other airports in Southern California.

Why has our Airport become such a nuisance to the citizens of South Torrance?

Is it: Flight Schools?

Great news student pilots! If everyone shortens their flight path by flying a tight circle over the hillside neighborhoods, you can complete ten "touch and go" landings during a one-hour flight lesson instead of five....Oh, and no one in Torrance will do anything about it! Oh boy!

Is it: No Landing fees?
Hey everyone, everything is free in Torrance?
You can land as many times as you like and it won't cost you a penny! Why would you go anywhere else? Hurray for Torrance!

Is it: No Accountability?

Hey Pilots! There are no rules in Torrance…come have some fun! Nobody will do anything to you if you break a few rules. Maybe, once every blue moon, you will get a "warning"…big deal, right?

Please help us, the citizens of Torrance, to get our serene neighborhood back.

- Set flight pattern guidelines for the pilots and especially flight schools and hold them accountable for noncompliance
- Enforce municipal codes on noise
- Enforce the code "no left turn after take-off until reaching the ocean or 1500 feet altitude..."
- Establish landing fees to discourage "outsiders" misuse of our airport

Thank you for your consideration of this feedback,

Michael Stefansson
Torrance Citizen

From: [redacted]
Sent: Tuesday, November 8, 2022 12:50 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment: Noise Abatement Issues and Questions

WARNING: External e-mail
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Honorable Mayor Chen and Torrance City Council Members,

I support the Riviera Homeowners Association letter and its contents dated October 12, 2022, regarding addressing noise abatement issues at the Torrance Airport Zamperini Field (TOA). And below, I would like to add my voice to additional concerns.

I live in the Torrance Heights neighborhood, which is in District 6, represented by Mr. Griffiths. My husband and I have lived in this neighborhood for 32 years. The noise level from airplanes due to takeoffs and landings from TOA has greatly increased over the years, most likely proportional to the number of flight schools that have also increased.

I believe that noise levels from planes departing from TOA are making an early right turn prior to reaching Hawthorne Blvd. that are part of the issue. The pilots are not following standard rate of turns (3 degrees per second), thus elevating the noise levels over the residential Torrance Heights neighborhoods. In addition, many planes are flying under 1,000 feet above our homes. It appears the data from Lab Noise supports most takeoffs are making right turns.

Disruptions:

- Conversations in my house are interrupted.
- Telephone conversations are also impacted.
- TV (over-the-air) volume must be increased.
- Not being able to enjoy sitting in my patio due to the plane noise, disrupting quality of life.
- Plane mufflers are too loud (plane maintenance needs to be enforced).
- Constant droning of planes is unnerving and should be noted by the Airport Noise Monitoring System if flight trackers are placed in correct areas.

Questions

1) What recourse can a Torrance resident take when a plane is not being properly maintained i.e., worn out engine exhaust suppressor (aka muffler) and/or is not following FAA flight track regulations?
2) What safety measures or policies are in place to ensure the residents' safety from planes flying especially in low altitude should an accident occur? Might it make more sense that air traffic be diverted away from residential areas to more industrial/commercial areas?
3) Should there be a review of changing the minimum altitude of a departing plane flying in a residential area, whether making a right or left turn?
4) Are the monitors for the Airport Noise Monitoring System placed correctly in areas to collect data for low flying planes, those with loud mufflers, and all other noise and safety violations?
5) Aside from the recommendation for installing an updated noise abatement system, what other recommendations/data has the Airport Commission provided recently regarding the increasing airplane noise issues?
6) How can we ensure that the negative impacts of airplane noise are appropriately addressed, and that all parties concerned are educated on the regulations/policies/standards/procedures/rules and governing bodies (e.g., FAA, FSDO, Airport Commission, etc.) so we all have a better understanding of the noise abatement process?

Thank you,
Gayle Berry, Torrance Heights 90505

From: Jon Dearing <[redacted]>
Sent: Tuesday, November 8, 2022 12:49 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment for 11/8/2022 - Item #9I - Torrance Airport Noise Abatement

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Dear Councilmembers:

I am a homeowner in Southwood Riviera, west of the Torrance Airport, in District 5. I am one of hundreds of residents who are concerned about increased noise and activity from operations at the Airport.

While it is helpful to have the noise monitoring system instituted as of this year, this step should only be the beginning of efforts to curb airport noise and to operate the city's airport responsibly on behalf of residential communities that surround the airport on all sides.

As the City Council's review continues, the following considerations should be addressed further by the City Council:

- **Significant Increase in Flight Activity:** Based on the monthly report of Airfield Operations at Torrance Airport, through September 2022 there have been 139,015 operations so far this year. Through September of 2021, there were 106,992 operations. This represents a 30% increase in operations just this year. If this trend holds for the remainder of the year, based on 2021's full-year total of 136,652 operations, a 30% increase represents a total of 177,552 operations projected for 2022. This total would far exceed the highest year ever reported in the past 15 years, when there were 153,498 operations in 2008.

The staff report on today's agenda selectively omits the 2022 year-to-date data which is showing a significant increase in flight activity. Instead, the report frames the situation as a declining trend by decade, going back to the 1990s, before most of us started living here. Advocates of the increased flight activity have provided data going back to the 1960s, before nearly all of us lived here. This is an empty comparison with a selective viewpoint, clearly favoring the advocates of increased flight activity and the Airport Commission.

Noise pollution impacts quality of life in the same way as air pollution. Today, we don't ignore strategies that can reduce air pollution just because our air is better than it was in the days of smog alerts from decades ago. In the same way, we shouldn't be ignoring noise pollution because it's somehow better than levels seen decades ago. We should be comparing it to our most recent decade, and the trend is clearly rising.

- **More Flight Schools Than Any Other Airport:** Currently, there are at least 7 flight schools in operation at Torrance Airport. However, at all surrounding municipal airports, there are no more than 3 flight schools in operation. Why should Torrance have more than double the flight schools of anywhere else? How did this happen?

- **Environmental Impacts from Adding Flight Schools:** The City did not study the environmental impacts of increasing the number of flight schools and corresponding flight activity.

- **Lack of Landing Fees:** Currently, Torrance Airport does not assess a landing fee. However, landing fees are charged at other surrounding municipal airports. Additionally, the landing fee in the staff report seems lower than the fee amounts charged at other comparable municipal airports. Please do more due diligence on the fee amount to achieve parity with other airports.

- **Questionable Flight Training Activity:** There is evidence of planes departing other airports and arriving at Torrance Airport to conduct touch-and-go training. This is happening on a nearly daily basis as supported by flight logs. Why do we let planes come from surrounding airports to do training runs over our homes?

- **Lack of Oversight and Enforcement by Airport Noise Hearing Board:** The Airport Noise Hearing Board, established pursuant to Torrance Municipal Code 51.7.4, is charged with adjudicating alleged violations of the Torrance Municipal Code related to Airport noise. According to the city's website, the Board has not met since May 2019, which was the only meeting that year. In 2018, there were 5 Board meetings. In 2017, there were 6 Board meetings.

In light of historical activity, it is very doubtful there have been zero eligible enforcement actions in over 3 years of operations since May 2019. Airport advocates view this as a "win" and they are engaging the FAA directly to steer rules in their favor. Why isn't the City being proactive to protect residents and restore these enforcement mechanisms?

- **Noise Monitoring:** The noise monitoring system was recently reinstalled. However, it is not clear whether there are enough noise monitors to adequately capture all area residents who are impacted by noise activity.

Please continue to address each of these items. Your attention is greatly appreciated.

Best regards,

Jon Dearing

From: [redacted]
Sent: Tuesday, November 8, 2022 12:53 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment

WARNING: External e-mail
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November 8, 2022
RE: Torrance City Council Agenda Item 9I
Dear Mayor and Members of the Torrance City Council,
There are a few technical issues concerning the current Casper Aircraft Noise Monitoring System that should be assessed and improved. I will now briefly describe these issues below.

1) Casper should provide an easily read Tutorial on their NoiseLab Aircraft Tracking website that describes the Casper noise measurement process and how to use their website. The Tutorial should be available as a downloadable PDF document so that the Public can create a copy for quick reference. In addition, the vertical-axis seen on the NoiseLab website noise charts should be labelled with the appropriate descriptive noise level symbols. The Casper Flight-Tracker webpage currently shows the aircraft noise levels in dB(A). Are these readings LAmin, LAeq, LAmax or LApeak? I presume they are LAeq or LAmax noise levels, however which one is it? With this knowledge the Public and the Torrance City Noise Engineers will be able to communicate more clearly since many residents are currently making their own environmental noise measurements for comparison with those made by Casper.

2) An additional Casper Noise Monitor should be installed for better noise coverage to the west of Hawthorne Blvd where westbound aircraft are climbing and frequently turning. A good location might be on the Richardson Middle School grounds to **fill-in the gap** west of Casper Noise Monitors TOA-01 and TOA-07. Casper Noise Monitors TOA-01 and TOA-07 located west of Hawthorne Boulevard are approximately 2,300 ft apart. A typical low-wing aircraft climbing at 600 ft altitude can generate a noise intensity level exceeding 80 dB(A) at ground level directly below the aircraft. A westbound aircraft attempting to avoid the noise monitors can fly halfway between Noise Monitors TOA-01 and TOA-07 which will each record a lower maximum noise level of approximately 74 dB(A) due to the slant range of nearly 1,300 ft which is much greater than the 600 ft altitude. However, a resident directly below the aircraft on an unmonitored property will be subjected to a noise intensity level exceeding 80 dB(A).

I am available to discuss these issues Pro Bono with the City Council and/or the Torrance Noise Office. I'm a resident of Torrance and as an Environmental Noise Consultant I have performed hundreds of environmental noise analyses and studies in Torrance and in neighboring cities in the South Bay.

Thank you,

Dave Brent
Reliant Environmental Acoustics
Torrance, CA

From: Jenna Christensen <[redacted]>
Sent: Tuesday, November 8, 2022 12:55 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Council meeting comment

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I am hereby registering g my concern related to Torrance airport issues such as noice level and lead fuel endangering the residents of the city. I'm addition, I strongly believe that there is no reason for the city not to charge La f'ing fees like so many other cities do and the hand slapping of pilots who break rules is absolutely wrong. There needs to be financial consequences which are heavy enough for these rule breakers to want to stay within the guidelines.
Sincerely,
JENNA CHRISTENSEN
Torrance resident (Seaside)

From: Peter Broen <[redacted]>
Sent: Tuesday, November 8, 2022 1:04 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment

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Attn: Honorable Mayor and City Council Members and Staff
Subject: Public Comment
City Council Agenda 11-08-22, Item 9I & Staff Report
Airport Noise and Landing Fees

The issue of landing fees has risen again. The issue was defeated two years ago because it would cause harm to the businesses and users of the airport without generating much revenue. The issue is different this time. The point of the new effort is to reduce airport traffic by causing harm to businesses and users of the airport.

The Torrance Airport Association Noise Abatement Advisory Committee has worked hard over the last year to develop common sense voluntary noise abatement procedures intended to lower the amount of aircraft noise reaching the surrounding community. These measures involve changes to the noise abatement advice to pilots as well as ways to communicate this advice to both based and transient pilots. This includes such things as

- Revised noise abatement procedures, especially advice for the south pattern (there is currently none)
- Point of departure signs at runway ends to advise pilots
- Noise abatement information in the FAA Airport/Facility Directory and online flight planning resources
- Educational efforts directed to flight schools based at Torrance and surrounding airports

While the TAA has been working with local flight schools, the procedures, runway signs, and Airport/Facility Directory are the responsibility of City staff managing the airport. While our Committee has been working with staff for many months, there have been no results to show.

Before we move to Plan B (fees to reduce traffic), we should implement Plan A. I would suggest that we allow revised noise abatement procedures to be implemented before moving on to other more draconian measures.

Before advancing, this matter should be sent to the Airport Commission for consideration.

Thank you for your consideration.

Peter Broen

President, Torrance Airport Association

From: Donnie Tippie <[redacted]>
Sent: Tuesday, November 8, 2022 1:05 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Nov. 8 Airport agenda item

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Hello,

Can you tell me if Councilmember Mattuci's temporary moratorium on additional flight schools was to benefit the flight school his son is enrolled in with less competition or to benefit those living around the airport? Thank you.

From: [redacted]
Sent: Tuesday, November 8, 2022 1:46 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment - November 8, 2022

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Regarding Agenda Item **9I: City Attorney, Community Development, and General Services – Accept and File Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations Update and Review...**

When does the frequency of flights overhead reach a point that leaves many - if not most - affected residents unhappy? Some answers rely on statistical measurements or legal interpretations. However, based on the conversations I've been having with my neighbors: for the majority of us - without backgrounds in law or statistics - there's simply no escaping the realization over time (especially the last couple of years) that there has been a dramatic increase in air traffic overhead. This pervasive noise regularly wakes you up in the morning... accompanies you throughout your day... and at peak times becomes the kind of constant distraction that you simply cannot put out of your mind and ignore. Whatever the case in the past, here at the end of 2022, it's unusual *not* to be conscious of the maddening drumbeat of airplane engines overhead - not just from time to time, but more often than not, at *all* times. I would hope that our elected representatives on the City Council are able to address this increasingly urgent quality of life issue for my wife, myself... and countless other members of the Torrance community.

Thank you for your consideration,

Michael Lyon

Torrance homeowner

From: Matt Liknaitzky | SPA <[redacted]>
Sent: Tuesday, November 8, 2022 1:54 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Public Comment

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Dear Honorable Councilmembers

Please find out letter related to Nov 2022 Item 9I.

Best

Matt

Sling Pilot Academy
[redacted]
Torrance, CA 90505

[redacted]
www.slingpilotacademy.com



Sling
PILOT ACADEMY

Nov 8th, 2022

Torrance City Council
3031 Torrance Blvd
Torrance, CA 90503

Dear Mayor Chen and Honorable Councilmembers, Copy Torrance Airport

Item 9I, Torrance Airport Operations

We have read the Staff Report for Item 9I on the November 8, 2022 Council Meeting Agenda and would like to make the following comments:

Airport Operations

We agree that airport operations have increased in the recent years but are nowhere near the level of operations in previous decades. Current operations are driven by a severe airline pilot shortage. Most of the operations are pilot training – the pilots being trained are the same pilots that will one day fly the jet airplanes that we take to visit friends and relatives.

The Value of Torrance Airport

Relatively few cities across the USA have airports – and they provide incredible value to the community and the city, including:

- During times of emergency, airports are used for medical transport into and out of the area (like Torrance airport on an almost daily basis)
- In the event of a disaster, an airport is an invaluable resource
- Airports bring business and investment and money into a local area – they put a City on the map
- Airports create jobs for local residents
- Airports allow for flight training, which is listed by the Federal Government as part of the nation's critical infrastructure

What We are Doing to Reduce our Noise Footprint

Sling Pilot Academy cares about our community. We are residents as well as business operators. We do the following to minimize our impact on the community:

- **Quietest Airplanes**
  We have selected with quietest airplanes available for our flight training. Our airplanes never exceed the noise limits imposed by the City. Normally, our airplanes are in the low 60 dBs – which is lower than ambient vehicle traffic noise.
- **More environmentally-friendly**
  Our airplanes use Unleaded automobile gasoline instead of Avgas (aviation fuel, which still contains some lead)

- **Voluntary Noise Abatement Policy**
  We follow a voluntary noise abatement policy which exceed the requirements of the enforceable City of Torrance policy. This includes prioritizing the North Traffic Pattern, and if using the South Traffic Pattern, climbing to an altitude of 1,100' before reducing power and turning to the South (instead of the standard FAA procedure of turning at 800'). We are working on a Letter of Agreement with the FAA Air Traffic Control Tower that would make our modified procedure standard for our company. We enforce our procedures and have dismissed pilots and flight instructors from our organization for not complying with these procedures where possible.
- **Noise Testing**
  We have conducted noise tests to evaluate which procedures result in the lowest impact to the local community. We are constantly improving our procedures to have the least impact. Our most-recent testing concluding that reduced RPM when overflying noise-sensitive areas had the best results, hence our adoption of a procedure that has our pilots levelled off after a climb before overflying noise-sensitive areas.
- **New Technology**
  We are exploring engine modifications, such as exhaust after mufflers, to further reduce our noise levels.
- **Meeting with the Community**
  We have met with members of the community on multiple occasions and shown them our operation and efforts to make the least impact on the community. Almost completely, they have become convinced that our airplanes are not the primary aggravators as it pertains to noise. Older airplanes, and transient airplanes from other airports are more-often flying lower and producing more noise over their neighborhoods.

Sling Pilot Academy, while providing flight training (part of our nation's critical infrastructure) to the next generation of airline pilots, will continue to work on ways to reduce our noise footprint.

Our Value to the Community

Sling Pilot Academy (and The Airplane Factory) offer employment and revenue to the City of Torrance and its residents.

- We employ over 55 people, many from the local area.
- We have won awards from the South Bay Workforce Investment Board, and the US Senate, for our training and placement of local apprentices
- We lease 17 rooms in the local area which provide housing for our Students, many from out-of-state.
- We have over 100 fulltime students and over 200 part time students, many of which come from outside of our state
- Our Students patronize local restaurants and businesses, providing income to Torrance businesses
- We pay Taxes to the City of Torrance for sales, purchases, fuel purchases and land leases

Sling Pilot Academy Gives Back

Sling Pilot Academy regularly holds events to give back to the community:

- We donate our airplanes regularly for Young Eagles flights, introducing teenagers to aviation at no charge
- We donate our airplanes to Women in Aviation events several times per year, introducing young women to the world of aviation
- We hold STEM events several times a year for Torrance School Students who come and fly our simulators and learn how to build airplanes in our airplane build facility.

Our Position on Landing Fees

Sling Pilot Academy is against imposing landing fees.

- Landing fees unfairly discriminate against locally-based flight schools, since itinerant air traffic very seldom pay landing fees imposed since there is no recourse if they don't pay.
- Studies have shown that most itinerant air traffic do not pay landing fees.
- The vast majority of Torrance noise-violators are not locally-based aircraft. Therefore, a 'tax' on local business will do little to stop noise violations.
- Landing fees are an additional tax on businesses in the local area already paying taxes to the City of Torrance.
- Landing fees result in very little income for the City, since collection fees consume the vast majority of the fees collected.

The Solution

The solution to airport noise is education of local and itinerant pilots, the development of procedures that mitigate noise for the community, and the education of the community about aviation and flight operations. We believe that with good education of pilots, and sensible practical procedures, we can maintain an acceptable level of noise for the community, while bringing the massive benefits of an airport to a local City.

Best regards,



Matt Liknaitzky, Jean d'Assonville, Wayne Toddun
Co-CEOs

From: Vickie DiGioia <[redacted]>
Sent: Tuesday, November 8, 2022 2:00 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Flight School Airport Noise

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

Dear Torrance City Council Members,

I have lived in Lomita for 48 years. I accept that living next to an airport there will be noise from planes taking off and landing, but this circling for hours from these flight school planes has become unbearable. The constant noise from the one white airplane is so stressful.

I ask that you revoke the leases to these flight schools, stop all touch-and-go flight training and institute a landing fee to alleviate this problem.

I am concerned about the increase of airplanes and noise to Torrance Airport when the Santa Monica Airport closes in 2025.

Thank you for allowing me to voice my opinion.

Sincerely,
Vickie DiGioia
[redacted]
Lomita, Calif. 90717
Sent from Mail for Windows

From: Monique Tippie <[redacted]>
Sent: Tuesday, November 8, 2022 9:42 AM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Torrance airport

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

I have been following and reading and attend the airport meeting regarding the noise and I leave under the flight path and I have noticed that the city of Torrance have no interest the well-being of the residents and the school (Arnold school). I have been a resident of Torrance for 35 years and the sad part I cannot enjoyed my back yard with the planes flying up and down all day . I would like to know if any of the councils leaves under the flight path.No more flights school.

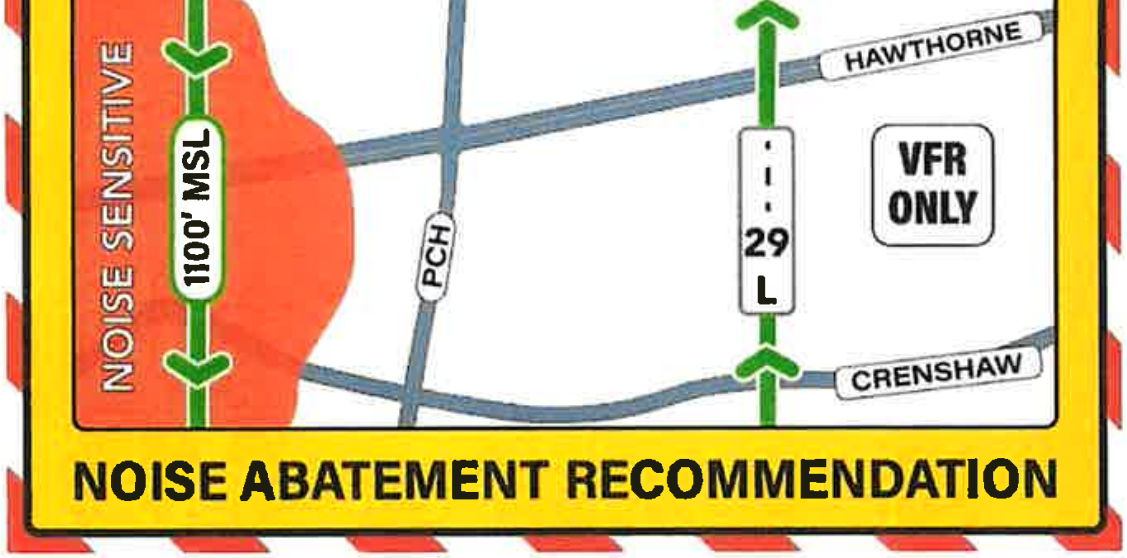
Regards,

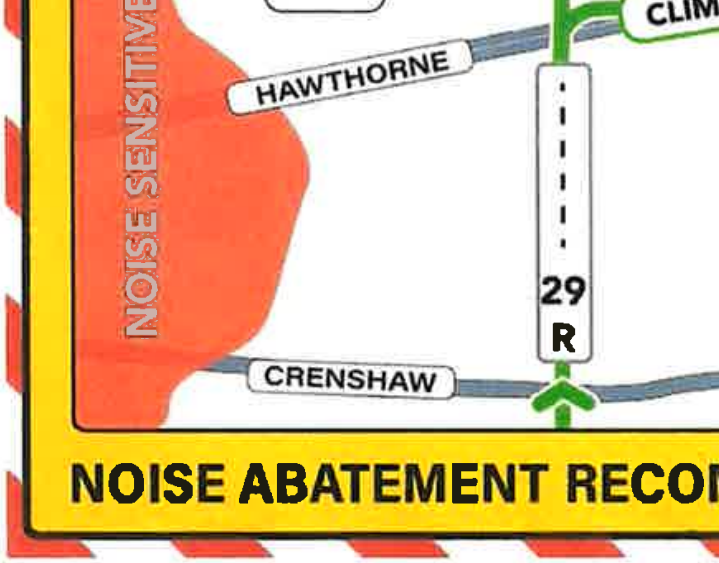
Monique Tippie

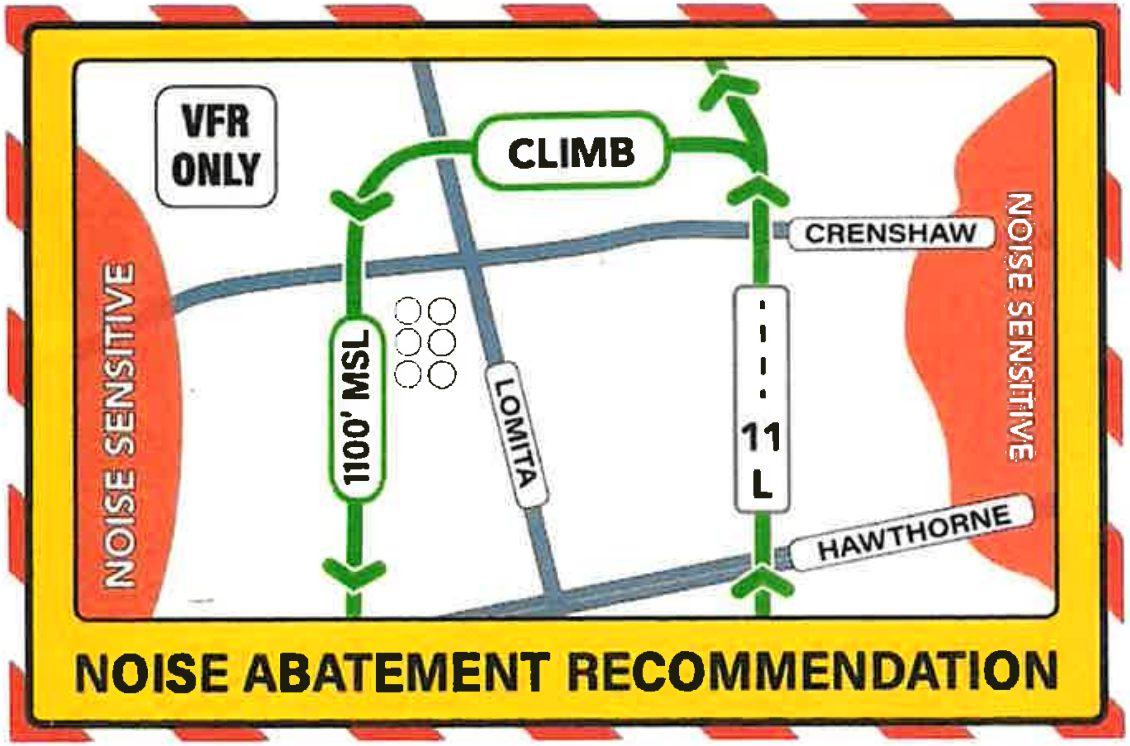

SUGGESTED FOR
NOISE ABATEMENT
VFR ONLY

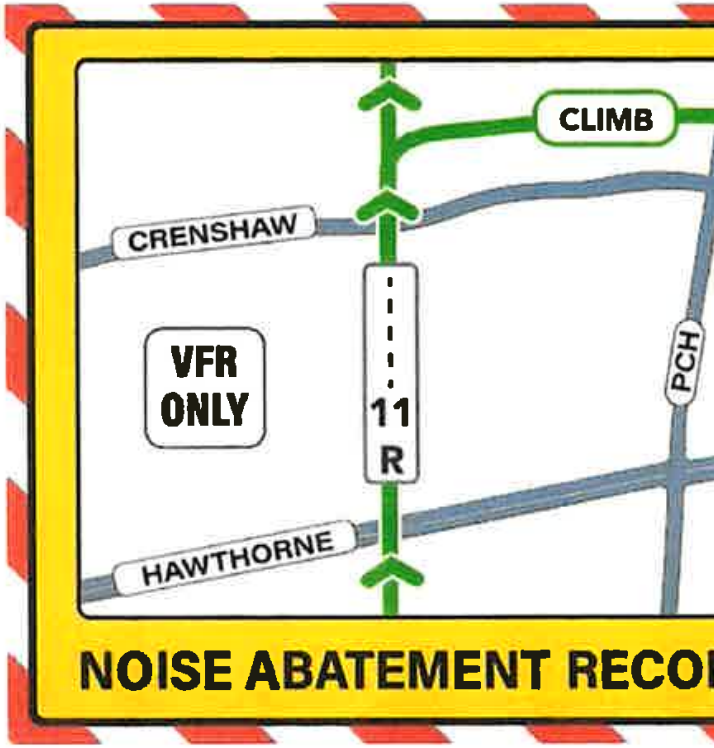

29R


NOTICE
DEPARTURES PROHIBITED
Hours Mon.-Fri.
Hours Sat., Sun., & Holidays
TRAINING HOURS
Hours Mon.-Fri.
Hours Sat.
PROHIBITED SUNDAYS, HOLIDAYS
NOISE ABATEMENT FREQ 122.9


NOISE SENSITIVE
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U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Standards for Airport Sign Systems | **Date:** 12/23/2020 | **AC No:** 150/5340-18G
Initiated by: AAS-100 | **Change:** 1

1 **Purpose.**

This Advisory Circular (AC) change contains the Federal Aviation Administration (FAA) standards for the siting and installation of signs on airport runways and taxiways.

2 **Applicability.**

The Federal Aviation Administration recommends the standards and guidelines in this AC to establish uniform application of airfield signs for runways, taxiways and aprons. This AC does not constitute a regulation, is not mandatory and is not legally binding in its own right. It will not be relied upon as a separate basis by the FAA for affirmative enforcement action or other administrative penalty. Conformity with this AC is voluntary, and nonconformity will not affect rights and obligations under existing statutes and regulations, except for the projects described in subparagraphs 2, 3 and 4 below:

1. The standards and guidelines contained in this AC are practices the FAA recommends to establish an acceptable level of safety, performance and operation for airfield ground navigation.
2. This AC provides one, but not the only, acceptable means of meeting the requirements of 14 CFR. part 139, *Certification of Airports*.
3. Use of these standards and guidelines is mandatory for projects funded under Federal grant assistance programs, including the Airport Improvement Program (AIP). See Grant Assurance #34.
4. This AC is mandatory, as required by regulation, for projects funded by the Passenger Facility Charge program. See PFC Assurance #9.

3 **Principal Changes.**

This AC change contains the following principal changes:

1. Page iii, paragraph 6, Implementation, subparagraph 2 replaced as shown below.
2. Paragraph 1.5.3.3 appended to add four new subparagraphs 1.5.4.1, 1.5.4.2, 1.5.4.3, and 1.5.4.4.
3. Paragraph 1.14.5 revised to correct reference to intersecting taxiway centerline.

1.11.5 Where vehicle service roads enter or intersect an ILS critical area or a POFZ, an ILS holding position sign L-858R, Size 1, Style 4, (see AC 150/5345-44 for additional information about unlighted mandatory instruction signs) should be installed to help vehicle operators maintain their situational awareness when approaching these areas.

1.11.6 Aircraft clearance requirements and jet blast may preclude the use of the signs shown in Figure 1-16 on roadways that are located on the apron or other parts of the air operations area.

1.11.7 Where possible, signs located on the airfield that are intended solely for vehicle operators should conform to the standards in the Federal Highway Administration (FHWA) publication Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. The manual is available at https://mutcd.fhwa.dot.gov. The sign location, size, and installation criteria may have to be varied from the manual so that they do not conflict with the airfield environment (e.g., wing tip clearances). See Figure 1-16, Figure 1-17, Figure 1-18, and Figure 1-19 for vehicle roadway sign dimensions.

1.12 **Information Signs.**

Information signs are signs that are installed on the airside of an airport, other than mandatory instruction signs, taxiway guidance signs (as described in this chapter) and runway distance remaining signs (described in Chapter 2, paragraph 2.2). An information sign has a black inscription on a yellow background, and provides adequate clearance to aircraft. Examples of information signs are: noise abatement procedures, crossing vehicle roadways, or other specialized information. These signs need not be lighted, and the size and message of the inscription is at the discretion of the airport operator; however, they should be retro-reflective and mounted on frangible couplings per paragraph 1.17). In addition, care should be taken to ensure that information signs do not take on the appearance of a taxiway direction or destination sign.

1.12.1 VOR Receiver Checkpoint Sign.

This sign has an overall mounting height of not less than 24 inches (61 cm) and not more than 30 inches (76.2 cm). It is located as nearly as practicable on an extension of the VOR Receiver Checkpoint Marking diameter line and faced perpendicularly to the line-of-sight of the viewer in the circle (see Figure 1-20).

1.12.1.1 The inscription on the sign shows the facility identification, channel, radial selected (published) for the check, and the plotted distance from the antenna (when applicable).

1.12.1.2 The station identification and course numerals are at least 7 inches (17.8 cm) high and the other letters and numerals at least 3 inches (7.6 cm) high.

1.12.1.3 The sign is installed in accordance with the height and distance standards in Table 1-1. An example of this sign is shown in Figure 1-20. (See AC 150/5340-1, *Standards for Airport Markings*, paragraph 37, for more details about the VOR Receiver Checkpoint Markings.)

- The separation between individual sign housings meets the requirements in AC 150/5345-44.

1.14 **Sign Size and Location.**

Signs are to be manufactured and installed in accordance with the current version of AC 150/5345-44.

1.14.1 Sign Size.

Three sizes (heights) of signs are available (see Table 1-1).

1.14.2 Choosing a Sign Size.

When selecting a sign size, take into account factors such as effectiveness, aircraft clearance, jet blast, and snow removal operations. Normally, the larger the sign and the closer it is located to the runway or taxiway edge, the more effective it is. However, aircraft clearance requirements and jet blast effects require smaller signs when located near the pavement edges, while effectiveness requires larger signs when located at further distances. Also, the effects of snow removal operations on the signs should be considered in the choice of sign size and location.

1.14.3 Sign Clearances.

Provide a minimum 12 inches (30 cm) of clearance between the top of the sign and any part of the most critical aircraft using, or expected to use, the airport when the aircraft's wheels are at the defined pavement edge. All signs in an array, e.g., a runway/taxiway holding position sign array consisting of a runway holding position sign and a taxiway location sign, are the same size and same height.

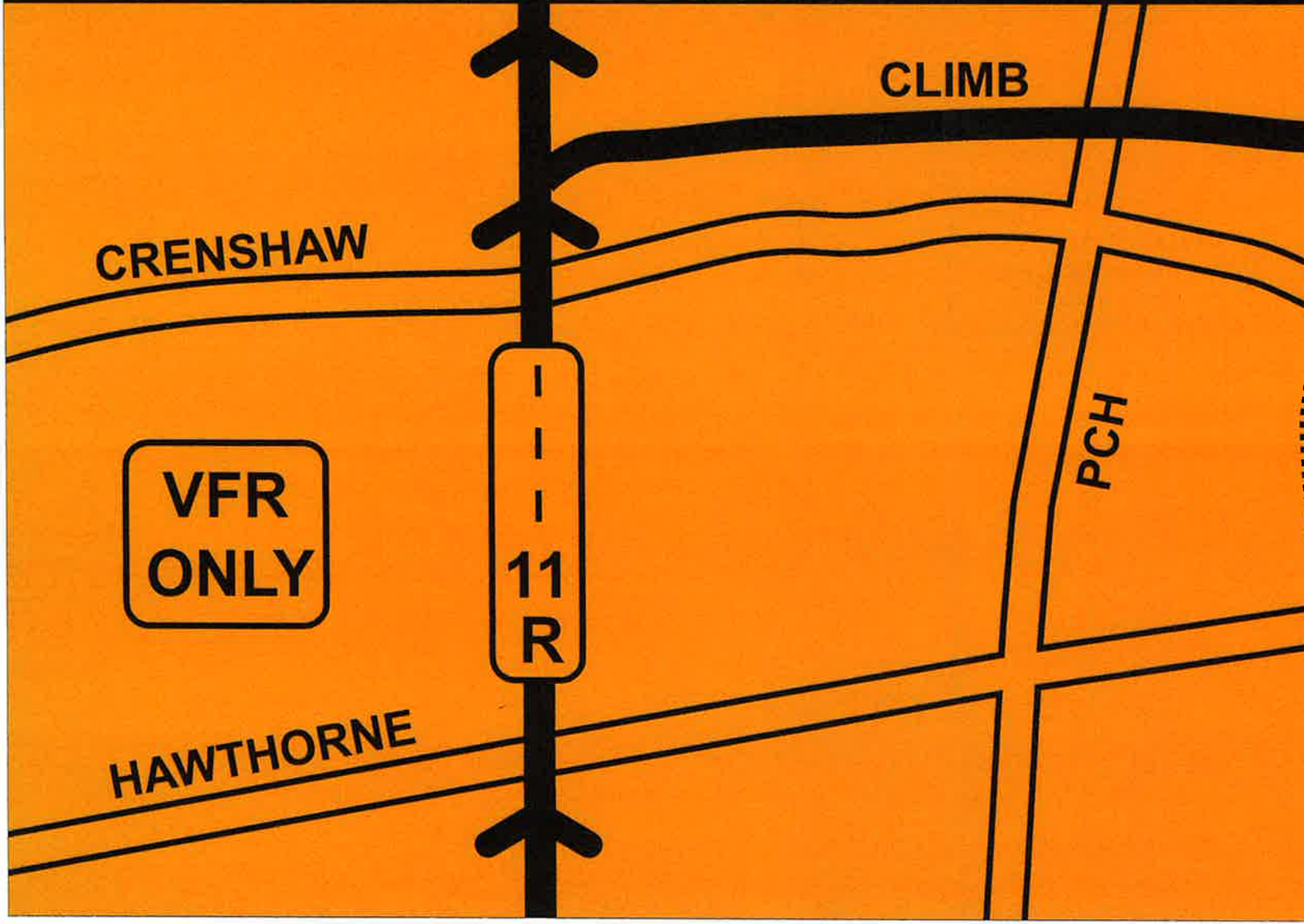
6.3.4

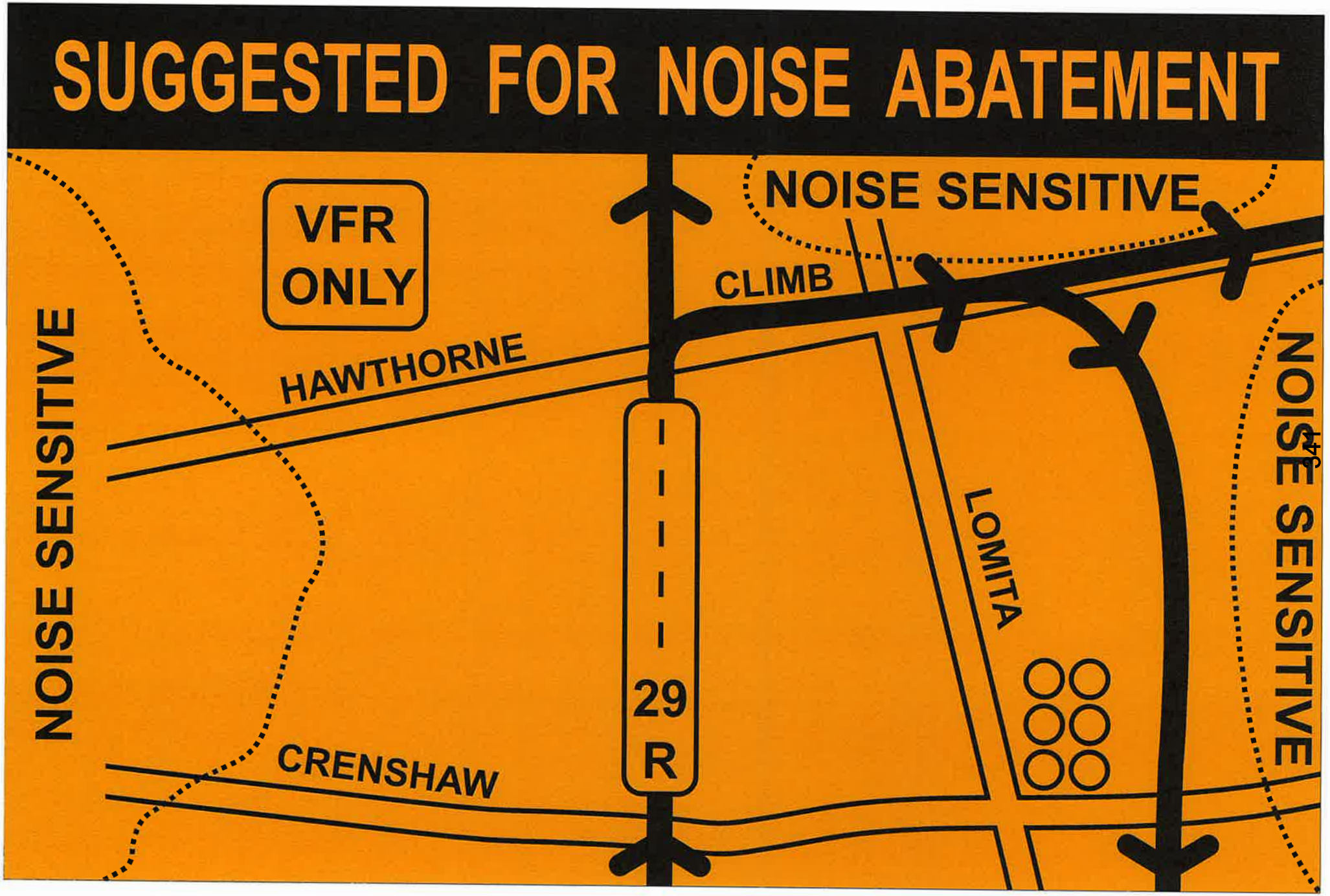
1.14.4 Runway Holding Position Sign Locations.

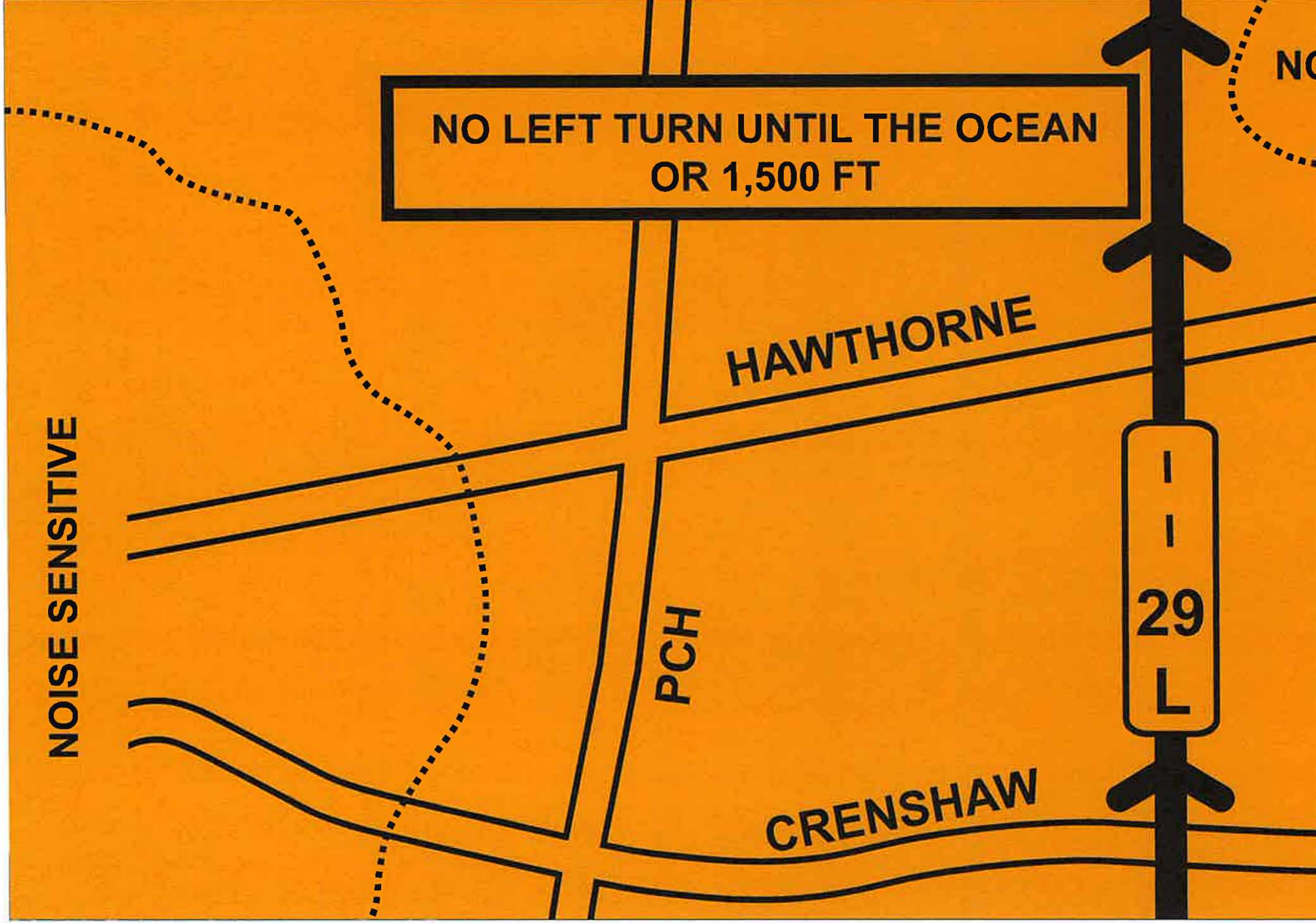
The distances shown in AC 150/5300-13A, paragraph 315a, Runway Holding Position (hold line), and Table 3-5, are used in determining the location of runway holding position signs. Holding position signs are located in-line with the holding position markings; a tolerance of up to 10 feet (3m) farther away from runway centerline than the holding position marking is allowed. Also, use Table 1-1 below to determine the distance of runway signs from the pavement edge.

1.14.5 Taxiway Sign Locations.

The distances used in determining the sign locations at intersecting taxiways are shown in Table 4-1, Item "Taxiway Centerline to Fixed or Movable Object," of AC 150/5300-13A. Use the values for the largest airplane design group serving the airport. For signs installed at holding positions, the signs are in-line with the holding position markings; a tolerance of up to 10 feet (3 m) farther away from the intersecting taxiway centerline is acceptable. Where there is no operational need for taxiway holding position markings (at taxiway/taxiway intersections), the signs may be installed in the area from the taxiway point of tangency to the location where holding position markings would be installed (see AC 150/5300-13 for additional marking location information). However,


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SUGGESTED FOR NOISE ABATEMENT
VFR ONLY
NOISE SENSITIVE
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NOISE SENSITIVE
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NO LEFT TURN UNTIL THE OCEAN
OR 1,500 FT
HAWTHORNE
NOISE SENSITIVE
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CRENSHAW

SUGGESTED FOR NOISE ABATEMENT

Aoki, Denise

Subject: FW: Fight School Traffic Intolerable for Neighborhood!

From: Randy Cilva <[redacted]>
Sent: Wednesday, November 23, 2022 12:10 PM
To: Airport Commission <AirportCommission@TorranceCA.gov>
Cc: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; [redacted]
Subject: Fight School Traffic Intolerable for Neighborhood!

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To the Torrance airport commission,

The flight schools are becoming more and more aggressive. November 19 was the worst yet. The drone of flight schools was constant for the last 31/2 hours. Monday through Saturday non-holidays my neighborhood sees an aircraft an average of every 100 seconds. That 100 seconds is an average. Sometimes it's 3 a minute and sometimes it's silent for all of 5 minutes. Not tonight.

Think about this, if my sisters, nieces and nephews visit we can not sit outdoors. Conversation is impossible. That's unconscionable .

This keeps going through my mind. Why is this OK? Why is it OK for flight schools to terrorize all the neighborhoods surrounding the airport of both Torrance and Lomita? Thousands remain indoors so that a dozen can learn to fly. I ask again, why is this OK?

Another thought is the droning we constantly hear is the sound of our property values tanking. I'm not sure a home could be sold in this environment. When the values fall in these neighborhoods they fall in the surrounding neighborhoods also .

Again, why is this OK? How is this OK? What can be done to make this neighborhood what it was only a few months ago? Why did things change? It was sudden and now it's constant.

The flight schools DO NOT CARE about the ruination of the neighborhoods we all had just a short time ago. THEY DON'T CARE. The flight schools want only money and the students only want their pilot license. They work here or learn here. They DON'T LIVE here. THEY DON'T CARE!!

I heard a man at the November 8th Torrance city council meeting say that the noise we all now hear is like December 7th at Pearl harbor. I will not denigrate the heroes that actually lived through that, but I concur on his meaning. To paraphrase FDR, whoever and whenever this was approved is a day that should live in infamy.

Why is this OK? How is this OK? How long will we have to listen to this so that a dozen can learn to fly? What can be done to end this?

I would invite you to sit on my porch for an hour Monday through Saturday non holiday after 10:00 am to see and hear what all my neighbors see and hear 10 hours a day just so a dozen can learn to fly. Only so a dozen can learn to fly.

Best regards,

Randy

Randy Cilva
[redacted]

My neighbors who are also outraged by this:

Mike Nichols
Cindy and Mike Ramage

Aoki, Denise

Subject: FW: Fight School Traffic

-----Original Message-----
From: Cindy Ramage <[redacted]>
Sent: Wednesday, November 23, 2022 12:36 PM
To: Airport Commission <AirportCommission@TorranceCA.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Fight School Traffic

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Good afternoon,

I'm sitting in my kitchen and all I hear is plane after plane. It's loud and very annoying. Please make a decision to stop these flight schools, it's not worth so many of us being stressed out with this constant noise.

I've live in our home for 20+ years and worked at South End Racquet and Heath club in the late 80's and it was never like this. It's nice Torrance has a small airport for residents to fly their planes as my husbands father did for many years. BUT these planes over our heads every few minute is just too much.

Please please do something quickly.

Cindy Ramage

Sent from my 👀📱

Aoki, Denise

Subject: FW: Aircraft Noise Complaint - November 28, 2022
Attachments: PXL_20221129_185056487.jpg

From: Mary Cilva <[redacted]>
Sent: Tuesday, November 29, 2022 12:30 PM
To: Noise Abatement <NoiseAbatement@TorranceCA.gov>; Airport Commission <AirportCommission@TorranceCA.gov>
Subject: Aircraft Noise Complaint - November 28, 2022

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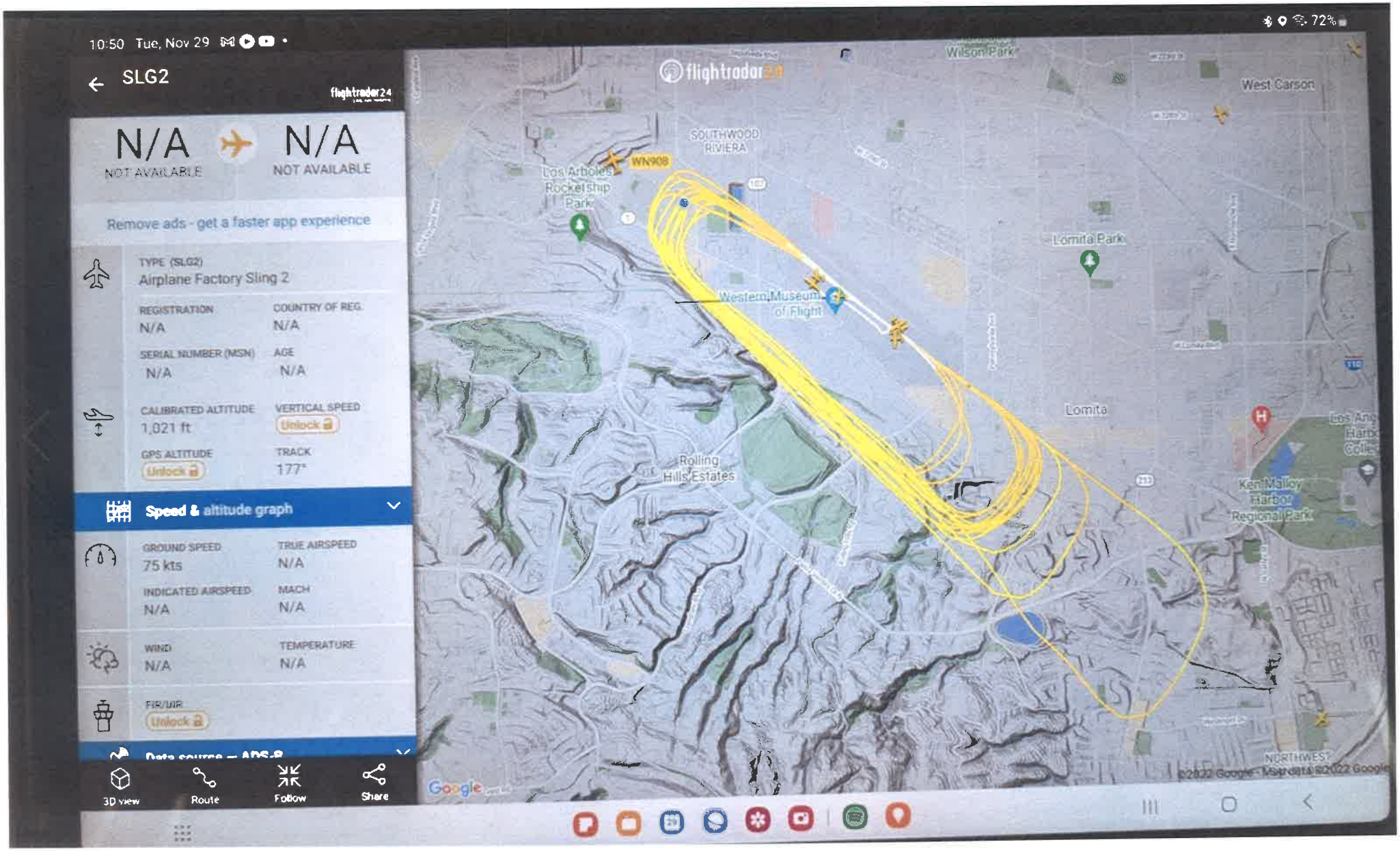
On Monday, November 28, I tracked this one aircraft that was obviously doing touch and go's at TOA. You can see from the screen shot below that one plane was generating too much noise pollution and air pollution. And it was turning right over my neighborhood (also making multiple illegal left turns). And this was just one plane. There are several more that do the same thing for 10 hours a day. I cannot carry on a conversation with my husband inside my house with all the doors and windows closed much less enjoy my outdoor patio.

This is unacceptable!

We have peacefully coexisted with the Torrance Airport for 27 years. Now I cannot even consider selling my home and moving away from this cacophony, health hazard and menace. My property is very quickly being devalued because of the onslaught from the flight schools.

Ground TOA Flight Schools!

Mary Cilva
[redacted]


10:50 Tue, Nov 29
SLG2
flightradar24
N/A
NOT AVAILABLE
N/A
NOT AVAILABLE
Remove ads - get a faster app experience
TYPE (SLG2)
Airplane Factory Sling 2
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GPS ALTITUDE
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WIND
N/A
TEMPERATURE
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FIR/UIR
Unlock
3D view
Route
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Share
flightradar24
Wilson Park
West Carson
SOUTHWOOD RIVIERA
WN908
Los Arboles Rocket Ship Park
Lomita Park
Western Museum of Flight
Lomita
Rolling Hills Estates
Ken Malloy Harbor Regional Park
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Aoki, Denise

Subject: FW: Torrance Airport No Left Turn Law

From: Sue LaVaccare <[redacted]>
Sent: Thursday, December 1, 2022 12:01 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Torrance Airport No Left Turn Law

WARNING: External e-mail
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Dear Members of the Torrance City Council,

Thank you for taking up the issue of the No Left Turn Law (Torrance Municipal Code Section 51.2.3.e) during the November, 2022 Torrance City Council meeting. It is a good step in the right direction that the staff will resume enforcing the City's no-left-turn law (TMC 51.2.3e), effective today, December 1, 2022. The CDD Director, Michelle Ramirez, said that the City would enforce the rule only for departing, non-training planes, and not enforce the No Left Turn Law for training operations.

Please direct staff to include training operations in the enforcement of the No Left Turn Law starting today, December 1, 2022. This includes the City asking the FAA control tower to not approve pilot requests to train in the south pattern.

The Torrance Municipal Code has no language that supports staff's position of now choosing to only enforce the No Left Turn Law for Non Training flights. Section 51.2.3e uses the term "aircraft." It is clear and unambiguous. **It makes no distinction** for an aircraft that is training. It states nothing about where the aircraft is going or what it is doing.

The only definition of "take off" is in Section 46.8.3 which states "take-off shall mean the flight of an aircraft departing Torrance Airport from the time it commences on its departure on the runway."

Section 51.5.1 states "a touch and go operation shall mean an action by an aircraft consisting of a landing and departure on a runway without stopping or exiting the runway."

As shown at the bottom of a former noise abatement pamphlet published by the City (shown below), the City has interpreted Section 51.2.3e to apply to training in the past and the Code has not changed. Under the heading TRAINING, *"When taking off to the west, no turn allowed prior to shore or 1,500' altitude."* Clearly, the law applies to aircraft doing training as well as departures.

Training operations are the majority of flights at Torrance Airport and the primary cause of problems in our neighborhoods. *Unless the no-left-turn law is enforced for training flights, it will not mitigate the main problem.*

I ask that you instruct the City Staff and all pilots to obey the No Left Turn Law for EVERY SINGLE FLIGHT.

Pilot school training flights bring great risk, since regular people with no experience operating an airplane are piloting the planes. Sadly, the Torrance community experienced another tragedy just yesterday at Torrance Airport when a plane crashed and both people on board died in the crash. It is reported that it was a training flight. The plane flew 4 loops in the same route before crashing. If that training flight was illegally flying over the highly dense hillside residential area and crashed, imagine the greater level of tragedy the Torrance

community would have experienced. How many school students, elderly people & working families would have been killed or injured? It is just a matter of time that this will happen if the City does not enforce the No Left Turn Law (Torrance Municipal Code Section 51.2.3.e) for ALL flights. This law has been in the Torrance Municipal Code for over 60 years.

As you know, there was also a Torrance Airport training flight that crashed into a nearby warehouse in 2019 and killed the person on board. The FAA investigation verified that a regular person who was taking flight lessons was piloting that plane. There is a No Left Turn Law in Torrance for a good reason and **has been enforced for over 60 years**. Why stop enforcing it now?

The number of flight training schools using the airport is growing. Every time an aircraft does a "touch and go" to the west from the left runway (29L), it turns left under 1500 feet and violates the City's ordinance. There are thousands of violations annually. In fact, there are many more "early left turns" than any other type of airport noise violation. The noise impact on residents is significant, especially on the southwest side of the airport consisting of noise sensitive residential areas, including Region 3, the most noise sensitive of the City's four Noise Regions outlined in Torrance Municipal Code Section 46.7.2.

In addition, there are proven air pollution & lead poisoning negative health impacts of airplane flights, which are VERY serious issues facing our community because of the lack of enforcement of the No Early Left Turn Law.

If you are standing in the airport and just look to the south where the left turns take place, you can see an elevated hillside densely populated with homes and schools. If you look north, you see flat land (lower elevation) and warehouses and businesses.

Finally, the city staff does not follow Section 51.7.3 of the Code, which provides for an automatic ban of any "aircraft" with three or more noise violations. This Section states it is separate and apart from any Hearing Board process for the "operator" of the aircraft. Please direct staff to resume following this Code provision and enforcing Section 51.7.3 of the Code.

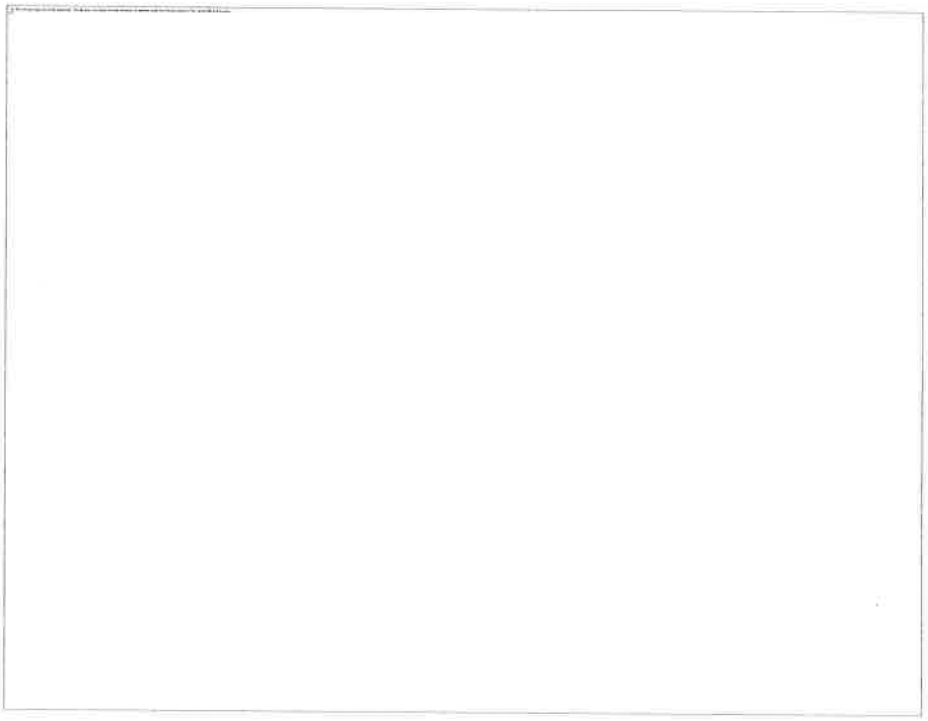
Why do the elected representatives and city staff want to put the lives of hard working residents and school children at risk? What is the benefit to you and the city to allow a few pilots and training schools (for profit businesses) to consistently break the No Left Turn Law? It causes daily negative impacts on the safety, health and well-being of thousands of residents and students.

Unless the City resumes FULL enforcement, the problem is going to get worse. The City should not have stopped the enforcement of a 60+ year old law. This issue has languished far too long. Please resume the full enforcement of the City's No early left turn law now.

Thank you for representing the best interest of the residence, homeowners and students of Torrance by fully enforcing this law.

NOISE ABATEMENT PAMPHLET

PUBLISHED BY TORRANCE NOISE ABATEMENT OFFICE (IN EFFECT AS OF SEPTEMBER 1, 2017)



Cordially,

Sue LaVaccare
Torrance, CA 90505

Aoki, Denise

Subject: FW: UPCOMING MEETING OF TRANSPORTATION COMMITTEE ON AIRPORT IMPACTS
Attachments: Noise Violation Totals Week15.pdf

From: Richard Root <[redacted]>
Sent: Monday, December 5, 2022 10:13 AM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>
Cc: Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>
Subject: UPCOMING MEETING OF TRANSPORTATION COMMITTEE ON AIRPORT IMPACTS

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Honorable Members of the Transportation Committee:

Soon, the Transportation Committee will be considering airport environmental impacts. This issue has been before the Council several times, but there is still a lack of transparency and basic information needed to make the best decisions. For example, it would be helpful to have answers to the following questions.

1) How many noise violations are there? At the November 8 Council meeting, staff stated there were 5 noise violations since the new Casper system began operating on August 15. Pilots claim noise violations average only 2 per week. But Casper's Flight History shows there were 153 noise violations (see the attached list) in the first 15 weeks, or an average of over 10 per week. Moreover, this number does not include violations of the City's SENEL noise limit since those numbers have not been made public. What is the correct total number of all noise violations, including SENEL violations? Also, how many violations have been detected on each monitor? This information is needed to evaluate the effectiveness of monitor locations.

2) Why doesn't staff follow Municipal Code Section 51.7.3 - EXCLUSION OF VIOLATION-PRONE AIRCRAFT? This provision requires staff to ban an aircraft after the third noise violation. However, Casper data shows one plane (N260EA) has committed at least 14 violations as of November 30 and Flight Tracker shows it may have committed as many as 25 violations. Yet it hasn't been banned. In the past, staff sent aircraft with multiple violations to a Hearing Board, but that is not the proper procedure. That Section of the Code is clearly intended determine the guilt or innocence of a "person" not an "aircraft." Section 51.7.3 is the process for handling "aircraft" violations. Why isn't it being followed? I've asked the staff this question but could not get an answer.

3) How many early-left-turns are there? How many are departures and how many are for training? Casper's system tracks early-left-turns and reports them to staff, but the information is not made available to the public. Historically, the City considered all aircraft taking-off to the west and turning left under 1500 feet (before reaching the ocean) to be violations. Now, staff says only departures that leave the area are violations, not training. What is the magnitude of this problem? How many early-left-turns are being done while training in the south pattern? Also, the Code does not make any distinction between departures and training. Both are take-offs to the west. When, how, and on what basis did staff change City policy? Was any notice of the change given to the public?

4) Does the City follow the California Environmental Quality Act (CEQA) when granting permits to flight training schools? CEQA requires the City to consider environmental impacts before approving leases and permits. Did the City follow the required process? When were the permits approved? Who approved them? Were environmental findings made? Was the process documented? If the CEQA process was not followed, why not? Also, when do the current leases and permits expire? What is the process for renewal? Does the City have a legal right to deny a permit to a flight training school based on negative environmental impacts?

5) How many complaints has the City received in total? How many from each source, including NoiseLab, email, telephone, and Airnoise? At the November 8 meeting of the Council staff stated the City had received 782 complaints on NoiseLab. But they did not state the number of complaints from the other sources. Airnoise publishes data on its website and it currently shows it handled over 4500 complaints to the airport in the past 30 days. What is the total number of complaints received by the City from all sources? Also, the NoiseLab website now states that City staff will not process complaints filed through Airnoise. Why are those complaints being excluded?

I hope you will ask staff to provide your Committee and the public with answers to these questions in connection with your upcoming meeting.

Respectfully,
Richard Root
Resident, Hollywood Riviera
Chair, LA Area Helicopter Noise Coalition

AIRCRAFT NOISE VIOLATIONS SINCE START OF CASPER SYSTEM (15 weeks)
Operations detected by monitors in excess of 82 dB LAmax
Data from Casper Flight History

DATE	DAY	TYPE	RUNWAY	LAmax dB
Week 1----------				
8/15	MON	SLG2	29R	83.3
8/16	TUES	EC35	29R	83.3
8/18	THURS	C172	29R	86.8
		UNK	29L	84.3
8/20	SAT	TBM9	11R	85.4
		EC45	29R	83.6
		UNK	11L	82.8
				Week 1 Sub-Total 7
Week 2----------				
8/22	MON	PO6T	29R	84.3
8/23	TUES	T210	29R	82.4
8/24	WED	C182	11L	85.1
		Y18A	11L	84.1
		BE55	11L	84
8/25	THURS	UNK	29L	87
		BE76	29L	85.4
		SLG2	29R	84
		C172	29R	82.5
				Week 2 Sub-Total 9
Week 3----------				
8/28	SUN	C172	29L	82.8
8/29	MON	CL35 (Jet)	29R	84.4
		BE36 **(N260EA)**	29R	84.4
8/30	TUES	UNK	29R	83.8
		BE36 **(N260EA)**	29R	83.1
8/31	WED	BE36 **(N260EA)**	29R	82.5
		SLG2	29R	82.8
9/1	THURS	SLG2	11L	83.4
		SLG2	29L	83
9/2	FRI	C182	29R	84.4
		C182	29R	84.3
		C182	29R	84.1
		SLG2	11R	82.9
		J5A	11L	82.6
9/3	SAT	UNK	29R	83.4
		RV6	29L	83.3
				Week 3 Sub-Total 16

DATE	DAY	TYPE	RUNWAY	LAmax dB
Week 4----------				
9/5	MON	BE55	11L	82.1
9/7	WED	BE36 **(N260EA)**	29R	84.3
9/8	THURS	UNK	29R	86.8
		SLG2	29R	85.7
		C25A (Jet)	29R	85.6
		C172	11L	83.3
		SR22	29R	83.2
9/9	FRI	BE36 **(N260EA)**	29R	83.4
9/10	SAT	EC35	29R	82.8
				Week 4 Sub-Total 9
Week 5----------				
9/11	SUN	C550 (Jet)	29R	83.1
9/12	MON	C182	29R	82.9
9/13	TUES	PA28	11L	82.1
9/14	WED	C337	29R	89.9
		UNK	11L	85.2
		SLG2	29R	83
9/15	THURS	UNK	29L	85.9
		EC35	29R	84.3
		R66	11R	83.9
		PO6T	29R	83
9/17	SAT	BE55	11L	87.6
				Week 5 Sub-Total 11
Week 6----------				
9/18	SUN	UNK	29R	82.5
9/19	MON	BE35	29R	83.2
9/21	WED	C152	29R	84.1
9/22	THURS	UNK	29R	84.7
		C210	29L	83.2
		UNK	29L	82.3
9/24	SAT	C172	29L	92.1
		SR20	29L	82.5
				Week 6 Sub-Total 8
Week 7----------				
9/26	MON	EC35	29R	83.2
		SLG2	29R	83.2
		SR20	29L	82.3
9/27	TUES	EC35	29R	83.8
9/28	WED	R22	29R	82.4
9/29	THURSDAY	C172	29R	83.8
9/30	FRI	SR22	11L	83
		C421	11L	82.6
		C152	29R	82.1
				Week 7 Sub-Total 9

DATE	DAY	TYPE	RUNWAY	LAmax dB
Week 8----------				
10/4	TUES	C56X (Jet)	29R	82.3
10/5	WED	EC35	29R	83.9
		SLG2	29R	83
				Week 8 Sub-Total 3
Week 9----------				
10/12	WED	BE36 **(N260EA)**	29R	84.3
10/13	THURS	T6	29R	82.1
10/15	SAT	EC35	29R	83.5
		(FAA Restricted flights during President's visit)		Week 9 Sub-Total 3
Week 10----------				
10/17	MON	CL30 (Jet)	29R	85
		BE36 **(N260EA)**	29R	82.6
10/18	TUES	EC35	29R	84.5
10/19	WED	SLG4	29L	87.6
		CL30 (Jet)	29R	83.8
10/20	THURSDAY	C172	29L	83.4
		C172	29L	83.2
		C56X (Jet)	29R	82.3
10/21	FRI	C182	11L	84.3
		SR22	29R	82.7
		UNK	11L	82.5
10/22	SAT	Y18A	11L	86.7
		P28A	11L	85.1
		C172	11R	84.6
		P28A	11L	84.4
		P28A	11L	84
		P28A	11L	83.2
				Week 10 Sub-Total 17
Week 11----------				
10/23	SUN	UNK	11L	83.3
		UNK	29L	82.9
10/24	MON	BE36 **(N260EA)**	29R	84.7
		UNK	29R	83
		D6SL	29R	82.1
10/25	TUES	C182	29R	86.5
		C182	29R	86.2
		C182	29R	82.8
10/26	WED	SLG2	29L	87.9
		BE36 **(N260EA)**	29R	85.6
		SLG2	29L	84
10/27	THURS	BE36 **(N260EA)**	29R	83.8
		BE55	29R	82.5
10/28	FRI	C172	29R	86.9
		B412	29R	82.5

DATE	DAY	TYPE	RUNWAY	LAmax dB
10/29	SAT	UNK	29R	88.6
		EC35	29R	85
		PA32	29R	84.9
		UNK	29L	82.4
		BE35	29R	82.4
				Week 11 Sub-Total 20
Week 12----------				
10/31	MON	C421 (Jet)	29R	82.3
11/2	WED	UNK	29R	84.3
		PRMI	29R	82.1
11/3	THURS	C150	29R	83.3
		R44	29L	82.5
11/4	FRI	SLG2	29L	85.2
		BE55	29R	83.7
11/5	SAT	BD4	29R	83.8
		SR22	29R	83
		SR22	29R	82.4
				Week 12 Sub-Total 10
Week 13----------				
11/6	SUN	C177	29R	82.6
		UNK	29R	82.5
11/8	TUES	AS50	11R	83.4
11/9	WED	BE36 **(N260EA)**	29R	83.6
		EC35	29R	83
		UNK	29R	82.1
11/10	THURS	BE36	29R	84.3
		SLG2	29L	83.9
		AC68	29L	83.8
		AT6G	29R	83.5
		C182	29R	83.4
11/11	FRI	BE36 **(N260EA)**	29R	84.5
11/12	SAT	C152	29R	86.8
				Week 13 Sub-Total 13
Week 14----------				
11/13	SUN	BE36	29R	82.7
		CL30	29R	82.7
11/14	MON	UNK	29L	82.9
		UNK	29R	82.2
11/15	TUES	EC35	29R	83.2
		UNK	29L	82.9
11/16	WED	UNK	29R	84.9
				Week 14 Sub-Total 7

DATE	DAY	TYPE	RUNWAY	LAmax dB
Week 15----------				
11/21	MON	SLG2	29L	84.7
		UNK	29R	83.8
		AC68	29L	82.1
11/22	TUES	C182	29R	84
		SR22	29R	82.4
11/23	WED	H60	29R	88.4
		SLG4	29L	84.3
		BE55	29R	83.5
		C182	29L	82.7
11/25	FRI	C172	29R	82.1
11/26	SAT	P28A	29R	82
				Week 15 Sub-Total 11

SUMMARY: 153 TOTAL VIOLATIONS IN 15 WEEKS
AVG VIOLATIONS PER WEEK 10.2

Comments:

1. Numbers do not include violations of City's SENEL noise limit.
2. Numbers do not include violations not detected by monitors (which are spaced ½ mile apart). Placing monitors in the gaps between monitors on the east and west sides of the airport would significantly increase the number of violations detected by monitors.
3. N260EA has at least 14 violations as of 11/30. Why hasn't this plane been banned after the third violation under TMC 51.7.3 EXCLUSION OF VIOLATION-PRONE AIRCRAFT?

Aoki, Denise

Subject: FW: Flight School Constant Noise - 12/5/22
Attachments: image001.png

From: Mary Cilva <[redacted]>
Sent: Monday, December 5, 2022 1:45 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Duncan, Nora <NDuncan@TorranceCA.gov>
Subject: Re: Flight School Constant Noise - 12/5/22

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Thank you. I plan on being there.

Mary

On Mon, Dec 5, 2022, 1:40 PM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

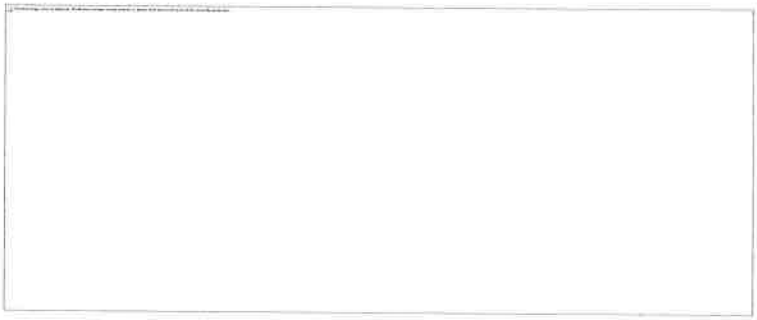
Good Afternoon Ms. Cilva ~

Please know that a Transportation Committee meeting has been scheduled for December 14, 2022, at 5:30 pm, in the City Council Chambers to discuss the Torrance Airport. This meeting is open to the public. Should you have any 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



From: Mary Cilva <[redacted]>
Sent: Monday, December 5, 2022 11:29 AM
To: Noise Abatement <NoiseAbatement@TorranceCA.gov>; Airport Commission <AirportCommission@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>

Cc: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Flight School Constant Noise - 12/5/22

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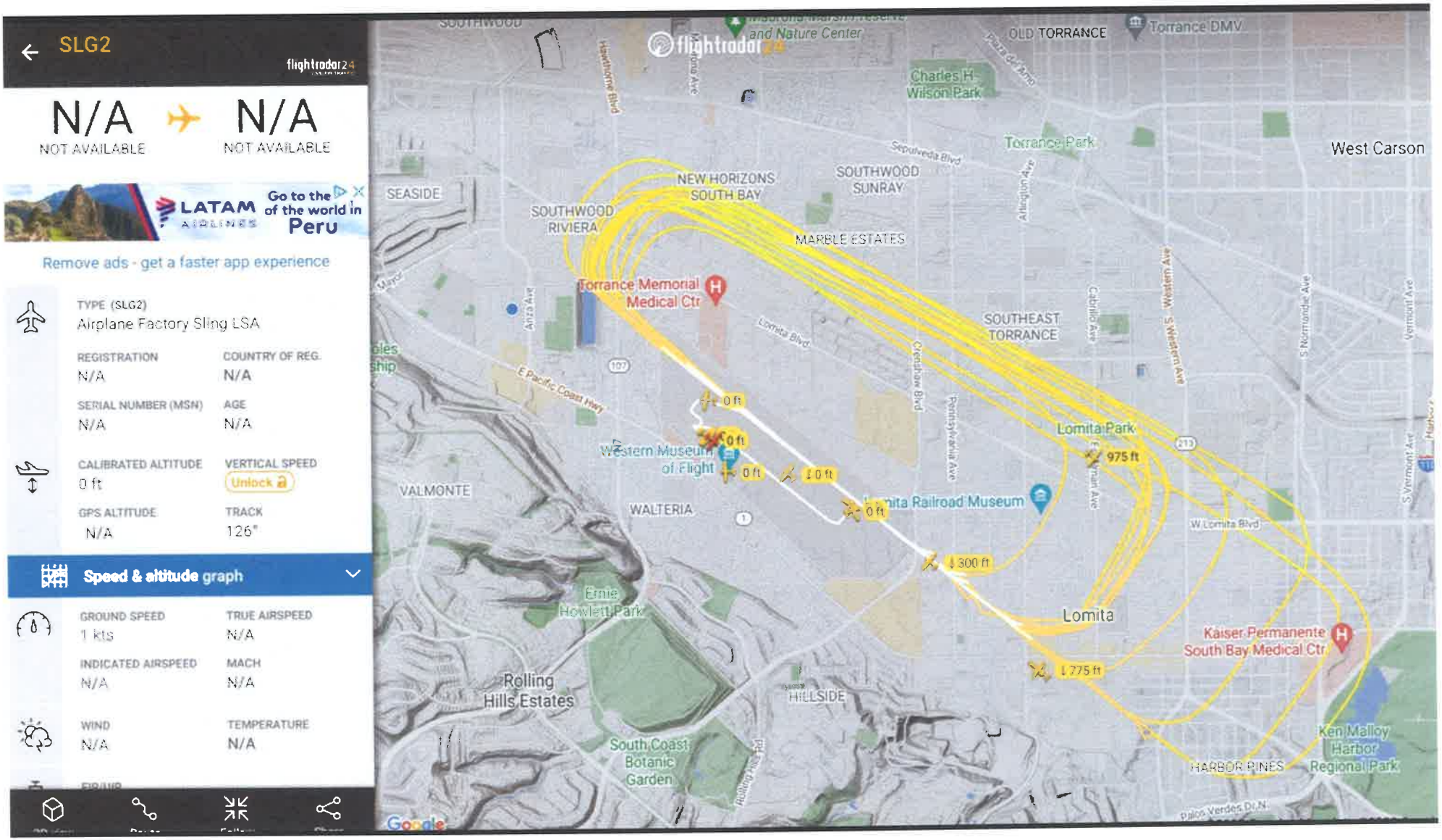
This morning I tracked one plane that did 12 "donuts' over my neighborhood as well as adjacent neighborhoods. This plane was never over 1,000 feet in altitude and I can only guess how much air pollution was spewed from this one aircraft along with the constant drone of the engine. This is one of dozens of student pilot flights that are polluting our homes and destroying our quality of life. This is not a one in a while occurance. It happens every single day for 10 hours a day. These flights schools must be closed!

What is going to take to reverse the decision made by the City Council to allow too many flight schools at TOA? Another crash while a pilot is doing touch and gos? A crash into a home with people inside? A crash into one of the many Torrance parks? A crash into a school?

Ground TOA Flight Schools!

Mary Cilva

[redacted]


SLG2
flightradar24
N/A
NOT AVAILABLE
N/A
NOT AVAILABLE
LATAM AIRLINES
Go to the of the world in Peru
Remove ads - get a faster app experience
TYPE (SLG2)
Airplane Factory Sling LSA
REGISTRATION
N/A
COUNTRY OF REG.
N/A
SERIAL NUMBER (MSN)
N/A
AGE
N/A
CALIBRATED ALTITUDE
0 ft
VERTICAL SPEED
Unlock
GPS ALTITUDE
N/A
TRACK
126°
Speed & altitude graph
GROUND SPEED
1 kts
TRUE AIRSPEED
N/A
INDICATED AIRSPEED
N/A
MACH
N/A
WIND
N/A
TEMPERATURE
N/A
Torrance DMV
OLD TORRANCE
Charles H. Wilson Park
Torrance Park
West Carson
SEASIDE
NEW HORIZONS SOUTH BAY
SOUTHWOOD SUNRAY
SOUTHWOOD RIVIERA
MARBLE ESTATES
Torrance Memorial Medical Ctr
SOUTHEAST TORRANCE
Lomita Park
975 ft
Western Museum of Flight
VALMONTE
WALTERIA
Lomita Railroad Museum
300 ft
Lomita
Kaiser Permanente South Bay Medical Ctr
275 ft
Rolling Hills Estates
HILLSIDE
South Coast Botanic Garden
HARBOR PINES
Ken Malloy Harbor Regional Park
Google

Aoki, Denise

Subject: FW: Information for the Transportation Committee meeting 12/14
Attachments: 2022-12-05 briefing for the record.pdf

From: Jim Gates <[redacted]>
Sent: Monday, December 5, 2022 2:48 PM
To: City Clerk <CityClerk@TorranceCA.gov>
Subject: Information for the Transportation Committee meeting 12/14

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Ms Poirier

Is it possible for this information to be included with the agenda for the subject meeting?

--
Jim Gates
[redacted]

Noise Reduction at Torrance Airport

Noise from airport operations cannot be eliminated, but it can be minimized

11/8/2022
Peter Broen, TAA President
Jim Gates, TAA Past President

TAA briefed the following

11/8/2022 to 11/11/2022

- Mayor Chen
- City Council Members (Kaji, Lewis, Sheikh, Kalani, Griffiths)
- City Manager's Office (Chaparyan, Santana, Huizar)
- Council Member Matucci did not respond to our invitation

I ♥ Torrance Airport
Torrance Airport Association

Background

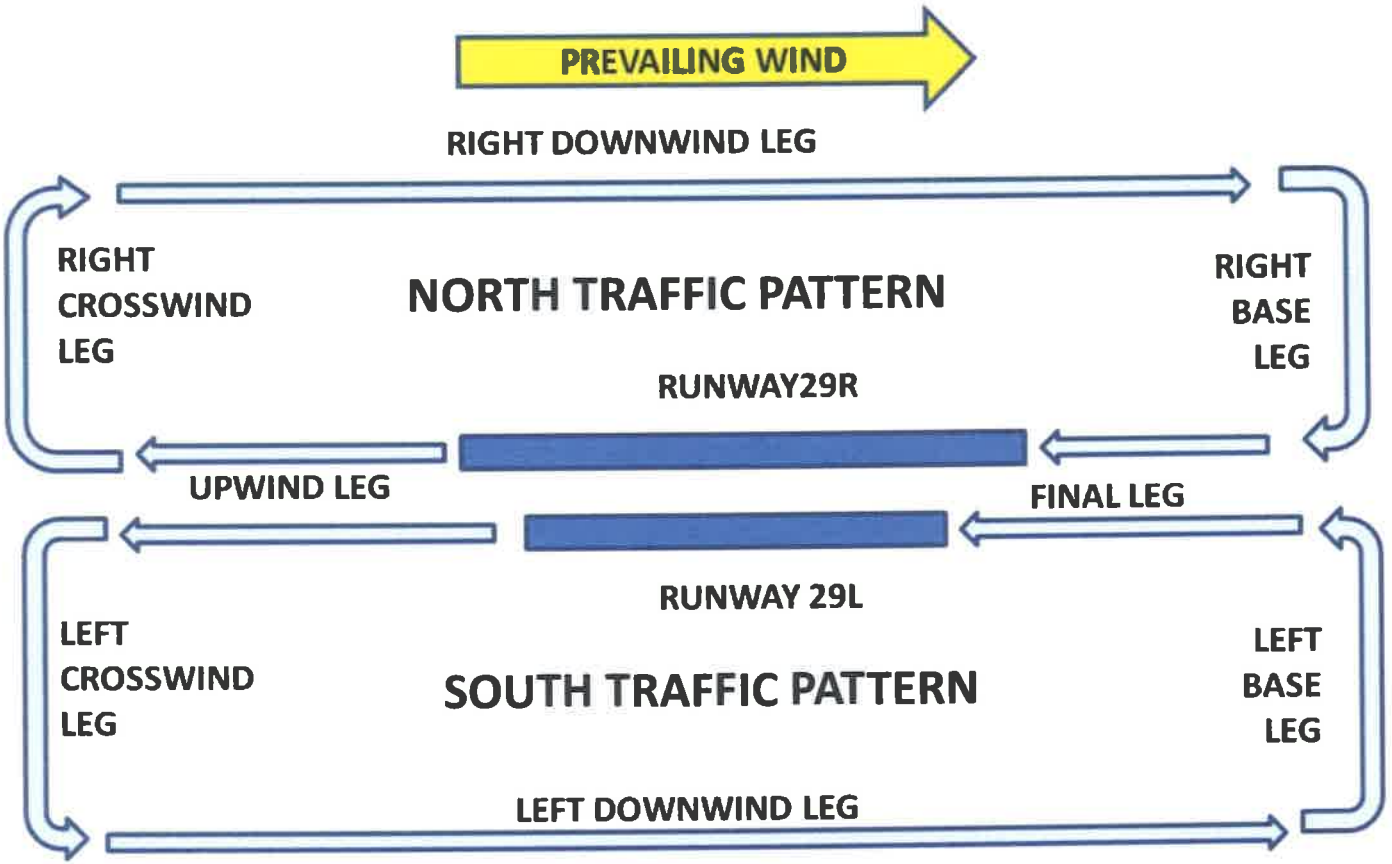
- Until recently, training pattern work has mainly taken place on the north runway.
- More recently, a substantial increase in training resulted in a north training pattern that has often become saturated and controllers have had to send aircraft to the south pattern.
- The recent uproar concerning increasing traffic in the south pattern is not about excessively noisy airplanes. The complaint is about frequency of the noise; the amount of traffic.
- Many neighbors have a basic misunderstanding about how airports work

Our Messages

- Successful noise reduction requires voluntary pilot participation
- Aviation community is leading noise reduction efforts at the airport
- TAA supports noise reduction
- Torrance pilots are not the "bad guys"
- The City needs to take an active role in disseminating correct information about the airport to the community

Terminology

TORRANCE AIRPORT TRAFFIC PATTERN



Quiet Procedures for 29L (VFR Only)

- After takeoff, climb at maximum safe rate
- Reduce RPM crossing Hawthorne*
- Climb to pattern altitude and reduce RPM prior to turning to cross wind leg*
- Use minimum RPM in down wind leg*

* Lower power aircraft may be unable to do this safely, but they are much quieter

The Guidelines

- Flight safety is paramount
- Torrance has valid community noise limits
- Flight paths, altitudes and operational procedures cannot be mandated by City
- Pilots MUST obey the Federal Aviation Regulations (FARs).
- Pilots' voluntary use of quiet procedures is key to success

Our Efforts—Flight Schools

- **Sling Pilot Academy**
  - Selected modern quiet trainer: Sling NGT
  - Their Rotax engines use unleaded auto fuel
  - Academy teaches quiet techniques; mandates their use
  - Use north pattern for landing practice whenever possible
  - Performed flight test: higher pattern & lower RPM (64-68 dbA for quiet procedures)
  - Looking for continuous improvement (flight testing; airframe & engine modifications, operational processes, etc)
  - Participates in pilot survey

Our Efforts—Flight Schools

- **South Bay Flight School**
  - Teaches quiet procedures
  - Does not permit use of south pattern
  - Participates in pilot survey
- **Individual flight instructors**
  - Some participate in pilot survey
  - More outreach is needed—communication is more difficult

Our Efforts—Robinson Helicopter Company

- Negotiated quiet routes for approaching & leaving TOA
- Requires owners to follow these routes when transiting to/from TOA for periodic training
- Make only direct arrivals and departures to south runway
- All landing practice is at north helipad and uses north helicopter pattern

Our Efforts--TAA

- Redesigned attention-getting runway signs to better relay quiet procedures to transient pilots (awaiting staff approval & installation)
- Recommended changes to noise abatement brochure to better communicate to pilots (awaiting staff approval & distribution)
- Recommended changes to "no left turn" letter to remove dangerous wording, elicit voluntary compliance & conform to Federal Laws (awaiting staff approval & use)

(More)

Our Efforts—TAA

- Performed noise flight testing with Sling NGT, Cessna & Decathlon
- Briefed Airport Commission & community on our noise reduction efforts (9/9/2022)
- Surveyed Torrance pilots on quiet procedures (September 2022)
- Regularly analyze complaints and violations; provide report to Airport Commission & public (quarterly)
- Regularly reach out to pilot community and airport neighbors with e-mails & web-based information (www.torranceairport.org/facts/)

Our Efforts—Individual Pilots

- Pilot survey results (September 2022):
  - Surveyed over 600 Torrance pilots
  - Only 43% have used the south pattern in the past 30 days; of those that do:
    - 80% use maximum safe climb rate after takeoff
    - Over 60% climb on runway heading and reduce RPM prior to making cross wind turn*
    - 64% use minimum safe power on down wind*

    * Lower power aircraft may be unable, but produce much less noise
- About 25% of the pilots using the airport are not based here (Long Beach, Fullerton, Hawthorne, Santa Monica. . . .)
- TAA can assist in outreach about quiet procedures

Petition

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

- *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;*
- *Pay the City's legal expenses from the City's Airport Fund, not from general taxpayers; and*
- *Hold public hearings to discuss and consider all legally available options."*

This is a clear indication that:

- **the City needs to support current efforts by TAA, flight schools and pilots to minimize noise from airport operations;**
- **the City needs to provide the community with a clear picture of the laws that regulate aviation in the U. S. and at Torrance Airport; and**
- **the city needs to emphasize & enforce real estate disclosure requirements**

What Do We Need?

- **City staff:**
  - Approve, manufacture, and install recommended runway signs
  - Relay to the public:
    - Efforts by pilots, flight schools, Robinson and TAA to reduce noise
    - Legal limitations on City authority
    - The reality of airport operations (altitudes, traffic patterns)
  - Enforce real estate disclosure requirements
- **Noise Abatement:**
  - Rewrite, publish, and make available new brochure material
  - Correct "no left turn" letter & website
  - Provide information about airport traffic patterns and the affected areas on website
- **City Council:**
  - End public confusion about applicable laws by repealing invalid and unenforceable TMC sections: 51.2.2, 51.2.3 and 51.2.19

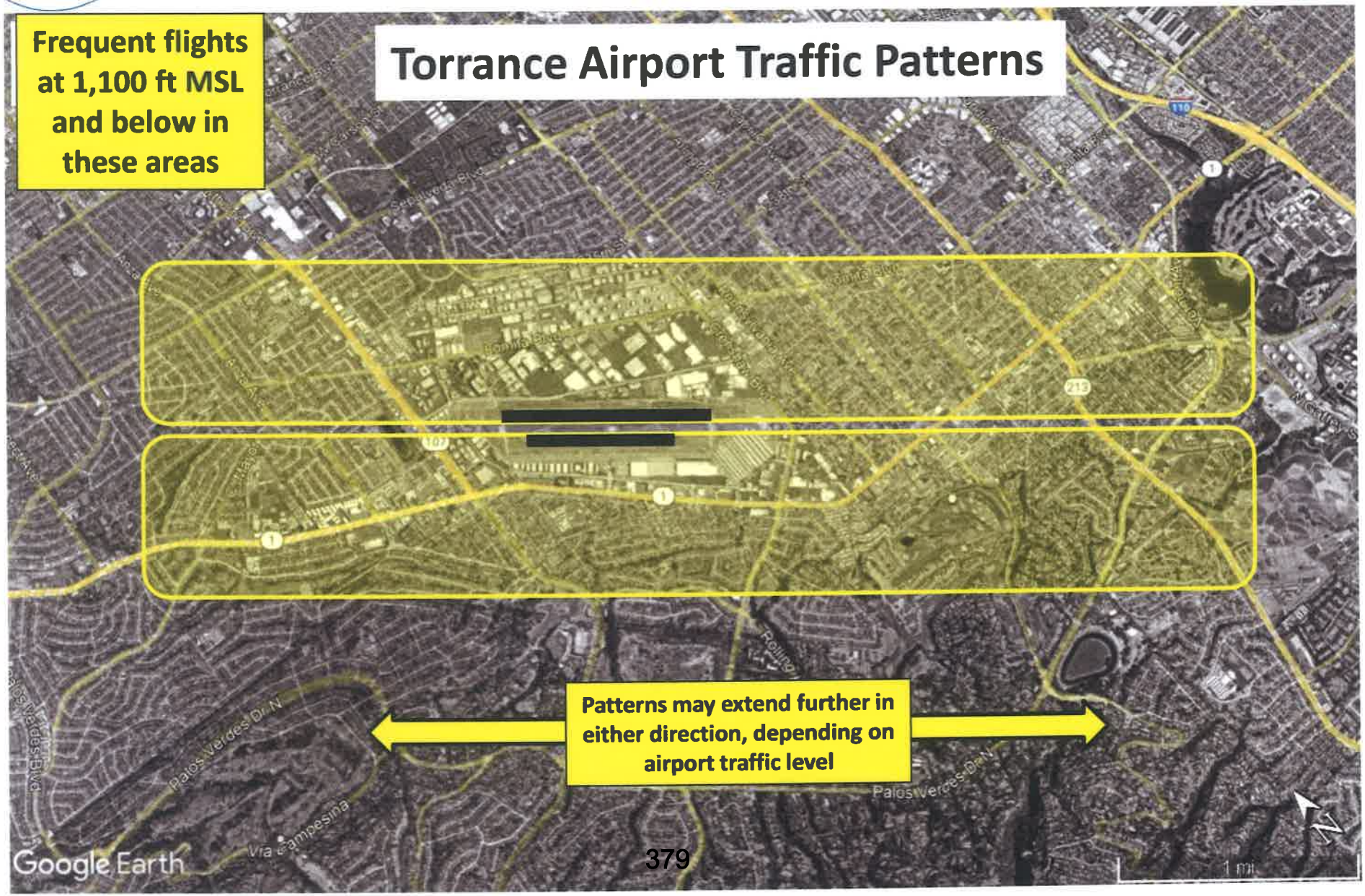
The aviation community is a very knowledgeable resource—USE US.



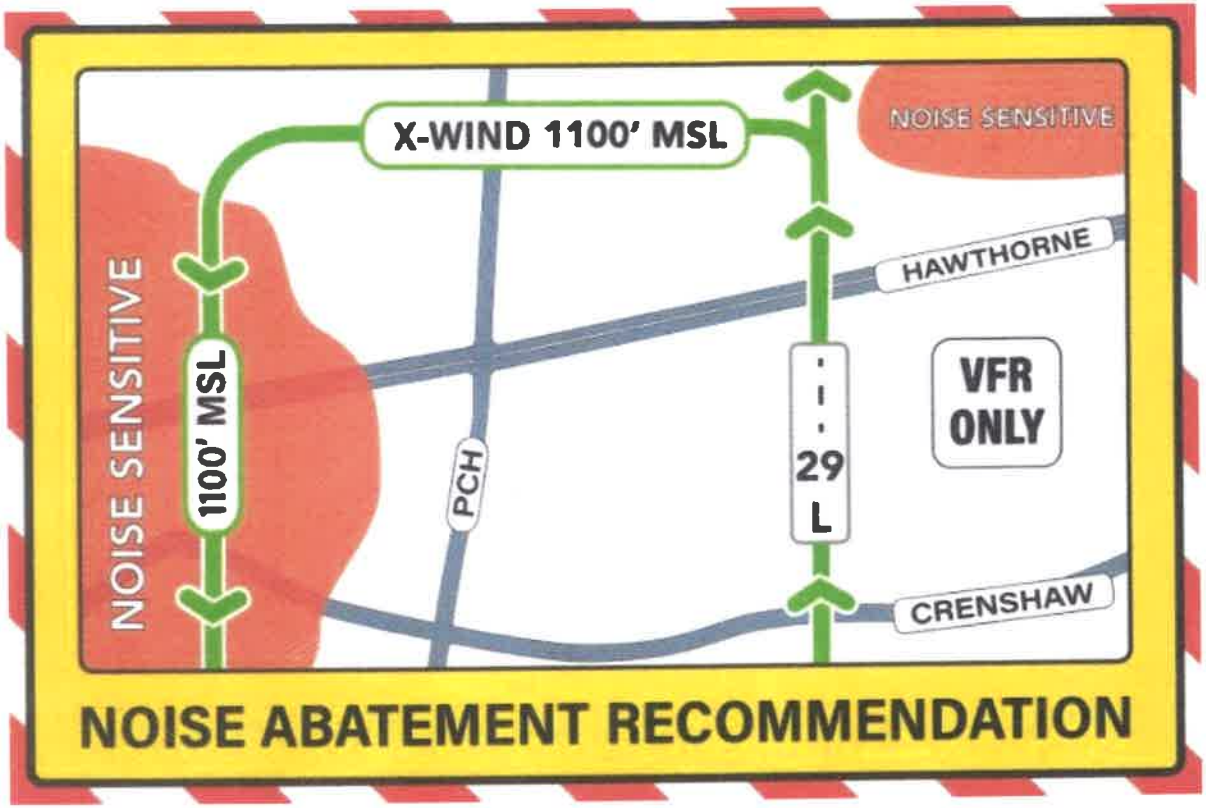
QUESTIONS?

I ♥ Torrance Airport
Torrance Airport Association

Suggested graphic for City websites



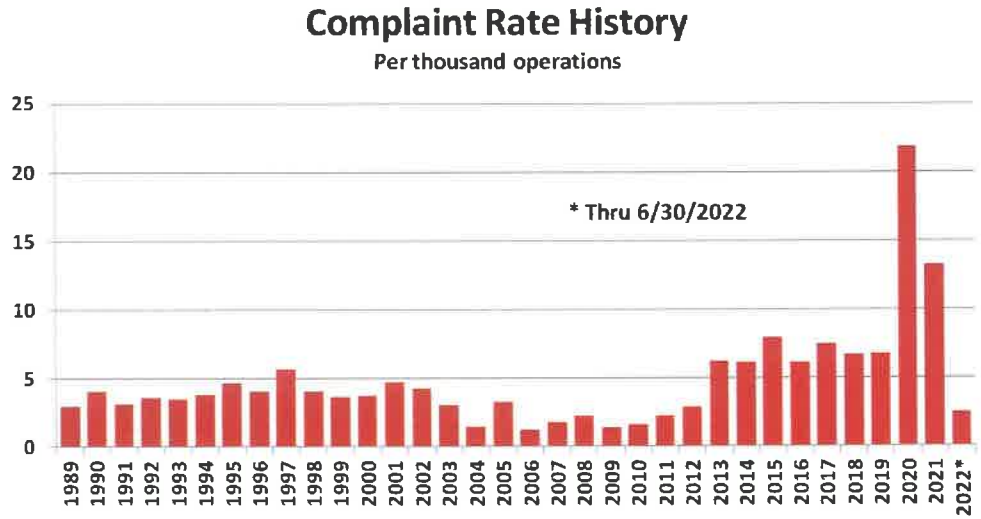
Example of Recommended Runway Signs



These colorful signs are designed to get the pilots' attention. They are awaiting approval and installation by City staff.

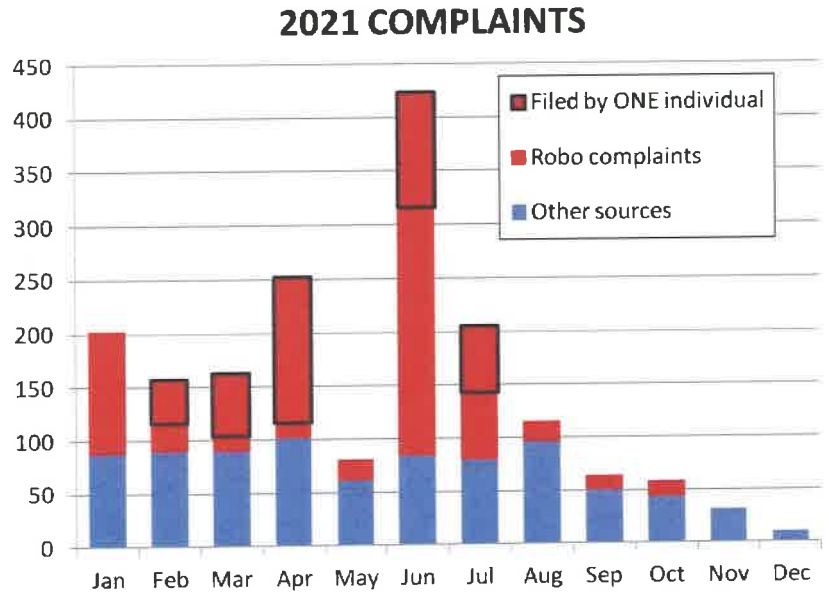
Torrance Airport Complaint History

(From Torrance Noise Abatement database)

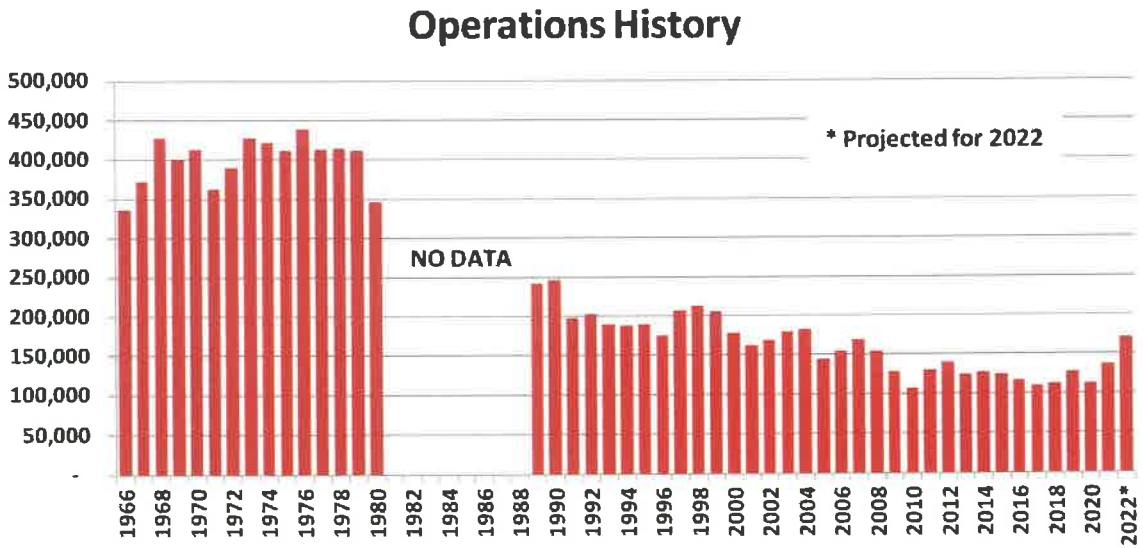


The complaint rate (per thousand operations) more than doubled in 2020 as the City was considering continuation of the expensive monitoring contract ($1,000 per day). During the 9 months prior to shutting down that system, violations averaged only 2 per week.

Computerized complaint-filing programs permit one individual to distort reported complaint data. Here, one single individual made over half of the complaints in April 2021. That person may have been responsible for most, if not all, of the "robo-complaints" shown here in red.

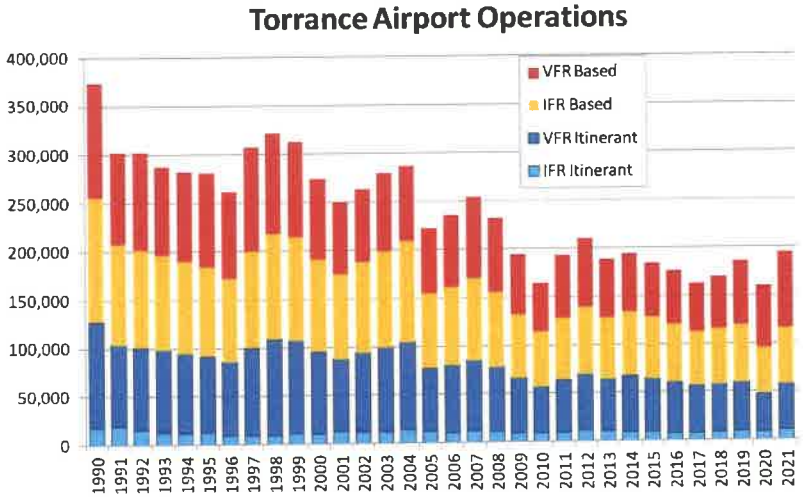


Torrance Airport Operations History (From FAA database)



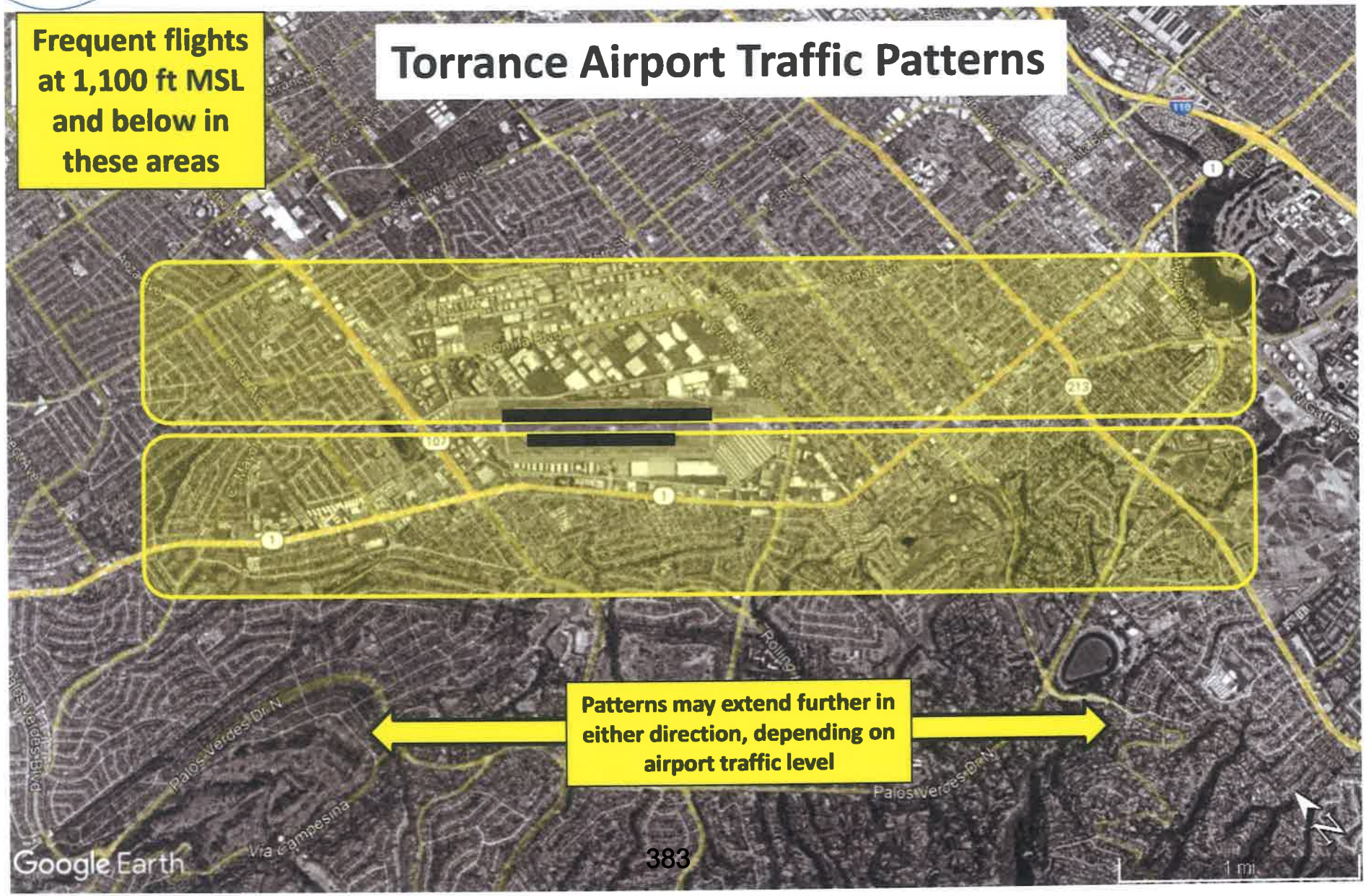
Even with the recent increase responding to the current world-wide pilot shortage, the operations level (200,000) is at about half the historical maximum (over 400,000)

Historically, about one-third of operations are made by aircraft not based at our airport. As a regional transportation facility, the level of operations is determined by the demand for transportation and training.



I ♥ Torrance Airport
Torrance Airport Association

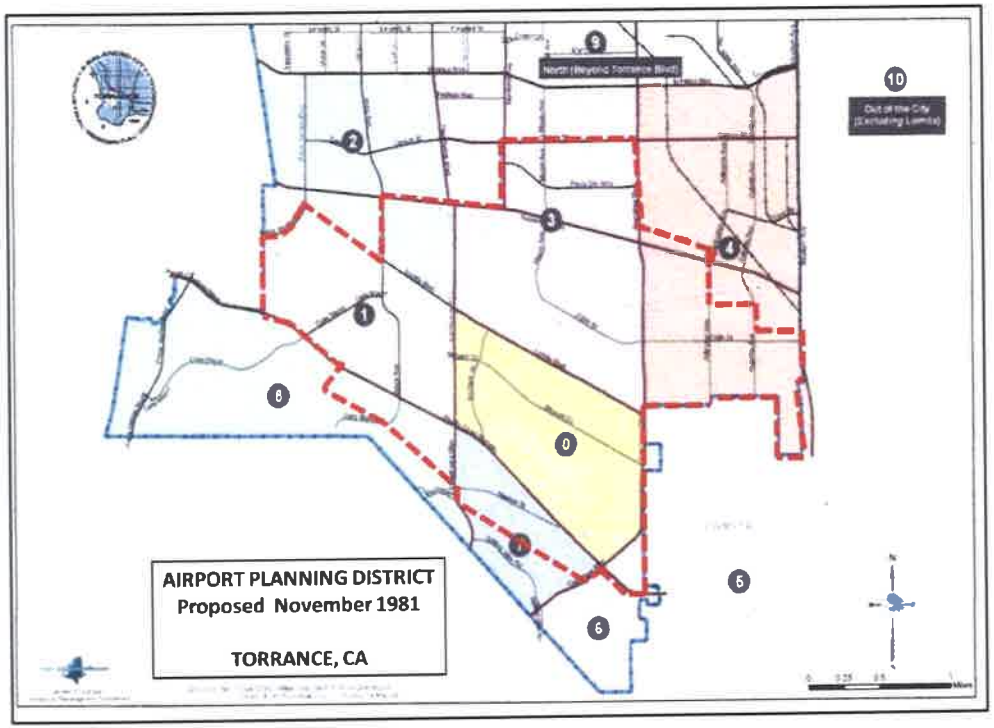
Suggested graphic for City websites



What happened to the APD?

Airport Planning District 1981

- Prominent disclosure required
- Deed attachments
- Street signs
- Published maps
- Sound proofing required with remodels



From the November 1981 City of Torrance Report:
"Airport Noise Control and Land Use Compatibility"

Aoki, Denise

Subject: FW: Training Flights are DESTROYING our neighborhoods!!!

-----Original Message-----
From: Duncan Gamble <[redacted]>
Sent: Monday, December 5, 2022 2:56 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Training Flights are DESTROYING our neighborhoods!!!

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

I was fortunate to have been in attendance (via video till 3:00AM) at your last council meeting. I was so excited and relieved to hear that you were all not just aware of the issue itself but of the seriousness of the problem. For those of us under the flight path, it is literally UNBEARABLE!

In fact, as I write this note, the planes have not stopped their repetitive, low altitude, T&G flights right over my house, often less than one minute apart and also often less than 300' or 400' up. How do we live with this?

I write in strong support of you, the City Council taking any and all action required to stop this outrageous assault on our right to peace and quiet in our HOMES. This was never an issue or a problem until someone (?) decided to let these pilot training schools come in and take over! It is horrible!

HELP...PLEASE1

Duncan Gamble

Aoki, Denise

Subject: FW: STOP the Taining Flights out of Torrance Airport

-----Original Message-----
From: Duncan Gamble <[redacted]>
Sent: Tuesday, December 6, 2022 12:12 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: STOP the Taining Flights out of Torrance Airport

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

Dear Torrance City Council members,

Yes, I'm writing again in support of you, the City Council, taking drastic action to STOP the invasion of training flights out of Torrance Airport.
I'm doing this again because again today, like yesterday...and every day except Sundays...they started at 8:00AM and don't stop until the sun goes all the way down.
They are destroying our neighborhoods.

Thank you.
Duncan Gamble

Aoki, Denise

Subject: FW: Torrance Airport - Riviera Homeowners Association's concerns
Attachments: Riviera Homeowners Association - Torrance Airport 11-14-22.pdf

From: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Sent: Tuesday, December 6, 2022 6:01 PM
To: Sengstock, Kathleen <Kathleen.Sengstock@mail.house.gov>; Cloud, Hamilton <Hamilton.Cloud@mail.house.gov>
Cc: Duncan, Nora <NDuncan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>
Subject: RE: Torrance Airport - Riviera Homeowners Association's concerns

Good Evening Kathleen ~

I hope all is well with you. Thank you for forwarding the attached letter. Just for your information, a City Council subcommittee meeting has been scheduled for December 14, 2022, at 5:30 pm, in the City Council Chambers to discuss the increase in flights and potential solutions (e.g. reduction of training flights for based and transient flight schools, limiting the use of the south runway and amending the TMC to change flight-training hours). All of the signatory's in the attached letter are aware of this meeting and have been invited to attend. Should you have any 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



From: Sengstock, Kathleen <Kathleen.Sengstock@mail.house.gov>
Sent: Tuesday, December 6, 2022 3:28 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>; Cloud, Hamilton <Hamilton.Cloud@mail.house.gov>
Cc: Duncan, Nora <NDuncan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Torrance Airport - Riviera Homeowners Association's concerns

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Hi Michelle,

I hope you are well. Congresswoman Waters received the attached letter from the Riviera Homeowners Association. It seems to express the types of concerns you explained to us last summer, namely that the City of Torrance is not enforcing its regulations restricting flight paths over densely populated residential neighborhoods. You may want to share the 8/9/22 FAA response letter with this association.

Please let us know if you want to discuss other possible actions that our office could take to support the City of Torrance with this issue. Thank you.

Kathleen Sengstock *(she/her)*
Senior Legislative Assistant
Rep. Maxine Waters
Kathleen.sengstock@mail.house.gov

REC'D NOV 22 2022

CC: Comm / Hc

November 14, 2022

To: Congresswoman Maxine Waters, 43rd District
From: Judy Brunetti, Torrance Airport Noise Coalition member
Re: Conversations with Congressman Ted Lieu's staff

Good afternoon, Congresswoman,

We are a group of residents who are members of the Riviera Homeowners Association and an on-line group called Reform TOA. Together, we are the Torrance Airport Noise Coalition. Our goal is and has been to have the City of Torrance minimize the impact of noise, lead pollution and frequency of training flights coming out of Torrance Airport (Zamperini Field/TOA).

Recently we met online with Congressman Lieu's staff regarding the fact that on Nov. 8, an independent aviation law firm declared that the flight path laws in the City's Municipal Code were enforceable. This was great news for residents because the big problem now is that training flights have been allowed starting this year to turn left (south). The south-turning training flights circle over and over a densely populated residential area with a 400' hill in the middle.

The law firm's declaration means that the city can deny these training flights from flying over our homes and instead, must turn right and fly over an industrial area (which has been the convention for over 40 years). The FAA has no jurisdiction in this matter.

Our problem is that the city is choosing **not** to enforce the Municipal Code and is allowing these flights to continue. The issue has been sent to committee and should come back to a public hearing soon.

We are currently trying to inspire the City Council to enforce the City's own codes. We wanted to keep you in the loop, as a courtesy. We hope to hear back from Congressman Lieu soon. If you have any advice for us, we would also greatly appreciate hearing back from you.

Personally, I am sorry you will not be our Representative after the districting changes. Best wishes in your new area.

Sincerely,
Judy Brunetti, co-president, Riviera Homeowners Association
Richard Root, Torrance Airport Coalition Chairman
Natalie Brescher, CPM
Elizabeth Spatz, archivist and RHA board member

[redacted]

PS: The Torrance airport is in your district, but the residential area to the south is not.

Aoki, Denise

Subject: FW: Pearl Harbor came early this year

From: [redacted] <[redacted]>
Sent: Tuesday, December 6, 2022 6:06 PM
To: [redacted]
Cc: CityCouncil <CityCouncil@torranceca.gov>; judyfrooti@yahoo.com
Subject: Re: Pearl Harbor came early this year

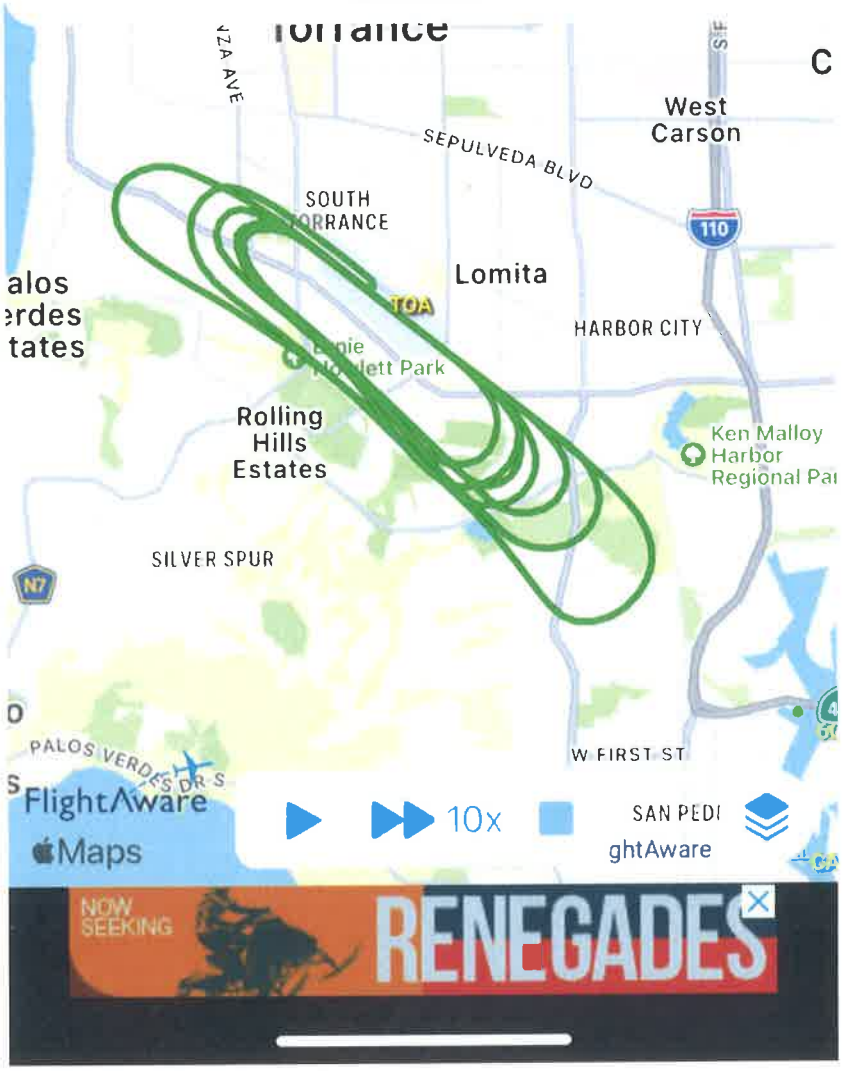
6:02 5GE

N760DS
DA40

Arrived

12/06/2022	12/06/2022
03:33PM PST	04:11PM PST
TOA Zamperini Fld Torrance, CA	**TOA** Zamperini Fld Torrance, CA

More Details



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

This is just one of multiple planes that circled 7 or more times in 37 minutes. If you add in the other planes it's simply intolerable!!!

Jim

Sent from my iPhone

> On Dec 6, 2022, at 6:01 PM, [redacted] wrote:
>
> December 6th, a day before the anniversary of the infamous Pearl Harbor attack, but judging by the aircraft overhead flying at high throttle and circling the Southern pattern today for hours you'd swear it was 12/07/41.
>
> Today the pilots showed complete disregard for Torrance residents and bore their true colors of arrogance as they thumbed their noses at not just the residents but also the City Council and the Torrance Municipal codes. They truly feel they are above it all and there elitist attitude prevails.
>
> I will be at the airport committee meeting on the 14th of December with other angry and frustrated residents. But I've already expended too much energy in what should be a non-issue. Just common courtesy should prevail, but it doesn't. The Airport Commission and Noise Abatement Department are jokes, only serving the pilots and their agenda.
>
> I feel sorry for the elderly of my community who can't stay up until 3am in the morning to voice their concerns, and have to suffer under the continual barrage of aircraft noise - as we all do.
>
> I am pleading with you to get your legal council to review the jurisdiction of the Torrance Muni codes in relation to FAA's governance of aircraft operations over residential airspace.
>
> We need immediate face-to-face discourse with the FAA!
>
> THIS HAS TO STOP!!!
>
> Jim
>
> Sent from my iPhone

Aoki, Denise

Subject: FW: Airport Noise – Up for Discussion

From: Garrett Reisman <[redacted]>
Sent: Wednesday, December 7, 2022 11:51:09 AM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: Torrance Airport Association <taaadmin@taainfo.org>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; president@hollywoodriviera.org <president@hollywoodriviera.org>
Subject: Airport Noise – Up for Discussion

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

To the members of the Torrance City Council,

My name is Garrett Reisman. As a Riviera homeowner and an aircraft owner based at Torrance Airport, I think that I am in a unique position to comment on the recent debate about how airport noise is impacting our neighborhood.

Unfortunately I cannot make the Transportation Committee Meeting on the 14th since it is during my daughter's school holiday event in Wilderness Park, so I decided to write this email. If it could be read during the meeting, I'd greatly appreciate it.

In short, I'd like to encourage our community to show respect, compassion and understanding to each other. Residents have valid concerns about recently increased aircraft operations and pilots, aircraft owners, and businesses based at Torrance Airport have valid concerns about the continued viability of our airport community. Let's work together to achieve a compromise that addresses the biggest concerns of both sides of this debate.

My personal observation is that our political and societal discourse has devolved in recent years to the point that any debate becomes an existential struggle where the only acceptable outcome to either side is total dominance of their point of view - without compromise. If one group of people believe that the only acceptable outcome of this debate is to make it so difficult to operate aircraft out of TOA that the airport is eventually closed and another group believes that the only acceptable outcome is to be free to operate aircraft without any attempt at all at noise abatement, then we are all headed for disaster.

Let's find a way to compromise and achieve the greatest reduction in aircraft noise over our neighborhoods while having the least impact on aircraft operations out of our airport. That should be the goal.

Rather than forcing our neighbors and community neighbors who fly airplanes out of our airport or are pursuing their dream of learning to fly to pay additional fees or closing runways, let's form a commission to study this issue in depth with representatives composed of the leadership of both airport organizations like the TAA and residential organizations like the Riviera Homeowners Association who can come together and come up with a compromise proposal that addresses everyone's biggest concerns.

My hope is that our neighborhood and our airport community can find a way to co-exist peacefully. As a pilot, I do not want to be the target of animosity from my neighbors but I do want our community to continue to enjoy the many benefits that come from having an airport in our town. When I was a child, I absolutely loved watching small airplanes takeoff and land at my local airport in New Jersey. That exposure to aviation was one of the things that inspired me to study STEM subjects leading to a career as a mechanical engineer and eventually selection as a NASA astronaut and two space shuttle missions to the International Space Station. Today my son, a student at Richardson Middle School, loves nothing more than hanging out at Torrance airport and going flying in our airplane with his friends.

Let's find a way forward together so that our residents can enjoy our great neighborhood while keeping the dreams of our future pilots and engineers alive.

Thank you,
Garrett Reisman

---------- Forwarded message ---------
From: **Riviera Homeowners Association** <donotreply@wordpress.com>
Date: Sat, Dec 3, 2022 at 10:27 PM
Subject: [New post] ADUs and Airport Noise – Up for Discussion
To: <[redacted]>

Riviera Homeowners Association posted: " There are two important meetings coming up that will affect Riviera residents.Please attend if you are concerned. This shows two things: that you are aware and concerned, and that you want the council to take action. MEETING #1 Tuesday December 6 - "

Riviera Homeowners Association

ADUs and Airport Noise – Up for Discussion



Riviera Homeowners Association
Dec 3

There are two important meetings coming up that will affect Riviera residents. Please attend if you are concerned. This shows two things: that you are aware and concerned, and that you want the council to take action.

MEETING #1

Tuesday December 6 -- City Council meeting at City Hall, 3031 Torrance Blvd. in Council Chambers. 6:30 PM Item 10B on the agenda (late in the program).

A Public Hearing regarding the adoption of Urgent amendments to the Torrance Municipal Code regarding the regulation of ADUs and JADUs. These amendments are due to recent California legislation, specifically Bills AB2221 and SB 89, which were adopted into law and will go into effect on JANUARY 1, 2023.

They will allow ADUs (accessory dwelling units/granny flats) to be built in Torrance and IN THE HILLSIDE OVERLAY of up to 25' HIGH for two-story structures and 16' for single stories, REGARDLESS OF IMPACT OF VIEW, LIGHT, AIR AND PRIVACY. Also, front yard SETBACKS will be decreased for ADUs from 20' to 15' REGARDLESS OF IMPACT OF VIEW, LIGHT, AIR AND PRIVACY.

For more details, please see item 10B on the December 6 City Council Agenda.

"The Planning Commission and the Community Development Director recommend that City Council adopt an Ordinance and Urgency Ordinance amending the Torrance Municipal Code pertaining to the regulation of ADUs and JADUs"

MEETING #2

Wednesday December 14 -- Transportation Committee Meeting at City Hall, 3031 Torrance Blvd. in Council Chambers.

The City Council Transportation Committee will discuss measures to decrease airport noise and better ways to have the Torrance airport and residents co-exist. Measures may include enforcing the no-left turn rule, closing the south runway, charging landing fees, charge monetary fines for violations, plus other options.
This meeting is open to the public.

Like

Unsubscribe to no longer receive posts from Riviera Homeowners Association.

Change your email settings at manage subscriptions.

Trouble clicking? Copy and paste this URL into your browser:

http://hollywoodriviera.org/2022/12/03/adus-and-airport-noise-up-for-discussion/

Powered by WordPress.com

Download on the App Store GET IT ON Google Play

Aoki, Denise

Subject: FW: Public Comment

From: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Sent: Wednesday, December 7, 2022 2:52 PM
To: Sarah Sedaghat <[redacted]>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>; Gent, Zulma <ZGent@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Josh <sedaghat.joshua@gmail.com>; Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Subject: RE: Public Comment

Good Afternoon Ms. Sedaghat ~

All public correspondence that have been received by those City staff members within this email by noon tomorrow will be included in the item. Any correspondence that is received after noon tomorrow and up until noon on the day of the meeting, will be included as a supplemental. Again, this would be only correspondences that have been sent to any staff member included in this email chain. If correspondences are being sent directly to the City Council with no City staff cc'd, then I cannot guarantee those will be included. Only those correspondences that we have knowledge of receiving, can we include in the item. I hope that answers your question.

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



From: Sarah Sedaghat <[redacted]>
Sent: Wednesday, December 7, 2022 2:36 PM
To: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>; Gent, Zulma <ZGent@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Josh <[redacted]>
Subject: Re: Public Comment

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Please verify sender before opening attachments or clicking on links.

Thank you Carlos and Michelle. Are you including these public comments as part of the materials for this meeting? I have been emailing frequently and receive nothing from anyone at the airport. It is beyond ridiculous and we have zero patience (or sanity for that matter) left. The only next logical step if the Airport and City do not take immediate action to curb the constant, abusive, unsafe touch and go training seems to be legal action. We're not going to wait around for our homes to be the next crash site.

From: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Sent: Tuesday, December 6, 2022 6:59 PM
To: Sarah Sedaghat <[redacted]>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>; Gent, Zulma <ZGent@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Re: Public Comment

Good Evening Ms. Sedaghat,

Thank you for your inquiry. The item being presented to the Transportation Committee will have a public comment portion. The Committee Chair has discretion on setting time limits for public comment, but in past meetings, the time limit has been set to one (1) minute per speaker.

Respectfully,

Carlos

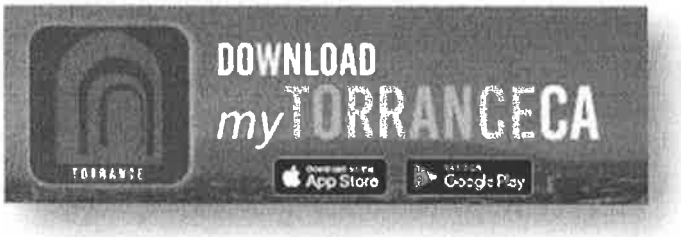
CARLOS HUIZAR
Management Associate – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5965 voice | 310.618.5891 fax
| CHuizar@TorranceCA.gov | www.TorranceCA.gov|www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

From: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Sent: Tuesday, December 6, 2022 5:54 PM
To: Sarah Sedaghat <[redacted]>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>; Huizar, Carlos <CHuizar@TORRANCECA.GOV>; Gent, Zulma <ZGent@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>
Subject: RE: Public Comment

Good Evening Ms. Sedaghat ~

A staff member will be following up you on your below question by the end of the week. Should you have any further 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



From: Sarah Sedaghat <[redacted]>
Sent: Tuesday, December 6, 2022 12:23 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>; Huizar, Carlos <CHuizar@TORRANCECA.GOV>; Gent, Zulma <ZGent@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>
Subject: Re: Public Comment

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Hi Michelle,

Will there be time for public comments during the committee meeting and if so, what is the time limit per person?

Thank you,
Sarah

On Dec 5, 2022, at 3:12 PM, Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Afternoon Ms. Sedaghat ~

The meeting will focus on potential recommendations that could be made to the City Council to address airport concerns raised by the community. The agenda has not been posted, as of yet. I will gladly forward you a copy of the agenda once it is posted. 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

<image001.png>

From: Sarah Sedaghat <[redacted]>
Sent: Monday, December 5, 2022 3:00 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>; Huizar, Carlos <CHuizar@TORRANCECA.GOV>; Gent, Zulma <ZGent@TorranceCA.gov>
Subject: Re: Public Comment

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Thank you Michelle. My understanding is that since this would be a specific committee meeting, all discourse will be centered around transportation matters only, and not other city business — is that correct? Has the agenda been posted?

On Nov 30, 2022, at 12:39 PM, Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Afternoon Ms. Sedaghat ~

The Transportation Committee meeting has been scheduled for December 14, 2022, at 5:30 pm, in the City Council Chambers. The public is invited to this meeting. 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

<image001.png>

From: Sarah Sedaghat <[redacted]>
Sent: Wednesday, November 30, 2022 9:59 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: Re: Public Comment

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Please verify sender before opening attachments or clicking on links.

Michelle,

Airport operations have been even more out of control since Thanksgiving. Can you please provide an update on the status of this item? Or is this uncontrolled, endless stream of noise what the residents of the City have to look forward to for their holiday season and new year?

Sarah

On Thu, Nov 10, 2022 at 5:57 PM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Evening Ms. Sedaghat ~

Unfortunately, your below email cannot be part of the record, as only emails received prior to the end of the meeting are included in the record. However, you are welcome to send it in again either when the City Council's Transportation Committee considers

the item or at the time the item is brought back to the City Council, which will be sometime in the near future. Should you have any 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

<image001.png>

From: Sarah Sedaghat <[redacted]>
Sent: Wednesday, November 9, 2022 6:31 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: Re: Public Comment

WARNING: External e-mail
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Michelle,

Can you please make sure this email is added to the public record:

I wanted to reach back out after the latest meeting to let you know I was heartened to hear that the Mayor and City Council members seemed to all be in agreement that the airport noise has gotten out of hand and needs to be addressed quickly.

I implore you all to *please keep the momentum going* and do not let it fall by the wayside. The community is in dire need of immediate relief.

I also wanted to emphasize that the problem is citywide. Please don't make this a north/south issue. My household is on the north side and we're suffering badly. Favoring the south would just make it even worse for the north, which is already beyond tolerable. I'm trying to enjoy dinner right now but I can't as the noise still carries on as it already has for hours today… it's simply maddening.

What is the best way to continue following this matter and to stay up to date on progress?

Thank you for your consideration and action on this urgent matter.

Sincerely,
Sarah Sedaghat

> On Nov 7, 2022, at 2:21 PM, Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Afternoon Ms. Sedaghat ~

There is no recommendation being provided by staff, as this report is just an update to the City Council on the Airport Noise Abatement System, Early Left Turn, and Airport Operations. However, under Airport Operations, staff is seeking direction from the City Council on the implementation of landing fees, which could potentially address the training performed by flight schools. I hope this answered your question.

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

<image001.png>

From: Sarah Sedaghat <[redacted]>
Sent: Monday, November 7, 2022 2:12 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: Re: FW: Public Comment

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Michelle,

Thank you for clarifying although I'm still confused. I don't see anything being proposed directly in the sections you cited as it's all just background information/data, yet the recommendation is for the City Council to accept and file the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update. Should the City Council agree, *what exactly is it that they'd be agreeing to?*

I would like to know how specifically the City Council is going to address incessant touch and go training performed by the local flight schools over residents' homes. I and countless other citizens have had our right to peaceful enjoyment of our homes evaporated due to the complete lack of regulation of flight school operations.

Sarah

On Mon, Nov 7, 2022 at 11:31 AM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Morning Ms. Sedaghat ~

It is broken down under the section "Background and Analysis". The first discussion is of the Airport Noise Monitoring System (page 1), the second discussion is of the Early Left Turn (page 2), and the last discussion is the Airfield Operations Status (page 4). I'm not sure if you were looking for something is particular but all three topics are discussed within the staff report.

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

<image001.png>

From: Sarah Sedaghat <[redacted]>
Sent: Monday, November 7, 2022 11:23 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Aoki, Denise <DAoki@TorranceCA.gov>
Subject: Re: FW: Public Comment

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Michelle,

Thank you. I have read the entire 91 staff report however I cannot find point 1 - "**Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update**" anywhere in the documentation.

Where can I review the proposed update?

Recommendation of the City Attorney, Community Development Director, and General Services Director that City Council:

1. ***Accept and file the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations update**; and*
2. *Review and Provide Direction on Options for the Implementation of Landing Fees at Torrance Municipal Airport (Zamperini Field)*

Regards,

Sarah

On Mon, Nov 7, 2022 at 8:06 AM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Morning Ms. Sedaghat ~

Your below email has been received and will be included as a supplemental for the Torrance Municipal Airport (Zamperini Field) Noise Abatement and Airport Operations, which will be presented to the City Council at their meeting of November 8, 2022. If you are interested in obtaining a copy of the agenda for this meeting, please visit the City's website at http://torrance.granicus.com/ViewPublisher.php?view_id=8. Sh ould you have any 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

<image001.png>

From: Sarah Sedaghat <[redacted]>
Sent: Saturday, November 5, 2022 1:54 PM
To: Nathan.P.Morrissey@faa.gov; 7-AWP-LGB-FSDO@faa.gov; 9-awa-noiseombudsman@faa.gov; 9-awp-noise@faa.gov; CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Airport Admin Staff <AirportAdminStaff@TorranceCA.gov>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>
Cc: Josh <[redacted]>
Subject: Public Comment

WARNING: External e-mail
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Nathan et. al.:

Your response is a disappointment. It's not that there is nothing you can do, it's that you don't want to or don't care to do anything. If "no other FAA entity" regulates noise, explain the existence of this FAA page and dedicated ombudsmen whom I've CC'ed: https://www.faa.gov/noise/inquiries

I'm aware the FAA is concerned with safety, with things like planes flying too low -- **please then explain why just today, Saturday 11/5, planes have been recorded flying directly over my home below 1,000 feet in the air in circles for hours, which is both a noise AND safety issue?** This is not an anomaly; this happens almost every single day!

1. https://www.faa.gov/about/office_org/field_offices/fsdo/lgb/local_more/media/FAA_Guide_to_Low-Flying_Aircraft.pdf
    1. *Following is Title 14 of the Code of Federal Regulations, Section 91.119 of the General Operating and Flight Rules, which specifically prohibits low flying aircraft... Over any congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.*
1. W 225th St off Sepulveda & Hawthorne Blvd. Torrance, CA 90505 - Saturday 11/5/22 10am-1:30pm and ongoing - planes flying in continuous circles below 1,000 feet altitude:
    1. N182WL
    2. N379TA
    3. N206OU
    4. N68344
    5. N873MB
    6. N5767G
    7. N339SP
    8. N439LP
    9. Multiple Sling flight school planes that conveniently don't post their registration to the public
    10. Multiple Cessna flight school planes that conveniently don't post their registration to the public
    11. And more than I can continue to count

I reached out to the FAA and TOA originally with a civilized message asking for help, hoping to work together. Hoping that there would be a noise abatement program in place for homes so directly impacted by this noise & safety issue. I was hoping to be able to avoid inundating the Noise Abatement portal with complaints for each of these aircraft. 10/31/22 at 5:10pm Katherine at TOA admitted she saw my emails and told me the airport manager Rafael Herrera would call me directly -- he never did. The Noise Abatement Department there ignored my emails and calls. It's abundantly clear that both the FAA and Torrance Airport authority blatantly DO NOT CARE to curb the unlivable and unbalanced conditions these rapidly increasing airport operations are having on such a densely populated city. **It must be admitted that the airport has overgrown its location and have control placed over operations, namely such that result in low-flying aircraft going around in circles like those of flight schools!**

You are content to say "there's nothing we can assist with", "there's nothing we can do" and bounce people back and forth

between your two entities. Well, there are thousands upon thousands of residents who feel the same way as me mobilizing against this issue. Trust that we will not continue to sit idly by (as you do every day) and we will continue to pressure you to **REGULATE OPERATIONS**, coming up next at the Torrance City Council meeting on 11/8/22.

Sarah Sedaghat
[redacted]

On Tue, Nov 1, 2022 at 10:44 AM Morrissey, Nathan P (FAA) <Nathan.P.Morrissey@faa.gov> wrote:

Hello Sarah,

We received your email below. Unfortunately there is nothing we can assist you with as we do not regulate noise and no other FAA entity does either. I personally live near the Los Alamitos Joint Forces Training Base and have helicopters flying overhead all day until 1100pm at night. There is nothing I can do about it unless I chose to move. Sorry there is not more good news I could provide.

From: [redacted]
<[redacted]>
Sent: Monday, October 31, 2022 5:38 PM
To: 7-AWP-LGB-FSDO (FAA) <7-AWP-LGB-FSDO@faa.gov>
Subject: From www.faa.gov: Long Beach FSDO Information

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page: https://www.faa.gov/about/office_org/field_offices/fsdo/lgb/contact/

Message

> To Whom it May Concern: We are reaching out for help because we are new residents of Torrance renting a single family home on West 225th St. off Sepulveda Blvd. While we were aware of the Torrance airport (TOA)'s presence prior to moving in and despite visiting the home several times, we did not realize we were under a path where planes would be flying in circles directly overhead constantly. We both work 100% from home during the week so planes flying low overhead and in circles all day have been extremely disruptive and concerning. In particular Monday 10/24,

Thursday 10/27, and Monday 10/31 planes have been circling all day to the point where we hear them nearly every 30 seconds to a minute, with little to no breaks of silence throughout the day. Our landlord did not disclose or mention anything about the airport at any point during the application process. We do understand it was fully our responsibility to perform further research to decide if we would be able to accept the noise that would come along with living here. Unfortunately it's too late at this point now that we are locked into a 2 year lease. What, if any, assistance can be provided in terms of abatement/relief so that our new home can feel more livable and peaceful? Are home visits conducted to be able to assess the noise impact and advise accordingly? Thank you for your time and we look forward to your response. Sincerely, Sarah & Josh Sedaghat [redacted]

Nate Morrissey
Federal Aviation Administration
Long Beach Flight Standards District Office
562-283-5647 Direct

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/LGB FSDO is dedicated to quality service, and we continuously seek to improve our services to you. Please provide your feedback with any suggestions improvements. We value your opinion.

from: Sarah Sedaghat <[redacted]>
to: Noiseabatement@torranceca.gov, AirportAdmin@torranceca.gov
cc: Josh Sedaghat <[redacted]>
date: Oct 31, 2022, 4:38 PM
subject: Re: New Torrance residents - help with noise abatement
On Mon, Oct 31, 2022 at 4:38 PM Sarah Sedaghat <[redacted]> wrote:

Hello:

Following up as we have not heard back on our previous email. Can you please tell us if there has been any recent rerouting, path changes, or other such activity at TOA that might be making the noise worse than usual? We are trying to understand what we can expect living here and what can be done to help us with peaceful enjoyment of our home.

Thank you,

Sarah & Josh Sedaghat
[redacted]

On Thu, Oct 27, 2022 at 6:11 PM Sarah Sedaghat <[redacted]> wrote:

To Whom it May Concern:

We are reaching out for help because we are new residents of Torrance renting a single family home on West 225th St. off Sepulveda Blvd. While we were aware of the airport's presence prior to moving in and despite visiting the home several times, we did not realize we were under a path where planes would be flying in circles directly overhead constantly.

We both work 100% from home during the week so planes flying low overhead and in circles all day have been extremely disruptive and concerning. In particular Monday 10/24 and today, Thursday 10/27 planes have been circling all day to the point where we hear them nearly every 30 seconds to a minute, with little to no breaks of silence throughout the day. Our landlord did not disclose or mention anything about the airport at any point during the application process. We do understand it was fully our responsibility to perform further research to decide if we would be able to accept the noise that would come along with living here. Unfortunately it's too late at this point now that we are locked into a 2 year lease.

According to your website, "The mission of the Noise Abatement office is to reduce aircraft noise and improve the Airport's compatibility with the surrounding community, through a reasonable approach of balancing Airport requirements with the Community's needs in order to ensure a livable environment." Given this mission we are asking for any assistance you can provide in terms of abatement/relief so that our new home can feel more livable and peaceful. Do you ever conduct home visits to be able to assess the noise impact and advise accordingly?

Thank you for your time and we look forward to your response.

Sincerely,

Sarah & Josh Sedaghat
[redacted]

Huizar, Carlos

To: Daniel Will
Subject: RE: Public Comment, Transportation Committee Meeting 12/14, Item 5A

Mr Will.

Your below email has been received and will be included as a supplemental to the item that will be presented to the Transportation Committee on December 14, 2022, at 5:30 pm. Please know that this meeting is open to the public and will take place in the City Council Chambers.

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: Daniel Will <[redacted]>
Sent: Thursday, December 8, 2022 1:48 PM
To: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Subject: Public Comment, Transportation Committee Meeting 12/14, Item 5A

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Honorable Chair Mattucci and Committee Members,

I am writing to recommend that the Committee take action under Item 5A of the Committee agenda for December 14th to reduce excessive airport noise and enact landing fees for all airport users.

Torrance lacks an effective noise abatement strategy for the noise sensitive area south of the airport. Currently, the City's noise abatement strategy consists of (1) a prohibition on early left turns for straight out flights only; and (2) a policy statement that using the south pattern for training is discouraged. Despite these provisions, the use of the south pattern has exploded in recent years. The data produced by the Casper noise monitoring system clearly shows that south pattern training occurs routinely, without regard to the policy statement on avoiding south pattern training.

Use of the south pattern for training has dramatically increased because:

(1) New flight schools doing business at the airport and the booming flight training business has caused congestion and overuse of the airport. A co-owner of Sling Pilot Academy told me in an email that they would avoid the south pattern for training, except that congestion in the north training pattern forces pilots to choose the south pattern to find free airspace. This clearly demonstrates that the airport cannot handle the volume of training being conducted here, causing pilots to fly over areas that are not preferred for training purposes.

(2) There is a lack of enforceable agreements with flight schools about noise abatement procedures and the rules of behavior. There is no consequence for using the south pattern for training, and the financial incentive for flight schools is to put as many planes in the sky as possible. We don't implement public safety by simply asking people not to commit crimes, so why would we implement noise abatement that way?

The City needs a real and effective noise abatement strategy that actually protects noise sensitive areas by reducing the number of overflights.

First, in order to better manage airport congestion and ensure that Torrance can support only the amount of flights as can be conducted within noise abatement guidelines, the Committee should consider landing fees for all users. Landing fees are an effective means to make pilots economize flight plans and spread out training to other locations that can better handle the intense volume of training that some flight schools wish to undertake. Landing fees would help to free up the airspace around Torrance to a more manageable level for all users.

Second, the Committee should establish and enforce rules for noise abatement procedures as a condition for flight schools doing business at the airport. Torrance Municipal Code (Section 51.2.7) states that no person shall do business on the airport without (1) permission from the City Council; (2) a fixed place of business at the airport; and (3) a business license issued by the City. The Committee should consider whether it may wish to withhold permission from certain flight schools to do business at the airport if those schools frequently violate noise abatement policy. When flight schools understand that noise abatement is a non-negotiable condition of doing business at the airport, compliance will increase. Also, per this provision of the TMC, it appears that outside flight schools should not be conducting touch-and-go flights at Torrance airport as this would constitute doing business without the Council's permission, a fixed place of business at the airport, or a business license.

Thank you for considering my comments.

-Dan Will

Los Codona Ave, Torrance

Transportation Committee Meeting of
December 14, 2022

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

Members of the Transportation Committee:

SUBJECT: Transportation Committee – 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,

By _____
Carlos Huizar
Management Associate

NOTED:

for: Aram Chaparyan
City Manager

Attachments: A) Public Correspondence **Limited Distribution**

Megerdichian, Shant

From: Aoki, Denise
Sent: Friday, December 9, 2022 8:04 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Dec. 14 Airport Committee Meeting

From: j j <[redacted]>
Sent: Thursday, December 8, 2022 9:12 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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Dear Torrance Airport Committee members,

I am pleased that you've listened to our pain, now please enforce the municipal code for all the flights. We lived near the airport and it seem the flight school is still not following the code as we still hear constant airplane noises. This is a big impact for people like me who work at home.

Please **Enforce No-Left-Turn law** for **all planes** that turn left under 1,500 feet, including training in south pattern, as currently provided in the City's Code.

Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

Please also Close **and remove the south runway**, which would permanently reduce early left turns over rising terrain south of the airport and limit airport's overall capacity for operations.

Additionally, please also consider:
Apply landing fees to all users, including aircraft based at the airport. The City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

Renegotiate leases and permits to condition them on compliance with all City noise abatement requirements and recommendations. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

Add noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The City should consider all of the above options. It will take multiple combined actions to permanently resolve all the problems and federal law may prevent the City from implementing some of the above actions. If so, the problem may not be resolved. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law.

Thank you in advance for your help to make South Torrance a quiet neighborhood again.

Jenny Gu

Megerdichian, Shant

From: Aoki, Denise
Sent: Friday, December 9, 2022 8:17 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Dec. 14 Airport Committee Meeting

-----Original Message-----
From: Jill Butler <[redacted]>
Sent: Friday, December 9, 2022 7:58 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

WARNING: External e-mail
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Dear Counsel Members,
I am a homeowner at [redacted], in the Valmonte neighborhood of Palos Verdes Estates. The noise I hear daily in my backyard from small planes flying along the Torrance/PVE border has become almost unbearable! I was born and raised in this home, and the past few years have been the worst. When I sit out on our porch, sometimes I will hear a plane rumble by at a low, and loud, hight every 5-10 minutes! Maybe the pilots feel they can fly lower over our section of homes because they come up along the hill and do not adjust their altitude from flying in from the flat areas of torrance? Whatever the reasoning, it really must stop, plus I feel it make our homes less valuable as well.

I humbly request that you please accept a plan that would keep the pilots flying at higher altitudes or change their flight path over these residential neighborhoods.

Thank you

Jill Butler

[redacted]
Palos Verdes Estates

Megerdichian, Shant

From: McDonald, Jennifer
Sent: Friday, December 9, 2022 9:56 AM
To: Megerdichian, Shant
Subject: FW: Public comment
Attachments: See What Torrance is Doing.pdf

JEN MCDONALD
Senior Administrative Assistant - General Services Department
City of Torrance | 3350 Civic Center Drive, Suite 201 | Torrance CA 90503 | P: 310.781.7141 | F: 310.781.7199 |
JMcDonald@TorranceCA.Gov | www.TorranceCa.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Gonzaque, Alina <AGonzaque@TorranceCA.gov>
Sent: Friday, December 9, 2022 9:54 AM
To: Sarah Sedaghat <[redacted]>; Noise Abatement <NoiseAbatement@TorranceCA.gov>; Airport Admin Staff <AirportAdminStaff@TorranceCA.gov>
Subject: RE: Public comment

Dear Sarah Sedaghat,

We appreciate and value your input on what would make Torrance a better place to live, work and play.
Thank you for your email. It will be included as public comment as part of the Transportation Committee items. Other correspondence received will also be included and made available to the public.
The Transportation Committee meeting has been scheduled for December 14, 2022, at 5:30 pm in the City Council Chambers to discuss the Torrance Airport. Should you have any questions, please feel free to contact Community Development Director, Michelle Ramirez at MRamirez@TorranceCA.gov.
Also, should you wish to learn more about the City's goals and resources in other areas, please find the attached information sheet.
Thank you again,

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

From: Sarah Sedaghat <[redacted]>
Sent: Wednesday, December 7, 2022 2:31 PM
To: Noise Abatement <NoiseAbatement@TorranceCA.gov>; Airport Admin Staff <AirportAdminStaff@TorranceCA.gov>
Cc: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment

SEE WHAT TORRANCE IS DOING

We have an app!



Download the myTorranceCA app on your smartphone. Submit a request, make a payment, peruse City services and more.

WhyTorrance?



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

2021 Year In Review



Browse the City's 2021 Year In Review, highlighting City services and accomplishments from the prior calendar year. 2022's version coming soon!

Homeless Services



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

TorranceCA.Gov



Find a host of information on our website, including debunked Rumors that circulate the City.

TorranceAlerts

TorranceAlerts

Register for TorranceAlerts. When there is an emergency, get the information first on the City's early warning notification system.

CONNECT WITH US!

Facebook.com/TorranceCA

@TorranceCA

@CityOfTorranceCA

<CouncilMeetingPublicComment@TorranceCA.gov>; Josh [redacted]
Subject: Re: Public comment

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What is going on? Saturday 12/3, Monday 12/5, Tuesday 12/6, today 12/7 the noise of the circling touch and go training is CONSTANT, ALL DAY sun up to past sundown! I leave messages for Noise Abatement every day and email almost every day. I have not received ANY ACKNOWLEDGEMENT FROM THE AIRPORT! If you continue to do nothing you can look forward to the cease and desist letters and following class action lawsuits you'll be getting from the residents you ignore.

On Tue, Dec 6, 2022 at 8:37 AM Sarah Sedaghat <[redacted]> wrote:

It is completely miserable to live in this city with the way you've let flight schools take over. Every morning I wake up immediately accosted by the dozens of planes being allowed to do touch and goes directly over my home all day. Recently it's been almost exclusively Sling flight school or planes just like N5138V from Santa Ana coming to take advantage of TOA because they know THEY CAN. Grow a backbone already and exercise some control! YOU have the power to do something right away, so do it! Or will you bury your heads in the sand until another plane crashes, this time into a resident's home? Remember the plane that crashed last week did so while doing touch and go's.

Who brings more money into the city? One airport with some flight schools and transient aircrafts doing donuts around OUR TOWN, or the thousands upon thousands of residents who live, work, eat, and shop i.e. SPEND THEIR MONEY here? You need to get your priorities in line and regulate the flight schools NOW. I would never choose to live in Torrance again if this is what I knew it would turn into.

>
> On Dec 1, 2022, at 8:41 AM, Sarah Sedaghat <[redacted]> wrote:
>
> After a tragic, fatal accident yesterday it makes one scratch their head to see TOA allowing 5+ aircrafts to do touch and go training less than 24 hours later. Shame on you. When will enough be enough? When a crashing aircraft kills civilians by landing on their homes? Why is TOA the only airport in Southern California allowing this level of operations in such a high-density, urban area? These are not rhetorical questions — the public will continue to demand answers.
>
>>
>> On Nov 30, 2022, at 9:54 AM, Sarah Sedaghat <[redacted]> wrote:
>>
>>
>> To Whom It May Concern:
>>
>> 11/30/22; low, loud circling aircrafts one after the other ALL MORNING with no respite (starting before 8am and ongoing non-stop); 3400 block West 225th St. off Sepulveda/Hawthorne; Aircrafts N760DS, N67657, N379TA, unmarked Sling flight school planes & others
>>
>> Why aren't you doing anything? Why aren't you responding to complaints? The flight schools have been worse than ever since Thanksgiving. My husband is currently very sick and can't rest with the constant noise. I can't concentrate on my work. All my calls/emails to you have gone unanswered. DO SOMETHING! Regulate these out of control flight schools!
>>
>> Sarah Sedaghat

Megerdichian, Shant

From: Aoki, Denise
Sent: Friday, December 9, 2022 4:37 PM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Dec 14 Airport Committee Meeting

From: Lynn Lord <[redacted]>
Sent: Friday, December 9, 2022 10:59 AM
To: CityCouncil@torranceca.go; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec 14 Airport Committee Meeting

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Dear Council Members,

As a long term resident of Torrance I am requesting the City Council take the items below into consideration for the future of the community. The airport noise is impacting the quality of life in Torrance and it needs to be addressed.

Following are the issues to be resolved.

1) Reducing allowable flights by restricting training flights and prohibiting flights

from outside agencies;

2) Limiting or prohibiting use of the south runway; and

3) Changing flight school training hours by amending the Torrance Municipal Code

(TMC).

These measures would be steps in the right direction, but they don't go far enough and they would require amending the Municipal Code to establish new laws. This is something federal law may not permit. Doing so could jeopardize the City's ability to enforce its long-standing grandfathered Code provisions.

To adequately address the problems, in addition to or in place of the above, the City should also consider the following options:

1. **Enforce No-Left-Turn law** for **all planes** that turn left under 1,500 feet, including training in south pattern, as currently provided in the City's Code.

2. **Close and remove the south runway**, which would permanently reduce early left turns over rising terrain south of the airport and limit airport's overall capacity for operations.

3. **Apply landing fees to all users, including aircraft based at the airport.** The City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

4. **Renegotiate leases and permits** to condition them on compliance with all City noise abatement requirements and recommendations. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

5 **Deny leases or permits to flight training schools**. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

6. **Add noise monitors to fill gaps** between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

7. **Enforce noise violations according to existing grandfathered TMC Section 51.7.3** and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

8. **Amend the Code to add progressive monetary fines** for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

9. **Ban the sale of leaded fuel at the airport** within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The City should consider all of the above options. It will take multiple combined actions to permanently resolve all the problems and federal law may prevent the City from implementing some of the above actions. If so, the problem may not be resolved. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law.

See what's happening with your current neighborhood market!
PV
- https://issuu.com/remaxestateproperties/docs/market_intelligence_reports_pv__sept_2020_llord?fr=sMTZiNjczNDA0MQ
South Bay
- https://issuu.com/remaxestateproperties/docs/market_intelligence_reports_sb__sept_2020_llord?fr=sYWY0NDczNDA0MQ

Lynn Lord, Broker Associate
Platinum Club Member
RE/MAX Estate Properties
Fine Homes & Luxury Properties
Cal BRE #00932611

[redacted] direct
fax

www.lynnlord.com

Megerdichian, Shant

From: Aoki, Denise
Sent: Friday, December 9, 2022 4:38 PM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Dec. 14 Airport Committee Meeting

From: Jon Spallino <[redacted]>
Sent: Friday, December 9, 2022 10:34 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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We would like to voice our support for the following changes to the Torrance Airport activities. Our family has been here over 30 years and the increase in activity and bad actions of a few actors have resulted in a degradation of our living standards.

Please: **Enforce No-Left-Turn law** for **all planes** that turn left under 1,500 feet.

Close and remove the south runway, which would permanently reduce early left turns over rising terrain south of the airport and limit the airport's overall capacity for operations.

Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

Add noise monitors to fill gaps between monitors and **Enforce noise violations according to existing grandfathered TMC Section 51.7.3** and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

Thank you,

Jon, Sandy, Adrianna and Anna Spallino

[redacted]

Megerdichian, Shant

From:	Aoki, Denise
Sent:	Friday, December 9, 2022 4:40 PM
To:	Megerdichian, Shant
Cc:	Ramirez, Michelle
Subject:	INFORM: Response to Public Comments - FW: Dec. 14 Airport Committee Meeting
Attachments:	See What Torrance is Doing.pdf

-----Original Message-----
From: Gonzaque, Alina <AGonzaque@TorranceCA.gov>
Sent: Friday, December 9, 2022 9:55 AM
To: Jill Butler <[redacted]>
Subject: RE: Dec. 14 Airport Committee Meeting

Dear Jill Butler,
We appreciate and value your input on what would make Torrance a better place to live, work and play.
Thank you for your email. It will be included as public comment as part of the Transportation Committee items. Other correspondence received will also be included and made available to the public.
The Transportation Committee meeting has been scheduled for December 14, 2022, at 5:30 pm in the City Council Chambers to discuss the Torrance Airport. Should you have any questions, please feel free to contact Community Development Director, Michelle Ramirez at MRamirez@TorranceCA.gov. Also, should you wish to learn more about the City's goals and resources in other areas, please find the attached information sheet.
Thank you again,

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

-----Original Message-----
From: Jill Butler <[redacted]>
Sent: Friday, December 9, 2022 7:58 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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Dear Counsel Members,

I am a homeowner at [redacted], in the Valmonte neighborhood of Palos Verdes Estates. The noise I hear daily in my backyard from small planes flying along the Torrance/PVE border has become almost unbearable! I was born and raised in this home, and the past few years have been the worst. When I sit out on our porch, sometimes I will hear a plane rumble by at a low, and loud, hight every 5-10 minutes! Maybe the pilots feel they can fly lower over our section of homes because they come up along the hill and do not adjust their altitude from flying in from the flat areas of torrance? Whatever the reasoning, it really must stop, plus I feel it make our homes less valuable as well.

I humbly request that you please accept a plan that would keep the pilots flying at higher altitudes or change their flight path over these residential neighborhoods.

Thank you

Jill Butler

[redacted]

Palos Verdes Estates

SEE WHAT TORRANCE IS DOING

We have an app!

Download the myTorranceCA app on your smartphone. Submit a request, make a payment, peruse City services and more.

WhyTorrance?



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

2021 Year In Review



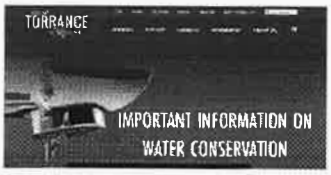
Browse the City's 2021 Year In Review, highlighting City services and accomplishments from the prior calendar year. 2022's version coming soon!

Homeless Services



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

TorranceCA.Gov



Find a host of information on our website, including debunked Rumors that circulate the City.

TorranceAlerts

Register for TorranceAlerts. When there is an emergency, get the information first on the City's early warning notification system.

CONNECT WITH US!

Facebook.com/TorranceCA

@TorranceCA

@CityOfTorranceCA

Megerdichian, Shant

From: Aoki, Denise
Sent: Monday, December 12, 2022 7:03 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Unbearable Friday Night!

From: Jane <[redacted]>
Sent: Friday, December 9, 2022 6:06 PM
To: Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Unbearable Friday Night!

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We will be engaging Aviation attorneys. We will be putting some sort of a "Cease and Desist" legal instrument in place. This is so unbearable, so unstoppable. We do not have our homes anymore. Our lives have been destroyed by the Sling, Pacific Skies and all the other pilot training academies who are flying over our backyards, one right after the other. It is non-stop for hours and hours. T&G's from Long Beach and Hawthorne too, unconscionable.

This is a big class action lawsuit waiting to happen so please do something big on Wednesday 12/14 and then City Council should immediately put a moratorium in place until they make a permanent determination to remove all training flights from TOA.

You cannot believe the stress of living here in these conditions. There is physical and emotional impact on all of us. I know we are PVE and not Torrance but we all live here together. We are neighbors. We literally have no where to run, no where to hide. Horrible.

Please help us now. Please stop what's going on before Christmas. It has gotten worse, if that is even possible.
I have so much video I could share, literally over our heads. Please, please do something now.

Jane Daly Gamble
[redacted]
PVE 90274

I speak for all the neighbors of the Eastern End of Valmonte in PVE who have signed a petition which I gave you a copy of when I spoke on October 25th CC meeting.

Megerdichian, Shant

From: Aoki, Denise
Sent: Monday, December 12, 2022 7:04 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: FW: Airport Noise

From: Gary Palmer <[redacted]>
Sent: Friday, December 9, 2022 6:10:45 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Torrance Airport Association <taaadmin@taainfo.org>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; ;HollywoodRivieraHOA <president@hollywoodriviera.org>
Subject: Airport Noise

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To the Members of Torrance City Council and Riviera Homeowners Association,
I am writing as a local resident and pilot who is also concerned about reducing the noise and number of aircraft operations.

I request this email be read during and entered into the 14-December Transportation Committee meeting minutes.

The bottom line is that pilots have offered multiple solutions to the City Council in an attempt to remedy the situation. The city has not responded at all.

The pilot community at Torrance Airport agrees with (and lives among) our surrounding neighbors; something should be done to mitigate the noise problem.

-
Torrance Airport Association studied the noise issue, used the data to develop scientific and FAA approved recommendations to reduce neighborhood noise.
- We developed noise mitigation recommendations, with flight school agreement, which tremendously quiet neighborhood noise.
- These recommendations were detailed in plans presented to the City Council. The City Council has ignored the pilots and refused to allow the solutions to be implemented; which maintains the noise problem in affected neighborhoods.
- Months (nearly a year now) have gone and the City has still done nothing. Instead, the affected neighborhoods are forced to continue living with the nuisance noise.
If the airport is closed, the state takes control of zoning and currently wants to maximize the creation of low income high density housing projects. This would dramatically change the profile of the local neighborhoods and businesses...

City staff and City Council members have not educated themselves properly, making incorrect and uninformed statements about airport operations and authority.

Thank you for your time and consideration,
Gary Palmer

Megerdichian, Shant

From: Aoki, Denise
Sent: Monday, December 12, 2022 7:05 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Airport Noise Committee
Attachments: Letterr re Contract Air Controllers.docx

From: Dave Roelen <[redacted]>
Sent: Saturday, December 10, 2022 8:22:47 AM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: Hollywood Riviera Homeowners Association <president@hollywoodriviera.org>
Subject: Airport Noise Committee

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December 9, 2022

Torrance Mayor and City Council
Airport Noise Committee
3031 Torrance Blvd.
Torrance, CA 90503

There is no law or FAA rule requiring a control tower at any airport. Not at LAX, not at Long Beach, not at Torrance. None!

Cities can hire their own private company to provide air traffic control (or have none, if they choose). Companies may be "licensed" by the FAA (so they receive federal funding), but for local funding they must just control flight like any FAA control tower ... keeping aircraft separate from one another so there are no collisions.

A privately contracted control tower would keep aircraft away from each other, just like the FAA. That's what air traffic controllers do.

After takeoff, some 95% (I would guess) of Torrance flights are VFR (Visual Flight Rules, meaning "see and be seen", no tower talk, pilots talk to each another over a common radio frequency). Once airborne and out of the Torrance airport pattern, pilots basically fly where they want (there are flight restrictions to be followed) with no Torrance tower control (or any) interaction unless, perhaps, being alerted to some safety issue. Aircraft land and depart Torrance airport all the time before the control tower opens in the morning or after it closes at night.

So, what would happen with Torrance noise abatement rules if a private contractor were hired by the City and paid for with local airport funds? Like all contracts both parties agree to certain guidelines and adhere to those obligations or are replaced by a contracted company who will do what the City requires.

Maybe it's time for Torrance to have local control and be rid of the FAA. Torrance should consider hiring a private company to safely control airport traffic and do as Torrance residents wish by enforcing Torrance's noise abatement flight path rules.

Dave Roelen

Torrance, CA
[redacted]

Cc: Riviera Homeowners

Megerdichian, Shant

From: Aoki, Denise
Sent: Monday, December 12, 2022 7:07 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Help us stop landing fees at Torrance Airport!

From: Jeff Meltzer <[redacted]>
Sent: Saturday, December 10, 2022 10:38 AM
To: [redacted]
Cc: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Fwd: Help us stop landing fees at Torrance Airport!

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To all attending or monitoring the Torrance Airport upcoming committee meeting next week

A few years again I tried to explain this to the Airport Commission but gave up out of frustration. The members of the Airport Commission need to have a vision. The 2028 Olympic Committee has committed to **funding 28 Transportation Improvements by 2028** in time for the Olympic Games in Los Angeles. If Torrance can leverage this opportunity it can turn Torrance Airport into An Electric Airport hub. This would be a great asset for South Bay.

Additionally, the 2028 Olympic Organizer has stated they will ban passenger cars from the games. Only public transportation like Evtol ride share will be allowed to land at venues like the Rose Bowl in Pasadena. Let's imagine that Torrance Airport is an Electric Aircraft Hub and that citizens can be whisked away to Pasadena in 15 minutes instead of 2 hours.

"Embrace the future, do not fear it."

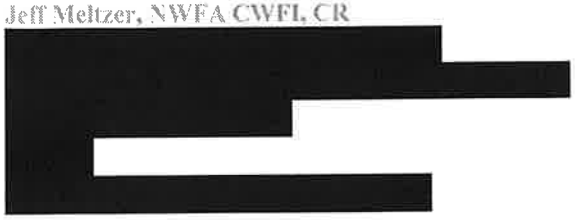
Here is a future look at a 15-minute commuter flight between Torrance Evtol Hub and Pasadena Rose Bowl Olympic Venue in 2025. You can look around the cabin if you move your mouse. Have a nice flight

Please click on the link below:

https://vimeo.com/35000096

If we are smart and do not squander this resource, Torrance can be a Business Hub for Evtol Transporation, making Torrance the envy of every City in California.

--
Jeff Meltzer, NWFA CWFI, CR



Megerdichian, Shant

From: Aoki, Denise
Sent: Monday, December 12, 2022 7:08 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: FW: The Future of Torrance Airport

From: Tim Baptist <[redacted]>
Sent: Sunday, December 11, 2022 9:07 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: The Future of Torrance Airport

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To Michelle

I own and operate a Cessna 172 hangered at the Torrance Airport for over 10 years and would like to provide the Torrance City Council my perspective of why traffic and noise around the airport has become an issue to local residents.

The rapid and significant increase in airport traffic is almost entirely due to the Sling Pilot Academy. This company now has over 22 aircraft based at the airport. It's typical to see 5 to 7 Sling aircraft lined up to depart and as many as 9 in the airport pattern. This type of volume has forces the tower to utilize 29L for local traffic (both arriving and departing), not to mention that these trainee pilots have created a major safety issue for other aircraft in the area. I believe that the increased traffic, noise and use of 29L is purely due to the number of aircraft being operated by the Sling Pilot Academy. What would happen if they continue to grow their aircraft fleet to 50+. Is there any reason they won't.

The introduction of landing fees is likely to have no impact on this training school as they will simply pass this cost on to their students. Landing fees will only penalize local pilots who already pay some of the highest hanger fees in Southern California.

The Torrance Airport is a unique resource for the local community and the city of Torrance and provides thousands of local jobs. I personally think the only solution is to limit how many aircraft flight schools can park or operate at the airport. Since the City of Torrance owns the airport, this is the only solution.

Thanks you
Tim Baptist
[redacted]

Megerdichian, Shant

From: Aoki, Denise
Sent: Monday, December 12, 2022 8:00 AM
To: Megerdichian, Shant
Cc: Ramirez, Michelle
Subject: Transportation Committee recommendations

From: Judy B <[redacted]>
Sent: Monday, December 12, 2022 12:31 AM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>
Cc: Griffiths, Mike <MGriffiths@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Transportation Committee recommendations

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Honorable Members of the Transportation Committee:

We now have over 900 supporters of our petition to reduce airport impacts. They support the City considering all available legal options to resolve the problems. We are pleased your Committee will be meeting to discuss this matter on December 14. Please consider this input in connection with your meeting.

The Agenda states you will discuss options for landing fees and reduction of operations at Torrance airport and to provide direction on:

1. Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies; and
2. Limiting or prohibiting use of the south runway; and
3. Changing flight school training hours by amending the Torrance Municipal Code

We agree with the goals of these measures. There are many different ways to accomplish these goals and the details are important. While the City can enforce its current laws because they are grandfathered in place, it cannot adopt new laws. The City should not do anything that might jeopardize the status of its existing grandfathered laws. The Town of East Hampton was recently blocked by legal action from establishing limits and restrictions on flights at its airport. The City should look first to strictly enforcing its existing grandfathered laws and other measures over which the City has legal authority, including the following:

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 (copy attached) at one time clearly indicated under the heading Training – "No left turn allowed prior to shore or 1500' altitude." This shows the law applied to training in the past and the law has not changed. It should be enforced as written and apply to all aircraft training in the south pattern.

2. **Close and <u>remove</u> 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. As long as 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 has the authority to do.

3. **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 (not 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 cause a reduction in training operations which would be a side benefit.

4. **Enforce conditions of leases, sub-leases, and permits that require conformance 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-conformance with the airport's required and recommended noise abatement procedures should be grounds for termination of a lease, sub-lease, or permit.

5. **Adopt a City policy to deny leases or permits to flight training schools**. The California Environmental Quality Act (CEQA) requires the City to consider environmental impacts before approving 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 flight school 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.

6. **The City should recommend that pilots that train in the north pattern remain over commercial/industrial areas close to the airport, not residential areas north of 235th Street.** This would mitigate noise and other impacts in the residential areas of New Horizons and Marble Estates. This City may be precluded by federal law from making this a requirement if it is considered a new noise abatement law. However, the City can strongly recommend compliance and may be able to require compliance through lease enforcement for tenants of the airport.

7. **Add noise monitors to fill gaps between existing 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 they occur in the ½ mile wide gaps between monitors. These loopholes should be closed by adding monitors at the west and east end of the airport where the vast majority of violations occur. The City could avoid the cost of new monitors by relocating existing monitors that seldom, if ever, register noise violations.

8. **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 hearing boards 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. For example, NoiseLab data shows there is one aircraft that has accumulated at least 14 noise violations (maybe many more) since the Casper system went public on August 15th of this year. It continues to commit violations and no hearing board has been held. 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. Otherwise, why is it in the Code?

9. **Amend the Code to establish progressive monetary fines for multiple violations up to the point an aircraft is banned.** Currently, the City only sends Notices of Violation without any monetary fines. 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.)

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 lead at its airport.

We hope you will consider all of these options and only exclude those that the City's legal counsel determines are beyond the City's legal authority.

Respectfully,

Judy Brunetti, Co-President
Riviera Homeowners Association,
Richard Root, Reduce Airport Noise Coalition Chair

Download all attachments as a zip file

- No Left Training - Brochure.pdf

  63.6kB

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Huizar, Carlos

From: Ron White [redacted]
Sent: Monday, December 12, 2022 6:49 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Landing fees are not common for light aircraft. If they are implemented, you will simply drive away visiting pilots like myself, along with the revenue we bring to local businesses such as restaurants, hotels, convenience stores, taxi/uber drivers, etc. let alone the city's own fuel taxes, as we will shift to other airports.
Additionally, other GA airports have proven landing fees don't work. There is no way of collecting from the vast majority of landings at the airport, while you still have to pay the billing company. In the end, this expected boon in revenue ends up hurting city revenues.

3D-P Technology Connected
Ron White
Director, Sales and Marketing
C: [redacted]
E: [redacted]

Huizar, Carlos

From: Jerry Kraemer [redacted]
Sent: Monday, December 12, 2022 4:52 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: L B [redacted]
Sent: Sunday, December 11, 2022 10:24 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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This is a very bad idea.

Torrance has a very long aviation history.

Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Sent from my iPad

Huizar, Carlos

From: MJ Khoury [redacted]
Sent: Sunday, December 11, 2022 10:15 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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

Mario J. Khoury
[redacted] Cell

Huizar, Carlos

From: MJ Khoury [redacted]
Sent: Sunday, December 11, 2022 10:15 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Mario J. Khoury
[redacted] Cell

Huizar, Carlos

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Sent: Sunday, December 11, 2022 10:15 PM
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Mario J. Khoury
[redacted] Cell

Huizar, Carlos

From: MJ Khoury [redacted]
Sent: Sunday, December 11, 2022 10:15 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Mario J. Khoury
[redacted] Cell

Huizar, Carlos

From: Linda Howard [redacted]
Sent: Sunday, December 11, 2022 9:25 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)
o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

These ideas are all ridiculous. How is the control tower going to prohibit or restrict airplanes from landing that are not from KTOA. I am a Torrance resident and have a part ownership in an airplane at Long Beach Airport. So as a resident of Torrance, you will not let me land at KTOA because my airplane is parked at a nearby airport. Additionally, if you limit that activity on the south runway, it will make the north runway even busier. This could result in delays in landing and potentially cause more congestion in the air around Torrance. This does not solve any problems, it just shifts the problem to another area.

Linda Howard
Torrnace Resident, 26 years, 90505

Huizar, Carlos

From: Linda Howard [redacted]
Sent: Sunday, December 11, 2022 9:13 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.
I get more road noise from Hawthorne and Sepuleda than the airport. Maybe we should close these major streets.

LInda Howard
Torrance Resident 26 years, 90505

Huizar, Carlos

From: Linda Howard [redacted]
Sent: Sunday, December 11, 2022 9:10 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance--they provide a path to a career in a rewarding and exciting technical field (STEM) by providing necessary pilots for future airline operations--a great opportunity for women and minorities. Many of the pilots that have learned to fly at Torrance Airport are flying commercially today.

Linda Howard
Torrance 90505, 26 years
Airplane Pilot

Huizar, Carlos

From: Linda Howard [redacted]
Sent: Sunday, December 11, 2022 9:08 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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sincerely,

Linda Howard
Torrance Resident, 90505, 26 years
Airplane Pilot

Huizar, Carlos

From: Linda Howard [redacted]
Sent: Sunday, December 11, 2022 9:07 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

sincerely,

Linda Howard
Torrance Resident 90505
26 years
Airplane pilot

Huizar, Carlos

From: Linda Howard [redacted]
Sent: Sunday, December 11, 2022 9:06 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

sincerely,

Linda Howard
Torrance resident and airplane pilot
90505

Huizar, Carlos

From: Bob Francis [redacted]
Sent: Sunday, December 11, 2022 8:48 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Huizar, Carlos

From: CarlChaves [redacted]
Sent: Sunday, December 11, 2022 7:03 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Respectfully,
CSC PM
CFO
Crocker Masonic Hall Assoc
[redacted] Hillcrest Dr
Daly City CA 94014

Sent from Cpt CSC DHS iPhone

With honor and integrity, we will safeguard the American people, our homeland, and our values.

Huizar, Carlos

From: Marc Pasquini [redacted]
Sent: Sunday, December 11, 2022 6:23 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Marc Pasquini [redacted]
Sent: Sunday, December 11, 2022 6:22 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Huizar, Carlos

From: Marc Pasquini [redacted]
Sent: Sunday, December 11, 2022 6:22 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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From: Marc Pasquini [redacted]
Sent: Sunday, December 11, 2022 6:22 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

Huizar, Carlos

From: Marc Pasquini [redacted]
Sent: Sunday, December 11, 2022 6:22 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

From: Jim Stenger [redacted]
Sent: Sunday, December 11, 2022 5:57 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Jim Stenger [redacted]
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To: Huizar, Carlos
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Sent: Sunday, December 11, 2022 5:56 PM
To: Huizar, Carlos
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From: Adrian C. Harvey [redacted]
Sent: Sunday, December 11, 2022 5:48 PM
To: Huizar, Carlos
Subject: Public Comment--Don

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Adrian C. Harvey
h. [redacted]
c. [redacted]

Huizar, Carlos

From: Adrian C. Harvey [redacted]
Sent: Sunday, December 11, 2022 5:49 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster respon se

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Huizar, Carlos

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To: Huizar, Carlos
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From: Bill Manix [redacted]
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Huizar, Carlos

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Sent: Sunday, December 11, 2022 5:31 PM
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Matt Lucas
[redacted]

Huizar, Carlos

From: Steve Stagnaro [redacted]
Sent: Sunday, December 11, 2022 5:15 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage.

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Don't steal the future joy a career in aviation can bring to young adults.

Steve

Huizar, Carlos

From: 424PaulHill [redacted]
Sent: Sunday, December 11, 2022 3:48 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from my iPad

Huizar, Carlos

From: 424PaulHill [redacted]
Sent: Sunday, December 11, 2022 3:47 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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

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

Sent from my iPad

Huizar, Carlos

From: William Tymczyszyn [redacted]
Sent: Sunday, December 11, 2022 3:16 PM
To: Huizar, Carlos; Mattucci, Aurelio; Kaji, Jon; Lewis, Bridgett; Chen, George; Sheikh, Asam; Kalani, Sharon; Griffiths, Mike; Goodrich, Tim; Chaparyan, Aram; Ramirez, Michelle; Duncan, Nora; Torres, Jorge
Subject: Public Comment - Transportation Committee Meeting Agenda - December 14, 2022
Attachments: Comments - Transportation Comm mtg 12-14-22 WRT.pdf

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

Carlos Huizar,

Please submit my comments on the Dec 14 Transportation Committee agenda items as Supplemental public input. My comments are contained in the attached pdf.

Thank you,

Bill Tymczyszyn
Chairman, Noise Abatement Advisory Committee - Torrance Airport Association

To: Torrance City Council - Transportation Committee

Subject: Comments on Transportation Committee Agenda for Dec 14, 2022

From: Bill Tymczyszyn, Chairman, Noise Abatement Advisory Committee -
Torrance Airport Association

One look at the Transportation Committee's agenda shows that it fails to recognize the primary issue - reducing noise and annoyance in neighborhoods surrounding the airport. There is no mention on the agenda about reducing noise. None. This in spite of the fact that there are proven, feasible steps that can be taken today to solve the problem. Steps that have been tested and proven, then presented to the City and Staff, and thus far ignored.

In contrast to the City's new app and "#WhyTorrance" campaign, i.e., "Discover why so many businesses choose to partner with Torrance…", your agenda addresses only ways to kill business and commerce and bring down aviation-oriented concerns in Torrance. It's as if the agenda was taken directly off the pages of a vocal few on Nextdoor.com, rather than directed by City Council.

The glaring omission on the agenda is any discussion whatever of reducing noise of aircraft using the airport. That is most likely to cover the embarrassing reality that the City has done nothing at all thus far to effect a real reduction in noise, even as neighborhood cries have intensified.

A year and a half ago, the Torrance Airport Association recognized the need to develop effective noise abatement procedures at the airport and formed the Noise Abatement Advisory Committee (NAAC). Since then, we have conducted flight tests in our own aircraft and those of our flight schools and found feasible ways to significantly reduce noise – up to 50-75% in real reduction of decibels measured on the ground.

We have reported on our progress at numerous meetings with Community Development, Noise Abatement, and Airport Staff, plus our FAA control tower personnel. We developed attention-getting signs for each runway end that graphically show a pilot how to fly friendly from that runway. We presented our program and results to the Airport Commission, Community Development Director, and the public on September 8th. Just small changes to the way pilots fly traffic patterns can pay off in large dividends.

What has the City's response been? To do nothing! They have not produced new signs even knowing that they would be hugely effective. Current signs offer no useful noise abatement information and are covered in bird droppings. The City's "Noise Abatement" brochure is 7 years old and includes no information at all on how to fly quietly from the south runway. We propose a program to get the word out to all pilots through effective signs, brochure, online publishing on pilot websites and flight planning apps, educational pilot meetings, and visits to flight schools both here and elsewhere who fly to Torrance. Pilots follow suggested procedures when they are able, but they must know what those procedures are!

Ignoring history is a proven path to failure. Twelve years ago, a similar hysteria was pervasive in communities around our airport. Instead of airplane noise, the devil was helicopter noise. Instead of killing Robinson Helicopter and our helicopter flight schools, the City met with pilots from TAA, the FAA, Robinson Helicopter, and flight schools to develop the arrival and departure routes in use today. This proved that modification in the way pilots use the airport through an effective education program can indeed succeed.

More recently, the City Council reacted to local hysteria over airplane noise by contracting with a new noise monitoring vendor, in hopes that noise violations would quiet the hysteria. We tried to tell the City it would not change the way pilots fly, as most small aircraft simply aren't loud enough to exceed 82 db (the city maximum noise limit). Finally faced with that reality, the City is again considering a knee jerk solution to quell the hysterics.

Current Transportation Committee agenda proposals aim to kill local business, destroy the hopes and dreams of young people seeking a career in aviation, and punish all Torrance based pilots, not to mention Robinson Helicopter. Instead, the Committee should be recommending that Staff be directed to work with the TAA NAAC and FAA to implement a true aircraft noise reduction program.

Just like our helicopter noise around 2000, addressing the noise issue itself should come first, before talking about draconian measures to punish pilots and kill business.

Sincerely,

Bill Tymczyszyn
43 year Mesa Street resident

Huizar, Carlos

From: David Gordon [redacted]
Sent: Sunday, December 11, 2022 3:05 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Best Regards,
David Gordon
[redacted]

Huizar, Carlos

From: David Gordon [redacted]
Sent: Sunday, December 11, 2022 3:05 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this ill-conceived proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Best Regards,
David Gordon
[redacted]

Huizar, Carlos

From: David Gordon [redacted]
Sent: Sunday, December 11, 2022 3:07 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Best Regards,
David Gordon
[redacted]

Huizar, Carlos

From: David Gordon [redacted]
Sent: Sunday, December 11, 2022 3:06 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Best Regards,
David Gordon
[redacted]

Huizar, Carlos

From: David Gordon [redacted]
Sent: Sunday, December 11, 2022 3:06 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Best Regards,
David Gordon
[redacted]

Huizar, Carlos

From: David Gordon [redacted]
Sent: Sunday, December 11, 2022 3:04 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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)

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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.

Best Regards,
David Gordon
[redacted]

Huizar, Carlos

From: Richard Hrezo [redacted]
Sent: Sunday, December 11, 2022 2:27 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport

o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.

o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)

o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Huizar, Carlos

From: Richard Hrezo [redacted]
Sent: Sunday, December 11, 2022 2:27 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Huizar, Carlos

From: Richard Hrezo [redacted]
Sent: Sunday, December 11, 2022 2:27 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

From: Richard Hrezo [redacted]
Sent: Sunday, December 11, 2022 2:27 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Huizar, Carlos

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Sent: Sunday, December 11, 2022 2:27 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Huizar, Carlos

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

Huizar, Carlos

From: David Mackler [redacted] on behalf of David Mackler [redacted]
Sent: Sunday, December 11, 2022 1:22 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

—
David Mackler
[redacted]

Huizar, Carlos

From: Rob M [redacted]
Sent: Sunday, December 11, 2022 12:52 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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Landing fees don't do any good for anyone. They are simply put into place by local officials to restrict access to an airport. Landing fees may be commonly imposed on large commercial carriers, but it's preposterous attempting to do so for general aviation aircraft. It would be one thing if such fees were required for airport solvency. In this case it is not. Imposing such fees would be a veiled attempt to restrict access to the airport as part of a long term plan to close the airport.

Airports have proven to be great assets to communities in times of disaster, and great means to inspire and train younger people for aviation related careers. Imposing landing fees, restricting access, closing of this and other airports, is a slap in the face to the aviation legacy of southern California and is a disservice to pilots, and the community at large.

There is a rat or two loose behind such ill conceived proposals.

Vote No against landing fees.

Sincerely,

Robert Morgan
Pilot/CFI

Huizar, Carlos

From: william coleman [redacted]
Sent: Sunday, December 11, 2022 12:44 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Agenda refers to 3 possible activities to restrict access to the airport
o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)

- Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Bill Coleman
Sent from Mail for Windows

Huizar, Carlos

From: william coleman [redacted]
Sent: Sunday, December 11, 2022 12:43 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Bill Coleman
Sent from Mail for Windows

Huizar, Carlos

From: william coleman [redacted]
Sent: Sunday, December 11, 2022 12:42 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

WARNING: External e-mail
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Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance--they provide a path to a career in a rewarding and exciting technical field (STEM) by providing necessary pilots for future airline operations--a great opportunity for women and minorities. This ill concieved idea will help to shut all of that activity and end a job for me

Bill Coleman

Sent from Mail for Windows

Huizar, Carlos

From: Mike Gustafson [redacted]
Sent: Sunday, December 11, 2022 12:35 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Once the airport falls into disrepair it will be more costly to bring back up to standard.

Please reconsider your thoughts on this wonderful asset.

Thank you

MLG

Sent from my iPad

Huizar, Carlos

From: Mike Gustafson [redacted]
Sent: Sunday, December 11, 2022 12:28 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Please reconsider your proposed action.

Thank you

Michael Gus

Sent from my iPad

Huizar, Carlos

From: Glen Floe [redacted]
Sent: Sunday, December 11, 2022 12:21 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Huizar, Carlos

From: Glen Floe [redacted]
Sent: Sunday, December 11, 2022 12:21 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: gilbert viramontes [redacted]
Sent: Sunday, December 11, 2022 12:08 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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The airport is an irreplaceable asset for responding to emergencies. Torrance hospital is right across the street. Robinson would join in any disaster relief efforts.
Aviation has helped our country to be one the the most powerful countries in the world. By reducing aviation You are affecting our long range leadership in aviation by reducing the number of pilots !

Sent from my iPhone

Huizar, Carlos

From: gilbert viramontes [redacted]
Sent: Sunday, December 11, 2022 12:05 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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This is insane ! Are You going to start charging boats that pay for slips to taxi into their slips or cars on freeways for using all lanes on freeways or Golfers to pay extra for each hole they play !! This airport belongs to the people, the citizens of Torrance and the pilots pay good money already for using the airport ! Charging landing fees If the airport is self sufficient it makes no sense ! All You would be doing is punishing pilots because a few people want it closed ! Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?
The only reason Santa Monica charges the fees is to intimidate the pilots because they have wanted to close the airport for years !

Sent from my iPhone

Huizar, Carlos

From: Parrish Cope [redacted]
Sent: Sunday, December 11, 2022 12:05 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Huizar, Carlos

From: Parrish Cope [redacted]
Sent: Sunday, December 11, 2022 12:04 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Kar Werning [redacted]
Sent: Sunday, December 11, 2022 12:02 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
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K Werning

Sent from my iPhone

Huizar, Carlos

From: karla werninghaus [redacted]
Sent: Sunday, December 11, 2022 12:02 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?
Airports serve a vital role in the community. Leave it be!

K Werning

Sent from my iPhone

Huizar, Carlos

From: Kar Werning [redacted]
Sent: Sunday, December 11, 2022 12:01 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

K Werning

Sent from my iPhone

Huizar, Carlos

From: karla werninghaus [redacted]
Sent: Sunday, December 11, 2022 12:00 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

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Sent from my iPhone

Huizar, Carlos

From: Doug henderson [redacted]
Sent: Sunday, December 11, 2022 12:00 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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Doug Henderson

Sent from my iPhone

Huizar, Carlos

From: karla werninghaus [redacted]
Sent: Sunday, December 11, 2022 12:00 PM
To: Huizar, Carlos
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Sent from my iPhone

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Sent from my iPhone

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Sent from my iPhone

Huizar, Carlos

From: karla werninghaus [redacted]
Sent: Sunday, December 11, 2022 11:59 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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K Werning

Sent from my iPhone

Huizar, Carlos

From: Jack Williams [redacted]
Sent: Sunday, December 11, 2022 11:49 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Sent from my iPad,
Jack

Huizar, Carlos

From: Jack Williams [redacted]
Sent: Sunday, December 11, 2022 11:49 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Sent from my iPad,
Jack

Huizar, Carlos

From: Jack Williams [redacted]
Sent: Sunday, December 11, 2022 11:49 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Sent from my iPad,
Jack

Huizar, Carlos

From: Jack Williams [redacted]
Sent: Sunday, December 11, 2022 11:49 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Sent from my iPad,
Jack

Huizar, Carlos

From: Jack Williams [redacted]
Sent: Sunday, December 11, 2022 11:48 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Sent from my iPad,
Jack

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 10:44 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Agenda refers to 3 possible activities to restrict access to the airport to restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.

Limiting or prohibiting use of the south runway would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)

Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

All of these points have been provided to the City before, indicating the City chooses to continue to ignore the Federal regulations. Where is the City's analysis and basis that its rules trump Federal law?

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 10:35 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

WARNING: External e-mail
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These measures are all too drastic. If Torrance flight schools are forced out of using the airport with their quiet planes, schools from other airports will use it with noisy planes. Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 10:31 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

If the city closes the airport for dense high rise housing, won't you effectively block the view from Palos Verdes, increase lower income housing and effectively lowering the taxable bases? Where is the economic analysis the city has conducted that shows the basis and comparison points as to why and how much will be generated from landing fees or closing the airport will actually result in net gain in taxes for the City of Torrance? What is gained that replaces all the intrinsic value the airport provides?

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 10:26 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Many local general aviation pilots help in disaster prep and action. They don't charge the city for their volunteering. Has this been considered by the city economic analysis?

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 10:19 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

The City of Torrance welcomed the flight schools, now you want to essentially shut them out. Why?

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 10:01 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Is the purpose of raising taxes on general aviation pilots to reduce noise? Where is the environmental analysis that closing the airport and building a bigger bedroom community for Los Angeles resulting in noise reduction?

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 9:57 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

WARNING: External e-mail
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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

What is the basis and analysis for these fees? Where is this available online for public access?

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: Laurice Churchill [redacted]
Sent: Sunday, December 11, 2022 9:54 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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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.

Please listen to the pilots this time!

Laurice Churchill
Aircraft owner, tie down, KTOA

Huizar, Carlos

From: John Bucher [redacted]
Sent: Sunday, December 11, 2022 9:46 AM
To: Huizar, Carlos
Subject: Public Comment - Lack of City Authority to Close Torrance Airport

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

Any attempt by the City of Torrance to make Torrance Airport less practical for municipal aviation activities, let alone attempt to close the airport, will be met with legal entreaties to the Federal Government for the City to continue to abide by the provisions of the deed to the airport property.

Huizar, Carlos

From: Bob Pethick [redacted]
Sent: Sunday, December 11, 2022 8:25 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

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

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

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

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

Sent from my iPhone

Huizar, Carlos

From: John Bucher [redacted]
Sent: Sunday, December 11, 2022 7:42 AM
To: Huizar, Carlos
Subject: Public comment - unintended consequences

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

Staff has apparently not thought through this--just copying the demands of the complainers. They need to research the implications of this proposal. Look at the long-term impact and unintended consequences. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Huizar, Carlos

From: John Bucher [redacted]
Sent: Sunday, December 11, 2022 7:39 AM
To: Huizar, Carlos
Subject: Public Comment--The airport is a valuable resource for disaster response

WARNING: External e-mail
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The airport is an irreplaceable asset for responding to emergencies. Torrance hospital is right across the street. Robinson Helicopter Company would join in any disaster relief efforts.

Huizar, Carlos

From: David Mac [redacted]
Sent: Saturday, December 10, 2022 9:28 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

WARNING: External e-mail
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Once again Torrance Airport policies and regulation is being directed by a small group of very vocal antagonists.
The topic of landing fees is very polarizing for both pilots and business owners at the Torrance Airport as well as the minority of complainers. The landing fee topic should not be made lightly.
Recently the TOA air traffic pattern has been much busier partially or mostly due to the success of the Sling flight school. Perhaps the real issue needs to be addressed and acknowledged within the larger conversation.
Everyone in Southern California general aviation is very aware of what happened to Santa Monica Airport and is distrusting of the Torrance City Councils hidden agendas.
Please do not approve landing fees or other restrictions on the already compromised situation with KTOA pilots and businesses.
David MacMillan
[redacted] Briarwood Dr
Torrance 90505

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 5:05 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Agenda refers to 3 possible activities to restrict access to the airport:

o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)
o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

The same, anonymous noise complainers will be around to complain about further development, once the airport is closed. At that point, Torrance will not need them anymore to further their development agenda, the real reason used to close the airport.

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:57 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacramento grab it for low income/dense housing? How will that affect Torrance traffic? Why not close all the city parks as well? Once all this has happened, what's next? Close a school here and there for development?

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:53 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Most pilots are considerate flyers and follow noise abatement procedures. Don't allow the few, anonymous, complainers to guide the agenda.

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:50 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Local pilots conduct mercy flights to help residents with medical transportation. Local pilots ferry relief supplies to disaster struck areas.

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:45 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Putting flight schools, who use the airport for its intended purpose, out of business under the guise of fraudulent noise complaints, is local government intervention in due process.

Is Torrance ready to lose the income generated by Robinson Helicopter?

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:38 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

The City of Torrance should not use excessive, fraudulent, and identity-hidden complaints as an excuse for closing the airport, to further their agenda of using the property for additional congested building purposes.

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:31 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Because you do not post identities of residents who post noise complaints, many complaints are filed by the same person(s), making the number of complaints inaccurate and misleading. These residents are allowed to hide from public view while making numerous complaints, whether accurate or not.

Plane "N numbers" publicly identify identities and addresses of pilots, resulting in threatening mail (sent anonymously) to pilots who have not flown recklessly or with excessive noise. I have received two of these letters.

Sincerely,

Robert Grosher

Huizar, Carlos

From: Robert Grosher [redacted]
Sent: Sunday, December 11, 2022 4:19 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Sincerely,
Robert Grosher

Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:07 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from my iPhone

Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:06 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Sent from my iPhone

Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:06 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:05 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

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To: Huizar, Carlos
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Sent from my iPhone

Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:04 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Sent from my iPhone

Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:04 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Huizar, Carlos

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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?

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Sent from my iPhone

Huizar, Carlos

From: George Woody [redacted]
Sent: Sunday, December 11, 2022 2:02 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic? Ir crime? Greedy developers further eroding the quality of life.

Sent from my iPhone

Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:21 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:20 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:20 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:20 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:19 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 10:19 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:19 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Huizar, Carlos

From: Marianne Wightman [redacted]
Sent: Saturday, December 10, 2022 10:18 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: John Rubasky Jr [redacted]
Sent: Saturday, December 10, 2022 9:51 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Honorable Councilman Mattucci,

I have been a resident of Torrance for the last 6 years, a resident of the South Bay for over 46 years, of which all have involved some interaction at the Torrance Airport.

I flew professionally all over the world and have accumulated over 17000 hours, in Jets, Turbo Props and general aviation single engine aircraft.

I operated one of the first Hughes Aircraft Co business jets into the airport. I have flown many types of aircraft in and out of Torrance and am now an aircraft owner based at the airport.

Three of my 13 years at Hughe Aircraft Co, were spent involved in the Van Nuys noise study and changes at that airport.

I strongly believe the issues of residents around the airport and the pilots operating at the airport can and should be addressed. That being said, it is a lengthy process of meetings and education of both pilots, residents and commercial operators on the field.

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I strongly believe that to agree to the demands of the area homeowners, without careful consideration of all the available avenues, would be a mistake.

I submit these comments with respect of your position and your committee.

John P Rubasky Jr.
[redacted] Juniper Ave. (Under the flight path) Torrance

Huizar, Carlos

From: John Rubasky Jr [redacted]
Sent: Saturday, December 10, 2022 9:50 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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Honorable Councilman Mattucci,

I have been a resident of Torrance for the last 6 years, a resident of the South Bay for over 46 years, of which all have involved some interaction at the Torrance Airport.

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[redacted] Juniper Ave. (Under the flight path) Torrance

Huizar, Carlos

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Sent: Saturday, December 10, 2022 9:49 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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[redacted] Juniper Ave. (Under the flight path) Torrance

Huizar, Carlos

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Sent: Saturday, December 10, 2022 9:46 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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John P Rubasky Jr.
[redacted] Juniper Ave. (Under the flight path) Torrance

Huizar, Carlos

From: Bill Nelson [redacted]
Sent: Saturday, December 10, 2022 9:21 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Sent from my iPad

Huizar, Carlos

From: Bill Nelson [redacted]
Sent: Saturday, December 10, 2022 9:20 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

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Sent from my iPad

Huizar, Carlos

From: John Crossen [redacted]
Sent: Saturday, December 10, 2022 8:39 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

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Huizar, Carlos

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To: Huizar, Carlos
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Sent from my iPhone

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From: Dyan Van De Velde [redacted]
Sent: Saturday, December 10, 2022 8:36 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from my iPhone
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From: Amir Fadlallah [redacted]
Sent: Saturday, December 10, 2022 8:25 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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From: Rick Beliveau [redacted]
Sent: Saturday, December 10, 2022 8:00 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Rick Beliveau [redacted]
Sent: Saturday, December 10, 2022 7:59 PM
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Sent from my iPad

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Richard Beliveau

Sent from my iPad

Huizar, Carlos

From: Tom Viars [redacted]
Sent: Saturday, December 10, 2022 7:12 PM
To: Huizar, Carlos
Subject: Personal perspective and Public Comment--We don't need landing fees

WARNING: External e-mail
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The form letter is below, but on a more personal note, I lived in Hermosa and spent 4 years flying out of zamperini field and spent tens of thousands of dollars at local businesses on and off the airport, both related to aviation but also just tourism/food/daily life/etc. Since I was in town to fly I used Torrance businesses that I would not have otherwise visited.

I parked a plane there and spent thousands of dollars a year in completely valid airport fees but I would not have chosen Torrance as my airport if it had landing fees for small single engine 4 seat planes like mine. I still would be flying overhead from Hawthorne, Long Beach or Compton and adding to the noise and air traffic, but I'd be spending my money in those cities instead. Landing fees are simply a way to tell pilots to spend their money elsewhere. I do alright but I'm not rich and I wouldn't spend my money at (and around) airports with nuisance fees. I never flew to Santa Monica, though I flew over it almost every flight while crossing north over LAX, and in fact I had a specific maintenance need that could have been done at Santa Monica but I flew to Redding, CA instead to avoid spending money in Santa Monica. Don't be Santa Monica and don't kill your airport.

There was always a very vocal minority in Torrance who apparently were surprised they live next to an airport that has been in the same spot for almost 80 years, but they're just loud and obnoxious nimbys and they're not representative of the majority of your citizens and local business owners.

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Huizar, Carlos

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To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Thomas Smith [redacted]
Sent: Saturday, December 10, 2022 7:07 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: John Rubasky Jr [redacted]
Sent: Saturday, December 10, 2022 6:10 PM
To: Mattucci, Aurelio
Cc: Huizar, Carlos; Chen, George
Subject: Airport Issues and Plans for change

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Honorable Councilman Mattucci,

I have been a resident of Torrance for the last 6 years, a resident of the South Bay for over 46 years, of which all have involved some interaction at the Torrance Airport.

I flew professionally all over the world and have accumulated over 17000 hours, in Jets, Turbo Props and general aviation single engine aircraft.

I operated one of the first Hughes Aircraft Co business jets into the airport. I have flown many types of aircraft in and out of Torrance and am now an aircraft owner based at the airport.

Three of my 13 years at Hughe Aircraft Co, were spent involved in the Van Nuys noise study and changes at that airport.

I strongly believe the issues of residents around the airport and the pilots operating at the airport can and should be addressed. That being said, it is a lengthy process of meetings and education of both pilots, residents and commercial operators on the field.

Please take all of this in consideration when discussing the issues before you committee.

I strongly believe that to agree to the demands of the area homeowners, without careful consideration of all the available avenues, would be a mistake.

I submit these comments with respect of your position and your committee.

John P Rubasky Jr.
[redacted] Juniper Ave. (Under the flight path) Torrance
90503

Huizar, Carlos

From: Hitomi Jinda [redacted]
Sent: Saturday, December 10, 2022 5:51 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Hitomi Jinda
JJ Helicopters, Inc.
[redacted] Airport Drive Torrance, CA 90505
[redacted]

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[redacted]

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

Huizar, Carlos

From: Ripu Arora [redacted]
Sent: Saturday, December 10, 2022 4:17 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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

Ripu Arora, MD, MBA, QME
Past President, CALSIPP

Arora Pain Clinic , PIPMC,
Torrance , CA
Adjunct assistant Professor Touro University, Vallejo , CA
[redacted]

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Huizar, Carlos

From: Ripu Arora [redacted]
Sent: Saturday, December 10, 2022 4:17 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Sent: Saturday, December 10, 2022 4:17 PM
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Subject: Public comment--Agenda does not address real issues

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o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
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Huizar, Carlos

From: Michael Taradash [redacted]
Sent: Saturday, December 10, 2022 4:01 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Sent from my iPhone

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Sent from my iPhone

Huizar, Carlos

From: Michael Haworth [redacted]
Sent: Saturday, December 10, 2022 3:57 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Michael Haworth [redacted]
Sent: Saturday, December 10, 2022 3:57 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Huizar, Carlos

From: Michael Haworth [redacted]
Sent: Saturday, December 10, 2022 3:56 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Huizar, Carlos

From: Michael Haworth [redacted]
Sent: Saturday, December 10, 2022 3:56 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

From: Michael Haworth [redacted]
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To: Huizar, Carlos
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Huizar, Carlos

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To: Huizar, Carlos
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Huizar, Carlos

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Sent: Saturday, December 10, 2022 3:55 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

From: Chris Leary [redacted]
Sent: Saturday, December 10, 2022 3:46 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Chris Leary

Sent from my iPhone

Huizar, Carlos

From: Chris Leary [redacted]
Sent: Saturday, December 10, 2022 3:46 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Huizar, Carlos

From: Chris Leary [redacted]
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Huizar, Carlos

From: Chris Leary [redacted]
Sent: Saturday, December 10, 2022 3:45 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

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To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Huizar, Carlos

From: MARILYN MCPOLAND [redacted]
Sent: Saturday, December 10, 2022 3:40 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Sent from my iPhone

Huizar, Carlos

From: Mario R [redacted]
Sent: Saturday, December 10, 2022 3:31 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

WARNING: External e-mail
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Please please please don’t close the airport. Santa Monica is openly working to close their airport, in spite of a Rand study that found it contributed over $240 million to the local economy. They used landing fees to drive away the business. Is Torrance following Santa Monica's path? Will the airport be converted to hundreds of condos? How will an additional 2-4000 more cars add to the congestion on PCH and Hawthorne?

Thanks,
Mario Ramirez

Huizar, Carlos

From: Mario R [redacted]
Sent: Saturday, December 10, 2022 3:30 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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Good afternoon,

I'm against landing fees. They 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)

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Thanks,
Mario Ramirez

Huizar, Carlos

From: Beatriz [redacted]
Sent: Saturday, December 10, 2022 3:27 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

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Subject: Public comment--Do we want more dense housing in Torrance?

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Sent from my iPhone

Huizar, Carlos

From: Beatriz Wilbanks [redacted]
Sent: Saturday, December 10, 2022 3:25 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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

Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Sent from my iPhone

Huizar, Carlos

From: Beatriz Wilbanks [redacted]
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To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

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

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

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

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

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

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

Sent from my iPhone

Huizar, Carlos

From: Gary Palmer [redacted]
Sent: Saturday, December 10, 2022 3:24 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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And high density low income housing is not in the best interest of anyone around the airport.
--
Cheers,
Gary

Huizar, Carlos

From: Gary Palmer [redacted]
Sent: Saturday, December 10, 2022 3:23 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

The flight schools COMPLIMENT the SCROC objectives and offer non college adults opportunities for rewarding and exciting careers!

--

Cheers,
Gary

Huizar, Carlos

From: Gary Palmer [redacted]
Sent: Saturday, December 10, 2022 3:22 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

The airport association has presented alternatives which can resolve the problem. Why is the council ignoring realistic solutions which can be immediately implemented and include self monitoring?
--
Cheers,
Gary

Huizar, Carlos

From: Gary Palmer [redacted]
Sent: Saturday, December 10, 2022 3:20 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic, crime, services, and businesses?
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Huizar, Carlos

From: Kevin Collver [redacted]
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To: Huizar, Carlos
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Huizar, Carlos

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 3:20 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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These measures are all too drastic. If Torrance flight schools are forced out of using the airport with their quiet planes, schools from other airports will use it with noisy planes. Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.

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Huizar, Carlos

From: Linda Abrams [redacted]
Sent: Saturday, December 10, 2022 2:53 PM
To: Huizar, Carlos
Subject: Public comment--Plans too drastic & Agenda does not address real issues

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These measures are all too drastic, and several violate Federal law.

The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.

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Huizar, Carlos

From: Linda Abrams [redacted]
Sent: Saturday, December 10, 2022 2:50 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Linda T. Abrams

Huizar, Carlos

From: Linda Abrams [redacted]
Sent: Saturday, December 10, 2022 2:49 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Landing fees are intended strictly as a way to restrict access to the airport and tax its users. 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.

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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.

Linda T. Abrams

Huizar, Carlos

From: [redacted] on behalf of outlook_5B905548A906BC89 [redacted]@outlook.com
Sent: Saturday, December 10, 2022 2:20 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues
Attachments: Public comment--Agenda does not address real issues

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From: [redacted] on behalf of outlook_5B905548A906BC89 [redacted]@outlook.com
Sent: Saturday, December 10, 2022 2:20 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?
Attachments: Public comment--Do we want more dense housing in Torrance?

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Huizar, Carlos

From: [redacted] on behalf of outlook_5B905548A906BC89 [redacted]@outlook.com
Sent: Saturday, December 10, 2022 2:20 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic
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Sent: Saturday, December 10, 2022 2:19 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response
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Huizar, Carlos

From: [redacted] on behalf of outlook_5B905548A906BC89 [redacted]@outlook.com
Sent: Saturday, December 10, 2022 2:19 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage
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Huizar, Carlos

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Sent: Saturday, December 10, 2022 2:19 PM
To: Huizar, Carlos
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Huizar, Carlos

From: [redacted] on behalf of outlook_5B905548A906BC89 [redacted]@outlook.com
Sent: Saturday, December 10, 2022 2:18 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board
Attachments: Public comment--Go back to the drawing board

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Huizar, Carlos

From: Steve Wolfe [redacted]
Sent: Saturday, December 10, 2022 1:55 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

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From: Steve Wolfe [redacted]
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To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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DO NOT CLOSE TOA!!!

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DO NOT CLOSE TOA, it is vital to the community.

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From: G Lopes [redacted]
Sent: Saturday, December 10, 2022 1:36 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: G Lopes [redacted]
Sent: Saturday, December 10, 2022 1:34 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

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

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

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

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

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

Sent from Mail for Windows

Huizar, Carlos

From: SID R SMITH JR [redacted]
Sent: Saturday, December 10, 2022 1:32 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

The annual number of flight operations are considerably below the totals recorded of past years. Have the current Complainers only recently discovered that airports generate sound.

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

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

Huizar, Carlos

From: SID R SMITH JR [redacted]
Sent: Saturday, December 10, 2022 1:25 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

WARNING: External e-mail
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Emergency support and cargo plane operations from Federal Agencies and National Guard equipment benefit from a central local hub following a major earthquake disaster.

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

Huizar, Carlos

From: SID R SMITH JR [redacted]
Sent: Saturday, December 10, 2022 1:20 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Huizar, Carlos

From: SID R SMITH JR [redacted]
Sent: Saturday, December 10, 2022 1:18 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

WARNING: External e-mail
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Does the City have a current published $ value of what the annual contribution of the Airport to the local economy?

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

Huizar, Carlos

From: SID R SMITH JR [redacted]
Sent: Saturday, December 10, 2022 1:12 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

WARNING: External e-mail
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How many different individuals make up the Complainers List.
Is this a significant number to require major alterations to the City Airport Asset of rental income and LA County taxes?

Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica.
Who is giving staff advice?

Huizar, Carlos

From: SID R SMITH JR [redacted]
Sent: Saturday, December 10, 2022 1:07 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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Task City studies to attract businesses to our airport and city, not drive them 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.

Huizar, Carlos

From: jlundberg jlundberg [redacted]
Sent: Saturday, December 10, 2022 1:04 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:57 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: Art Brock [redacted]
Sent: Saturday, December 10, 2022 12:49 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

WARNING: External e-mail
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These measures are all too drastic. If Torrance flight schools are forced out of using the airport with their quiet planes, schools from other airports will use it with noisy planes. Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.

Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:48 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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Huizar, Carlos

From: Art Brock [redacted]
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Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:47 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Huizar, Carlos

From: Art Brock [redacted]
Sent: Saturday, December 10, 2022 12:47 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Huizar, Carlos

From: Art Brock [redacted]
Sent: Saturday, December 10, 2022 12:46 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Art Brock [redacted]
Sent: Saturday, December 10, 2022 12:45 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:45 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:44 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:44 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Agenda refers to 3 possible activities to restrict access to the airport
o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)
o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Huizar, Carlos

From: Art Brock [redacted]
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Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:43 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

WARNING: External e-mail
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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Ilya Shchelokov

Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:42 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Ilya Shchelokov

Huizar, Carlos

From: [redacted] on behalf of [redacted]
Sent: Saturday, December 10, 2022 12:42 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees
Attachments: Public Comment--We don't need landing fees

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

Huizar, Carlos

From: Ilya Shchelokov [redacted]
Sent: Saturday, December 10, 2022 12:42 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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

I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Same is happening in Santa Monica.

Ilya Shchelokov

Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:36 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Jason Laird

Huizar, Carlos

From: Dan Moran [redacted]
Sent: Saturday, December 10, 2022 12:35 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

The airport is a vital part of our community. Please let it continue to thrive as it has for decades.

-Dan

Sent from my mobile device. Please excuse any typos.

Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:35 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Jason Laird

Huizar, Carlos

From: Dan Moran [redacted]
Sent: Saturday, December 10, 2022 12:34 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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I have kept a plane at Torrance Airport for nearly a decade now, and I can be found there regularly. This landing fee proposal is a terrible idea. 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. And this practice is virtually unheard of nationwide.

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.

Please DON'T do this.

-Dan

Sent from my mobile device. Please excuse any typos.

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:34 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:34 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Jason Laird

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:34 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:33 PM
To: Huizar, Carlos
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Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:33 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:33 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Huizar, Carlos

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Jason Laird

Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:32 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance--they provide a path to a career in a rewarding and exciting technical field [Science, Technology, Research, Engineering, Art, Mathematics, Envisioning, Development (STREAMED)] by providing necessary pilots for future airline operations--a great opportunity for women and minorities.

Jason Laird

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:32 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:32 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 12:31 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: Gary Palmer [redacted]
Sent: Saturday, December 10, 2022 12:28 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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--
Cheers,
Gary

Huizar, Carlos

From: Gary Palmer [redacted]
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thanks,
Gary

Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:27 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Jason Laird

Huizar, Carlos

From: Eric Hansen [redacted]
Sent: Saturday, December 10, 2022 12:26 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from my iPhone

Huizar, Carlos

From: Eric Hansen [redacted]
Sent: Saturday, December 10, 2022 12:25 PM
To: Huizar, Carlos
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Huizar, Carlos

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Sent: Saturday, December 10, 2022 12:25 PM
To: Huizar, Carlos
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From: Eric Hansen [redacted]
Sent: Saturday, December 10, 2022 12:24 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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

Sent from my iPhone

Huizar, Carlos

From: Eric Hansen [redacted]
Sent: Saturday, December 10, 2022 12:24 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

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Huizar, Carlos

From: Eric Hansen [redacted]
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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Sent from my iPhone

Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:23 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Jason Laird

Huizar, Carlos

From: Jason Laird [redacted]
Sent: Saturday, December 10, 2022 12:22 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sincerely yours,

Jason Laird

Huizar, Carlos

From: Maurice Gunderson [redacted]
Sent: Saturday, December 10, 2022 12:07 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Maurice Gunderson
O: [redacted]
M: [redacted]

Huizar, Carlos

From: Juliesteve [redacted]
Sent: Saturday, December 10, 2022 12:03 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Please don't restrict airport usage. Voluntary measures have been very effective in making Torrance airport a good neighbor. Restrictions will hurt business and be less safe. Please don't implement the restrictions in the Agenda.

Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Stephen Shoemaker
Torrance Airport Tenant

Huizar, Carlos

From: Juliesteve [redacted]
Sent: Saturday, December 10, 2022 11:59 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

WARNING: External e-mail
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Landing fees at Torrance airport are a bad idea. Please don't impose them. Landing fees will stifle business at the airport and the surrounding businesses. This such a bad idea. Bad for business. Bad for Torrance.

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

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

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 11:56 AM
To: Huizar, Carlos
Subject: Public comment

WARNING: External e-mail
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Since the FAA considers the airspace above Torrance theirs, as was made clear with the letter to the City Attorney on the early left turn on departure issue, any restrictions on runway usage would probably create expensive litigation for the city. I think the residents need to have this explained to them so they understand what limits the city has when it comes to the airport and airspace.

Although I am against landing fees as I already pay a substantial amount to the city for my leased hangar one compromise is giving aircraft a certain amount of landings each month free. 5 to 10 per month would be reasonable that way those who aren't training wouldn't get hit by the landing fees while those training will.

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 11:55 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Keith Regan
[redacted]

Huizar, Carlos

From: Juliesteve [redacted]
Sent: Saturday, December 10, 2022 11:54 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Please do not place landing fees at Torrance airport. I am an airport tenant (20+ years) and the current rent is already enough to fund the airport. In fact, the current rent is astronomically high. Please don't destroy this vital airport by adding more to the burden of renters.

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.

Stephen Shoemaker
Torrance Airport Tenant

Huizar, Carlos

From: KENNETH LYONS [redacted]
Sent: Saturday, December 10, 2022 11:52 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from my iPhone

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:46 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).
Sent from Mail for Windows


Virus-free.www.avg.com

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:46 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?
Sent from Mail for Windows



Virus-free.www.avg.com

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:45 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

WARNING: External e-mail
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The airport is an irreplaceable asset for responding to emergencies. Torrance hospital is right across the street. Robinson would join in any disaster relief efforts.
Sent from Mail for Windows



Virus-free.www.avg.com

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:45 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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



Virus-free.www.avg.com

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:44 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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


Virus-free.www.avg.com

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:44 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Virus-free.www.avg.com

Huizar, Carlos

From: JON RODGERS [redacted]
Sent: Saturday, December 10, 2022 11:43 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from Mail for Windows

Virus-free.www.avg.com

Huizar, Carlos

From: [redacted]
Sent: Saturday, December 10, 2022 11:40 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Keith Regan
[redacted]

Huizar, Carlos

From: Danrihn [redacted]
Sent: Saturday, December 10, 2022 11:28 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacramento grab it for low income/dense housing. How will that affect Torrance traffic?

Huizar, Carlos

From: Betty Taylor [redacted]
Sent: Saturday, December 10, 2022 11:27 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 11:27 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 11:26 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Local pilots do a lot of good for Torrance. They fly patients for FOR FREE for medical emergencies and to get needed treatment elsewhere. They sponsor flights for youngsters who might be considering a career in aviation. Food and toy drives are held periodically. Almost all pilots are eager to help if needed.

Huizar, Carlos

From: Betty Taylor [redacted]
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To: Huizar, Carlos
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These small aircraft and pilots will be needed in case of an emergency. If they aren't there to help, they will be sadly missed.

When neighbors bought houses in the airport area, they knew the field was there. TOA was there first!!!

Huizar, Carlos

From: ADB [redacted]
Sent: Saturday, December 10, 2022 11:22 AM
To: Huizar, Carlos
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Daniel Rihn

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 11:22 AM
To: Huizar, Carlos
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Huizar, Carlos

From: Chris Newton [redacted]
Sent: Saturday, December 10, 2022 11:05 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

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

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

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

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

Sent from my iPhone

Huizar, Carlos

From: John Winkler [redacted]
Sent: Saturday, December 10, 2022 10:55 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Huizar, Carlos

From: John Winkler [redacted]
Sent: Saturday, December 10, 2022 10:55 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Huizar, Carlos

From: John Winkler [redacted]
Sent: Saturday, December 10, 2022 10:54 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: michael STAUBER [redacted]
Sent: Saturday, December 10, 2022 10:40 AM
To: Huizar, Carlos
Subject: We don't need landing fees

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As well as the information below, as a twenty plus yr hangar tenant I'd like to add that I am very much against landing fees which seem overreaching and punitive. I already pay significant fees for the privilege of having a hangar, as well as fuel taxes and to be charged additionally for what is implied with my hangar - that I'll be using the runway for takeoff and landings is unreasonable.
If the reason is to reduce the amount of flying at Torrance Airport other options such as limiting flight training to a finite number of landings per month per school tail # may be the solution. I'm just saying other options should be looked at before punishing tenants.
Thank you.

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Michael Stauber

Huizar, Carlos

From: Bannister Bray [redacted]
Sent: Saturday, December 10, 2022 10:43 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport
o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.

o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)

o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Huizar, Carlos

From: Maurice Gunderson [redacted]
Sent: Saturday, December 10, 2022 10:43 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Maurice Gunderson
O: [redacted]
M: [redacted]

Huizar, Carlos

From: E Bardolph [redacted]
Sent: Saturday, December 10, 2022 10:42 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: E Bardolph [redacted]
Sent: Saturday, December 10, 2022 10:42 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

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From: E Bardolph [redacted]
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To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Huizar, Carlos

From: E Bardolph [redacted]
Sent: Saturday, December 10, 2022 10:41 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Bannister Bray [redacted]
Sent: Saturday, December 10, 2022 10:41 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Huizar, Carlos

From: Shaghayegh T Osipov [redacted]
Sent: Saturday, December 10, 2022 10:41 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Bannister Bray [redacted]
Sent: Saturday, December 10, 2022 10:40 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Huizar, Carlos

From: Bannister Bray [redacted]
Sent: Saturday, December 10, 2022 10:39 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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To: Huizar, Carlos
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Huizar, Carlos

From: Bannister Bray [redacted]
Sent: Saturday, December 10, 2022 10:39 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

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Huizar, Carlos

From: Craig Ekberg [redacted]
Sent: Saturday, December 10, 2022 10:39 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from my iPhone

Huizar, Carlos

From: Shaghayegh T Osipov [redacted]
Sent: Saturday, December 10, 2022 10:38 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

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Sent: Saturday, December 10, 2022 10:38 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Sent: Saturday, December 10, 2022 10:37 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Landing Fees will not be used to enhance operations. The Tower is funded by the FAA, not the City. Airport maintenance is funded by hanger fees and aircraft property taxes.

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Huizar, Carlos

From: Craig Ekberg [redacted]
Sent: Saturday, December 10, 2022 10:35 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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From: Craig Ekberg [redacted]
Sent: Saturday, December 10, 2022 10:34 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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From: G WT [redacted]
Sent: Saturday, December 10, 2022 10:13 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Staff has clearly not put any thought into this--just copying the demands of the complainers. They need to research the implications of this proposal and remember the airport was here long before they rented/purchased their homes. Look at the long-term effects.

Gary Troop
Hangar Lessee and Pilot

Huizar, Carlos

From: PHIL SCHMIDT [redacted]
Sent: Saturday, December 10, 2022 10:11 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?
Sent from Mail for Windows

Huizar, Carlos

From: PHIL SCHMIDT [redacted]
Sent: Saturday, December 10, 2022 10:10 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Sent from Mail for Windows

Huizar, Carlos

From: PHIL SCHMIDT [redacted]
Sent: Saturday, December 10, 2022 10:09 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Sent from Mail for Windows

Huizar, Carlos

From: PHIL SCHMIDT [redacted]
Sent: Saturday, December 10, 2022 10:08 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from Mail for Windows

Huizar, Carlos

From: Jeff Meltzer [redacted]
Sent: Saturday, December 10, 2022 9:59 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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I can not understand why this Committee is so stuborn in improving our Airport.! I sent these videos to the Airport Commision years ago and nothing to my knowledge has been done to this point. I have suggested and would be available to work on a committee to investigate establishing **Torrrance Airport as the Nations first Electric Aircraft Hub.** This will generate substantial revenue for the City of Torrance and bring jobs and opportunity to its residents.

By implementing and embracing new technology the City of Torrance can reduce noise at its airport and increase revenue substantially. :

EVTOL are coming in 2024 :

https://www.youtube.com/watch?v=GHmXR0wBOiI&t=7s

If we are smart and do not squander this resource, Torrance can be a Business Hub for Evtol Transporation, making Torrance the envy of every City in California.

Here is a future look at a 15-minute commuter flight between downtown Los Angeles and Torrance Airport Transportation Hub in 2025. You can look around the cabin if you move your mouse. Have a nice flight

https://vimeo.com/350000961

Jeffrey B. Meltzer
Timetoflypanes.com

Huizar, Carlos

From: Patricia Brown [redacted]
Sent: Saturday, December 10, 2022 9:56 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from my iPhone

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Sent: Saturday, December 10, 2022 9:55 AM
To: Huizar, Carlos
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Sent: Saturday, December 10, 2022 9:54 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent: Saturday, December 10, 2022 9:54 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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

I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Sent from my iPhone

Huizar, Carlos

From: Earl Kane [redacted]
Sent: Saturday, December 10, 2022 9:54 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

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From: Earl Kane [redacted]
Sent: Saturday, December 10, 2022 9:54 AM
To: Huizar, Carlos
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To: Huizar, Carlos
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Sent from my iPhone

Huizar, Carlos

From: Earl Kane [redacted]
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To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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)

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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?

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Sent from my iPhone

Huizar, Carlos

From: Ken Lehmer [redacted]
Sent: Saturday, December 10, 2022 9:52 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport

1. Restrict training flights and prohibit flights from outside agencies
    - This would involve restrictions that are highly discriminatory and illegal.
2. Limiting or prohibiting use of the south runway
    - This would be much more restrictive than necessary
    - It would eliminate the runway as a landing surface for aircraft arriving or departing
    - Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)
3. Amending the Municipal Code
    - Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered)

—Ken Lehmer

Huizar, Carlos

From: Michael Laddon [redacted]
Sent: Saturday, December 10, 2022 9:50 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Huizar, Carlos

From: Michael Laddon [redacted]
Sent: Saturday, December 10, 2022 9:50 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Huizar, Carlos

From: Michael Laddon [redacted]
Sent: Saturday, December 10, 2022 9:49 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Huizar, Carlos

From: Michael Laddon [redacted]
Sent: Saturday, December 10, 2022 9:48 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

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Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures. Why does City staff ignore their ideas and proposals? Before saying that voluntary methods won't work, staff should try them.

—Ken Lehmer

Huizar, Carlos

From: Michael Laddon [redacted]
Sent: Saturday, December 10, 2022 9:47 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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?

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 9:47 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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President
Fox Aviation LLC

Huizar, Carlos

From: BEN HOLM [redacted]
Sent: Saturday, December 10, 2022 9:46 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

President
Fox Aviation LLC

Huizar, Carlos

From: Ken Lehmer [redacted]
Sent: Saturday, December 10, 2022 9:46 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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There is an enormous shortage of qualified professional pilots right now. Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance to enter this field affordably without going through the military. They provide a path to a career in a rewarding and exciting technical field (STEM) by providing necessary pilots for future airline operations. A great opportunity for women and minorities.

—Ken Lehmer

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Fox Aviation LLC

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To: Huizar, Carlos
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Ben Holm
Dream Woodwork Construction Inc
[redacted]

Huizar, Carlos

From: BEN HOLM [redacted]
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To: Huizar, Carlos
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Ben Holm
Dream Woodwork Construction Inc
[redacted]

Huizar, Carlos

From: Ken Lehmer [redacted]
Sent: Saturday, December 10, 2022 9:43 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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It is evident that Staff has not put ANY thought into this — just echoing the demands of the complainers. They need to research the implications of this ill-advised proposal. Look at the long term effects. Landing fees do not work — just ask Santa Monica. Do the research. Who is giving staff advice?

—Ken Lehmer

Huizar, Carlos

From: Ken Lehmer [redacted]
Sent: Saturday, December 10, 2022 9:41 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Yuri Osipov [redacted]
Sent: Saturday, December 10, 2022 9:36 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

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Sent: Saturday, December 10, 2022 9:35 AM
To: Huizar, Carlos
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Huizar, Carlos

From: Erik Storsteen [redacted]
Sent: Saturday, December 10, 2022 9:32 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Hello, please don't close the airport, I just finished college for my A&P aviation mechanic degree at Orange Coast College in Costa Mesa, ca. and was going to work at Torrance Airport. I'm not going to work for Robinson Helicopter but as a private business.
Erik Storsteen

Huizar, Carlos

From: Mike Haworth [redacted]
Sent: Saturday, December 10, 2022 9:31 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from my iPad

Huizar, Carlos

From: Mike Haworth [redacted]
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To: Huizar, Carlos
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From: Ann Haworth [redacted]
Sent: Saturday, December 10, 2022 9:28 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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From: Ann Haworth [redacted]
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To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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From: Scott Osborn [redacted]
Sent: Saturday, December 10, 2022 9:17 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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AUS: +[redacted]
E: [redacted]

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Miriam Macmillan
[redacted] Evalyn Ave, CA 90505

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Huizar, Carlos

From: Lee, Andy J [redacted]
Sent: Tuesday, December 13, 2022 5:56 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: [redacted]
Sent: Monday, December 12, 2022 10:18 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Huizar, Carlos

From: Christy Carter [redacted]
Sent: Monday, December 12, 2022 4:41 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Christy Browm

Huizar, Carlos

From: Christy Carter [redacted]
Sent: Monday, December 12, 2022 4:41 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Christy Brown

Huizar, Carlos

From: Christy Carter [redacted]
Sent: Monday, December 12, 2022 4:40 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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These measures are all too drastic. If Torrance flight schools are forced out of using the airport with their quiet planes, schools from other airports will use it with noisy planes. Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.

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Christy Brown

Huizar, Carlos

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To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Christy Brown

Huizar, Carlos

From: Christy Carter [redacted]
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To: Huizar, Carlos
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Christy Brown

Huizar, Carlos

From: Christy Carter [redacted]
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Christy Brown

Huizar, Carlos

From: Cheryl Carter [redacted]
Sent: Monday, December 12, 2022 4:37 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal. o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Cheryl Carter

Huizar, Carlos

From: Cheryl Carter [redacted]
Sent: Monday, December 12, 2022 4:37 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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To: Huizar, Carlos
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Huizar, Carlos

From: Christy Haworth [redacted]
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To: Huizar, Carlos
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Christy Haworth

Huizar, Carlos

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Huizar, Carlos

From: Christy Haworth [redacted]
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To: Huizar, Carlos
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From: mike yero [redacted]
Sent: Monday, December 12, 2022 4:30 PM
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From: Ed Martell [redacted]
Sent: Monday, December 12, 2022 2:52 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Ed Martell [redacted]
Sent: Monday, December 12, 2022 2:51 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Huizar, Carlos

From: Ed Martell [redacted]
Sent: Monday, December 12, 2022 2:51 PM
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Huizar, Carlos

From: Alice Kawakami [redacted]
Sent: Monday, December 12, 2022 2:39 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Many pilots fly into Torrance to patronize restaurants and other commercial venues near the airport. Discouraging flights to Torrance will be reflected in patronage, revenue and reputation of these businesses.

Alice Kawakami
[redacted]
Cell: [redacted]

Huizar, Carlos

From: Alice Kawakami [redacted]
Sent: Monday, December 12, 2022 2:35 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

As a long-time university administrator, I have seen the rise in the number of women majoring and graduating in STEM disciplines. This is due in large part to early exposure to engineering and aviation professionals from the local area. The accessibility of the Torrance Airport exemplifies a commitment to the advancement of these professions.

Alice Kawakami
[redacted]
Cell: [redacted]

Huizar, Carlos

From: Alice Kawakami [redacted]
Sent: Monday, December 12, 2022 2:28 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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According to the late Phil Bradford who was in charge of monitoring noise, most of the infractions were from trash trucks and flocks of birds.

Alice Kawakami
[redacted]
Cell: [redacted]

Huizar, Carlos

From: Richard Arabian [redacted]
Sent: Monday, December 12, 2022 2:19 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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The airport had been in existence for around *eighty* years, far longer than 99% of the local residents. Municipal airports throughout the USA serve to support the transportation infrastructure. Like refineries, large recreational facilities and other potential targets, they attract the chronic complainers, most of whom locate to the area with full knowledge of the surroundings. Santa Monica is openly working to close their airport, in spite of a Rand study that found it contributed over $240 million to the local economy. They used landing fees to drive away the business. Is Torrance following Santa Monica's path? Will the airport be converted to hundreds of condos? How will an additional 2-4000 more cars add to the congestion on PCH and Hawthorne? Perhaps a rational City Council will have the wisdom and foresight to support the need for the welcome open space the airport provides in the ever more congested and gridlocked South Bay rather than giving only lip service to these problems in the ongoing quest to maximizer the tax base. Suggestion: Have all residential buyers sign a waiver recognizing the existence of the airport, refinery and other conspicuous targets of complaint and end this foolishness, once and for all.

Huizar, Carlos

From: Richard Arabian [redacted]
Sent: Monday, December 12, 2022 2:00 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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From: Don Kajans [redacted]
Sent: Monday, December 12, 2022 1:41 PM
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Sent: Monday, December 12, 2022 1:41 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Donald Kajans

Huizar, Carlos

From: Don Kajans [redacted]
Sent: Monday, December 12, 2022 1:40 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

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Sent: Monday, December 12, 2022 1:40 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

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Sent: Monday, December 12, 2022 1:40 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

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Sent: Monday, December 12, 2022 1:40 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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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.

Donald Kajans

Huizar, Carlos

From: Sarah Sedaghat [redacted]
Sent: Monday, December 12, 2022 1:32 PM
To: Huizar, Carlos; Ramirez, Michelle; Aoki, Denise; Gent, Zulma; Megerdichian, Shant; Gonzaque, Alina; Lewis, Bridgett; Mattucci, Aurelio; CityCouncil; Council Meeting Public Comment
Cc: Josh
Subject: Public Comment - Another day living in the twilight zone
Attachments: IMG_8552.jpg

WARNING: External e-mail
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All:

While I'm heartened that the City seems to understand that the airport noise is a problem, I want to paint you a clear picture of the current reality of Torrance residents like myself and address an important agenda item. I am just one of many and although I am north of the airport, my neighbors to the south are being impacted as well. In regards to the item "limiting or prohibiting use of the south runway", it is imperative to note that closing one runway while leaving another open with the same or increased volume of operations will not solve the issue, so please do not entertain that option any further - closing one exacerbates the suffering of the other. There are many other viable options in my husband's email below that the Committee can implement right away.

Today has been a rainy morning, so there was some very rare peace for a few hours without touch and go training. That peace came to a sudden halt as soon as the rain let up. Around 10 AM and continuing for several hours into the afternoon, Sling aircrafts and others (unmarked SLG2/4, unmarked P06T, N6215D, N802SC, N796WW, N5678B, N1321T, N339SP, N379TA, and more) lined up literally one after the other to take off for touch and go circles, leading to a constant, distressing level of noise permeating through my home. This is only from ONE morning and ONE (north) runway, but it is like this almost every. single. day. My husband and I are 100% work from home employees - our work performance is being severely impacted because we cannot concentrate or be productive with the constant noise. And because said constant noise does not end until well into the evening, this means we have lost the right to meaningfully and productively use both our office AND our home in general! As a result, we're experiencing severe emotional distress and physical discomfort: disappointment, depression, anger, confusion, listlessness, lack of productivity, burnout, pain and tightness all over the body, ear pain, hearing problems, increased heart rate, and more. Contrast this to yesterday (a rainy Sunday), the ONE day a week where touch and go training is not allowed: we felt noticeably calmer, happy, and content. Unfortunately those feelings were fleeting. We and so many other residents are downright SUFFERING because pilots (many flying in from neighboring areas) wanting to do touch and go training are abusing and taking advantage of the airport. For lack of a better turn of phrase, why are you whoring the airport out to anyone who wants it? The wants of the few need to stop outweighing the needs of the many. **Touch and go training is out of control and needs to be stopped or at least heavily regulated NOW.**

Remember that it's cold and rainy right now. While we don't have a great need to open our windows, it's already unacceptably loud with dual-paned windows kept completely closed. Spring and summer will be here before we all know it - what do you think is going to happen when people want to start opening up their windows if you don't address the problem NOW? We want freedom to experience the basic enjoyments of life like sunshine and fresh air, NOT constant loud noise akin to a war zone, leaded air pollution, and fear of more tragic accidents like the one on November 30th. We are getting angrier and angrier as the days go by. We will not continue to tolerate the abuse you've allowed to continue for unacceptably long. You MUST enact change NOW. Don't wait any longer. Remember what happened and is happening with Santa Monica and Van Nuys airports. Residents will not continue to put up with inaction.

We urge you to keep all of this in mind and do the right things going into the Transportation Committee meeting this Wednesday, December 14th. **Don't make this a question of limiting runways. <u>Eliminate flight schools from the airport; else, severely scale back their operations.</u>**

Regards,

Sarah Sedaghat
[redacted]

--

On Thu, Dec 8, 2022 at 1:04 PM Joshua Sedaghat [redacted] wrote:

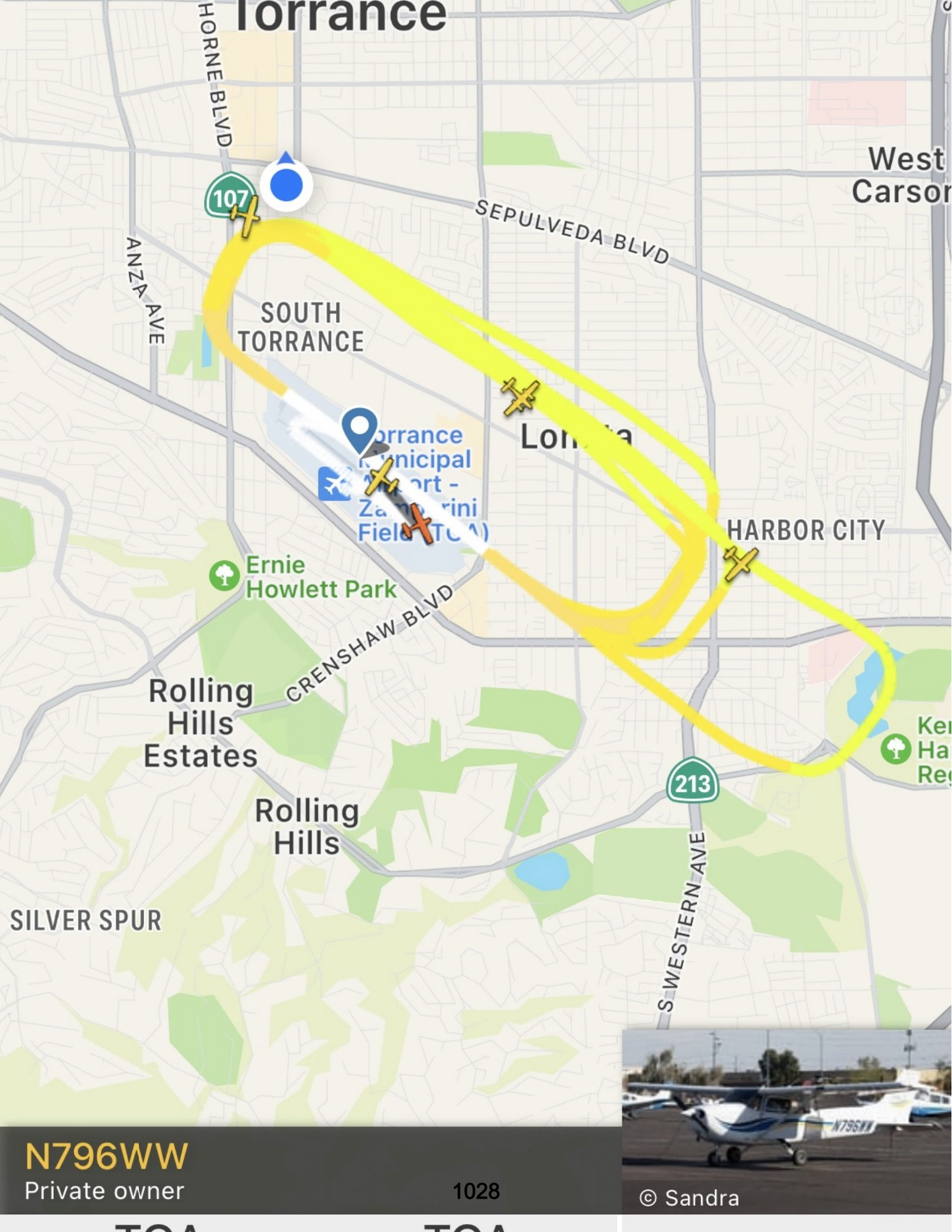
> Honorable Mayor Chen and City Council Members:
>
> I am a Torrance resident that lives NORTH of the airport. It has been about a month since airport noise was discussed during the meeting on 11/8/2022. It appears that the council agrees that noise levels, mostly due to flight schools, have reached unacceptable levels that are having huge negative impacts on the residents of Torrance. The council agreed that quick action needs to be taken to provide relief to these residents, rather than waiting months and months for something to happen. It appears no such action has yet been taken. We are still suffering. There are still non-stop low flying planes doing touch and goes, day in and day out. Peace is not something I have, and the city continues to allow it to happen. I cannot read a book in my own home if I wanted to. I cannot enjoy my backyard if I wanted to. I cannot spend meaningful time with my wife in my home if I wanted to. Working from home has become very difficult. The basic right to peaceful living that a city owes their residences has been taken from us. So I urge you, take action NOW! Waiting another month is not acceptable. I understand that there is another meeting with the transportation committee coming up. I urge this committee to take action NOW! STOP LETTING THE FLIGHT SCHOOLS TAKE ADVANTAGE OF YOUR LAND AND YOUR RESIDENTS!
>
> Simply put, Torrance Airport should not be a hub for pilot training. Torrance is a densely populated city with many residents and commercial businesses. How is it okay that such a city is used as a playground for pilots-in-training? Not only is it a huge disturbance of peace for Torrance residents, but it always poses a big safety risk. Firstly due to increased exposure to unleaded gasoline. And secondly, due to the risk of pilots crashing and not only risking their own lives, but the lives of the residents they are flying above. The recent tragedy on 12/1/2022, where two pilots lost their lives after crashing while doing touch and go's, further highlights this issue. What would have happened had they crashed into a home or business? So again, having flight schools and touch and go's in a dense city like Torrance is not acceptable as it is not a good fit. The risk is too high. We are essentially letting inexperienced pilots do donuts right above our homes. How is that safe? How can the city allow this to continue?
>
> Here are my suggestions on how to restore balance to the city and allow the airport to continue operations with little to no complaints from residents:
>
> - Landing fees are a good starting point and should certainly be implemented, but it will not be enough
> - Ban all flight schools from Torrance Airport. As stated above, Torrance is not a city fit for such operations. Let Torrance Airport remain for travel, recreational use, emergency needs, and for other important businesses such as The Robinson Helicopter Company
>   - Flight schools will shout "but the world needs more pilots!" and use that to justify their operations at Torrance Airport. While I agree it is important to have trained pilots to help operate the necessary function of air travel, Torrance Airport is not the place for that for reasons stated above
> - I strongly believe removing all flight schools would be the most effective solution that the city should adopt. If not, then I suggest:
>   - Limiting the number of flight schools allowed at Torrance Airport to 2 or 3. Currently it is at 7 which is too much

- Restrict the time that flight schools can operate to 10am-2pm on Monday-Friday and not allowed at all during Saturday and Sunday
    - Why start at 10am? Because waking up to non-stop loud planes is a horrible way to start the day and does not allow for those working from home to get into a productive flow of focus
    - Why end at 2pm? Because 4 hours of non-stop loud planes is more than enough of a disturbance of peace. We can also regain some focus for the remainder of the work day, and to enjoy peace after the work day
    - Why no Saturdays? Because we should at least be able to enjoy our weekends without having to hear non-stop loud planes. We just dealt with 5 straight days of non-stop loud planes. Let us have our peace on the weekends. Sundays should not be the only off-day, let us fully enjoy the weekend
    - Would this be a big disruption to the services that these flight schools provide? Yes, but that is the point. You should be prioritizing your residents and ensuring their right to peaceful living. Flight schools are continuing to operate at the expense of Torrance residents
  - Stop allowing flight schools that are not based at Torrance Airport to come use this airport for touch and go training, as many from Long Beach airport do
  - Only allow residents of Los Angeles County to enroll in flight schools at Torrance Airport. A co-owner of Sling at the 11/8/22 meeting stated that they bring in HUNDREDS of out of state students to Torrance Airport. This means that non Torrance, non CA residents are training at the expense of your Torrance residents. How is that okay?
- This issue is not limited to the north path or south path so please do not consider options that cause all the training to go either north or south. That will not solve the issue and will only make it worse for others

I urge you all to strongly consider these options. Torrance Airport should not be a hub for pilot training as it's located in a dense city which makes it susceptible to extreme disturbances of peace and poses many safety risks. It's time for the city to prioritize its residents and constituents and make significant changes now. Do not let the flight schools that are benefiting at our expense persuade you to take lesser action. Do not ask them to "fly nice" because that won't do anything. Real action needs to take place now. We are suffering, and we need your help.

Sincerely,

Joshua Sedaghat


Torrance
HORNE BLVD
107
SEPULVEDA BLVD
West
Carson
ANZA AVE
SOUTH
TORRANCE
HARBOR CITY
Ernie
Howlett Park
CRENSHAW BLVD
Rolling
Hills
Estates
Rolling
Hills
213
S WESTERN AVE
SILVER SPUR
N796WW
Private owner
1028
© Sandra

Huizar, Carlos

From: Salim Youssefzadeh [redacted]
Sent: Monday, December 12, 2022 1:22 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Agenda refers to 3 possible activities to restrict access to the airport

o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.

o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)

o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Huizar, Carlos

From: judd anders [redacted]
Sent: Monday, December 12, 2022 1:22 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Judd Anders, MD

"The harder you work, the luckier you get."

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Sent: Monday, December 12, 2022 1:21 PM
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To: Huizar, Carlos
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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?

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Huizar, Carlos

From: Dan B [redacted]
Sent: Monday, December 12, 2022 1:16 PM
To: Huizar, Carlos
Subject: Public Comment for Transportation Committee Mtg Dec 14

WARNING: External e-mail
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I support the following:

1. Forbidding flights by flight training companies that are not based at Torrance airport
2. Prohibiting the use of the south runway for training flights.
3. Enforcing the Torrance no left turn ordinance
4. The implementation of landing fees.

Dan Selleck
RHE

Huizar, Carlos

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To: Huizar, Carlos
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Sent: Monday, December 12, 2022 1:14 PM
To: Huizar, Carlos
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Sent from my iPhone

Huizar, Carlos

From: Barry Sher [redacted]
Sent: Monday, December 12, 2022 12:44 PM
To: Huizar, Carlos
Subject: Public Comment

WARNING: External e-mail
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Greetings,

As a 24 year Torrance hillside resident I can attest to the considerable increase in the level of noise and annoyance that is caused by the early left turns, high throttle and low altitude flyovers which only gets worse on high traffic days during touch and go training. I agree that something needs to be done to curtail this issue and restore a quality of life to the residents.

I understand that there are those that take a hard right or hard left approach on the issue, but isn't there a more measured approach and common ground that can be achieved?

Personally, I think that the proposal to upgrade the runway signage and educate both the on-premise and visiting flight schools on how to fly with consideration to the community could go a long way in reducing the complaints from the community and improve our quality of life. Why not try this approach? Give it 6 months and see what impact it has on the number of complaints received? You can always adjust the problem-solving approach from there if necessary.

Regards,
Barry

Huizar, Carlos

From: Washington, Karen [redacted]
Sent: Monday, December 12, 2022 12:07 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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To: Huizar, Carlos
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From: Washington, Karen [redacted]
Sent: Monday, December 12, 2022 12:08 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Huizar, Carlos

From: Mark Cole [redacted]
Sent: Monday, December 12, 2022 12:11 PM
To: Huizar, Carlos
Subject: Public comment re: Airport Regulations

WARNING: External e-mail
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Mr. Huizar,

I am emailing to register my opposition to further restrictions and regulations on users of Torrance Airport. I am a lifelong Redondo Beach resident and have been an active user of the airport as a student pilot and flight instructor since approximately 2012. I now work as an airline pilot based out of LAX. The airport is an incredibly unique and important resource for Torrance residents as well as residents all over the Los Angeles basin.

The supply of well trained pilots has been dwindling over the last decade as more airline pilots are retiring than are being trained. The flight schools that operate out of Zamperini Field are a crucial element to this training pipeline. There are well paying airline jobs waiting for anyone willing to invest the time and resources in completing the many training courses available at the airport. It is difficult to earn the sort of income required to live in the South Bay - and it's especially problematic for young people like myself who grew up here and want to continue to be a part of this incredible community. Becoming an airline pilot is one of the few occupations that will allow the lifestyle that many South Bay residents have worked so hard to attain.

If the airlines are not able to hire appropriately trained pilots - the cost of flying will go up for everyone as airlines will have to compete for fewer and fewer pilots by offering even higher compensation. This will result in higher airfares which will make flying less accessible for all.

In the event of a serious earthquake or other disaster situation, our regional airports will be the first places response teams will assemble with supplies and other goods required by area residents. You can be sure that the neighbors who complain so loudly about noise will be changing their tune as due to their proximity to the airfield, they will likely be the first to receive aid sent by air.

If neighbors are successful in restricting airport activities - I have no doubt that their ultimate goal is to close the airport as Santa Monica residents have somehow accomplished. The vast majority of these neighbors, if not all of them, have made the decision to purchase property and move next to an active, operating airport. The airport did not move in next to the neighbors. It has been in continuous use since 1943. The vast majority of training flights operating at the airport are using new, quieter and more efficient engines; burning cleaner fuel and creating less noise pollution. In addition, there are noise abatement procedures already in effect restricting flight operations. Airport users strive to be good neighbors and abide by these established practices to minimize impact on area residents. If the airport is closed, I have no doubt there will be a long line of housing developers attempting to profit off the closure of a taxpayer funded community resource. High density housing will be built, only increasing traffic and making life more difficult for residents and neighbors alike.

I will attempt to attend the upcoming meeting and to express my thoughts again in person. Please call or email with any questions or if you'd like me to clarify any of the above points.

Sincerely,

Mark Cole

Skywest Airline Pilot, LAX Base
[redacted]

Huizar, Carlos

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Sent: Monday, December 12, 2022 12:08 PM
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Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance--they provide a path to a career in a rewarding and exciting technical field (STEM) by providing necessary pilots for future airline operations--a great opportunity for women and minorities.

Huizar, Carlos

From: Jv Sapanza [redacted]
Sent: Monday, December 12, 2022 11:50 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

WARNING: External e-mail
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To the person who holds the power of the law. I beg you as one of the student in Sling Pilot Academy to not close our aviation programs and airport. There are so many students with different backgrounds that will be affected by this movement. Not just from my school but also for other individuals who also do flight training in Torrance airport. I hope the residents in Torrance and Palos Verde area would open their mind and hearts of understanding our situation and location of the airport. My school staff, the airport management, tower control, and instructors are trying their best to find a solution for avoiding flying too close in their homes or following the noise abatement. There are just some circumstances that some rules wont be followed due avoiding traffic or whatever the best outcome to avoid hazards. However, we always try to stick with rules. Dreaming of becoming a pilot for some people can be financially difficult. People give up on their dreams of becoming a pilot because of how expensive the training is. Discontinuing our programs at Torrance airport and relocating to a new city will add debt to our loans. Not only that, it will also take away time of our training and for getting closer to work for the airlines. The worlds need us. The aviation pilot shortage is massive. The world will need over 230,000 pilots now and for the upcoming years. Without futures pilots, our livelihood is at risk. Flying is our passion. Please don't take that away from us. Please understand and open your heart and mind of understanding our situation too.

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Huizar, Carlos

From: Eileen [redacted]
Sent: Monday, December 12, 2022 11:46 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Sent from my iPad

Huizar, Carlos

From: Eileen [redacted]
Sent: Monday, December 12, 2022 11:45 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Sent from my iPad

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From: Eileen [redacted]
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To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

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

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

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

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

Sent from my iPad

Huizar, Carlos

From: redcobra772 [redacted]
Sent: Monday, December 12, 2022 11:07 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport

o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.

o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)

o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Sent from my T-Mobile 4G LTE Device

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

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

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From: Brandon Mercade [redacted]
Sent: Monday, December 12, 2022 11:04 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Thank you,

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From: Brandon Mercade [redacted]
Sent: Monday, December 12, 2022 11:03 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

From: Bill DuBois [redacted]
Sent: Monday, December 12, 2022 11:01 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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The airport is an irreplaceable asset for responding to emergencies. Torrance hospital is right across the street. Robinson would join in any disaster relief efforts. A safe general aviation airport increases the availability of emergency services such as airborne delivery of blood products for transfusion, delivery of Search & Rescue teams dispatched by FEMA to a disaster areas, delivery of critical items such as IT parts and other items in case of disaster, and more.

Bill DuBois
Private Pilot and Firefighter-Paramedic

Huizar, Carlos

From: Bill DuBois [redacted]
Sent: Monday, December 12, 2022 10:59 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports). The closure of a runway limits options for safe landings under unusual weather conditions.
o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Bill DuBois
Private Pilot

Huizar, Carlos

From: Bill DuBois [redacted]
Sent: Monday, December 12, 2022 10:57 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

WARNING: External e-mail
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Airlines are shedding routes and flights due to a severe shortage of pilots. Torrance airport flight schools are the starting point for a rewarding and high-paying career, don't crush the dreams of young people who want an aviation career, but will never have one if you force flight schools to leave Torrance.

Bill DuBois
Private Pilot

Huizar, Carlos

From: Hanzalah Khalid [redacted]
Sent: Monday, December 12, 2022 10:53 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from my iPhone

Huizar, Carlos

From: Hanzalah Khalid [redacted]
Sent: Monday, December 12, 2022 10:53 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Subject: Public Comment--Don't close the Torrance Airport

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Sent from my iPhone

Huizar, Carlos

From: Linda Fessler [redacted]
Sent: Monday, December 12, 2022 10:20 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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I am writing to request that Torrance deny this proposal for landing fees and truly consider the sources of these suggestions. As a local, I appreciate that people are concerned for the growing traffic at Torrance airport, however they are snowballing small complaints into an issue that doesn't reflect the actual situation.

As a Torrance local who lives directly under the flight path of Torrance airport (and close, where the planes would be under 1000 ft after takeoff), I can with confidence from experience state that the small planes that make up the overwhelming majority of traffic at Torrance Airport are not disruptive to daily life. In fact, I barely hear most of them. As a student at Sling Pilot Academy, I have also become acutely aware of how conscious the pilots are of the sound ordinances because they are taught in our ground school lessons, we are required to know them to be approved to fly solo, and the staff regularly emphasizes the importance of following them. There are signs up in the school and in every plane for the pilots to reference. Sling is also acutely aware of their growth as a company - to the point that they are opening a second location in San Diego to relieve some of the congestion in Torrance. If residents are worrying about even more planes in Torrance, I don't think they need to be.

Sling is providing an amazing opportunity of high quality training to many people like me who are making necessary career changes. It is already incredibly expensive to go to flight school, and many have to uproot their lives and pay for housing on top of that. Adding landing fees would shoot costs through the roof and make it impossible for many to afford.

Sling also gives back to this community in so many ways. Just last weekend we were giving free discovery flights to young people interested in aviation. The staff and students are also members of several local chapters of organizations like the 99's that introduce STEM fields and aviation to young women and provide mentorships and scholarships.

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Sincerely,
Linda Fessler

Huizar, Carlos

From: Joseph Rajacic [redacted]
Sent: Monday, December 12, 2022 10:18 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: Joseph Rajacic [redacted]
Sent: Monday, December 12, 2022 10:18 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Huizar, Carlos

From: Joseph Rajacic [redacted]
Sent: Monday, December 12, 2022 10:17 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

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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?

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Huizar, Carlos

From: Karen Inda [redacted]
Sent: Monday, December 12, 2022 10:16 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Dear Members of the Transportation Committee,

Landing fees are intended to restrict access to the airport. Fees are not necessary to support airport operations, as the airport is already self-sufficient. Case in point: Ten million dollars per year is directed from the airport fund to the general fund.

Landing fees are not common for light aircraft. Only Santa Monica has fees in the LA area for aircraft under 12,500 lbs.

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

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

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

I urge you to reconsider your plans to add landing fees to the Torrance Airport.

Best regards,
--
Karen Inda
Secretary
Reno-Tahoe Aviation Group
https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.renoaviation.org&c=E,1,Sl7x1NJZtor2grhTnx7reme4LqzjF7keJ1qh2EqE8nABZzsFBUORpmL4M5KS6ur4C4puYBeXRlC5v-NMcqewg4Ivgu38rDBhG0eXQF0TPo1O7A,,&typo=1

Huizar, Carlos

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

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

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

Sent from my iPhone

Huizar, Carlos

From: Igor Spanic [redacted]
Sent: Monday, December 12, 2022 10:13 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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

Sent from my iPhone

Huizar, Carlos

From: Samuel Denis [redacted]
Sent: Monday, December 12, 2022 10:08 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Samuel Denis [redacted]
Sent: Monday, December 12, 2022 10:07 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Sent from my iPhone

Huizar, Carlos

From: Matt Liknaitzky [redacted]
Sent: Monday, December 12, 2022 10:07 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Matt Liknaitzky

Torrance Resident

Huizar, Carlos

From: Amolk Bhangu [redacted]
Sent: Monday, December 12, 2022 10:06 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal. o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Sent from Yahoo Mail on Android

Huizar, Carlos

From: Amolk Bhangu [redacted]
Sent: Monday, December 12, 2022 10:06 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Sent from Yahoo Mail on Android

Huizar, Carlos

From: Amolk Bhangu [redacted]
Sent: Monday, December 12, 2022 10:05 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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These measures are all too drastic. If Torrance flight schools are forced out of using the airport with their quiet planes, schools from other airports will use it with noisy planes. Draconian
measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn%2��t seem to have any interest in. Before saying that
voluntary methods won%2��t work, staff should try them.

Sent from Yahoo Mail on Android

Huizar, Carlos

From: Amolk Bhangu [redacted]
Sent: Monday, December 12, 2022 10:05 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Sent from Yahoo Mail on Android

Huizar, Carlos

From: Amolk Bhangu [redacted]
Sent: Monday, December 12, 2022 10:05 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance--they provide a path to a career in a rewarding and exciting technical field (STEM) by providing
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Sent from Yahoo Mail on Android

Huizar, Carlos

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Sent: Monday, December 12, 2022 10:05 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Sent from Yahoo Mail on Android

Huizar, Carlos

From: Amolk Bhangu [redacted]
Sent: Monday, December 12, 2022 10:04 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from Yahoo Mail on Android

Huizar, Carlos

From: hamilton rodriguez [redacted]
Sent: Monday, December 12, 2022 9:55 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Sent from my iPhone

Huizar, Carlos

From: hamilton rodriguez [redacted]
Sent: Monday, December 12, 2022 9:55 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Huizar, Carlos

From: hamilton rodriguez [redacted]
Sent: Monday, December 12, 2022 9:55 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

From: hamilton rodriguez [redacted]
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To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Sent from my iPhone

Huizar, Carlos

From: Jordan West [redacted]
Sent: Monday, December 12, 2022 9:53 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

From: Johnny Herzberg [redacted]
Sent: Monday, December 12, 2022 9:43 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Sent from my iPhone

Huizar, Carlos

From: [redacted]
Sent: Monday, December 12, 2022 9:33 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Huizar, Carlos

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Sent: Monday, December 12, 2022 9:33 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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Sent from my iPhone

Huizar, Carlos

From: [redacted]
Sent: Monday, December 12, 2022 9:32 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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Huizar, Carlos

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Sent: Monday, December 12, 2022 9:32 AM
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Huizar, Carlos

From: [redacted]
Sent: Monday, December 12, 2022 9:31 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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Sent from my iPhone

Huizar, Carlos

From: Trygve Inda [redacted]
Sent: Monday, December 12, 2022 9:26 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Alice Kawakami [redacted]
Sent: Monday, December 12, 2022 9:25 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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Alice Kawakami
[redacted]
Cell: [redacted]

Huizar, Carlos

From: Sergio Callegari [redacted]
Sent: Monday, December 12, 2022 9:24 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

WARNING: External e-mail
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Huizar, Carlos

From: Sergio Callegari [redacted]
Sent: Monday, December 12, 2022 9:23 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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To: Huizar, Carlos
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To: Huizar, Carlos
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Huizar, Carlos

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Sent: Monday, December 12, 2022 9:21 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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From: Sergio Callegari [redacted]
Sent: Monday, December 12, 2022 9:21 AM
To: Huizar, Carlos
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Huizar, Carlos

From: Randy Cutting [redacted]
Sent: Monday, December 12, 2022 9:19 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Sent from Mail for Windows

Huizar, Carlos

From: Kent Sweet [redacted]
Sent: Monday, December 12, 2022 9:18 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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To: Huizar, Carlos
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To: Huizar, Carlos
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From: Gene Summers [redacted]
Sent: Monday, December 12, 2022 7:55 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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

Sent from my iPhone

Huizar, Carlos

From: Gene Summers [redacted]
Sent: Monday, December 12, 2022 7:55 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

WARNING: External e-mail
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Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Sent from my iPhone

Huizar, Carlos

From: Gene Summers [redacted]
Sent: Monday, December 12, 2022 7:55 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

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

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

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

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

Sent from my iPhone

Huizar, Carlos

From: Ranjiv Goonetilleke [redacted]
Sent: Wednesday, December 14, 2022 8:15 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
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Australia is another country that instituted Landing fees for Small General Aviation aircraft and decimated the GA segment of the aviation industry, while increasing safety issues as actually practicing landings were curtailed to reduce expenses.

RANJIV GOONETILLEKE
Pilot [redacted]

Sent from my iPhone

Huizar, Carlos

From: Joe Goebel [redacted]
Sent: Wednesday, December 14, 2022 8:12 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

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

Huizar, Carlos

From: Joe Goebel [redacted]
Sent: Wednesday, December 14, 2022 8:11 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

WARNING: External e-mail
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Huizar, Carlos

From: Joe Goebel [redacted]
Sent: Wednesday, December 14, 2022 8:11 AM
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Huizar, Carlos

From: Ray Winslow [redacted]
Sent: Wednesday, December 14, 2022 7:54 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Huizar, Carlos

From: Balderston, Daniel G Capt [redacted]
Sent: Wednesday, December 14, 2022 7:53 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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[CAUTION] - Do not click links or open attachments unless you recognize the sender and know the content is safe.

Agenda refers to 3 possible activities to restrict access to the airport
o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports)
o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Capt Dan Balderston
"Falcon" Squadron 40 Commander
CAWG Group 7 Asst Operations Officer
Civil Air Patrol, U.S. Air Force Auxiliary

(M) [redacted]
GoCivilAirPatrol.com



Volunteers serving America's communities, saving lives, and shaping futures.

Huizar, Carlos

From: Balderston, Daniel G Capt [redacted]
Sent: Wednesday, December 14, 2022 7:53 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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[CAUTION] - Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Capt Dan Balderston
"Falcon" Squadron 40 Commander
CAWG Group 7 Asst Operations Officer
Civil Air Patrol, U.S. Air Force Auxiliary

(M) [redacted]
GoCivilAirPatrol.com



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Huizar, Carlos

From: Balderston, Daniel G Capt [redacted]
Sent: Wednesday, December 14, 2022 7:53 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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(M) [redacted]
GoCivilAirPatrol.com



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Huizar, Carlos

From: Santana, Danny
Sent: Wednesday, December 14, 2022 7:14 AM
To: Huizar, Carlos; Megerdichian, Shant; Ramirez, Michelle
Subject: Fwd: DRAFT for City Council

Get Outlook for iOS

From: Steve Giffin [redacted]
Sent: Wednesday, December 14, 2022 4:57:17 AM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>
Subject: Fwd: DRAFT for City Council

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

Dear City Council members, City Staff, and Mayor Chen,

This email is providing input for the December 14 Transportation Committee Meeting.

I live on the hill at the top of Torrance above Walteria Park and Sprouts. I have lived here 10 years and have hardly noticed airplane noise until this year. Earlier this year airplanes started climbing low, turning over my area, then circling back to touch and return. The pattern happens for hours on end, often most of the day starting in the morning and continuing until dusk and sometimes later. Often there are two or more planes, and the frequency is every one to two minutes! Because of the elevation in the area, the planes are around 500' above the ground, which is much too close. The noise of an airplane at that height is too high for a conversation.

Because of the airplane activity I have not been enjoying my yard this year. I cannot have a conversation with my family or neighbors; I cannot work outside or inside with windows open. I cannot be home with this occurring and not be affected. My neighbors feel the same as I do. Although some of us are more vocal than others, we are all frustrated and want things to change now.

Whether pilots are training or flying for other reasons, they should not be turning so low at the hill. What is happening is unsafe, unhealthily, and obtrusive. We need you to fix the problem by using all means to change the pattern. If you do that, then we will be able to enjoy our homes again.

I regret that I will be out of town on business during your meeting on December 14 and will not be able to give this message in person. I am sending this note to let you know how I, my family, and my neighbors are being affected and to strongly encourage you to address this issue promptly and effectively.

Thank you,

Huizar, Carlos

From: Santana, Danny
Sent: Wednesday, December 14, 2022 7:13 AM
To: Huizar, Carlos; Ramirez, Michelle; Megerdichian, Shant
Subject: Fwd: Plane Noise

FYI and for supplemental
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From: Mike and/or Lisa Rogy [redacted]
Sent: Wednesday, December 14, 2022 5:52:35 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Plane Noise

WARNING: External e-mail
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Committee Members,

In the past few years the noise has become a true distraction in our daily lives. Stopping conversations, pausing the TV, and wondering if that 'low plane' was going to make a proper landing. The planes have become that uninvited guest who refuses to leave. Not to mention the environmental concerns.

The agenda item states the Committee will Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport and specifically:
1) Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies;
2) Limiting or prohibiting use of the south runway; and
3) Changing flight school training hours by amending the Torrance Municipal Code (TMC).

These measures would be steps in the right direction, but they don't go far enough and they would require amending the Municipal Code to establish new laws. This is something federal law may not permit. Doing so could jeopardize the City's ability to enforce its long-standing grandfathered Code provisions.

To adequately address the problems, in addition to or in place of the above, the City should also consider the following options:

1. Enforce No-Left-Turn law for **all planes** that turn left under 1,500 feet, including training in south pattern, as currently provided in the City's Code.

2. Close and remove the south runway, which would permanently reduce early left turns over rising terrain south of the airport and limit airport's overall capacity for operations.

3. Apply landing fees to all users, including aircraft based at the airport. The City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

4. Renegotiate leases and permits to condition them on compliance with all City noise abatement requirements and recommendations. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

5 Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

6. Add noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

7. Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

8. Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

9. Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The City should consider all of the above options. It will take multiple combined actions to permanently resolve all the problems and federal law may prevent the City from implementing some of the above actions. If so, the problem may not be resolved. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law.

I appreciate your time in reading, and finding resolution to the above.

Lisa Rogy

Huizar, Carlos

From: Santana, Danny
Sent: Wednesday, December 14, 2022 7:11 AM
To: Huizar, Carlos; Megerdichian, Shant; Ramirez, Michelle
Subject: Fwd: Dec. 14 Airport Committee Meeting

FYI and For supplemental

Get Outlook for iOS

From: Karen Mamakos [redacted]
Sent: Wednesday, December 14, 2022 6:20:01 AM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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Dear Council Members,

Thank you for your time and efforts to help serve the residents of Torrance and the city itself.

I understand from Richard Root that your agenda items will focus on the below items today.

- 1) Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies;
- 2) Limiting or prohibiting use of the south runway; and
- 3) Changing flight school training hours by amending the Torrance Municipal Code (TMC).

And I strongly agree that

"These measures would be steps in the right direction, but they don't go far enough and they would require amending the Municipal Code to establish new laws. This is something federal law may not permit. Doing so could jeopardize the City's ability to enforce its long-standing grandfathered Code provisions.

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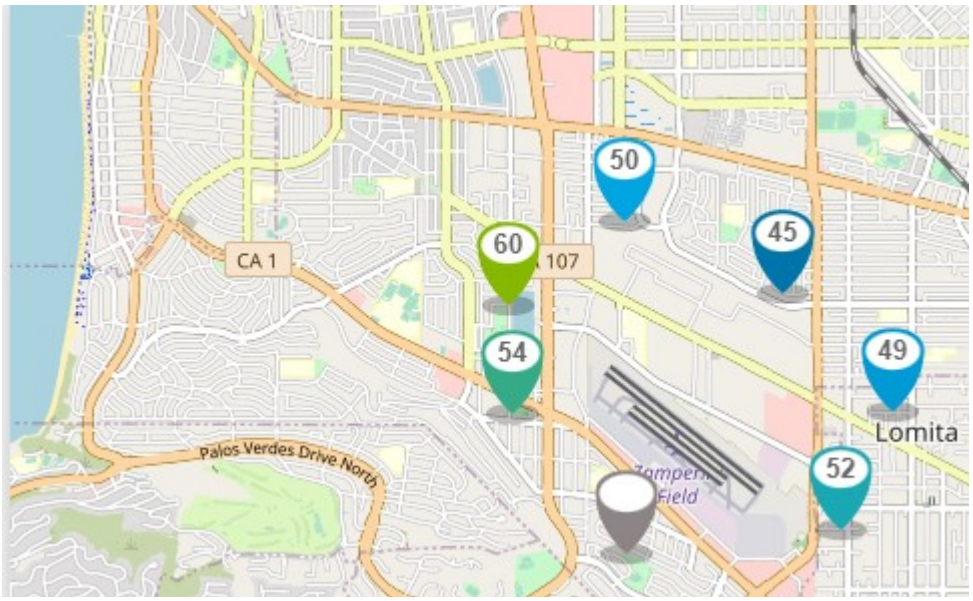
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6. Add noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.



Noise monitors at Zamperini field
(https://toa.noiselab.casper.aero/)

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8. Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

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With sincerity,

Karen Mamakos

Torrance resident

Huizar, Carlos

From: Barbara Filkins [redacted]
Sent: Wednesday, December 14, 2022 6:38 AM
To: Huizar, Carlos
Subject: Help us stop landing fees at Torrance Airport!

Importance: High

WARNING: External e-mail
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Good evening…

The public outcry against noise at Torrance Airport resonates across the aviation landscape of Southern and Central California. Torrance is a great airport and transportation facility that serves Southern California extraordinarily well – as part of the National Transportation System, for disaster relief, as a source of income for the City of Torrance, and as a resource for the futures of your children.

Perhaps I, being from Oxnard Airport and Ventura County, may appear as an interloper… but I am not. Aviation is both a national and international ecosystem – the outcome at Torrance affects us all. For example, you drive training traffic away from Torrance Airport, whether through landing fees, other restrictive policies or (heaven forbid) airport closure.

Addressing this is going to take collaborative work across at least three groups. And this type of work is hard, fraught with emotion and personal drama. An independent facilitator can help – but that facilitator won't solve the problem. The problem will only be solved with effective leadership across all the groups.

1. City staff, such as Ventura County has done, needs to take a leadership role in the efforts with neighbors, pilots, businesses on the flied (aka flight schools) and other 'quality of life' stakeholders to develop an operations and noise program that is responsive to the community.
2. The airport community – including independent pilots, flight-related businesses (flight schools, maintenance shops and Robinson) need to come together to develop an acceptable noise minimization strategy. The community essentially needs its own public information officer dedicate to consensus-based outreach and proactive discussion as to the strengths of the airport and how to mitigate its weaknesses and risks.
3. The neighborhood needs to join in the discussions with a balance voice. There will always be those that are not satisfied and can never be satisfied – they live under the downwind where there is a noisy airplane crossing over their house every two minutes.

Regardless, the solution will probably need to follow the Pareto Rule -- 80% of results come from 20% of actions. More on that topic can follow.

Happy to help in any way.

Barb Filkins

Huizar, Carlos

From: Megerdichian, Shant
Sent: Wednesday, December 14, 2022 6:31 AM
To: Huizar, Carlos
Cc: Ramirez, Michelle
Subject: Fwd: DRAFT for City Council

Good morning Carlos. Another one.

Shant

SHANT MEGERDICHIAN
Director, General Services Department

Begin forwarded message:

From: Steve Giffin [redacted]
Date: December 14, 2022 at 4:57:34 AM PST
To: "Mattucci, Aurelio" <AMattucci@torranceca.gov>, "Chaparyan, Aram" <AChaparyan@torranceca.gov>, "Santana, Danny" <DSantana@torranceca.gov>, "Sullivan, Patrick" <PSULLIVAN@torranceca.gov>, "Ramirez, Michelle" <MRamirez@torranceca.gov>, "Poirier, Rebecca" <RPoirier@torranceca.gov>, "Megerdichian, Shant" <SMegerdichian@torranceca.gov>
Subject: Fwd: DRAFT for City Council

WARNING: External e-mail

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Dear City Council members, City Staff, and Mayor Chen,

This email is providing input for the December 14 Transportation Committee Meeting.

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Because of the airplane activity I have not been enjoying my yard this year. I cannot have a conversation with my family or neighbors; I cannot work outside or inside with windows open. I cannot be home with this occurring and not be affected. My neighbors feel the same as I do. Although some of us are more vocal than others, we are all frustrated and want things to change now.

Whether pilots are training or flying for other reasons, they should not be turning so low at the hill. What is happening is unsafe, unhealthily, and obtrusive. We need you to fix the problem by using all means to change the pattern. If you do that, then we will be able to enjoy our homes again.

I regret that I will be out of town on business during your meeting on December 14 and will not be able to give this message in person. I am sending this note to let you know how I, my family, and my neighbors are being affected and to strongly encourage you to address this issue promptly and effectively.

Thank you,

Steve Giffin [redacted]

Huizar, Carlos

From: Ed Danielsen [redacted]
Sent: Tuesday, December 13, 2022 9:59 PM
To: Huizar, Carlos
Cc: Mattucci, Aurelio
Subject: Transportation Committee Mtg. Dec. 14, 2022 - Agneda Item re: Airport Landing Fee and Reducing Flight Ops

WARNING: External e-mail
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13 December 2022
Torrance, CA

to: City of Torrance City Council Transportation Committee c/o Staff Liaison Huizar

SUBJECT: Transportation Committee - Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport - Zamperini Field, December 14, 2022

Honorable Chairman Mattucci and Members Jaji and Lewis:

Please accept my comments, submitted in response to the subject agenda item.

1)
Beware of the pressure to "do something" to answer complaints from sensitized residents. First, the complaining homeowners said they needed a noise monitoring system put in place to catch noise-limit violators they said were flying unchecked. The new noise monitoring system has been in operation since August, and City staff has reported 11 of 919 noise complaints were found to be valid, and those aviators have cooperated with "fly friendly" efforts. Was that really worth the half-million-dollar cost? Now the complaining parties want to restrict airport operations beyond longstanding restrictions. It appears some airport neighbors want to choke Zamperini Field to death.

This trend is exactly the scenario that has played out at the Santa Monica Airport, which is likely headed for closure. Just wait for the FAA to take over the newly opened airspace for use by commercial jetliners. Don't know about you, but I'd prefer a few small trainers flying over versus a steady stream of commercial airliners from LAX and Long Beach.

2)
Landing fees are not friendly to businesses that are based in Torrance, nor to businesses that trade in Torrance. General aviation includes flight activities of many such businesses, and Torrance benefits accordingly, both directly with jobs and taxes and indirectly with lodging, food, retail and entertainment jobs and taxes from visitors.

3)
For those of you not familiar with general aviation, imposing landing fees at the airport is like the City charging you each time you drive your car onto your home's driveway, or having parking meters where you park your car on the street, or having to pay a toll to use a road. Think about that before you wish landing fees on aircraft operators.

Torrance citizens recently voted in favor of an increase in the city tax rate to rescue the dire financial position the City got itself into. But it seems the governing body's appetite to tax and spend is insatiable. Now you want landing fees! Where does this end? How about a fee on 908 (= 919 - 11) noise complaints that are bogus?

4)
Experiencing takeoffs and landings at airports other than a home base is vital to the proper training of student pilots. Landing fees would likely discourage that aspect of flight training. Don't know about you, but I would prefer the pilot of the airline flight I'm on to have as much training and experience landing a plane at a variety of airports in various conditions of weather and terrain as possible. As a homeowner in Torrance, I'd also prefer that visiting pilots have experience operating at Zamperini Field, versus not.

5)
A handful homeowners have become sensitized to aircraft overflying their houses, and have stirred their neighbors and homeowner associations to weigh in with campaigns to badger the City Council into doing something about their problem. City government says the airport is a valuable asset, and the Council is happy to take airport generated revenue that should be used for airport improvements (literally had trouble keeping the airfield lights turned on). The proposed measures will likely decrease the value and income of the airport. Aviators will stop using the airport, if they are going to be nickel-and-dimed to death, on top of high hangar rents, etc. (I guess that's what some homeowners want, a dying airport.)

Why did these people buy homes in the vicinity of a functioning airport? Perhaps they need to take some responsibility for their choice, rather than infringing on the lives and pocketbooks of others to solve their problems via government folks that are all too happy to "do something" to look responsive and get more revenue to spend.

And why do Torrance officials continue to cite municipal codes that the Feds have clearly stated in writing are invalid and unenforceable under laws governing aviation. Citizens are misled into thinking aviators are "violating" the law, and look to Torrance government to be judge, jury and hangman. Torrance needs to inform citizens and make it known that the FAA has responsibility and jurisdiction. Further, the new noise data clearly shows the "noise problem" is far less (11 of 919 complaints) than sensitized people would lead you to believe.

6)
Not sure the City Council Transportation Committee is the one to handle this matter. It is supposed to have "jurisdiction over matters related to ground and air transportation systems, street circulation and environmental consequences thereof." This isn't a mass transit issue such as the bus system or commercial airline operation in Torrance.
Seems like more of a matter that the Airport Commission should be addressing. (?)

The Transportation Committee lacks the specific knowledge of the airport operations, aviation businesses, piloting aircraft per Federal Aviation Administration rules and regulations, and may or may not know the differences between commercial aviation and general aviation. As such, any decisions may have unintended negative impacts on the viability of Torrance Municipal Airport, flight schools and fixed base operator businesses, and the aviation community that uses and supports this general aviation airport.

The subject discussion and potential decisions have far-reaching consequences.
The airport and airport businesses provide direct employment to over 1000 people.
The airport adds millions of dollars of economic impact to Torrance each year.
The airport can support medical airlifts, police and fire flight operations.
The airport is a vital asset in disaster response.
The airport is used by businesses that operate in Torrance.
The airport is home base for several fixed-base operators and flight schools.
The airport is an educational and recreational resource for the citizens of Torrance.
The airport connects Torrance with the National Airspace System for travel and commerce.

If the Transportation Committee wants to look into an "air transportation system" item,
I suggest they get up to speed on the future of air mobility for citizens of Torrance.
Will Torrance be a participant and host a "vertiport"?

Talk about revenue opportunities, look at the waiting list for hangar space at Torrance.
How about building more hangars to lease?

Closing)
I am, as should be Torrance and other south bay communities, thankful for the contributions of the aerospace industry to our lives and prosperity as a city, region and nation.
It bothers me when measures are considered that will negatively impact the vitality of this industry and associated business, employment, income, education and recreation it offers all citizens, for the appeasement of relatively few people.

Thank you to the Committee for your consideration of my point of view. I request you vote to reject landing fees, reject limiting flight training, and reject closure of the south runway.
Keep Torrance Municipal Airport alive and thriving!

Edward Danielsen
Long-time Torrance resident and homeowner in District 5.

Note: Do NOT publish my email address.

Huizar, Carlos

From: [redacted]
Sent: Tuesday, December 13, 2022 7:40 PM
To: Huizar, Carlos
Subject: Re: Public comment--Agenda does not address real issues

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

Hi Mr Huizar,

Could you keep my comments anonymous please.

Keith Regan

-----Original Message-----
From: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
To: [redacted]
Sent: Mon, Dec 12, 2022 1:50 pm
Subject: RE: Public comment--Agenda does not address real issues

Thank you for your email. We appreciate and value your input on what would make Torrance a better place to live, work and play. It will be included as public comment as part of the Transportation Committee items. Other correspondence received will also be included and made available to the public. The Transportation Committee meeting has been scheduled for December 14, 2022, at 5:30 pm in the City Council Chambers to discuss the Torrance Airport.

If you should have any questions related to the Torrance Airport item, please feel free to contact Community Development Director, Michelle Ramirez at MRamirez@TorranceCA.gov.

Also, should you wish to learn more about the City's goals and resources in other areas, please find the attached information sheet.

Thank you again,

CARLOS HUIZAR
Management Associate – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5980 voice | 310.618.5891 fax | CHuizar@TorranceCA.gov | www.TorranceCA.gov |www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

From: [redacted]
Sent: Saturday, December 10, 2022 11:55 AM
To: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Subject: Public comment--Agenda does not address real issues

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

Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal. o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Since the FAA considers the airspace above Torrance theirs, as was made clear with the letter to the City Attorney on the early left turn on departure issue, any restrictions on runway usage would probably create expensive litigation for the city. I think the residents need to have this explained to them so they understand what limits the city has when it comes to the airport and airspace.

Although I am against landing fees as I already pay a substantial amount to the city for my leased hangar one compromise is giving aircraft a certain amount of landings each month free. 5 to 10 per month would be reasonable that way those who aren't training wouldn't get hit by the landing fees while those training will.

Keith Regan
[redacted]

Huizar, Carlos

From: Ramirez, Michelle
Sent: Tuesday, December 13, 2022 6:37 PM
To: Huizar, Carlos; Megerdichian, Shant
Subject: Fwd: Torrance Airport Noise Council Meeting 12/14/2022

FYI ~

Sent from my iPhone

Begin forwarded message:

From: Deborah Bruggman [redacted]
Date: December 13, 2022 at 6:17:10 PM PST
To: AMattucci@tortranceca.gov, "Kaji, Jon" <JKaji@torranceca.gov>, "Lewis, Bridgett" <BLewis@torranceca.gov>
Cc: "Sheikh, Asam" <ASheikh@torranceca.gov>, "Kalani, Sharon" <SKalani@torranceca.gov>, "Griffiths, Mike" <MGriffiths@torranceca.gov>, "Chaparyan, Aram" <AChaparyan@torranceca.gov>, "Santana, Danny" <DSantana@torranceca.gov>, "Ramirez, Michelle" <MRamirez@torranceca.gov>, "Megerdichian, Shant" <SMegerdichian@torranceca.gov>, "Sullivan, Patrick" <PSULLIVAN@torranceca.gov>, "Poirier, Rebecca" <RPoirier@torranceca.gov>, Dennis Bruggman [redacted]
Subject: Re: Torrance Airport Noise Council Meeting 12/14/2022

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

Dear Committee Members,
We were made aware of the scheduled City Council Agenda item regarding the noise generated by private aircraft at the Torrance Airport. Although we will not be attending the meeting, I wanted to make you aware of my feelings on this matter and the negative affects the airport has on my daily life.

We live in in the Lower Hollywood Riviera part of South Torrance. We have lived here since 1985 and are well familiar with the airplane traffic coming from the airport. Over the last 2 years, the amount of this traffic with many of the planes making an early south turn, has increased to the point where we can no longer enjoy the outdoors and our backyard. The planes fly constantly making so much noise. This noise is at a low frequency that penetrates my double paned windows. There is seldom a time during the day when the noise of the airplane engines cannot be heard. I have seen the locations of the noise monitors and not one is located on the hill where the Hollywood Riviera community is located. This noise pollution is more than annoying. It reduces our ability to rest and relax. Some of these planes fly over my house are so low that they are only a couple hundred feet from my roof! This was never the case before. Many of these planes are doing “touch and go” landings and pilot training. When they take off, many take an early south turn and fly back to make many other approaches to the airport. When they are increasing altitude, their engines are loud as they turn over my house. I even had some pilots appear to deliberately fly low over my community, making way too much noise with their transponders turned off. It is as if they are deliberately taking revenge on the homeowners below who complained. My nerves are shot (at this point). I have had to stop gardening or reading outside on my patio since I am constantly being disturbed. The City of Torrance has viewed the airport as an asset in the past, but now I think of it as more of a nuisance making noise and air pollution. Why is it that a few pilots get to disturb

the peace and quiet of hundreds of residents in my community? I seriously doubt that these pilots are residents of Torrance.

In addition, I would like to add the point that if these planes are using leaded fuel, the residents are being exposed to possible increased contamination by lead in the air. These planes fly over Walteria and Riviera Elementary Schools, Richardson Middle School, South High School, private schools and many local daycare centers in our area. I have a great concern of lead and other toxin exposures that our children must endure. This should be address by the airport committee. The community should have access to air pollution data and methods of generation by all aircraft using the airport. This information should be supplied in an ongoing manner for as long as the airport is open. The pollution numbers should be tracked and a maximum action level should be determined and open for public scrutiny and input. These numbers must be posted on the city website for the public to review along with the airplane tail number for reference. Polluters must be notified and meaningful corrective action taken to benefit the community. The airport must stop selling leaded fuel immediately for the safety of our residents. Planes documented as violating the pollution or noise limits need to be immediately address with major fines and, if repeated, suspension of landing right at TOA.

This airport is own by Torrance and its residents. Pilots must respect the residents by following the rules that have been in place for generations. This is the only way the airport will continue to be an asset to our community rather than a polluter and public nuisance.

Thank you for your time and attention,

Sincerely,
Deborah and Dennis Bruggman
[redacted]

Sent from Mail for Windows

Huizar, Carlos

From: J L [redacted]
Sent: Tuesday, December 13, 2022 6:01 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Huizar, Carlos

From: J L [redacted]
Sent: Tuesday, December 13, 2022 6:01 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: J L [redacted]
Sent: Tuesday, December 13, 2022 6:01 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

Huizar, Carlos

From: Douglas Kirschke [redacted]
Sent: Tuesday, December 13, 2022 5:30 PM
To: Huizar, Carlos
Cc: Douglas Kirschke
Subject: Public Comment--We don't need landing fees

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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. The motive here is questionable!

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. Probably 90% will be uncollectible, and the billing company must be paid anyway.

Regards,
Douglas Kirschke

Huizar, Carlos

From: [redacted]
Sent: Tuesday, December 13, 2022 3:33 PM
To: Huizar, Carlos
Subject: Landing Fees

WARNING: External e-mail
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Landing fees will not work and are not consistent with the lease agreement to “promote general aviation.” Landing fees will hurt the Torrance residents more than the “transients” who are causing all the problems with the left turns. Residents of the city and airport pay our fees to the airport already in tie-down fees and hanger fees which are already sufficiently high. The vast majority of complaints are coming from a small subset of residents looking to change the conditions they bought into when they purchased their residence. Please don’t make the airport users pay for the poor decisions of the nearby homeowners.

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.

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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.

Thank you,
Gary Joseph

Huizar, Carlos

From: Ranjiv Goonetilleke [redacted]
Sent: Tuesday, December 13, 2022 2:00 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

Australia is another country that instituted Landing fees for Small General Aviation aircraft and decimated the GA segment of the aviation industry, while increasing safety issues as actually practicing landings were curtailed to reduce expenses.

Ranjiv Goonetilleke

Pilot [redacted]

Sent from my iPhone

Huizar, Carlos

From: Jim Gates [redacted]
Sent: Tuesday, December 13, 2022 1:44 PM
To: Huizar, Carlos; CityCouncil; president@hollywoodriviera.org
Cc: Barbara Marrin; Jol Silversmith; Alex Gertsen; [redacted] Jared Yoshiki; Mike Ginter
Subject: Public comment--No wonder the folks making complaints are upset. They have been lied to.

WARNING: External e-mail
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Traffic patterns exist at all 5,500+ public-use airports in the United States--they are an integral part of flight operations. Since it was built in 1943, the Torrance Airport (then known as the Lomita Flight Strip) has had a traffic pattern south of the runway.

Lie #1: Airplanes are not allowed to fly over their homes.
Truth: A 1981 consultant report told the City that not disclosing the existence and effects of the airport traffic patterns would result in very unhappy neighbors who live beneath. The report stated that their recommendations were based on successful programs at other airports. (the report is available at: http://torranceairport/org/disclosure/).

THE RECOMMENDATION WAS IGNORED. Nowhere on City websites can one find any discussion of airport traffic pattern effects on those under them. As a result, many real estate agents mimic this lie to potential buyers in and near the airport.

Lie #2: Torrance has authority to regulate where airplanes fly.
Truth: In August 1953, Congress gave FAA EXCLUSIVE authority to regulate all aviation activities in the U. S. The FAA has told the City 3 times that TMC 51.2.3E is therefore unenforceable, invalid and preempted. The FAA has successfully sued other cities that similarly tried to encroach on their authority.

Lie #3: The TMC "no left turn" provision was "grandfathered" under ANCA
Truth: The City has no documentation supporting this claim. The FAA refutes the claim. The Airport Noise and Capacity Act (ANCA) does not involve propeller powered light planes--only turbine powered planes weighing more than 12,500 lbs.

Lie #4: The planes flying over their homes are breaking the law.
Truth: If the aircraft do not exceed 82db and are observing Federal Aviation Regulations, they are totally legal. Since the Casper system went operational, only 4 flights have exceeded that noise limit.

Lie #5: Spending hundreds of thousands of dollars for the Casper Monitoring System will fix the complaint problem.
Truth: Has it?

Lie #6: Restrictions on Torrance-based flight schools will fix the complaint problem.

Truth: Flight schools all over the country are at capacity responding to the world-wide pilot shortage. Our airport is a public-use facility (just like the freeways and streets). Any reduction in flights by our schools will immediately be filled by other schools--and they use much noisier trainers.

Lie #7: Landing fees will fix the complaint problem.
Truth: Landing fees will only damage successful businesses on our airport like Robinson Helicopter (the largest employer in Torrance) and Sling Pilot Academy (whose 70+ employees are preparing many young men and women for a once-in-a-lifetime opportunity to become airline pilots. The Academy was praised last month for that work by the California Senate, the California Assembly, and the South Bay Workforce Investment Board). Ninety percent of non-based aircraft will not pay the fee and there is no way for the City to collect.

It's time for the City Staff, the City Council, the Riviera Homeowners Association, and all others to stop lying. If the Torrance residents want to change the levels of traffic over their homes, they should demand that the Council and staff institute the solutions proposed by the Torrance Airport Association and the flight schools.

--
Jim Gates
[redacted]

Huizar, Carlos

From: Cecil Yates [redacted]
Sent: Tuesday, December 13, 2022 1:35 PM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
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Sent from my iPhone

Huizar, Carlos

From: Cecil Yates [redacted]
Sent: Tuesday, December 13, 2022 1:33 PM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

WARNING: External e-mail
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I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Sent from my iPhone

Huizar, Carlos

From: Cecil Yates [redacted]
Sent: Tuesday, December 13, 2022 1:32 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

Sent from my iPhone

Huizar, Carlos

From: Cecil Yates [redacted]
Sent: Tuesday, December 13, 2022 1:31 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

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

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

Sent from my iPhone

Huizar, Carlos

From: ROBERT SHERWIN [redacted]
Sent: Tuesday, December 13, 2022 12:42 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

Sent from my iPhone

Huizar, Carlos

From: Jessica Slusser [redacted]
Sent: Tuesday, December 13, 2022 12:38 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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--

Jessica J. Slusser
855 Via de la Paz, Suite 1
Pacific Palisades, CA 90272
Office: [redacted]
Cell: [redacted]
www.rochmanslusser.com
[redacted]

Huizar, Carlos

From: Jessica Slusser [redacted]
Sent: Tuesday, December 13, 2022 12:38 PM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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[redacted]

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From: Jessica Slusser [redacted]
Sent: Tuesday, December 13, 2022 12:38 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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Huizar, Carlos

From: John Keeler [redacted]
Sent: Tuesday, December 13, 2022 12:24 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: Jim Gates [redacted]
Sent: Tuesday, December 13, 2022 12:23 PM
To: Huizar, Carlos
Subject: Public comment--Casper monitoring system flooded with many complaints from very few individuals
Attachments: 2022-11-20 Complaint analysis 2021-2022.pdf

WARNING: External e-mail
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Since the system began operation in August until the end of November, only 4 aircraft flights have exceeded the 82db limit.

--
Jim Gates
[redacted]

Huizar, Carlos

From: ROBERT SHERWIN [redacted]
Sent: Tuesday, December 13, 2022 11:51 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sent from my iPhone

Huizar, Carlos

From: Andrea [redacted]
Sent: Tuesday, December 13, 2022 11:31 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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Sincerely,

Andrea Joannou
[redacted]

Huizar, Carlos

From: Jon Slusser [redacted]
Sent: Tuesday, December 13, 2022 11:00 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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JON SLUSSER
Partner / Owner
The Famous Group
www.thefamousgroup.com

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From: Jon Slusser [redacted]
Sent: Tuesday, December 13, 2022 10:59 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

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Huizar, Carlos

From: Chaparyan, Aram
Sent: Tuesday, December 13, 2022 10:38 AM
To: Ramirez, Michelle; Huizar, Carlos; Megerdichian, Shant
Subject: FW: Dec. 14 Airport Committee Meeting
Attachments: Screenshot_20221212_191202_Chrome.jpg

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Donnie Tippie [redacted]
Sent: Monday, December 12, 2022 7:18 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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City Council,

This is the type of touch-and-go training that needs to stop. Please see attached.

This is one aircraft for one flight school (Pacific Skies Avaiation) and it has circled the neighborhood 13 times for an hour straight. Mind you this is after 7 p.m.

How are residents supposed to maintain any type of sanity let alone have a quiet dinner with this going on?

Would you mind this happening over your house, all day long, 6 days a week?

Huizar, Carlos

From: Chaparyan, Aram
Sent: Tuesday, December 13, 2022 10:38 AM
To: Huizar, Carlos; Megerdichian, Shant; Ramirez, Michelle
Subject: FW: Torrance airport.

FYI

ARAM CHAPARYAN
City Manager – Office of the City Manager City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19

-----Original Message-----
From: Monique Tippie [redacted]
Sent: Monday, December 12, 2022 7:28 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Torrance airport.

WARNING: External e-mail
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This is the same old song. First of all how did the city of Torrance got this bad with the airport is it money ? I have been Torrance residents over 30 years and i cannot Enjoyed my backyard my quality life has changed listening to the loud mufflers every 2minutes or less to all the councils members you need to take this seriously.Do to the heavy traffic flying to the right and flying over Arnold school the city needs to come up for all the Torrance residents not just to the left my opinion stop giving more permits and stiff penalties for the planes that are violating . If they can give tickets to vehicle the airport can do it for the planes. I was in the council's meeting till 3:30 am and not all the council where in the same boat.If the city can't come up with the solutions for all the residents please shut the airport down . Not just left hand turn.Need to take care the residents that are suffering right turn.

Regards,

Monique Tippie

Huizar, Carlos

From: Chaparyan, Aram
Sent: Tuesday, December 13, 2022 10:37 AM
To: Huizar, Carlos; Ramirez, Michelle; Megerdichian, Shant
Subject: FW: Dec. 14 Airport Committee Meeting

FYI Team. Are you collecting new ones for supplemental?

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Therese Dayrit [redacted]
Sent: Monday, December 12, 2022 7:42 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

WARNING: External e-mail
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My name is Therese and I live in Torrance.

I live North of the airport under the north flight training pattern.

The hundreds of flights a day are a quality of life issue that needs to be addressed.

Closing the south runway and pushing traffic north over communities like Marble Estates will only make things worse.

The main source of the problem is the touch-and-go training done by the numerous flight schools, both those based at TOA and aircraft from out-of-town.

These out-of-town aircraft benefit the City of Torrance ZERO.

Please keep in mind the residents who live north of the airport and have to endure this relentless noise 6-days a week from 7AM until 8PM.

Landing fees and ending training at TOA is the only solution.

Put your constituents first. Thank you.

Huizar, Carlos

From: Jeff Wachner [redacted]
Sent: Tuesday, December 13, 2022 10:34 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

Importance: High

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- Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Jeff Wachner

Huizar, Carlos

From: Jeff Wachner [redacted]
Sent: Tuesday, December 13, 2022 10:33 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

Importance: High

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Jeff Wachner

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From: [redacted]
Sent: Tuesday, December 13, 2022 10:33 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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Jeff Wachner

Huizar, Carlos

From: [redacted]
Sent: Tuesday, December 13, 2022 10:32 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

Importance: High

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

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Huizar, Carlos

From: Jeff Wachner [redacted]
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Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

Importance: High

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Jeff Wachner

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From: [redacted]
Sent: Tuesday, December 13, 2022 10:31 AM
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Subject: Public comment--Go back to the drawing board

Importance: High

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Jeff Wachner

Huizar, Carlos

From: Jim Gates [redacted]
Sent: Tuesday, December 13, 2022 9:37 AM
To: Huizar, Carlos
Subject: Public comment--Where did the "no left turn" myth come from?

WARNING: External e-mail
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Section 51.2.3(e) of the Torrance Municipal Code (TMC) states: Aircraft taking off to the west shall not turn left until they have either reached the ocean or attained an altitude of fifteen hundred (1,500) feet. A myth has developed that this TMC section is "grandfathered" under the Airport Noise and Capacity Act (ANCA) and therefore it is not subject to preemption by FAA Regulations. The facts tell a different story:

- With passage of the Federal Aviation Act of 1958, the FAA was given exclusive authority in the areas of airspace use and management, air traffic control and aviation safety. This authority preempts any state or local laws in these areas.
- Municipal regulations (such as the TMC Section) were affirmed to be invalid and unenforceable in 1978 when the decision was rendered in the *United States v City of Blue Ash* case. This ruling came 12 years before ANCA was passed.
- ANCA does not even apply to propeller-driven aircraft. These are the only aircraft to which the TMC section has ever been applied.
- The FAA Long Beach Flight Safety District Office (FSDO) disclaims approving the "grandfathering" of TMC 51.2.3(e).
- The FAA's Chief Counsel has told the City of Torrance THREE times that this section of the TMC is invalid, unenforceable and preempted.

A history of this myth and copies of source documents can be found at: **http://torranceairport.org/myth/**

--

Jim Gates
[redacted]

Huizar, Carlos

From: Jim Gates [redacted]
Sent: Tuesday, December 13, 2022 9:01 AM
To: Huizar, Carlos
Subject: Public comment--TMC 51.2.3e is invalid and preempted
Attachments: 1978-02-08 United States v City of Blue Ash.pdf

WARNING: External e-mail
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The City of Blue Ash attempted to regulate the flight path of aircraft leaving its airport. The United States sued in Federal District Court. Blue Ash lost and appealed to Federal Circuit Court of Appeals and LOST AGAIN.

IS THE CITY OF TORRANCE NEXT?

Excerpts from Federal District Court decision memo on:
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487 F. Supp. 135 (1978)

UNITED STATES of America, Plaintiff, v. The CITY OF BLUE ASH, OHIO, the City Council of the City of Blue Ash, the Mayor of the City of Blue Ash, Raymond L. MacNab, the Solicitor for the City of Blue Ash, Robert T. McConaughy, Defendants.

No. C-1-77-470.

United States District Court, S. D. Ohio, W. D.

February 7, 1978.

The ordinance involved, as passed by the City of Blue Ash, Section 99.03, deals with "Noise Abatement Turns" which, for the express purpose of **controlling aircraft noises** over the City of Blue Ash, requires aircraft departing the airport to make a turn to a given heading prior to reaching a described location.

The defendants concede that the "area" dealt with by Section 99.03 is **noise control of aircraft in flight in navigable air space.**

It is the conclusion of this Court that the Section is invalid under the preemption doctrine. The Section does, on its face, exercise control over aircraft in flight, i. e., it dictates flight in a given course in a defined navigable airspace.
==========
The City of Blue Ash appealed the ruling and LOST:
==========

United States of America, Plaintiff-appellee, v. the City of Blue Ash, Ohio; the City Council of the City Ofblue Ash; the Mayor, Raymond L. Macnab; and The Solicitor, Robert L. Mcconaughy,defendants-appellants, 621 F.2d 227 (6th Cir. 1980)

ORDER
This is an appeal of a grant of summary judgment by the district court to the United States (on cross-motions for summary judgment) in an action brought by the government to enjoin enforcement of an ordinance of the City of Blue Ash, Ohio **prescribing the course to be taken by aircraft when taking off from the Cincinnati--Blue Ash Airport**.

Upon consideration, the court is of the opinion that **the decision of the district judge, Honorable Timothy S. Hogan, is correct** for reasons stated in his memorandum filed February 7, 1978, 487 F. Supp. 135.
==========
--
Jim Gates
[redacted]

Huizar, Carlos

From: Melinda Jahn [redacted]
Sent: Tuesday, December 13, 2022 8:57 AM
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From: Harry Sullivan [redacted]
Sent: Tuesday, December 13, 2022 8:36 AM
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Santa Monica is openly working to close their airport, in spite of a Rand study that found it contributed over $240 million to the local economy. They used landing fees to drive away the business. Is Torrance following Santa Monica's path? Will the airport be converted to hundreds of condos? How will an additional 2-4000 more cars add to the congestion on PCH and Hawthorne?

Huizar, Carlos

From: Harry Sullivan [redacted]
Sent: Tuesday, December 13, 2022 8:36 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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

Staff has clearly not put ANY thought into this--just copying the demands of the complainers. They need to research the implications of this stupid proposal. Look at the long term effects. Landing fees do not work--just ask Santa Monica. Who is giving staff advice?

Huizar, Carlos

From: Harry Sullivan [redacted]
Sent: Tuesday, December 13, 2022 8:36 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Huizar, Carlos

From: Nima Alinejad [redacted]
Sent: Monday, December 12, 2022 9:00 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

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

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Very Respectfully,
Nima A Alinejad
[redacted]

Huizar, Carlos

From: Nima Alinejad [redacted]
Sent: Monday, December 12, 2022 9:00 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Nima A Alinejad
[redacted]

Huizar, Carlos

From: Nima Alinejad [redacted]
Sent: Monday, December 12, 2022 9:00 AM
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Subject: Public Comment--We don't need landing fees

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

Very Respectfully,
Nima A Alinejad
[redacted]

Huizar, Carlos

From: Nima Alinejad [redacted]
Sent: Monday, December 12, 2022 9:01 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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

I smell the real estate interests in this activity. If the airport is closed, won't Sacrament grab it for low income/dense housing. How will that affect Torrance traffic?

Very Respectfully,
Nima A Alinejad
[redacted]

Huizar, Carlos

From: Nima Alinejad [redacted]
Sent: Monday, December 12, 2022 9:00 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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

Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
o Limiting or prohibiting use of the south runway. This would be much more restrictive than necessary. It would eliminate the runway as a landing surface for aircraft arriving or departing. Without the south runway, controllers would be free to authorize left pattern from the remaining runway (commonly done at other airports) o Amending the Municipal Code. Torrance staff should know that changes to the TMC would need to be consistent with Federal rules (not grandfathered).

Very Respectfully,
Nima A Alinejad
[redacted]

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:39 AM
To: Huizar, Carlos
Subject: Public comment--Agenda does not address real issues

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

Agenda refers to 3 possible activities to restrict access to the airport o Restrict training flights and prohibit flights from outside agencies. This would involve restrictions that are highly discriminatory and illegal.
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Sent from my iPad

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:38 AM
To: Huizar, Carlos
Subject: Public comment--Do we want more dense housing in Torrance?

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

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Sent from my iPad

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:38 AM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

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

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

Sent from my iPad

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:37 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

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

Sent from my iPad

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:36 AM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

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

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

Sent from my iPad

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:36 AM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

WARNING: External e-mail
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Sent from my iPad

Huizar, Carlos

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Sent: Tuesday, December 13, 2022 7:36 AM
To: Huizar, Carlos
Subject: Public comment--Go back to the drawing board

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Sent from my iPad

Huizar, Carlos

From: Glenn Jahn [redacted]
Sent: Tuesday, December 13, 2022 7:35 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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

Sent from my iPad

Huizar, Carlos

From: Megerdichian, Shant
Sent: Monday, December 12, 2022 4:59 PM
To: Huizar, Carlos; Ramirez, Michelle
Subject: FW: Aircraft Complaint - 12/12/2022
Attachments: Screenshot_20221212-155832.png; Screenshot_20221212-155813.png; Screenshot_20221212-155802.png

Another one

SHANT MEGERDICHIAN
Director, General Services Department
City of Torrance | 3350 Civic Center Dr. | Torrance CA 90503 | 310.781.7143 voice | 310.781.7199 fax |
smegerdichian@TorranceCA.gov | www.TorranceCA.gov | www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

From: Mary Cilva [redacted]
Sent: Monday, December 12, 2022 4:45 PM
To: Noise Abatement <NoiseAbatement@TorranceCA.gov>; Airport Commission <AirportCommission@TorranceCA.gov>
Subject: Aircraft Complaint - 12/12/2022

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

Three different planes doing "donuts" over my home and neighborhood AT THE SAME TIME! See screen shots below.

Too low, too loud and too often.

Same complaint, different day.

Ground TOA Flight Schools!

Mary Cilva
[redacted]

Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, December 12, 2022 3:29 PM
To: Peter Broen
Cc: Megerdichian, Shant; Aoki, Denise; Huizar, Carlos
Subject: RE: Transportation Committee Meeting Dec 14 re: Airport Noise

Good Afternoon Mr. Broen ~

Your below email has been received and will be included as a supplemental to the item that will be presented to the Transportation Committee on December 14, 2022, at 5:30 pm. Please know that this meeting is open to the public and will take place in the City Council Chambers. Should you have any 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



From: Peter Broen [redacted]
Sent: Monday, December 12, 2022 3:20 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>
Subject: Transportation Committee Meeting Dec 14 re: Airport Noise

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A priority for any government bureaucracy is to maintain and grow the bureaucracy. The last thing that a bureaucracy wants is to eliminate the issue that the bureaucracy was created to address.

In March and April 2021, City staff recommended to the Airport Commission and then City Council that the Casper noise monitoring system be contracted and implemented in order to address the airport noise issue. This was justified by referencing increased noise complaint volume. At that time, several TAA members advised the Council that the noise issue was characterized by an increase in training traffic and the resulting use of the south pattern. Noise monitoring would do nothing to reduce the noise. Staff was successful in getting their expensive system. After the system was contracted (December 2021) and implemented (August 2022), residents discovered that it did nothing to reduce community annoyance.

In October 2021, the Torrance Airport Association formed a committee to look into possible ways that voluntary noise abatement procedures could be used to reduce community annoyance caused by aircraft noise. This committee consists

of airport neighbors and experienced pilots that have flown out of Torrance for many years. The committee had several meetings and came up with a list of possible measures to reduce aircraft noise including

- Changes to the south pattern so that aircraft were higher and at reduced power over the residential areas.
- Runway signs to provide pattern information to pilots before takeoff
- Improved pilot literature for noise abatement procedures
- Web based resources for pilot information regarding noise abatement

The low noise procedures were evaluated with a series of tests with various aircraft showing substantial improvement in measured noise at the ground.

The TAA Noise Abatement Advisory Committee approached the city staff expressing a desire to participate and assist staff in creating improved noise abatement practices. Initially, the Committee was told by staff that their help was not needed or desired and that this was a job for staff. The response was disappointing to say the least! Staff later decided that the optics of the response were not the best and offered to meet with the Committee in a series of several meetings. During these meetings, the Committee made presentations. Staff listened, but offered essentially nothing.

So, the TAA Committee has:

- Met extensively amongst themselves and with flight schools, local pilots, tower staff and community members.
- Suggested modified procedures, signs, and educational material for pilots and neighbors.
- Met with City staff, Council members and the Mayor to explain ways to reduce community annoyance.

City Staff has:

- Implemented an expensive noise monitoring system which has not shown any benefit.
- Announced that they will start enforcing the “no left turn” ordinance which does not apply to the south pattern so that it will have no appreciable effect.
- Suggested introducing landing fees (create a new level of bureaucracy)
- Responded to the Committee runway sign suggestions with their own versions. City signs:

- Still have no advice for the south pattern
- Have no information on flight altitudes (This is completely baffling. Increased altitude over residents is the best way to achieve noise reduction. Altitudes are mentioned in other Torrance noise abatement guidance)

What has City staff not done:

- Reached out to airport users with any advice regarding new noise abatement procedures
- Made any real effort to work with flight schools on noise issues.
- Provide any guidance on south pattern procedures (even though the south pattern has existed for many years)
- Anything to address the misunderstandings causing animosity between neighbors and pilots (e.g. neighbors are upset at pilots for violating the rules because they believe that the south pattern is illegal)
- Educated themselves on the issue of airport noise. The FAA and its consultants and have done very insightful research on such issues as:

    - Balancing community noise concerns against the function of the national air transportation system
    - Evaluating complaint data to determine if a problem exists (all complaints are not equal)
    - Using various strategies to reduce community annoyance

While the Torrance pilot community works hard on noise reduction strategies, City staff reports to the City Manager and Council that they are doing something while watching the problem get worse.

It is time for City Council to explain to City staff that their job is to do more than spend money and grow their bureaucracy. CITY STAFF MUST START GETTING SERIOUS ABOUT AIRPORT NOISE ABATEMENT.

Peter Broen

Huizar, Carlos

From: Sullivan, Patrick
Sent: Monday, December 12, 2022 3:22 PM
To: Huizar, Carlos
Subject: FW: December 14 Airport Committee Meeting

For Transportation Committee meeting on 12/14/2022

Patrick Q. Sullivan
City Attorney – Office of the City Attorney
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5817 voice | 310.618.5813 fax | PSullivan@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

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From: Sullivan, Patrick
Sent: Monday, December 12, 2022 3:20 PM
To: 'Dan - Paula Johnson' [redacted]
Subject: RE: December 14 Airport Committee Meeting

Ms. Johnson

Thank you for your email. I am the legal advisor to the City Council Transportation Committee as well as to the City Council. I give legal advice to the Committee and Council, but I do not make policy decisions. The City Council Transportation Committee can make recommendations to the City Council, but final policy decisions are made by the City Council. I will forward your email to staff so that it is included in the supplemental for the Transportation Committee on December 14th and the City Council meeting on December 20th.

Here is the link to the City Council Transportation Committee agenda:
https://www.torranceca.gov/home/showpublisheddocument/78941/638060280240330000

Here is the link to Item the City Council Transportation Committee Agenda Item 5A:
https://www.torranceca.gov/home/showpublisheddocument/79019

Thanks

Patrick

Patrick Q. Sullivan
City Attorney – Office of the City Attorney
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5817 voice | 310.618.5813 fax | PSullivan@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

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From: Dan - Paula Johnson [redacted]
Sent: Monday, December 12, 2022 9:07 AM

To: Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: December 14 Airport Committee Meeting

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Mr. Patrick Sullivan -

Please, Please do something about the noise and unsafe practices that is happening to us residents on Paseo de Las Tortugas and surrounding areas. Day after day I get small aircraft buzzing my backyard to the point that I no longer want to be outside nor invite friends to visit in my backyard. I have downloaded both the Flight Aware and Flightradar24 Apps and I've seen from these apps planes flying over my house at 500 to 800 altitude which is very scary. At times I don't even need the app I can read the number on the tail of the aircraft that's how low they are flying over my home. The planes from what I can decipher are flight schools doing landing and takeoff drills hence the constant flying over by the same plane over and over and over. During the summer these planes do these drills from 11:00am to 8:30pm! I'm telling you, if it were your home you'd be upset as well.

I moved here nine years ago and it's only been the last two or three years that it's been unbearable. I have created a lovely backyard with flowers and vegetable raised beds and I would really like to use this part of my house and be able to entertain there as well. Please figure out why this has now become an issue and Please stop the constant flight school buzzing. I don't believe it's the odd private plane doing the buzzing.

Thanking you in advance,

Paula Johnson

4510 Paseo De Las Tortugas
Torrance, CA 90505

Huizar, Carlos

From: Chaparyan, Aram
Sent: Monday, December 12, 2022 2:59 PM
To: Ramirez, Michelle; Huizar, Carlos; Megerdichian, Shant
Subject: FW: Dec. 14 Airport Committee Mtg.

FYI Team.

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: sandra holliday [redacted]
Sent: Monday, December 12, 2022 2:58 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Mtg.

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

To Chair Aurelio Mattuci and committee members Bridgett Lewis and Jon Kaji,

I live in the hillside overlay area of Hollywood Riviera above South High.

I have written several times previously complaining about the persistent and ever increasing noise from aircraft at Torrance airport. I look at this issue as a multi- faceted one: noise, safety, environmental to name a few.

At this juncture I encourage and expect proactive corrective action from the City regarding this deteriorating situation.

I realize the noise abatement issue has not been enforced for way too long and as a result we are most likely faced with having to implement multiple corrective actions that together can yield a return to an acceptable quality of life for Torrance residents. It's time to remove the kid gloves so that significant change that's enforceable can be implemented.

Below are some considerations for the City's corrective action:

1) Enforce the no left turn law under 1500 feet including training flights in the south pattern

2) Close the south runway

3) Add additional noise monitors to ensure the entire airport perimeter is fully and completely monitored. This will assist in the City's code enforcement.

4) Alter the city code to impose monetary fines for 1st and 2nd noise violations. We need some motivation for altering behavior and I believe monetary fines are needed and will help with the City's revenue challenge.

5) Enforce the noise violations with the monetary fines noted above for 1st and 2nd violations and for 3rd violations impose an outright ban of any aircraft. Forgo the hearing board which adds time and cost to the process.

6) Benchmark other municipal airports in LA County regarding their landing fees and process for imposing and collecting such fees. To me this is something the City should have already imposed. This should be viewed as a revenue generation opportunity that will simultaneously curtail the offending behavior and improve the quality of life of Torrance residents and taxpayers. These fees should not exclude aircraft based at Zamperini Airport.

7) Deny leases or permits to the pilot training schools. Do not approve any future leases and do not renew existing permits and leases.

Thank you for making Torrance a better place to live and work.

Sandra Holliday

Huizar, Carlos

From: Chaparyan, Aram
Sent: Monday, December 12, 2022 1:44 PM
To: Ramirez, Michelle; Huizar, Carlos; Megerdichian, Shant
Subject: FW: "Enforcement" of TMC 51.2.3e
Attachments: 2022-12-12 exhibits.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Jim Gates [redacted]
Sent: Monday, December 12, 2022 12:38 PM
To: Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Cc: Mike Ginter <mike.ginter@aopa.org>; Jared Yoshiki <jared.yoshiki@aopa.org>; Alex Gertsen <agertsen@nbaa.org>; Sara Mikolop <sara.mikolop@faa.gov>; Lorelei Peter <lorelei.peter@faa.gov>; mark.mcclardy@faa.gov; Armstrong, Brian (FAA) <Brian.Armstrong@faa.gov>
Subject: "Enforcement" of TMC 51.2.3e

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12/12/2022

Mr Patrick Sullivan, City Attorney
Aram Chaparyan, City Manager
City Council
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503
Via e-mail

All:

Michelle Ramirez, during the 11/8/2022 City Council meeting, announced that her department would on December 5, 2022, begin "enforcing" TMC 51.2.3E (the invalid prohibition on making left turns when departing Torrance Airport toward the west until reaching a specified altitude or geographical point). This statement also appeared on the City's website (Exhibit 1 in the attachment).

The FAA has told the City of Torrance at least three times (that I know of) since early 2020 that the City has no authority to regulate aircraft in flight and therefore TMC 51.2.3e is invalid, unenforceable, and preempted. And yet, the Community Development Department has continued sending out letters (Exhibit 2) which attempt to interpose invalid TMC sections into the authority of both the Pilot in Command (PIC) and the FAA. The directions in those letters state that maneuvers required by Federal Aviation Regulations to avoid collisions or to maintain legal cloud clearance are not permitted ". . .*unless specifically directed to do otherwise by the FAA Control Tower").* Following those directions could cause the PIC to violate Federal Aviation Regulations and even result in fatal accidents as described in Exhibit 3.

As a pilot for 63 years, I am concerned that the City's continued threats of "enforcement" with fines, jail time and banishment from the airport will eventually result in a serious (perhaps fatal) accident at our airport. As a Torrance resident and taxpayer for 50 years, I am concerned about the liability that will result from the City's actions.

Respectfully,

Jim Gates
[redacted]

CC: AOPA: Mike Ginter, Jared Yoshiki
NBAA: Alex Gersten
FAA: Sara Mikolop, Lorelei Peter, Mark McClardy, Brian Armstrong

--
Jim Gates
[redacted]

Huizar, Carlos

From: Santana, Danny
Sent: Monday, December 12, 2022 9:13 AM
To: Gent, Zulma; Huizar, Carlos
Subject: Fwd: Airport Noise Committee
Attachments: Letterr re Contract Air Controllers.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Get Outlook for iOS

From: Dave Roelen [redacted]
Sent: Saturday, December 10, 2022 8:22:47 AM
To: CityCouncil <CityCouncil@torranceca.gov>
Cc: Hollywood Riviera Homeowners Association <president@hollywoodriviera.org>
Subject: Airport Noise Committee

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

Huizar, Carlos

From: Santana, Danny
Sent: Monday, December 12, 2022 9:12 AM
To: Huizar, Carlos; Gent, Zulma
Subject: Fwd: Transportation Committee recommendations

Follow Up Flag: Follow up
Flag Status: Flagged

Fyi

Get Outlook for iOS

From: Judy B [redacted]
Sent: Monday, December 12, 2022 12:31 AM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>
Cc: Griffiths, Mike <MGriffiths@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Transportation Committee recommendations

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

Honorable Members of the Transportation Committee:

We now have over 900 supporters of our petition to reduce airport impacts. They support the City considering all available legal options to resolve the problems. We are pleased your Committee will be meeting to discuss this matter on December 14. Please consider this input in connection with your meeting.

The Agenda states you will discuss options for landing fees and reduction of operations at Torrance airport and to provide direction on:

1. Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies; and
2. Limiting or prohibiting use of the south runway; and
3. Changing flight school training hours by amending the Torrance Municipal Code

We agree with the goals of these measures. There are many different ways to accomplish these goals and the details are important. While the City can enforce its current laws because they are grandfathered in place, it cannot adopt new laws. The City should not do anything that might jeopardize the status of its existing grandfathered laws. The Town of East Hampton was recently blocked by legal action from establishing limits and restrictions on flights at its airport. The City should look first to strictly enforcing its existing grandfathered laws and other measures over which the City has legal authority, including the following:

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 (copy attached) at one time clearly indicated under the heading Training – "No left turn allowed prior to shore or 1500' altitude." This shows the law applied to training in the past and the law has not changed. It should be enforced as written and apply to all aircraft training in the south pattern.

2. **Close and <u>remove</u> 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. As long as 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 has the authority to do.

3. **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 (not 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 cause a reduction in training operations which would be a side benefit.

4. **Enforce conditions of leases, sub-leases, and permits that require conformance 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-conformance with the airport's required and recommended noise abatement procedures should be grounds for termination of a lease, sub-lease, or permit.

5. **Adopt a City policy to deny leases or permits to flight training schools**. The California Environmental Quality Act (CEQA) requires the City to consider environmental impacts before approving 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 flight school 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.

6. **The City should recommend that pilots that train in the north pattern remain over commercial/industrial areas close to the airport, not residential areas north of 235th Street.** This would mitigate noise and other impacts in the residential areas of New Horizons and Marble Estates. This City may be precluded by federal law from making this a requirement if it is considered a new noise abatement law. However, the City can strongly recommend compliance and may be able to require compliance through lease enforcement for tenants of the airport.

7. **Add noise monitors to fill gaps between existing 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 they occur in the ½ mile wide gaps between monitors. These loopholes should be closed by adding monitors at the west and east end of the airport where the vast majority of violations occur. The City could avoid the cost of new monitors by relocating existing monitors that seldom, if ever, register noise violations.

8. **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 hearing boards 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. For example, NoiseLab data shows there is one aircraft that has accumulated at least 14 noise violations (maybe many more) since the Casper system went public on August 15th of this year. It continues to commit violations and no hearing board has been held. 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. Otherwise, why is it in the Code?

9. **Amend the Code to establish progressive monetary fines for multiple violations up to the point an aircraft is banned.** Currently, the City only sends Notices of Violation without any monetary fines. 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.)

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 lead at its airport.

We hope you will consider all of these options and only exclude those that the City's legal counsel determines are beyond the City's legal authority.

Respectfully,

Judy Brunetti, Co-President
Riviera Homeowners Association,
Richard Root, Reduce Airport Noise Coalition Chair

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- No Left Training - Brochure.pdf

  63.6kB

Huizar, Carlos

From: Chaparyan, Aram
Sent: Monday, December 12, 2022 9:12 AM
To: Ramirez, Michelle; Huizar, Carlos; Megerdichian, Shant
Subject: FW: December 14th Airport Committee Meeting

FYI for public record.

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Dan - Paula Johnson [redacted]
Sent: Monday, December 12, 2022 9:10 AM
To: Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: December 14th Airport Committee Meeting

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

Dear Mr. Aram Chaparyan -

Please, Please do something about the noise and unsafe practices that is happening to us residents on Paseo de Las Tortugas and surrounding areas. Day after day I get small aircraft buzzing my backyard to the point that I no longer want to be outside nor invite friends to visit in my backyard. I have downloaded both the Flight Aware and Flightradar24 Apps and I've seen from these apps planes flying over my house at 500 to 800 altitude which is very scary. At times I don't even need the app I can read the number on the tail of the aircraft that's how low they are flying over my home. The planes from what I can decipher are flight schools doing landing and takeoff drills hence the constant flying over by the same plane over and over and over. During the summer these planes do these drills from 11:00am to 8:30pm! I'm telling you, if it were your home you'd be upset as well.

I moved here nine years ago and it's only been the last two or three years that it's been unbearable. I have created a lovely backyard with flowers and vegetable raised beds and I would really like to use this part of my house and be able to entertain there as well. Please figure out why this has now become an issue and Please stop the constant flight school buzzing. I don't believe it's the odd private plane doing the buzzing.

Thanking you in advance,

Paula Johnson

4510 Paseo De Las Tortugas
Torrance, CA 90505

Huizar, Carlos

From: Chaparyan, Aram
Sent: Monday, December 12, 2022 6:08 AM
To: Huizar, Carlos
Subject: FW: Transportation Committee recommendations

FYI

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Judy B [redacted]
Sent: Monday, December 12, 2022 12:31 AM
To: Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>
Cc: Griffiths, Mike <MGriffiths@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Transportation Committee recommendations

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Honorable Members of the Transportation Committee:

We now have over 900 supporters of our petition to reduce airport impacts. They support the City considering all available legal options to resolve the problems. We are pleased your Committee will be meeting to discuss this matter on December 14. Please consider this input in connection with your meeting.

The Agenda states you will discuss options for landing fees and reduction of operations at Torrance airport and to provide direction on:

1. Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies; and
2. Limiting or prohibiting use of the south runway; and
3. Changing flight school training hours by amending the Torrance Municipal Code

We agree with the goals of these measures. There are many different ways to accomplish these goals and the details are important. While the City can enforce its current laws because they are grandfathered in place, it cannot adopt new laws. The City should not do anything that might jeopardize the status of its existing grandfathered laws. The Town of East

Hampton was recently blocked by legal action from establishing limits and restrictions on flights at its airport. The City should look first to strictly enforcing its existing grandfathered laws and other measures over which the City has legal authority, including the following:

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We hope you will consider all of these options and only exclude those that the City's legal counsel determines are beyond the City's legal authority.

Respectfully,

Judy Brunetti, Co-President
Riviera Homeowners Association,
Richard Root, Reduce Airport Noise Coalition Chair

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- No Left Training - Brochure.pdf

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-

Huizar, Carlos

From: Ramirez, Michelle
Sent: Sunday, December 11, 2022 8:01 PM
To: Tim Baptist
Cc: Huizar, Carlos; Megerdichian, Shant
Subject: RE: December 14th Transportation Committee Meeting

Good Evening Mr. Baptist ~

Your below email has been received. Someone will be in touch with you tomorrow with a response. Have a good evening.

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



From: Tim Baptist [redacted]
Sent: Sunday, December 11, 2022 9:12 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: December 14th Transportation Committee Meeting

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Due to the increase in respiratory diseases in the Torrance and Greater LA County, can the subject meeting be zoomed.

THanks

Tim Baptist
[redacted]

Huizar, Carlos

From: Ramirez, Michelle
Sent: Sunday, December 11, 2022 7:58 PM
To: Tim Baptist
Cc: Aoki, Denise; Huizar, Carlos; Megerdichian, Shant
Subject: RE: The Future of Torrance Airport

Good Evening Mr. Baptist ~

Your below email has been received and will be included as a supplemental to the item that will be presented to the Transportation Committee on December 14, 2022, at 5:30 pm. Please know that this meeting is open to the public and will take place in the City Council Chambers. Should you have any 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



From: Tim Baptist [redacted]
Sent: Sunday, December 11, 2022 9:07 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: The Future of Torrance Airport

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To Michelle

I own and operate a Cessna 172 hangered at the Torrance Airport for over 10 years and would like to provide the Torrance City Council my perspective of why traffic and noise around the airport has become an issue to local residents.

The rapid and significant increase in airport traffic is almost entirely due to the Sling Pilot Academy. This company now has over 22 aircraft based at the airport. It's typical to see 5 to 7 Sling aircraft lined up to depart and as many as 9 in the airport pattern. This type of volume has forces the tower to utilize 29L for local traffic (both arriving and departing), not to mention that these trainee pilots have created a major safety issue for other aircraft in the area. I believe that the increased traffic, noise and use of 29L is purely due to the number of aircraft being operated by the Sling Pilot Academy. What would happen if they continue to grow their aircraft fleet to 50+. Is there any reason they won't.

The introduction of landing fees is likely to have no impact on this training school as they will simply pass this cost on to their students. Landing fees will only penalize local pilots who already pay some of the highest hanger fees in Southern California.

The Torrance Airport is a unique resource for the local community and the city of Torrance and provides thousands of local jobs. I personally think the only solution is to limit how many aircraft flight schools can park or operate at the airport. Since the City of Torrance owns the airport, this is the only solution.

Thanks you
Tim Baptist
[redacted]

Huizar, Carlos

From: kathleen snaper [redacted]
Sent: Sunday, December 11, 2022 7:10 PM
To: Huizar, Carlos
Subject: Torrance Airport

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No to landing fees!!!

Kathleen Snaper
[redacted]

Huizar, Carlos

From: [redacted]
Sent: Sunday, December 11, 2022 1:46 PM
To: Huizar, Carlos
Subject: Proposed airport restrictions

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Mr. Huizar:

Respectfully, it would be a mistake to impose onerous restrictions on an airport that is a tremendous benefit to the community, in terms of commerce (you should commission an independent economic impact study), jobs, STEM opportunities for kids, and as an important element of the community's transportation infrastructure.

I have used the airport innumerable times to greatly facilitate working with my customers and vendors in Torrance. I am less likely to do business in Torrance if I cannot easily travel to and from your city.

Thank you.

Gordon Feingold

Huizar, Carlos

From: Chaparyan, Aram
Sent: Friday, December 9, 2022 6:42 AM
To: [redacted]
Subject: RE: Dec. 14 Airport Committee Meeting

Good morning Ms. Gu,

Your message received and will be included as public comment as part of the committee items. Other correspondence received will also be included and available to the public.

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: j j [redacted]
Sent: Thursday, December 8, 2022 9:12 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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Dear Torrance Airport Committee members,

I am pleased that you've listened to our pain, now please enforce the municipal code for all the flights. We lived near the airport and it seem the flight school is still not following the code as we still hear constant airplane noises. This is a big impact for people like me who work at home.

Please **Enforce No-Left-Turn law** for **all planes** that turn left under 1,500 feet, including training in south pattern, as currently provided in the City's Code.

Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

Please also Close **and <u>remove</u> the south runway**, which would permanently reduce early left turns over rising terrain south of the airport and limit airport's overall capacity for operations.

Additionally, please also consider:
Apply landing fees to all users, including aircraft based at the airport. The City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

Renegotiate leases and permits to condition them on compliance with all City noise abatement requirements <u>and recommendations</u>. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

Add noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The City should consider all of the above options. It will take multiple combined actions to permanently resolve all the problems and federal law may prevent the City from implementing some of the above actions. If so, the problem may not be resolved. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law.

Thank you in advance for your help to make South Torrance a quiet neighborhood again.

Jenny Gu

Huizar, Carlos

From: Chaparyan, Aram
Sent: Friday, December 9, 2022 6:41 AM
To: Ramirez, Michelle; Huizar, Carlos; Megerdichian, Shant
Subject: FW: Dec. 14 Airport Committee Meeting

FYI Team. Please include as public comment as supplemental to the Committee item.

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



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Sent: Thursday, December 8, 2022 9:12 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>
Subject: Dec. 14 Airport Committee Meeting

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Thank you in advance for your help to make South Torrance a quiet neighborhood again.

Jenny Gu

Huizar, Carlos

From: Miriam Macmillan [redacted]
Sent: Saturday, December 10, 2022 8:58 AM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

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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.

Miriam Macmillan
[redacted] Evalyn Ave, CA 90505

Sent from my iPhone

Huizar, Carlos

From: Chaparyan, Aram
Sent: Monday, December 12, 2022 1:44 PM
To: Ramirez, Michelle; Huizar, Carlos; Megerdichian, Shant
Subject: FW: "Enforcement" of TMC 51.2.3e
Attachments: 2022-12-12 exhibits.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

ARAM CHAPARYAN
City Manager – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 | 310.618.5891 fax | AChaparyan@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Jim Gates [redacted]
Sent: Monday, December 12, 2022 12:38 PM
To: Sullivan, Patrick <PSULLIVAN@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Cc: Mike Ginter [redacted]; Jared Yoshiki [redacted]; Alex Gertsen [redacted] Sara Mikolop [redacted] Lorelei Peter [redacted] Armstrong, Brian (FAA) [redacted]
Subject: "Enforcement" of TMC 51.2.3e

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12/12/2022

Mr Patrick Sullivan, City Attorney
Aram Chaparyan, City Manager
City Council
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503
Via e-mail

All:

Michelle Ramirez, during the 11/8/2022 City Council meeting, announced that her department would on December 5, 2022, begin "enforcing" TMC 51.2.3E (the invalid prohibition on making left turns when departing Torrance Airport toward the west until reaching a specified altitude or geographical point). This statement also appeared on the City's website (Exhibit 1 in the attachment).

The FAA has told the City of Torrance at least three times (that I know of) since early 2020 that the City has no authority to regulate aircraft in flight and therefore TMC 51.2.3e is invalid, unenforceable, and preempted. And yet, the Community Development Department has continued sending out letters (Exhibit 2) which attempt to interpose invalid TMC sections into the authority of both the Pilot in Command (PIC) and the FAA. The directions in those letters state that maneuvers required by Federal Aviation Regulations to avoid collisions or to maintain legal cloud clearance are not permitted ". . .*unless specifically directed to do otherwise by the FAA Control Tower").* Following those directions could cause the PIC to violate Federal Aviation Regulations and even result in fatal accidents as described in Exhibit 3.

As a pilot for 63 years, I am concerned that the City's continued threats of "enforcement" with fines, jail time and banishment from the airport will eventually result in a serious (perhaps fatal) accident at our airport. As a Torrance resident and taxpayer for 50 years, I am concerned about the liability that will result from the City's actions.

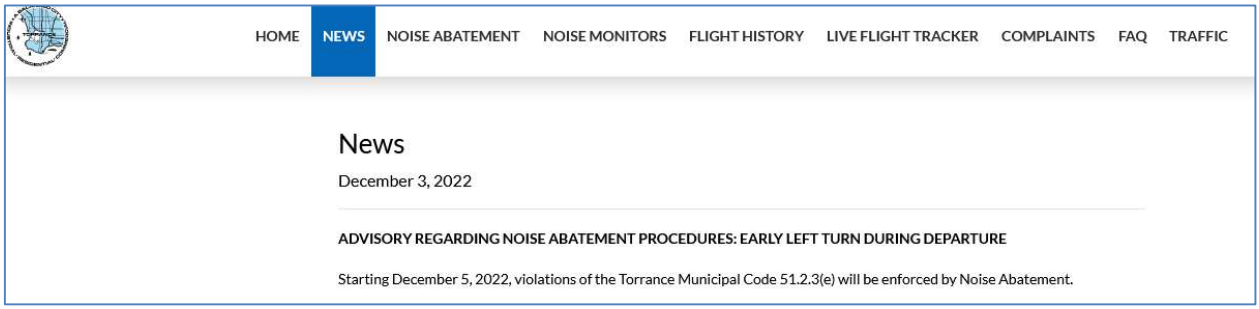
Respectfully,

Jim Gates
[redacted]

CC: AOPA: Mike Ginter, Jared Yoshiki
NBAA: Alex Gersten
FAA: Sara Mikolop, Lorelei Peter, Mark McClardy, Brian Armstrong

--
Jim Gates
[redacted]

EXHIBIT 1


HOME
NEWS
NOISE ABATEMENT
NOISE MONITORS
FLIGHT HISTORY
LIVE FLIGHT TRACKER
COMPLAINTS
FAQ
TRAFFIC
News
December 3, 2022
ADVISORY REGARDING NOISE ABATEMENT PROCEDURES: EARLY LEFT TURN DURING DEPARTURE
Starting December 5, 2022, violations of the Torrance Municipal Code 51.2.3(e) will be enforced by Noise Abatement.

CITY OF
TORRANCE

COMMUNITY DEVELOPMENT DEPARTMENT

September 7, 2022

MICHELLE G. RAMIREZ
COMMUNITY DEVELOPMENT
DIRECTOR

GATES JAMES H
[redacted]

The Torrance Airport is surrounded by residential neighborhoods and as such is a noise sensitive area. There are a number of noise abatement procedures in place at Torrance Airport designed to allow the airport to conduct its operations while addressing the noise concerns of the residents in the surrounding neighborhoods, including a right turn at Hawthorne Blvd. for VFR departures off runway 29R and straight out departures from either runway, with no left turn until either reaching the ocean or attaining an altitude of 1500 feet AGL. We have recently noticed an increase in the number of flights that are turning left prior to reaching the ocean or failing to attain an altitude of 1500 feet AGL. We are requesting that you abide by Torrance Municipal Code Section 51.2.3.e that states that a left turn should not be made when departing to the West until either reaching the ocean or attaining an altitude of 1500 feet AGL.

On September 7, 2022 at 11:45:00 hours, your aircraft, N320JG was recorded making an early left turn prior to reaching the ocean. Your aircraft was also noted as being below the recommended 1500 feet AGL. While the F.A.A. Control Tower may have authorized the request for the above noted procedure, we are requesting that you abide by the Torrance Municipal Code.

This letter is to notify you of the recommended noise abatement procedures and to request that you continue straight to the ocean or attain an altitude of 1500 feet AGL prior to turning left when departing Torrance Airport, unless specifically directed to do otherwise by the F.A.A. Control Tower.

Torrance Municipal Code Section 46.8.12 states that for pilot responsibility, the owner is presumed to be the pilot. Such presumption may be rebutted only if the owner identifies to Noise Abatement staff the person who was, in fact, the pilot. Therefore, if you owned or leased the aircraft but were not the pilot in command at the date and time of the event shown above, immediately upon receipt of this notice, forward to this office, the name and address of the pilot in command of the aircraft at the time of the above event, so that individual may be informed of the Noise Abatement Procedures.

Please contact the Noise Abatement Center at (310) 784-7950 in order to discuss any of the information above.

Sincerely,

Jana Dartois
Environmental Quality Officer

3301 Airport Drive • Torrance, California 90505 • Telephone 310-784-7950 • Fax 310-618-5922
Visit Torrance's home page: http://www.TorranceCA.Gov

EXHIBIT 3

Sun, Sep 11, 8:46 AM

Ms Ramirez--

I was happy to see you attending the Airport Commission meeting Thursday. Aviation is a very technical and complex endeavor, as Bill was explaining.

Two things to keep in mind in aviation issues:

1. Torrance has no authority to regulate aircraft in flight. Congress gave the FAA that exclusive authority and it does so with Federal Aviation Regulations (FARs). This makes many sections of Torrance Municipal Code (TMC) invalid, unenforceable and preempted by federal law. As you know, TMC 51.2.3e has been specifically identified by the FAA.
2. FAR 91.3 is the first commandment of aviation: "*The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft*." This means he/she is authorized even to refuse directions from Air Traffic Control if there is a good reason. TMC is not even a consideration here.

I received a letter from your department dated 9/7/2022 regarding such an "early left turn." I made the turn to avoid a possible collision when advised by the tower about traffic I could not see flying down the beach. As PIC, I did not need to be "*specifically directed by the F. A. A. Control Tower*" as the letter requires. I did not even require permission from the tower.

The main problem with the letter is that it attempts to interpose the invalid TMC section into both the authority of the PIC and the FAA. You might check with Mr Sullivan about *United States vs City of Blue Ash* to see some relevant Federal Court activity when another city attempted to do this.

As currently written, the letters cause confusion in some pilots' minds about what rules apply to their decision-making. I have personally witnessed two incidents where this confusion led to unsafe situations. In my case, had I complied with the instructions in the letter, I could have been involved in a mid-air collision.

We are aware of the noise issues at Torrance Airport. While noise from airport operations cannot be eliminated, it can be minimized. Many of us in the aviation community are working to accomplish this. We would like to suggest some improved wording for these letters which will get across the recommended departure procedures while complying with FARs. You should receive this recommendation in a few days.

Jim Gates

Huizar, Carlos

From: Ramirez, Michelle
Sent: Tuesday, December 13, 2022 11:45 AM
To: Megerdichian, Shant; Huizar, Carlos
Subject: FW: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22
Attachments: TOA Noise Abatement Matrix.pdf

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



From: [redacted]
Sent: Tuesday, December 13, 2022 11:44 AM
To: Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; citycouncilpubliccomment@torranceca.gov
Subject: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22

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

Dear Mayor, City Council Members, and City Staff:

I am one of the Torrance residents severely affected by airport noise. Living on Mesa Street, with so many planes flying low over our homes, it often feels like my street is a runway of sorts, so I have been active in working to ask you to help.

I'm also in commercial real estate, and many times during major projects, renovation work, and feasibility studies, I am presented with many options to consider. I've found that arranging them in a matrix helps me organize my thoughts, create a plan for analysis, and ultimately, make an informed decision. It occurred to me that the same might help with the TOA Noise Abatement project.

Thinking of all the noise abatement options available, a matrix has been created (attached) to help distill the myriad considerations of potential solutions. It uses the Transportation Committee's current agenda items, as well as the Riviera Homeowners' Association list of options.

This matrix can expand and evolve as additional solutions arise, and it's hoped it may serve to provide for comprehensive, focused discussions moving forward. Thank you for your time and attention in reviewing this.

Sincerely,
Natalie Brecher, CPM®

TOA Noise Abatement Matrix
City of Torrance Transportation Committee
14 December 2022 Meeting

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

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*
City Agenda Considerations*						
1. Flight School Restrictions Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies	Yes	TBD			Decrease would be limited in number; negligible reduction to noise.	May be considered a new noise abatement ordinance and affect TMC status.
2. South Runway Use Limiting or prohibiting use of the south runway	Yes				Limited; aircraft would go to north runway.	
3. Flight School Hours Changing flight school training hours by amending the Torrance Municipal Code	Yes	TBD			Might compress training into fewer hours, increasing frequency of flights.	May be considered a new noise abatement ordinance and affect TMC status.
Additional Considerations						
4. No-Left-Turn Law 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).	No (previously completed)	No	Immediate	None		PARTIAL COMPLIANCE Enforced for non-students eff 12/5/22. Needs to be applied to all aircraft.
5. South Runway Close and remove the south runway. *(vs #2 above which reduces usage)*	Yes		Not immediate	Approx. $TBD psf removal of runway and level surface. Paid for by airport fund.	Larger permanent reduction in flights than #2; planes would use north runway.	
6. Landing Fees Approve landing fees for ***all users*** of the airport, including aircraft based at the airport.	Yes		Time for RFP, bidding, and review process	None. Generates revenue.	May reduce transient training school flights.	Must implement for revenue-generation, not for noise abatement.

7. Leases Enforce conditions of leases, sub-leases, and permits that require conformance to the City's noise abatement programs.	Yes, read and interpret City rights only.	No	Immediate	None	Significant reduction in noise, would require compliance with TMC.	Leases require compliance with code and City recommendations.
8. Deny Training Schools Adopt a City policy to deny leases and/or permits to flight training schools.	Yes		Immediate for new business; after existing lease term expirations.		Significant. Eliminates repetitive, lower-altitude flights.	
9. North Pattern Training City to recommend pilots training in the north pattern remain over commercial/ industrial areas close to the airport, not residential areas north of 235th Street.	No	No	Immediate	None	Noise reduction over northern residential areas.	
10. Noise Monitors Add/reposition noise monitors to fill gaps between monitors on the west and east sides of the airport.	No	No	Quickly	TBD	Allow monitors to detect more violations.	See #10 below.
11. Noise Violation Enforce noise violations in the manner required by grandfathered TMC Section 51.7.3.	No	No	Immediate	None	More efficient enforcement with immediate results.	More effective motivation for pilot compliance.
12. Violation Fines Amend the Code to establish progressive monetary fines for multiple violations up to the point an aircraft is banned.	Yes	TBD	Quickly	None	Revenue-generation for City.	More effective motivation for pilot compliance.
13. Sale of Leaded Fuel Ban the sale of leaded fuel at the airport.	Yes	No	TBD	TBD	Healthier environment for Torrance residents.	
14. Change FAA Control Tower to Contract Service Remove FAA and source with outside contractors.	Yes	TBD	TBD	TBD	Increased city control over noise abatement laws.	

*1, 2, and 3 are City Agenda Considerations

4. **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 (copy attached) 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 in the past and the law has not changed. It should be enforced as written and apply to all aircraft training in the south pattern.

5. **Close and <u>remove</u> 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. As long as 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 has the authority to do.

6. **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 cause a reduction in training operations which would be a side benefit.

7. **Enforce conditions of leases, sub-leases, and permits that require conformance 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-conformance with the airport's required and recommended noise abatement procedures should be grounds for termination of a lease, sub-lease, or permit.

8. **Adopt a City policy to deny leases or permits to flight training schools**. The California Environmental Quality Act (CEQA) requires the City to consider environmental impacts before approving 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.

9. **The City should recommend that any pilots that train in the north pattern remain over commercial/industrial areas close to the airport, not residential areas north of 235th Street.** This would mitigate noise and other impacts in the areas of New Horizons and Marble Estates. This City may be precluded by federal law from making this a requirement if it is considered a new noise abatement law. However, the City can strongly recommend compliance and may be able to require compliance through lease enforcement for tenants of the airport.

10. **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 the vast majority of violations occur. The City could avoid the cost of new monitors by relocating existing monitors that seldom, if ever, register noise violations.

11. **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.

    For example, NoiseLab data shows there is one aircraft that has accumulated at least 14 noise violations (maybe many more) since the Casper system went public on August 15. It continues to commit violations and no hearing board has been held. 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 5d1.7.3 is the correct procedure and the City should follow it.

12. **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.)

13. **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 lead of Santa Clara County and banning the sale of lead at its airport.

14. **Change FAA Control Tower to contract service.** Hire a private company to safely control airport traffic and regulate flights, and help ensure adherence to the City's Noise Abatement program, including, but not limited to, its codes and regulations, paid for with local airport funds.

Huizar, Carlos

From: Pinela, Gerardo
Sent: Wednesday, December 14, 2022 10:26 AM
To: Apodaca, Joey; Herrera, Rafael
Cc: Rodriquez, Nicolas
Subject: RE: Congressman Lieu's Office
Attachments: 5D_-_STAFF_REPORT - Confirm in-Person Council, Commission, Committee, Board and Other City Bodies Meetings..pdf

Good Morning Mr. Apodaca,

Thank you for reaching out regarding your inquiry of the Transportation Committee Meeting in a virtual format. The meeting will be in person on December 14, 2022 at 5:30 PM in the Torrance City Hall Council Chambers, 3031 Torrance Blvd., Torrance, CA 90503.

As of August 31, 2022, Mayor and City Council took action to have all Council, Committee, Commission and Board meetings to be held in person and not in hybrid format and to discontinue adhering to compliance with AB 361. You can watch the council meeting where Mayor and Council took action to cancel all virtual meetings and resumed to in person meetings. Item 5D on the agenda: https://torrance.granicus.com/player/clip/13981?view_id=8&meta_id=347053&redirect=true&h=49b01ac8b7aa441e0f09c742fdb394af

The item 5D staff report is attached for reference.

In addition, the City of Torrance is no longer under a declared state of emergency so the provisions of AB 361 are no longer applicable.

Please reach out if you have additional questions.

Best Regards,

Gerry Pinela

EOC Donations Coordinator, 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

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From: Apodaca, Joey [redacted]
Sent: Wednesday, December 14, 2022 7:32 AM
To: Pinela, Gerardo <GPinela@TorranceCA.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>
Cc: Rodriquez, Nicolas [redacted]
Subject: RE: Congressman Lieu's Office

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Hello Mr. Pinela,

Thanks for your message, I look forward to attending. Is there a virtual option to join the meeting?

Sincerely,

Joey Apodaca
Congressman Ted Lieu (CA-33)

From: Pinela, Gerardo <GPinela@TorranceCA.gov>
Sent: Wednesday, November 30, 2022 4:12 PM
To: Apodaca, Joey <Joey.Apodaca@mail.house.gov>; Herrera, Rafael <RafaelHerrera@TorranceCA.gov>
Cc: Rodriquez, Nicolas <Nicolas.Rodriquez@mail.house.gov>
Subject: RE: Congressman Lieu's Office

Good Afternoon Mr. Apodaca,

The Transportation Committee Meeting will be meeting in regards to noise concerns and landing fees. This meeting will take place on December 14, 2022 at 5:30 PM in the Torrance City Hall Council Chambers, 3031 Torrance Blvd., Torrance, CA 90503. This meeting is to discuss the Torrance Community concerns. A recent City Council item 9I from November 8, 2022 item regarding concerns can be found at the following City of Torrance Website: https://torrance.granicus.com/MetaViewer.php?view_id=8&clip_id=14028&meta_id=351089

Best Regards,
Gerry Pinela

Gerry Pinela

EOC Donations Coordinator, 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

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From: Apodaca, Joey [redacted]
Sent: Tuesday, November 29, 2022 4:46 PM
To: Herrera, Rafael <RafaelHerrera@TorranceCA.gov>; Pinela, Gerardo <GPinela@TorranceCA.gov>
Cc: Rodriquez, Nicolas [redacted]
Subject: Congressman Lieu's Office

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Hello Mr. Herrera and Mr. Pinela,

I hope you are both well, and thank you for your service to our community.

I am writing regarding a significant increase in complaints our office is receiving from residents in the Hollywood Riviera section of Torrance, southwest of the airport, including but not limited to those represented by the Hollywood Riviera Homeowners Association. The rising number of complaints is of significant concern to Congressman Lieu, who as you know will be representing the TOA in the next Congress. Congressman Lieu has asked if you and any additional staff are available to meet with us as soon as your schedules would allow so that we may learn more about the issue.

Would you be able to meet with us sometime soon? We would be happy to travel to your offices at the airport, or meet virtually if you prefer. If so, please let us know some dates. Thank you very much in advance for whatever time you can lend.

Sincerely,

Joey Apodaca
Deputy District Director for Casework
Congressman Ted Lieu (CA-33)

Gonzaque, Alina

From: Jane Noll [redacted]
Sent: Wednesday, December 14, 2022 9:54 AM
To: Kaji, Jon; Lewis, Bridgett; Mattucci, Aurelio; Chaparyan, Aram; Santana, Danny; Sullivan, Patrick
Cc: CityCouncil; Council Meeting Public Comment
Subject: ●●●DECEMBER 14 ●●● AIRPORT COMMITTEE MEETING

WARNING: External e-mail
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Dear Committee:

I wish I could attend tonight's meeting, but I do not have a caregiver for my husband with Parkinson's. I attended the last meeting that ended many hours after midnight.

Hopefully, the City Council understands that we neighbors are suffering every few minutes from what has "recently" been allowed at the Torrance airport. For many decades, the airport was not a problem. However, with all of the training schools and pilots not following protocol, it has made life unbearable for the residents of Torrance. Many cannot work from home, cannot make phone calls, cannot participate in zoom—and we cannot entertain outside in our backyards and on our balconies—plus, hundred of pounds of toxic lead is being dumped on the residents of Torrance.

With the crash of a single-engine plane exactly 14 days ago, which left two people dead, this should bring to light the dangers of planes flying low over our homes. Many more people could have been killed if the plane crashed into one of our homes, a school, a residential preschool.

PLEASE: THIS MUST STOP 

Long term goal:
NO TRAINING SCHOOLS. Training schools should operate over low-density, non-residential areas—like the desert.

Short term remedies:
Enforce no left turns
Close/remove the south runway
Add expensive landing fees
Do not permit additional training schools to operate
Do not renew leases for current training schools
Immediately ban the sale of leaded fuel

Thank you.

Jane Readeur
[redacted] Mesa Street
Torrance, CA 90505

Gonzaque, Alina

From: Karen Mamakos [redacted]
Sent: Wednesday, December 14, 2022 6:20 AM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting

WARNING: External e-mail
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Dear Council Members,

Thank you for your time and efforts to help serve the residents of Torrance and the city itself.

I understand from Richard Root that your agenda items will focus on the below items today.

- 1) Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies;
- 2) Limiting or prohibiting use of the south runway; and
- 3) Changing flight school training hours by amending the Torrance Municipal Code (TMC).

And I strongly agree that

"These measures would be steps in the right direction, but they don't go far enough and they would require amending the Municipal Code to establish new laws. This is something federal law may not permit. Doing so could jeopardize the City's ability to enforce its long-standing grandfathered Code provisions.

To adequately address the problems, in addition to or in place of the above, the City should also consider the following options:

1. Enforce No-Left-Turn law for **all planes** that turn left under 1,500 feet, including training in south pattern, as currently provided in the City's Code.

2. Close and remove the south runway, which would permanently reduce early left turns over rising terrain south of the airport and limit the airport's overall capacity for operations.

3. Apply landing fees to all users, including aircraft based at the airport. The City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

4. Renegotiate leases and permits to condition them on compliance with all City noise abatement requirements and recommendations. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

5 Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

6. Add noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.



Noise monitors at Zamperini field
(https://toa.noiselab.casper.aero/)

7. Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

8. Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

9. Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The City should consider all of the above options. It will take multiple combined actions to permanently resolve all the problems and federal law may prevent the City from implementing some of the above actions. If so, the problem may not be resolved. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law."

With sincerity,

Karen Mamakos

Torrance resident

Gonzaque, Alina

From: Mike and/or Lisa Rogy [redacted]
Sent: Wednesday, December 14, 2022 5:53 AM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Plane Noise

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

Committee Members,

In the past few years the noise has become a true distraction in our daily lives. Stopping conversations, pausing the TV, and wondering if that 'low plane' was going to make a proper landing. The planes have become that uninvited guest who refuses to leave. Not to mention the environmental concerns.

The agenda item states the Committee will Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport and specifically:
1) Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies;
2) Limiting or prohibiting use of the south runway; and
3) Changing flight school training hours by amending the Torrance Municipal Code (TMC).

These measures would be steps in the right direction, but they don't go far enough and they would require amending the Municipal Code to establish new laws. This is something federal law may not permit. Doing so could jeopardize the City's ability to enforce its long-standing grandfathered Code provisions.

To adequately address the problems, in addition to or in place of the above, the City should also consider the following options:

1. Enforce No-Left-Turn law for **all planes** that turn left under 1,500 feet, including training in south pattern, as currently provided in the City's Code.

2. Close and remove the south runway, which would permanently reduce early left turns over rising terrain south of the airport and limit airport's overall capacity for operations.

3. Apply landing fees to all users, including aircraft based at the airport. The City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

4. Renegotiate leases and permits to condition them on compliance with all City noise abatement requirements and recommendations. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

5 Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots**

training in north pattern remain over commercial/industrial areas, not residential areas north of 235th Street.

6. Add noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

7. Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

8. Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)

9. Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The City should consider all of the above options. It will take multiple combined actions to permanently resolve all the problems and federal law may prevent the City from implementing some of the above actions. If so, the problem may not be resolved. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law.

I appreciate your time in reading, and finding resolution to the above.

Lisa Rogy

Gonzaque, Alina

From: Terri Fungshaw [redacted]
Sent: Tuesday, December 13, 2022 9:58 PM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting

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

Dear Torrance Airport Committee,

My family has lived in Marble Estate since 1993. The airplane noise has dramatically impacted our daily lives so negatively in the past two years. Take today as an example, we walked the neighborhood at 4:30 PM for 45 mins. During these 45 mins, there were none-stop low flying noisy air planes circling above us which is beyond disturbing and made us feel unsafe and unhealthy.

Why do we allow this to happen to our used to be peaceful, quiet and safe residential areas? For motor mobile making such excessive noise on the ground, are they subject to be fined? But why could airplanes do it freely without consequence?

Should this be resolved by enforcing pilots training in north pattern remain over commercial/industrial areas, not residential areas north of 235th Street.

I look forward to your strong leadership to address this issue urgently.

Sincerely yours

Terri Shaw

Gonzaque, Alina

From: [redacted]
Sent: Tuesday, December 13, 2022 8:31 PM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: December 14th Airport Committee Meeting

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

Honorable Members of the Airport Committee - Committee Chair Mattucci, Councilmember Lewis, and Councilmember Kaji:

I believe that each Torrance resident should be entitled to his or her own way of waking up in the morning.

Some set an alarm clock - as I did for years before my retirement as a public school teacher.

These days, the time I wake up is no longer determined by me, but rather by Torrance airplanes flying overhead.

This morning, Tuesday, December 13th:

The first wake-up call came roaring overhead at 7:23, then at 7:25, 7:33, 7:35, 7:37, 7:39, 7:40 and 7:41.

12 minutes of silence soon gave way to further rude awakenings at 7:52, 7:56, 7:58 and 7:59.

Not faint hums in the distance - most are the "in your face/buzz saw" variety - right overhead, at a noise level impossible to ignore or sleep through.

NOT a good way to start the day... but a clear signal to me - and I hope to you - that the Council take a hard look at allowable hours and frequency of repetitive training flights over my residential community of Torrance Heights.

Thank you for your thoughtful consideration,

Michael Lyon

[redacted]

Gonzaque, Alina

From: [redacted]
Sent: Tuesday, December 13, 2022 11:44 AM
To: Chen, George; Kaji, Jon; Griffiths, Mike; Kalani, Sharon; Sheikh, Asam; Mattucci, Aurelio; Lewis, Bridgett; Chaparyan, Aram; Ramirez, Michelle; CityCouncil; citycouncilpubliccomment@torranceca.gov
Subject: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22
Attachments: TOA Noise Abatement Matrix.pdf

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

Dear Mayor, City Council Members, and City Staff:

I am one of the Torrance residents severely affected by airport noise. Living on Mesa Street, with so many planes flying low over our homes, it often feels like my street is a runway of sorts, so I have been active in working to ask you to help.

I'm also in commercial real estate, and many times during major projects, renovation work, and feasibility studies, I am presented with many options to consider. I've found that arranging them in a matrix helps me organize my thoughts, create a plan for analysis, and ultimately, make an informed decision. It occurred to me that the same might help with the TOA Noise Abatement project.

Thinking of all the noise abatement options available, a matrix has been created (attached) to help distill the myriad considerations of potential solutions. It uses the Transportation Committee's current agenda items, as well as the Riviera Homeowners' Association list of options.

This matrix can expand and evolve as additional solutions arise, and it's hoped it may serve to provide for comprehensive, focused discussions moving forward. Thank you for your time and attention in reviewing this.

Sincerely,
Natalie Brecher, CPM®

Gonzaque, Alina

From: Peter Chevalier [redacted]
Sent: Monday, December 12, 2022 8:58 PM
To: CityCouncil; Chaparyan, Aram; Council Meeting Public Comment; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting

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

My name is Peter and I live in Torrance.

I am imploring you to put a stop to touch-and-go training at TOA.

This is a huge burden to the residents surrounding the airport. Do not close the south runway and push more traffic towards the north, we are already dealing with enough traffic as it is.

As you stated at the last City Council meeting, this is a problem and it needs to be fixed.

The amount of traffic from TOA has grown exponentially the past three years and it has reached a tipping point.

Implement landing fees or simply put a stop to the training schools at TOA. TOA was never intended for this.

I am not anti-airport, I want to see the airport live on. All the other traffic at the airport is fine. If John Smith wants to take his aircraft out to cruise, go ahead John Smith.

Where I draw the line is when the same aircraft buzzes the neighborhood low and loud every 10 minutes, 15 times for over an hour. This is compounded by the fact you have multiple flight training schools with multiple aircraft doing the same touch-and-go training. Multiply that by aircraft from other airports doing the same thing, the situation has just gotten out of hand.

These flight schools are going to ruin the fun for everyone.

Gonzaque, Alina

From: Therese Dayrit [redacted]
Sent: Monday, December 12, 2022 7:42 PM
To: Council Meeting Public Comment; CityCouncil; Chaparyan, Aram; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting

WARNING: External e-mail
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My name is Therese and I live in Torrance.

I live North of the airport under the north flight training pattern.

The hundreds of flights a day are a quality of life issue that needs to be addressed.

Closing the south runway and pushing traffic north over communities like Marble Estates will only make things worse.

The main source of the problem is the touch-and-go training done by the numerous flight schools, both those based at TOA and aircraft from out-of-town.

These out-of-town aircraft benefit the City of Torrance ZERO.

Please keep in mind the residents who live north of the airport and have to endure this relentless noise 6-days a week from 7AM until 8PM.

Landing fees and ending training at TOA is the only solution.

Put your constituents first. Thank you.

Gonzaque, Alina

From: Monique Tippie [redacted]
Sent: Monday, December 12, 2022 7:28 PM
To: CityCouncil
Subject: Torrance airport.

WARNING: External e-mail
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This is the same old song. First of all how did the city of Torrance got this bad with the airport is it money ? I have been Torrance residents over 30 years and i cannot Enjoyed my backyard my quality life has changed listening to the loud mufflers every 2minutes or less to all the councils members you need to take this seriously.Do to the heavy traffic flying to the right and flying over Arnold school the city needs to come up for all the Torrance residents not just to the left my opinion stop giving more permits and stiff penalties for the planes that are violating . If they can give tickets to vehicle the airport can do it for the planes. I was in the council's meeting till 3:30 am and not all the council where in the same boat.If the city can't come up with the solutions for all the residents please shut the airport down . Not just left hand turn.Need to take care the residents that are suffering right turn.

Regards,

Monique Tippie

Gonzaque, Alina

From: Donnie Tippie [redacted]
Sent: Monday, December 12, 2022 7:18 PM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting
Attachments: Screenshot_20221212_191202_Chrome.jpg

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City Council,

This is the type of touch-and-go training that needs to stop. Please see attached.

This is one aircraft for one flight school (Pacific Skies Avaiation) and it has circled the neighborhood 13 times for an hour straight. Mind you this is after 7 p.m.

How are residents supposed to maintain any type of sanity let alone have a quiet dinner with this going on?

Would you mind this happening over your house, all day long, 6 days a week?

Gonzaque, Alina

From: Donnie Tippie [redacted]
Sent: Monday, December 12, 2022 4:44 PM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting

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

My name is Donald and I live in Torrance.

Training at TOA is a huge problem that needs to be fixed.

The number of flights has ballooned out of control and the numbers illustrate this. Last week had multiple days with over 400 operations. That is nearly one operation per minute for 9 hours straight. This happens regularly Monday through Saturday.

7 flight schools, multiple aircraft per flight school, and multiple flights per aircraft equals constant noise and the degrading of our quality of life. How nonsensical is it to have an aircraft fly in circles over a densely populated area?

Closing the south runway and moving traffic to the north pattern will do nothing to fix the problem. This will simply redistribute the already heavy traffic to the detriment of the communities in the north including Torrance Civic Heights and Marble Estates.

The route of the problem needs to be addressed and that is the traffic from flight schools.

1. **Apply landing fees to all users, including aircraft based at the airport.**

2. **Renegotiate leases and permits** to condition them on compliance with all City noise abatement requirements and recommendations.

3. **Deny leases or permits to flight training schools**. Do not approve any future permits and leases, and do not renew any existing permits and leases.

4. **Add noise monitors to fill gaps** between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

5. **Enforce noise violations according to existing grandfathered TMC Section 51.7.3** and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

6. **Amend the Code to add progressive monetary fines** for the first and second violations, instead of only sending a written Notice of Violation.

7. **Ban the sale of leaded fuel at the airport** within the next year to help stop the spread of lead over homes, schools, and throughout the entire community.

The airport has been so severely mismanaged it is no longer an asset but a liability.

Please take into account all constituents including those living under the north pattern.

Gonzaque, Alina

From: sandra holliday [redacted]
Sent: Monday, December 12, 2022 2:58 PM
To: Council Meeting Public Comment; CityCouncil; Sullivan, Patrick; Chaparyan, Aram
Subject: Dec. 14 Airport Committee Mtg.

WARNING: External e-mail
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To Chair Aurelio Mattuci and committee members Bridgett Lewis and Jon Kaji,

I live in the hillside overlay area of Hollywood Riviera above South High.

I have written several times previously complaining about the persistent and ever increasing noise from aircraft at Torrance airport. I look at this issue as a multi- faceted one: noise, safety, environmental to name a few.

At this juncture I encourage and expect proactive corrective action from the City regarding this deteriorating situation.

I realize the noise abatement issue has not been enforced for way too long and as a result we are most likely faced with having to implement multiple corrective actions that together can yield a return to an acceptable quality of life for Torrance residents. It's time to remove the kid gloves so that significant change that's enforceable can be implemented.

Below are some considerations for the City's corrective action:

1) Enforce the no left turn law under 1500 feet including training flights in the south pattern

2) Close the south runway

3) Add additional noise monitors to ensure the entire airport perimeter is fully and completely monitored. This will assist in the City's code enforcement.

4) Alter the city code to impose monetary fines for 1st and 2nd noise violations. We need some motivation for altering behavior and I believe monetary fines are needed and will help with the City's revenue challenge.

5) Enforce the noise violations with the monetary fines noted above for 1st and 2nd violations and for 3rd violations impose an outright ban of any aircraft. Forgo the hearing board which adds time and cost to the process.

6) Benchmark other municipal airports in LA County regarding their landing fees and process for imposing and collecting such fees. To me this is something the City should have already imposed. This should be viewed as a revenue generation opportunity that will simultaneously curtail the offending behavior and improve the quality of life of Torrance residents and taxpayers. These fees should not exclude aircraft based at Zamperini Airport.

7) Deny leases or permits to the pilot training schools. Do not approve any future leases and do not renew existing permits and leases.

Thank you for making Torrance a better place to live and work.

Sandra Holliday

Gonzaque, Alina

From: Jim Gates [redacted]
Sent: Monday, December 12, 2022 12:38 PM
To: Sullivan, Patrick; CityCouncil; Chaparyan, Aram
Cc: Mike Ginter; Jared Yoshiki; Alex Gertsen; Sara Mikolop; Lorelei Peter; [redacted] Armstrong, Brian (FAA)
Subject: "Enforcement" of TMC 51.2.3e
Attachments: 2022-12-12 exhibits.pdf

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

12/12/2022

Mr Patrick Sullivan, City Attorney
Aram Chaparyan, City Manager
City Council
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503
Via e-mail

All:

Michelle Ramirez, during the 11/8/2022 City Council meeting, announced that her department would on December 5, 2022, begin "enforcing" TMC 51.2.3E (the invalid prohibition on making left turns when departing Torrance Airport toward the west until reaching a specified altitude or geographical point). This statement also appeared on the City's website (Exhibit 1 in the attachment).

The FAA has told the City of Torrance at least three times (that I know of) since early 2020 that the City has no authority to regulate aircraft in flight and therefore TMC 51.2.3e is invalid, unenforceable, and preempted. And yet, the Community Development Department has continued sending out letters (Exhibit 2) which attempt to interpose invalid TMC sections into the authority of both the Pilot in Command (PIC) and the FAA. The directions in those letters state that maneuvers required by Federal Aviation Regulations to avoid collisions or to maintain legal cloud clearance are not permitted ". . .*unless specifically directed to do otherwise by the FAA Control Tower").* Following those directions could cause the PIC to violate Federal Aviation Regulations and even result in fatal accidents as described in Exhibit 3.

As a pilot for 63 years, I am concerned that the City's continued threats of "enforcement" with fines, jail time and banishment from the airport will eventually result in a serious (perhaps fatal) accident at our airport. As a Torrance resident and taxpayer for 50 years, I am concerned about the liability that will result from the City's actions.

Respectfully,

Jim Gates
[redacted]

CC: AOPA: Mike Ginter, Jared Yoshiki
NBAA: Alex Gersten
FAA: Sara Mikolop, Lorelei Peter, Mark McClardy, Brian Armstrong

--
Jim Gates
[redacted]

Gonzaque, Alina

From: Sarhan Allahverdi [redacted]
Sent: Monday, December 12, 2022 8:15 AM
To: CityCouncil; Council Meeting Public Comment; Sullivan, Patrick; Chaparyan, Aram
Subject: December 14 Airport Committee Meeting

WARNING: External e-mail
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Hello,

The issue with low flying planes is getting out of control. **Quality of life went down dramatically**. Sitting outside or with opened windows is intolerable. Torrance is the people, not the airport. Here are the issues we are urging you to enforce

1. Enforce the Municipal Code for all flights
2. Reduce flights by Sling and others and prohibit touch and go by outside agencies
3. Reducing and changing flight school hours
4. No left turn for planes under 1,500 feet
5. Close and remove south runway
6. Apply landing fees to all users, including aircraft based at the airport
7. Deny leases or permits to flight training schools
8. Ban the sale of leaded fuel at the airport

Southwood rivera, Torrance resident

--
Thank you
Sarhan

Gonzaque, Alina

From: Janet Katz [redacted]
Sent: Sunday, December 11, 2022 2:06 PM
To: CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Dec. 14 Airport Committee Meeting

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

Dear Chair and Councilmember Aurelio Mattucci, Council Member Bridgett Lewis and Council Member Jon Kaji,

One of the central problems of the intolerable and incessant noise emanating from the Torrance Airport is the number of training flights. This is due to the incredible number of touch-and-goes and loop flights, many from the seven flight schools at the airport, along with neighboring area flight schools. These schools use the Torrance airport because there are no landing fees or fines, which allows them to perform touch-and-goes and loop flights with impunity.

The solution to this problem is to implement the following rules.

1. Reduce allowable flights by restricting training flights and prohibiting flights from outside agencies.
2. Enforce a No-Left-Turn law for all planes that turn left under 1,500 feet, including training in the south pattern, as currently provided in the City's Code.
3. Apply landing fees to all users, including aircraft based at the airport**.**
4. Deny leases or permits to additional flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, recommend that pilots train in north pattern remain over commercial/industrial areas, not residential areas north of 235th Street.
5. Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its' third noise violation, instead of taking them to prolonged hearing boards.
6. Amend the Code to add progressive monetary fines for the first and second violations, instead of only sending a written Notice of Violation. (Only if legally permissible without jeopardizing the City's grandfathered laws.)
7. Ban the sale of leaded fuel at the airport within the next year to help stop the spread of lead over homes, schools, and throughout the entire community. This a public health threat, particularly to children. due to the low altitude of the small planes flying over residential areas and schools.
8. Renegotiate leases and permits to condition them on compliance with all City noise abatement requirements and recommendations. Noncompliance should be grounds for termination of the lease/permit, if legally permissible.

An example is listed below of the number of flights and altitude over a south Torrance neighborhood in just a 45-minute span. This only shows departures, loops and touch-and goes, which often circle every few minutes. As indicated, some of these flights are under 300 feet over this neighborhood, and none are more than 1045 feet above, which increases the ambient noise level and lead residues.

Sincerely,

	December 10, 2022 11:15	KTOA	General Aviation	N3JA	Palmer Gary T	N3JA	Departure	0.23 / 1045
SENT	December 10, 2022 11:08	KTOA	General Aviation	N67657	Jade Air Llc	N67657	Departure	0.07 / 619
SENT	December 10, 2022 10:50	KTOA	General Aviation	N839S	Duchesne Paul	N839S	Departure	0.07 / 925
SENT	December 10, 2022 10:43	KTOA	General Aviation	N1488M	Airplane Factory Inc	N1488M	Unknown	0.03 / 850
SENT	December 10, 2022 10:41	KTOA	General Aviation	N439LP	3 D Sceneshop Llc	N439LP	Departure	0.2 / 619
SENT	December 10, 2022 10:39	KTOA	General Aviation	N796WW	Crist Aviation Se...	N796WW	Departure	0.05 / 919
SENT	December 10, 2022 10:32	KTOA	General Aviation	N1488M	Airplane Factory Inc	N1488M	Unknown	0.1 / 750
SENT	December 10, 2022 10:31	KTOA	General Aviation	N714MG	Sale Reported	N714MG	Departure	0.28 / 651
SENT	December 10, 2022 10:26	KTOA	General Aviation	N5767G	Airplane Factory Inc	N5767G	Departure	0.16 / 950
SENT	December 10, 2022 10:25	KTOA	General Aviation	N4785B	Barankiewicz Stan...	N4785B	Departure	0.08 / 826

Gonzaque, Alina

From: Mary Cilva [redacted]
Sent: Saturday, December 10, 2022 10:05 AM
To: CityCouncil
Subject: 12/6/22 Council Meeting Response

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

Mr. Mayor and City Council Members,

I want to thank all of you for your support in trying to mitigate the ridiculous housing requirements that have been dictated by Sacramento. The across the board requirement of adding housing and the new ADU/JADU will not solve the housing issue or homelessness. I am horrified at the prospect of my neighbors building huge ADUs in their backyards and encircling my property with walls instead of the trees and sky that I have now. Everything that Torrance offers to its community is at risk of being destroyed.

That being said, the irony was not lost on me that this Council did the same thing to Torrance residents by blindly allowing the Flight Schools to take over our airspace without forethought or environmental impact study. This is the pot calling the kettle black, ladies and gentlemen. I continue to have to listen to a ***constant*** barrage of airplane engines from 7:30 am until dark. I hope to see all of you at the Airport Commission meeting next week with the expectation of a solution.

Lastly, I certainly appreciate the efforts of Councilman Griffiths in fighting Sacramento on the housing issues for the last two years. And I would be happy to help in whatever way I can Mike! Let me know what I can do.

Your neighbor,

Mary

Mary Cilva
[redacted]

Gonzaque, Alina

From: Dave Roelen [redacted]
Sent: Saturday, December 10, 2022 8:23 AM
To: CityCouncil
Cc: Hollywood Riviera Homeowners Association
Subject: Airport Noise Committee
Attachments: Letterr re Contract Air Controllers.docx

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

Gonzaque, Alina

From: Dave Roelen [redacted]
Sent: Saturday, December 10, 2022 7:44 AM
To: CityCouncil
Subject: Consistently Low and Loud
Attachments: Blue Tail Low Noise P1510448 (2).JPG; ATT00001.txt

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Gonzaque, Alina

From: Gary Palmer [redacted]
Sent: Friday, December 9, 2022 6:11 PM
To: CityCouncil; Torrance Airport Association; Council Meeting Public Comment; ;HollywoodRivieraHOA
Subject: Airport Noise

WARNING: External e-mail
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To the Members of Torrance City Council and Riviera Homeowners Association,
I am writing as a local resident and pilot who is also concerned about reducing the noise and number of aircraft operations.

I request this email be read during and entered into the 14-December Transportation Committee meeting minutes.

The bottom line is that pilots have offered multiple solutions to the City Council in an attempt to remedy the situation. The city has not responded at all.

The pilot community at Torrance Airport agrees with (and lives among) our surrounding neighbors; something should be done to mitigate the noise problem.
-
Torrance Airport Association studied the noise issue, used the data to develop scientific and FAA approved recommendations to reduce neighborhood noise.
- We developed noise mitigation recommendations, with flight school agreement, which tremendously quiet neighborhood noise.
- These recommendations were detailed in plans presented to the City Council. The City Council has ignored the pilots and refused to allow the solutions to be implemented; which maintains the noise problem in affected neighborhoods.
- Months (nearly a year now) have gone and the City has still done nothing. Instead, the affected neighborhoods are forced to continue living with the nuisance noise.
If the airport is closed, the state takes control of zoning and currently wants to maximize the creation of low income high density housing projects. This would dramatically change the profile of the local neighborhoods and businesses...

City staff and City Council members have not educated themselves properly, making incorrect and uninformed statements about airport operations and authority.

Thank you for your time and consideration,
Gary Palmer

Gonzaque, Alina

From: Natalie Brecher [redacted]
Sent: Wednesday, December 14, 2022 12:42 PM
To: Chen, George; Kaji, Jon; Griffiths, Mike; Kalani, Sharon; Sheikh, Asam; Mattucci, Aurelio; Lewis, Bridgett; Chaparyan, Aram; Ramirez, Michelle; CityCouncil; citycouncilpubliccomment@torranceca.gov; Council Meeting Public Comment
Subject: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22
Attachments: TOA Noise Abatement Matrix.pdf

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Please verify sender before opening attachments or clicking on links.

- I sent the email below yesterday, with a PDF file attached, and received "Delivery Status Notification (Failure)" for each one.
- Thinking it may have been the PDF file, I just resent with my PDF pages as image files embedded in the email and those emails came back, as well.
- This email is the same, but I'm trying sending it from a different email address with the PDF attached.

From: [redacted]
Sent: Tuesday, December 13, 2022 11:44 AM
To: GChen@Torranceca.gov; JKaji@Torranceca.gov; MGriffiths@Torranceca.gov; SKalani@Torranceca.gov; ASheikh@Torranceca.gov; AMattucci@Torranceca.gov; BLewis@Torranceca.gov; AChaparyan@TorranceCA.gov; MRamirez@TorranceCA.gov; citycouncil@torranceca.gov; citycouncilpubliccomment@torranceca.gov
Subject: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22

Dear Mayor, City Council Members, and City Staff:

I am one of the Torrance residents severely affected by airport noise. Living on Mesa Street, with so many planes flying low over our homes, it often feels like my street is a runway of sorts, so I have been active in working to ask you to help.

I'm also in commercial real estate, and many times during major projects, renovation work, and feasibility studies, I am presented with many options to consider. I've found that arranging them in a matrix helps me organize my thoughts, create a plan for analysis, and ultimately, make an informed decision. It occurred to me that the same might help with the TOA Noise Abatement project.

Thinking of all the noise abatement options available, a matrix has been created (attached) to help distill the myriad considerations of potential solutions. It uses the Transportation Committee's current agenda items, as well as the Riviera Homeowners' Association list of options.

This matrix can expand and evolve as additional solutions arise, and it's hoped it may serve to provide for comprehensive, focused discussions moving forward. Thank you for your time and attention in reviewing this.

Sincerely,
Natalie Brecher, CPM®

TOA Noise Abatement Matrix
City of Torrance Transportation Committee
14 December 2022 Meeting

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

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*
City Agenda Considerations*						
1. Flight School Restrictions Reducing allowable flights by restricting training flights and prohibiting flights from outside agencies	Yes	TBD			Decrease would be limited in number; negligible reduction to noise.	May be considered a new noise abatement ordinance and affect TMC status.
2. South Runway Use Limiting or prohibiting use of the south runway	Yes				Limited; aircraft would go to north runway.	
3. Flight School Hours Changing flight school training hours by amending the Torrance Municipal Code	Yes	TBD			Might compress training into fewer hours, increasing frequency of flights.	May be considered a new noise abatement ordinance and affect TMC status.
Additional Considerations						
4. No-Left-Turn Law 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).	No (previously completed)	No	Immediate	None		PARTIAL COMPLIANCE Enforced for non-students eff 12/5/22. Needs to be applied to all aircraft.
5. South Runway Close and remove the south runway. *(vs #2 above which reduces usage)*	Yes		Not immediate	Approx. $TBD psf removal of runway and level surface. Paid for by airport fund.	Larger permanent reduction in flights than #2; planes would use north runway.	
6. Landing Fees Approve landing fees for ***all users*** of the airport, including aircraft based at the airport.	Yes		Time for RFP, bidding, and review process	None. Generates revenue.	May reduce transient training school flights.	Must implement for revenue-generation, not for noise abatement.

7. Leases Enforce conditions of leases, sub-leases, and permits that require conformance to the City's noise abatement programs.	Yes, read and interpret City rights only.	No	Immediate	None	Significant reduction in noise, would require compliance with TMC.	Leases require compliance with code and City recommendations.
8. Deny Training Schools Adopt a City policy to deny leases and/or permits to flight training schools.	Yes		Immediate for new business; after existing lease term expirations.		Significant. Eliminates repetitive, lower-altitude flights.	
9. North Pattern Training City to recommend pilots training in the north pattern remain over commercial/ industrial areas close to the airport, not residential areas north of 235th Street.	No	No	Immediate	None	Noise reduction over northern residential areas.	
10. Noise Monitors Add/reposition noise monitors to fill gaps between monitors on the west and east sides of the airport.	No	No	Quickly	TBD	Allow monitors to detect more violations.	See #10 below.
11. Noise Violation Enforce noise violations in the manner required by grandfathered TMC Section 51.7.3.	No	No	Immediate	None	More efficient enforcement with immediate results.	More effective motivation for pilot compliance.
12. Violation Fines Amend the Code to establish progressive monetary fines for multiple violations up to the point an aircraft is banned.	Yes	TBD	Quickly	None	Revenue-generation for City.	More effective motivation for pilot compliance.
13. Sale of Leaded Fuel Ban the sale of leaded fuel at the airport.	Yes	No	TBD	TBD	Healthier environment for Torrance residents.	
14. Change FAA Control Tower to Contract Service Remove FAA and source with outside contractors.	Yes	TBD	TBD	TBD	Increased city control over noise abatement laws.	

*1, 2, and 3 are City Agenda Considerations

4. **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 (copy attached) 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 in the past and the law has not changed. It should be enforced as written and apply to all aircraft training in the south pattern.

5. **Close and <u>remove</u> 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. As long as 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 has the authority to do.

6. **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 cause a reduction in training operations which would be a side benefit.

7. **Enforce conditions of leases, sub-leases, and permits that require conformance 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-conformance with the airport's required and recommended noise abatement procedures should be grounds for termination of a lease, sub-lease, or permit.

8. **Adopt a City policy to deny leases or permits to flight training schools**. The California Environmental Quality Act (CEQA) requires the City to consider environmental impacts before approving 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.

9. **The City should recommend that any pilots that train in the north pattern remain over commercial/industrial areas close to the airport, not residential areas north of 235th Street.** This would mitigate noise and other impacts in the areas of New Horizons and Marble Estates. This City may be precluded by federal law from making this a requirement if it is considered a new noise abatement law. However, the City can strongly recommend compliance and may be able to require compliance through lease enforcement for tenants of the airport.

10. **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 the vast majority of violations occur. The City could avoid the cost of new monitors by relocating existing monitors that seldom, if ever, register noise violations.

11. **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.

    For example, NoiseLab data shows there is one aircraft that has accumulated at least 14 noise violations (maybe many more) since the Casper system went public on August 15. It continues to commit violations and no hearing board has been held. 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 5d1.7.3 is the correct procedure and the City should follow it.

12. **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.)

13. **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 lead of Santa Clara County and banning the sale of lead at its airport.

14. **Change FAA Control Tower to contract service.** Hire a private company to safely control airport traffic and regulate flights, and help ensure adherence to the City's Noise Abatement program, including, but not limited to, its codes and regulations, paid for with local airport funds.

Huizar, Carlos

From: [redacted]
Sent: Wednesday, December 14, 2022 1:38 PM
To: Huizar, Carlos
Subject: Landings fees—bad idea

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

Truly what is to be gained? Please, do not establish landing fees.

-Paul Wisner
Pilot

Huizar, Carlos

From: Ramirez, Michelle
Sent: Wednesday, December 14, 2022 12:53 PM
To: Natalie Brecher
Cc: Huizar, Carlos; Megerdichian, Shant
Subject: RE: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22
Attachments: TOA Noise Abatement Matrix.pdf

Good Afternoon Ms. Brecher ~

Your email has been received and will be included as a supplemental for today's meeting.

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



From: Natalie Brecher [redacted]
Sent: Wednesday, December 14, 2022 12:42 PM
To: Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; CityCouncil <CityCouncil@torranceca.gov>; citycouncilpubliccomment@torranceca.gov; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22

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- I sent the email below yesterday, with a PDF file attached, and received "Delivery Status Notification (Failure)" for each one.
- Thinking it may have been the PDF file, I just resent with my PDF pages as image files embedded in the email and those emails came back, as well.
- This email is the same, but I'm trying sending it from a different email address with the PDF attached.

From: [redacted]
Sent: Tuesday, December 13, 2022 11:44 AM
To: GChen@Torranceca.gov; JKaji@Torranceca.gov; MGriffiths@Torranceca.gov; SKalani@Torranceca.gov;

ASheikh@Torranceca.gov; AMattucci@Torranceca.gov; BLewis@Torranceca.gov; AChaparyan@TorranceCA.gov; MRamirez@TorranceCA.gov; citycouncil@torranceca.gov; citycouncilpubliccomment@torranceca.gov
Subject: TOA Noise Abatement Matrix Tool - Transportation Committee 12/14/22

Dear Mayor, City Council Members, and City Staff:

I am one of the Torrance residents severely affected by airport noise. Living on Mesa Street, with so many planes flying low over our homes, it often feels like my street is a runway of sorts, so I have been active in working to ask you to help.

I'm also in commercial real estate, and many times during major projects, renovation work, and feasibility studies, I am presented with many options to consider. I've found that arranging them in a matrix helps me organize my thoughts, create a plan for analysis, and ultimately, make an informed decision. It occurred to me that the same might help with the TOA Noise Abatement project.

Thinking of all the noise abatement options available, a matrix has been created (attached) to help distill the myriad considerations of potential solutions. It uses the Transportation Committee's current agenda items, as well as the Riviera Homeowners' Association list of options.

This matrix can expand and evolve as additional solutions arise, and it's hoped it may serve to provide for comprehensive, focused discussions moving forward. Thank you for your time and attention in reviewing this.

Sincerely,
Natalie Brecher, CPM®

Huizar, Carlos

From: Cerda, Samantha on behalf of City Clerk
Sent: Wednesday, December 14, 2022 12:30 PM
To: Huizar, Carlos
Subject: FW: Public Comment for 12/14/22 Transportation Committee Mtg
Attachments: 2022.12.14_Mtg_Public_Comment.pdf

Hi Carlos,

Not sure f you were trying to respond to Mr. Roth, but if so below is the email with his email unredacted.

Best Regards,
Sam

SAMANTHA CERDA
Deputy City Clerk III – Office of the City Clerk City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.2891 | 310.618.2931 fax | SCerda@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19

-----Original Message-----
From: jim roth [redacted]
Sent: Wednesday, December 14, 2022 11:15 AM
To: City Clerk <CityClerk@TorranceCA.gov>
Subject: Public Comment for 12/14/22 Transportation Committee Mtg

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

Torrance City Clerk -

Attached please find my public comments for the following item in the December 14, 2022 Transportation Committe Meeting:

Item 5A - Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport - Zamperini Field

Thank you!

James Roth

Huizar, Carlos

From: Cerda, Samantha on behalf of City Clerk
Sent: Wednesday, December 14, 2022 12:20 PM
To: Megerdichian, Shant; Ramirez, Michelle
Cc: Huizar, Carlos
Subject: FW: Public Comment for 12/14/22 Transportation Committee Mtg
Attachments: 2022.12.14_Mtg_Public_Comment.pdf

-----Original Message-----
From: jim roth <[redacted]>
Sent: Wednesday, December 14, 2022 11:15 AM
To: City Clerk <CityClerk@TorranceCA.gov>
Subject: Public Comment for 12/14/22 Transportation Committee Mtg

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

Torrance City Clerk -

Attached please find my public comments for the following item in the December 14, 2022 Transportation Committe Meeting:

Item 5A - Discuss Options for Landing Fees and Reduction of Aircraft Operations at Torrance Municipal Airport - Zamperini Field

Thank you!

James Roth

December 14, 2022

To: Honorable Chair and Members of the Transportation Committee
City Hall
Torrance CA

Subject: Comments on December 14, 2022 Transportation Committee Meeting, Item 5a

Members of the Committee:

My name is James Roth. I am a former resident of Torrance and current resident of the Valmonte neighborhood of Palos Verdes Estates that is being impacted by the dramatic increase in noise due to air traffic from low-altitude flights from Zamperini Airport. My daughter and her family reside in East Torrance in the vicinity of Hickory Park and are similarly impacted by the increase in pattern flights over their neighborhood northeast of the airport.

I was pleased to hear the comments of Committee Chairman Mattucci and those of his colleagues in the November 8, 2022 City Council Meeting as to the need to address the current Zamperini Airport noise problem. I hasten to point out that the recent epidemic of low-altitude flights is a safety issue in my neighborhood as well as a noise issue.

I strongly support implementing a use-based fee program designed to collect sufficient revenue to both influence the behavior of pilots operating out of the airport and to fund a proactive enforcement program. Impacted area residents, including those from my neighboring city, should not have to bear the burden of reporting loud or unsafe aircraft activity.

I would like to offer the following additional comments:

1) Why is it necessary to perform low-level pattern work over residential neighbors in the vicinity of Zamperini Airport? It appears that these operations are primarily just a convenience to the flight schools. The pilots are performing these operations in a very complex airspace. Typically students, these pilots are generally going to have the least proficiency and therefore present the greatest danger to the public. For the south loop, this danger is exacerbated by the fact that the entire Palos Verdes Peninsula is a Very High Fire Hazard Severity Zone (VHFHSZ). Any accident resulting from low altitude operation over my neighborhood, with its towering century-old eucalyptus trees, has the potential to cause a major fire.

2) Is the right data being collected and reported? The FAA data presented in the Staff Report for Item 9I of the November 8, 2022 Torrance City Council Meeting is misleading for reasons in addition to the fact that they do not include 2022. They appear to include only “aircraft landing at and taking off from the airport”. They do not appear to include training activities (eg. pattern work). From a “public nuisance” standpoint, pattern work is the most significant current noise source. Low flying aircraft circle over a specific location for what can be over an hour. Figures 1 and 2 show an example of this, from as recently as Monday December 12, 2022. These figures show N165TW making 15 consecutive passes over the south loop. Figure 1 shows a Webtrak plot of the aircraft’s flight path. Figure 2 is a FlightAware plot of its corresponding altitude over the course of the 66 minute flight.

Note that the raw Webtrak information does not include the tail number of this offending aircraft. I was able to separately determine the aircraft’s tail number from FlightAware public data. It is my understanding that the FAA permits aircraft who have not requested air traffic control services to operate in ”anonymous mode”. I would strongly encourage the City of Torrance to prohibit aircraft operating out of Zamperini Airport from operating in ”anonymous mode” and to require them to make their flight track data publicly available.

Figure 3 is another visualization of this problem. It shows a six hour “heat map” of the aircraft tracks at Zamperini Airport using the Noiselab web application. This data represents aircraft traffic from noon to 6 pm on Monday December 12, 2022. The red tracks are “inbound”, blue tracks are “outbound”, and yellow tracks are “local”. The dominance of yellow tracks from pattern work over both the north and south loops is consistent with the observations made by Councilmember Griffiths and Councilmember Lewis in the November 8, 2022 Torrance City Council Meeting.

3) Is the Noiselab data complete? Similarly, it is not clear if or how the City’s Noiselab web application captures the aircraft traffic (and therefore the noise) associated with training activities. That web app presents Zamperini Airport traffic activities in three different formats: “Flights per period”, “Flights per hour”, and “Arrivals/Departures”. The data in the three formats does not appear to be consistent.

Noiselab charts of the “Flights per period” and “Flights per hour” for the period from are Sunday December 4, 2022 through Saturday December 10, 2022 shown in Figure 4. The aggregated data for this one-week period () is as follows:

- Flights per period: In = 1,813 Out = 484 Total = 2,297
- Flights per hour: In = 2,078 Out = 482 Total = 2,560
- Arrivals/Departures: In = 2,082 Out = 484 Total = 2,566

While there are differences between each of the three data formats, the more important question is (using the "Arrivals/Departures" data, for example):

> "Where are the nearly 1,600 aircraft that arrived but did not depart during this one-week period?"

This major discrepancy suggests a flaw in the data collection methodology.

4) A few aircraft are a major part of the noise problem. Discussion of Zamperini Airport noise has not included quantitative information as to who is actually using the facility. Specifically, to what extent do the flying schools contribute to the increased airport noise in the neighborhoods to the north and south of the airport.

Updates to FAA regulations required aircraft to be equipped with ADS-B Out capability to fly in most controlled airspace as of January 1,2020. Zamperini Airport lies within the Los Angeles Class B Area H 2020 ADS-B Out Only airspace. ADS-B Out messages identify the aircraft, its position and its barometric altitude. These messages are required to be transmitted at one second intervals. This provides a means to quantify use of the airspace surrounding Zamperini Airport by any specific aircraft, using ADS-B message count as a proxy.

The Torrance City Council approved resuming the restriction on early left-turns beginning December 5, 2022, so I began logging ADS-B messages at my residence to look for data patterns that would characterize usage of the local airspace by specific aircraft. The results of data collected from Monday December 5, 2022 through Saturday December 10, 2022 are summarized in Figure 5.

This data was collected for a minimum of nine hours per day, from approximately 9 am to 7 pm. This period included two days of inclement weather but still logged over 684,000 ADS-B messages, roughly corresponding to 190 flight hours. Aircraft were limited to "LIGHT_TYPE" and "ROTOCRAFT_TYPE" emitters, to exclude commercial aircraft. I identified 509 unique tail numbers, with over 22,000 messages collected from one particular aircraft. At a 1 Hz transmission rate, this message count suggests that this specific aircraft logged over six hours of low-altitude flight time in the vicinity of my residence over the six-day sample period.

The logged ADS-B Out data shows that eight aircraft owned by two corporations were responsible for 20% of the total message traffic in the vicinity of my residence during the measurement period. Eleven aircraft (2% of the observed total) were responsible for 25% of the total message traffic. Thirty aircraft (6% of the observed total) were responsible for 50% of the total message traffic, and 197 aircraft (39% of the total observed) were responsible for 90% of the total message traffic.

Table 1 provides a ranked summary of the tail numbers and owners of the thirty aircraft that were responsible for 50% of the ADS-B message traffic logged at my residence during this particular six-day period. In approximate terms, these thirty aircraft were responsible for half of the aircraft noise at my residence during the sample period. This strongly suggests that the Zamperini Field noise problem could be significantly reduced by a change in behavior of a small number of pilots.

Respectfully,

James Roth
[redacted]

Attachments:

Figure 1: LAX Webtrak 2022-12-12 12:53:36

Figure 2: FlightAware Log of N165TW: 15 Consecutive South Loops

Figure 3: Noiselab Flight Tracks 2022-12-12 12:00 - 18:00

Figure 4: Noiselab data for Sun 12/4/22 – Sat 12/10/22

Figure 5: Ranked ADS-B Out Message Count

Table 1: Ranked Aircraft Flight Hours Based On ADS-B Out Message Count

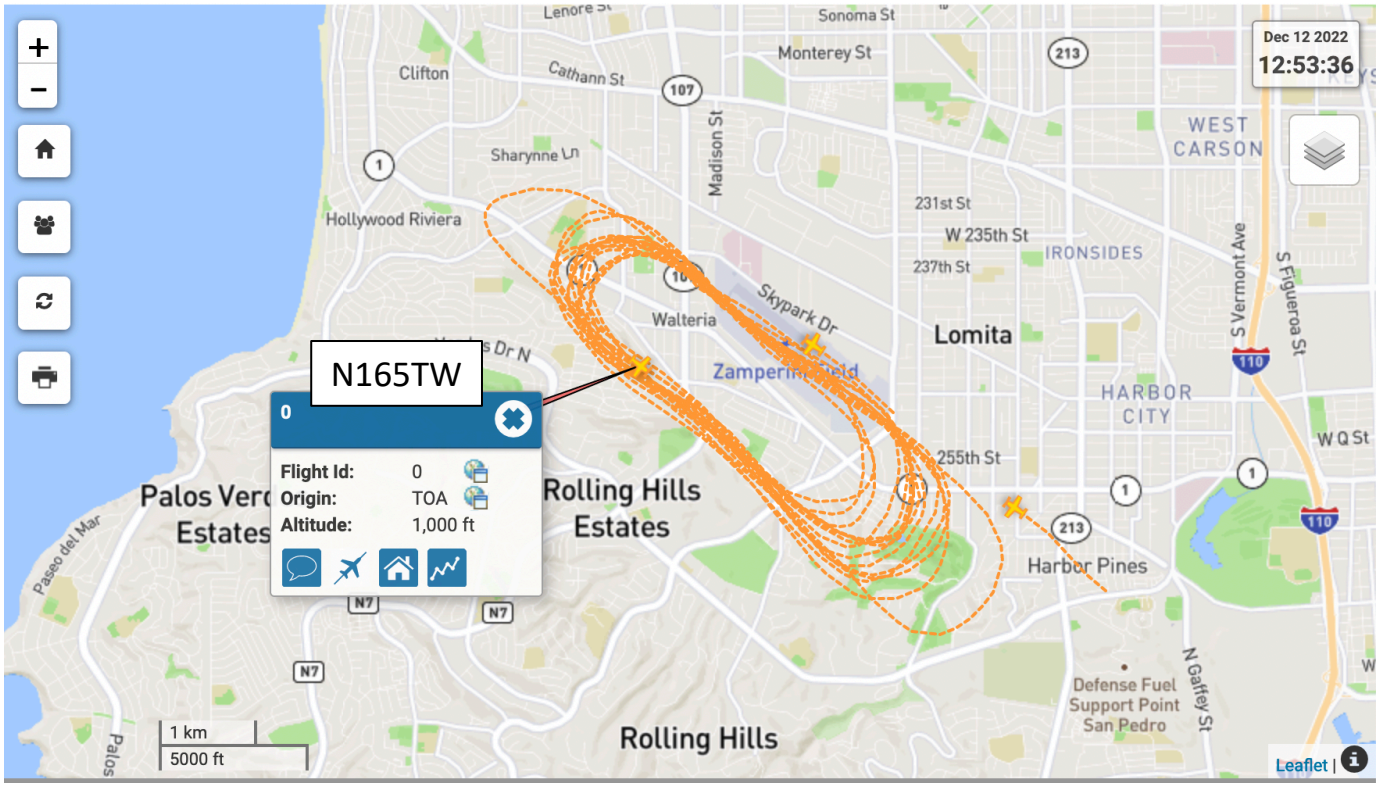
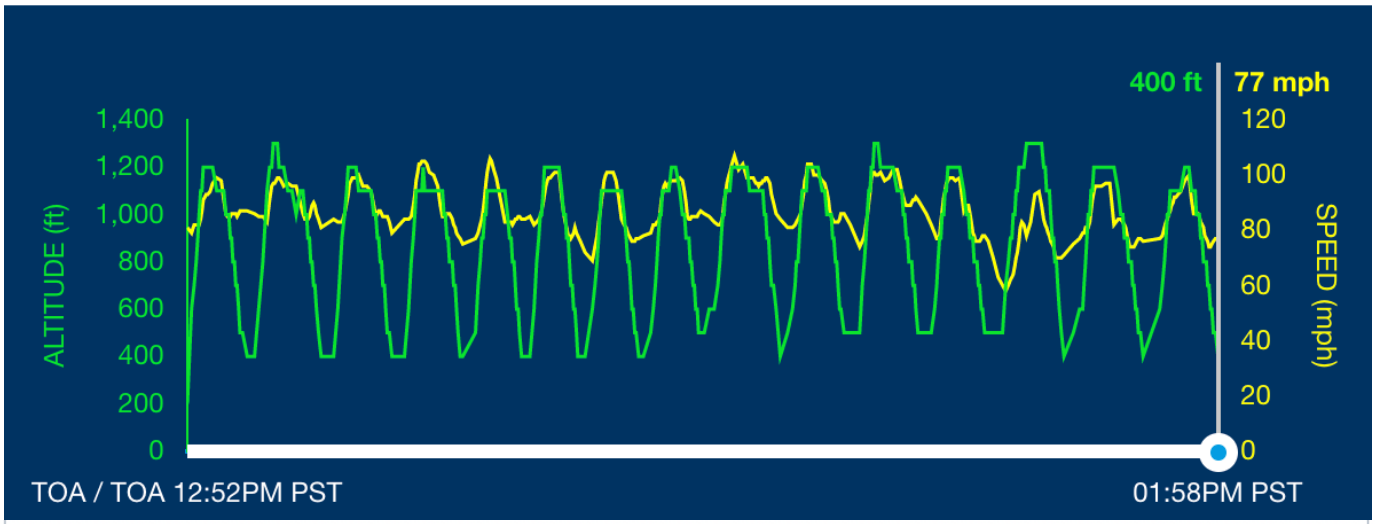


Figure 1: LAX Webtrak 2022-12-12 12:53:36



Monday 12-Dec-2022	12:52PM PST Zamperini Fld - TOA	01:58PM PST Zamperini Fld - TOA	-	1h 06m

Figure 2: FlightAware Log of N165TW: 15 Consecutive South Loops

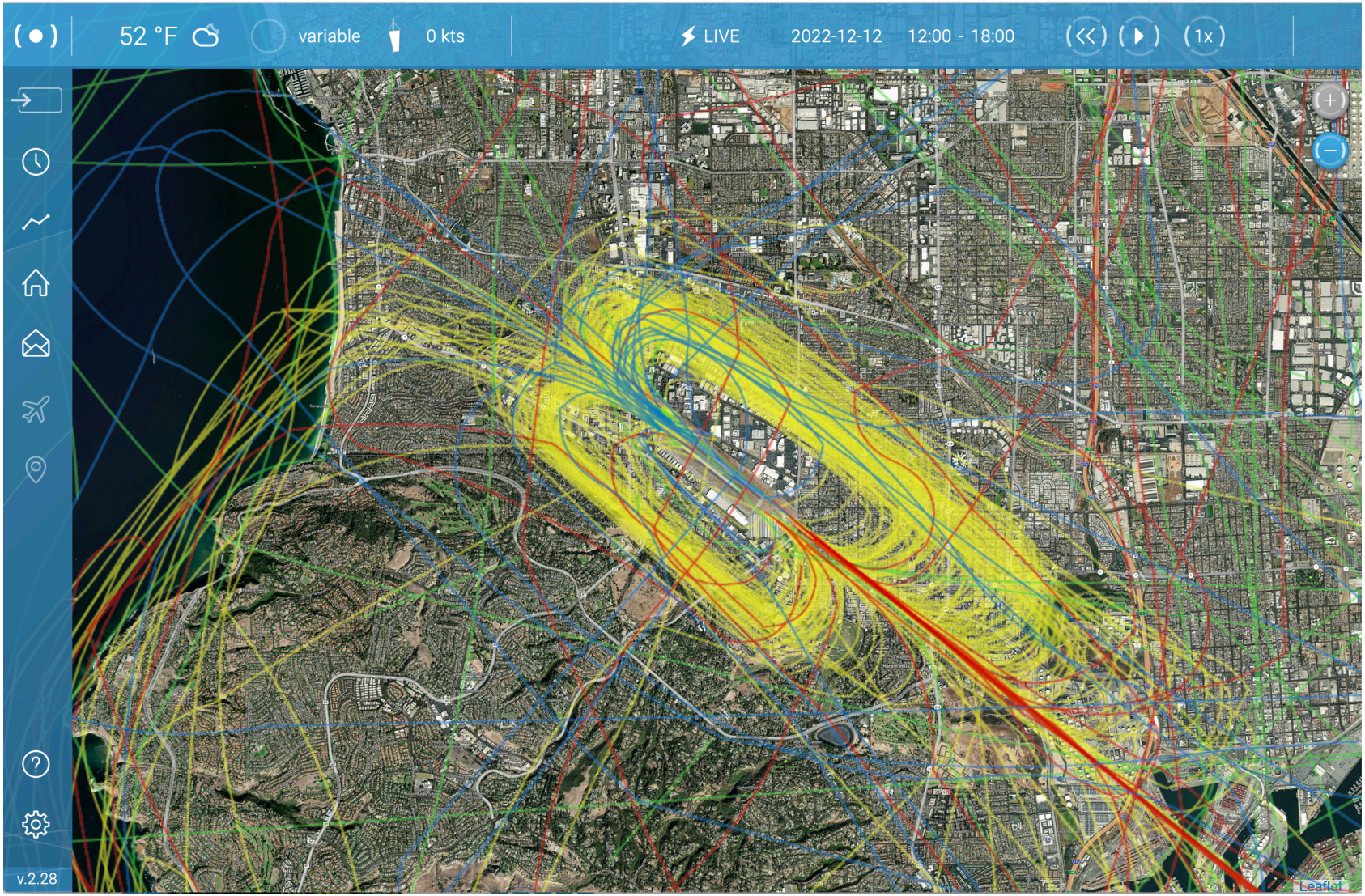
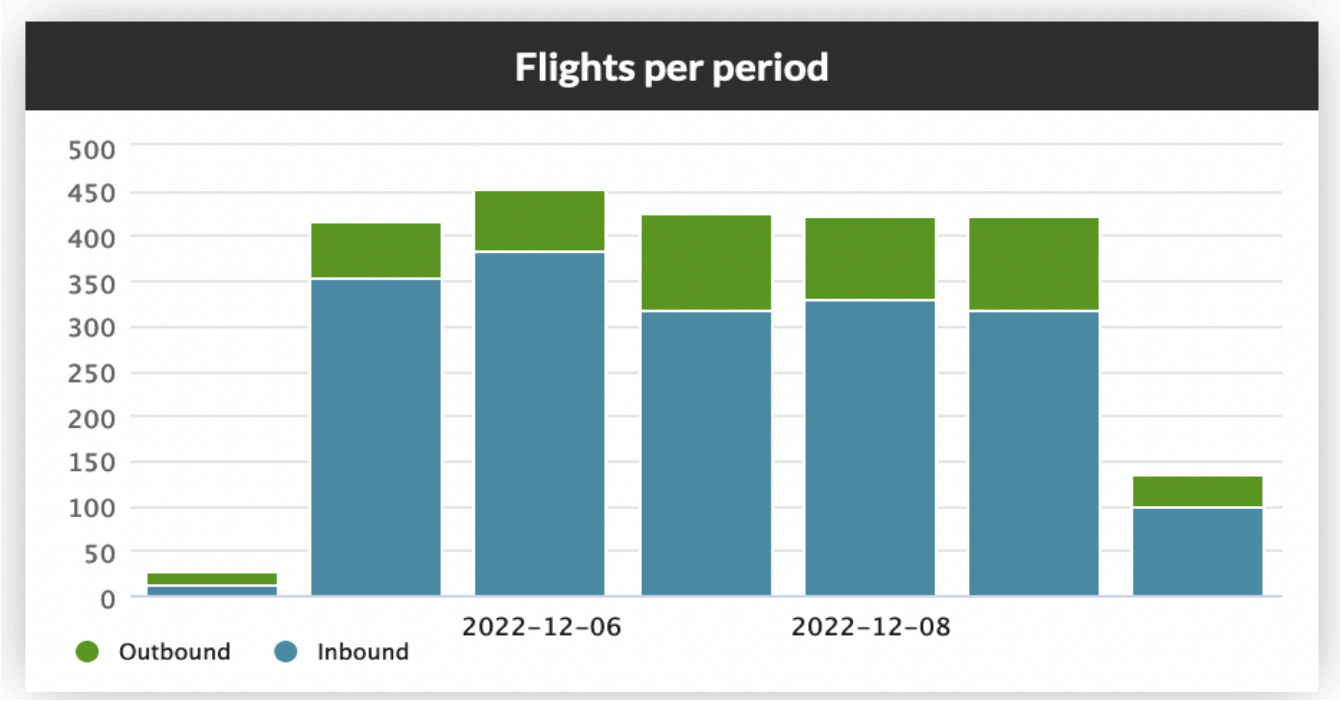


Figure 3: Noiselab Flight Tracks 2022-12-12 12:00 - 18:00



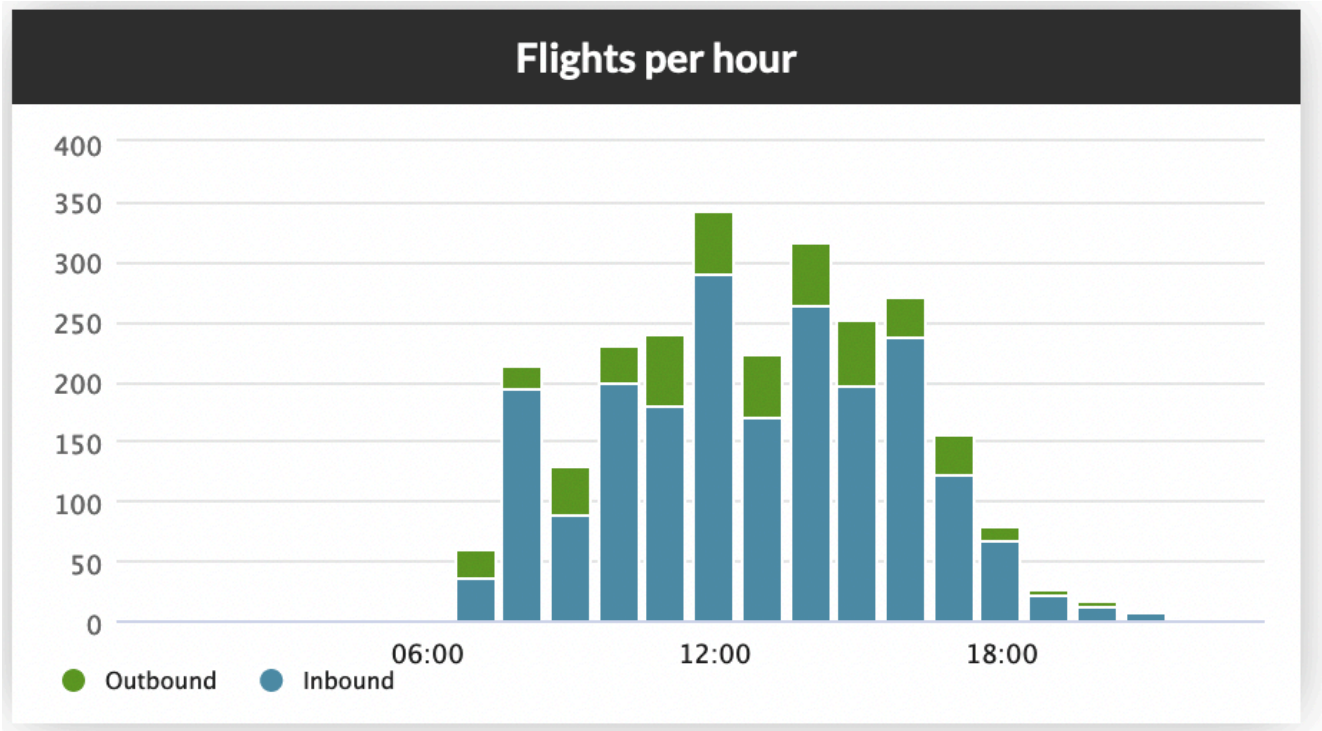
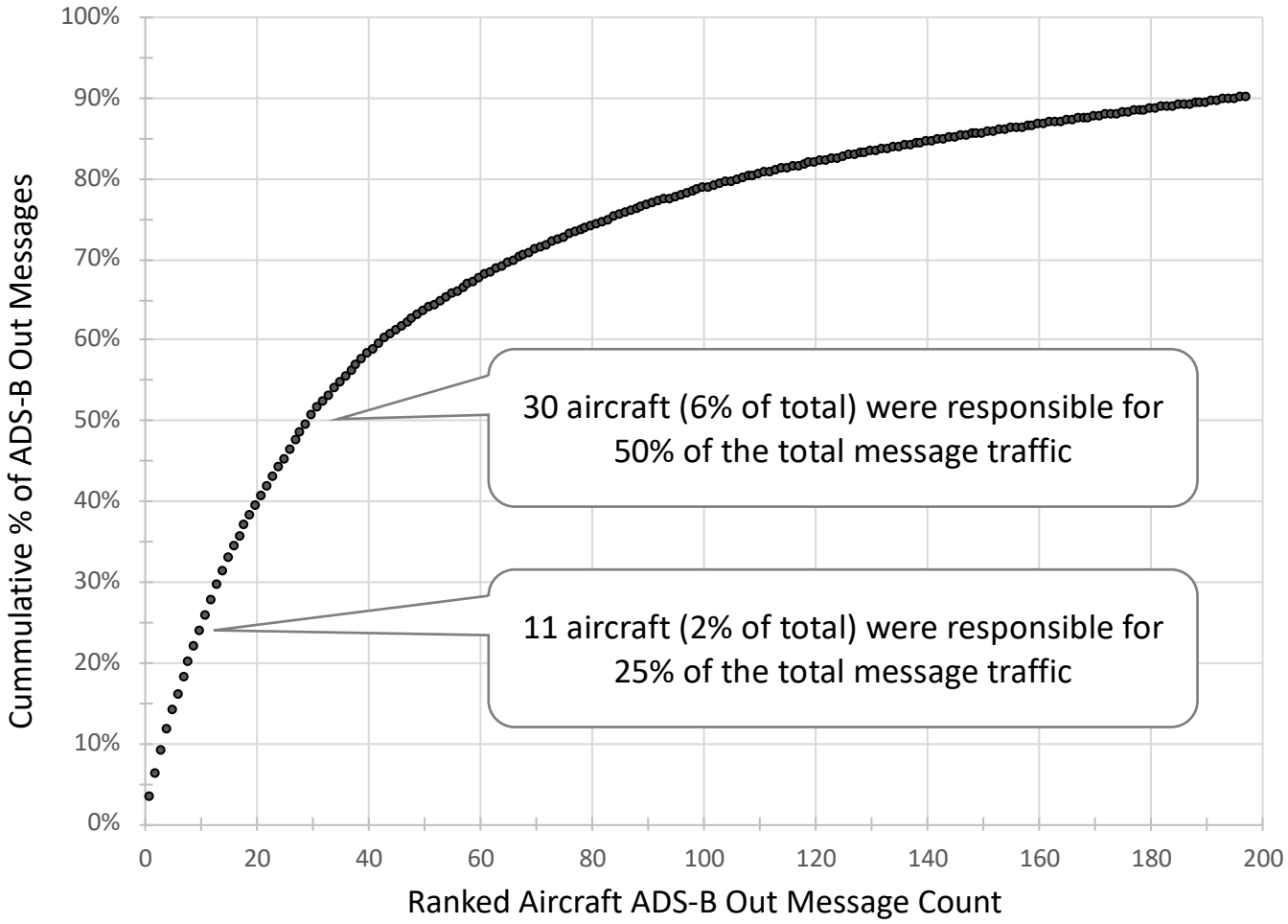


Figure 4: Noiselab data for Sun 12/4/22 – Sat 12/10/22



- Summary of 680,000 ADS-B messages transmitted from the vicinity of Zamperini Airport
- Sample period : Monday 12/5/22 - Saturday 12/10/22 (includes two days of inclement weather)
- Received messages were transmitted by each aircraft at one second intervals
- 509 unique "light emitter" and ”rotocraft" aircraft were detected
- 197 aircraft (39% of total) were responsible for 90% of the total message traffic

Figure 5: Ranked Aircraft ADS-B Out Message Count

	Top 8 Aircraft Owned By Two Companies Were Responsible for 20%		
	of the ADS-B Messages/Noise		
Rank	Tail Number	Registered Owner	Type
1	N864SL	AIRPLANE FACTORY INC (Foreign Corp)	Sling
2	N861SL	AVIATION FINANCIAL CORP (Foreign Corp)	Sling
3	N865SL	AVIATION FINANCIAL CORP (Foreign Corp)	Sling
4	N165TW	AVIATION FINANCIAL CORP (Foreign Corp)	Sling
5	N546JB	AIRPLANE FACTORY INC (Foreign Corp)	Sling
6	N169TW	AVIATION FINANCIAL CORP (Foreign Corp)	Sling
7	N862SL	AVIATION FINANCIAL CORP (Foreign Corp)	Sling
8	N6215D	AIRPLANE FACTORY INC (Foreign Corp)	Sling
	Top 11 Aircraft Were Responsible for 25% of the ADS-B Messages/Noise		
Rank	Tail Number	Registered Owner	
9	N881SC	NAKAMURA HAJIME TRUSTEE	Sling
10	N164Y	SLING RENTAL AVIATION (Foreign Corp)	Sling
11	N68344	SOUTH BAY INTERNATIONAL FLIGHT ASSOCIATION INC	C152
	Top 30 Aircraft Were Responsible for 50% of the ADS-B Messages/Noise		
Rank	Tail Number	Registered Owner	
12	N1321T	AIRPLANE FACTORY INC (Foreign Corp)	Sling
13	N5767G	AIRPLANE FACTORY INC (Foreign Corp)	Sling
14	N802SC	GRAUERT RITTER TRUSTEE	Sling
15	N2656G	ATP AIRCRAFT 4 LLC (DE corp) *	C172
16	N965LB	BRASSBEAVER HOLDINGS LLC	Sling
17	N339SP	CAHILL MICHAEL (PA, co-owned)	C172
18	N522QF	FLIGHT TRAINING AIRCRAFT LLC (DE corp) *	C172
19	N65330	FLIGHT TRAINING AIRCRAFT LLC (DE corp) *	C172
20	N379TA	CHUCK SMITH AIRCRAFT INC	C172
21	N302CA	AVIATION FINANCIAL CORP (Foreign Corp)	P2006T
22	N846SP	SKY CAG LLC	C172
23	N516NG	SLING RENTAL AVIATION (Foreign Corp)	Sling
24	N5678B	AIRPLANE FACTORY INC (Foreign Corp)	Sling
25	N4785B	BARANKIEWICZ STANLEY M II	C152
26	N863SL	AVIATION FINANCIAL CORP (Foreign Corp)	Sling
27	N67657	JADE AIR LLC	C152
28	N8312T	ROBINSON HELICOPTER CO	R22 (helo)
29	N152LE	BIRJANDI AKBAR	C152
30	N249FS	ADVANCED CHARTER & INSTRUCTION LLC	C172
	* Does not allow public tracking		

Table 1: Ranked Aircraft Flight Hours Based On ADS-B Out Message Count

Huizar, Carlos

From: Dan Mikkelsen [redacted]
Sent: Wednesday, December 14, 2022 10:59 AM
To: Huizar, Carlos
Subject: Comments for today's Transportation Committee meeting
Attachments: Dan Mikkelsen's City Council Meeting Comments 12-14-22.pdf

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

Good morning,

I would like to submit the following comments for the Transportation Committee meeting tonight.

Thank you,

--
Dan Mikkelsen

Executive Director - Giving Kids Wings Flight Academy
Facebook | Instagram | YouTube | LinkedIn | Network for Good
[redacted]
MBA - Loyola Marymount University

Comments for the City Council Transportation Committee meeting on 14 December, 2022

A recent petition circulated which said that noise levels had now reached “intolerable” levels at Torrance Airport. This statement is wildly inaccurate and does not align objectively with either historic data on airport operations, current jet arrival/departure traffic, and the quietness of Rotax engines. Jet/turboprop traffic is the lowest of LAX, Santa Monica, and Long Beach, since fuel sales are restricted and jet aircraft are not allowed to be based at Torrance. Despite having one of the most beautiful, scenic airports in the world, it is my understanding that the city has fought against having a restaurant because it would increase air traffic. I spent 12 years teaching directly under, or near the flight path of jets landing at LAX in South LA, Inglewood, and Hawthorne. For those that say the noise levels are “intolerable”, it might be worthwhile to spend even a few hours in these areas before using the word “intolerable” to describe Torrance Airport Noise. Both the amount of airport operations and noise levels are nowhere near intolerable levels or historic highs.

Comments on landing fees and noise levels

I am currently a captain at a regional airline. In my five years there, I have flown thousands if not tens of thousands of passengers safely across North America. I have been flying into and out of Torrance airport for the last 14 years. During that time, I have made a conscious effort on every flight, to be respectful of the residential areas around the airport. I have flown and have instructed my students to fly in the most respectful, noise conscious way possible. Torrance Airport was crucial for me to be able to complete my flight training while working as a credentialed teacher. Today, I still owe a six figure debt from my flight training and college education. I don’t think I could have made the transition I did with a significant cost burden added from landing fees.

I have spent the last 17 years introducing students to the vitally necessary careers in aviation. I founded and currently direct a 501c3 dedicated to this purpose. I have spent tens of thousands of dollars of my own money to do so, subsidizing the training of young adults so they can get through a very expensive training process and achieve their dreams. I have specifically worked with some of the poorest students in the country, who live under the direct flight path of LAX. If there are people who are dealing with intolerable noise and pollution resulting from airplanes, they are the ones dealing with it. Imposing landing fees will add a significant, and in some cases, a potentially insurmountable burden on the students with whom I work. For some, it will do nothing less than crush their dreams and block a career pathway leading out of poverty.

Concerning noise levels, it sometimes helps to make comparisons to be more objective. I currently live within about ½ mile straight line distance of the 110 freeway. The noise from the freeway is constant, 24 hours a day, seven days a week, since my home is on higher terrain. However, that was a choice I made when my wife and I purchased our home. It simply was the best location we could afford. I didn’t ask that tolls be increased on the freeway, that lanes be closed, or that it be shut down entirely in order to deter people from using it. When going to bed at night to the constant sound of traffic, I recognize that I have to accept the good with the bad.

It only takes me a few minutes to leave my home and be on the freeway, which is very convenient.

For those that have made the decision to purchase homes in the vicinity of Torrance Airport, it's important to remember that the airport was there before just about anything else. One only need look at the pictures in the entrance to the general aviation building. When we live in a densely populated urban area, the good comes with the bad. The airport generates a significant amount of revenue for the city. Additionally, the pilots that are spending $50,000 to $100,000 or more in order to complete their training, are doing so in order to be qualified to safely fly passengers, including those that live near the Torrance Airport. There is a cost attached to allowing people to fly on demand to worldwide destinations in the world's safest aviation community. Part of that cost is local airport noise.

It's important to remember that if you push people out of the airport, you will only make it more expensive to do the flying that more and more people want to do. California has lost the majority of its local airports and more than half of the flight schools in the last few decades. This ultimately makes it more expensive for the flying public. Adding more expenses to the already expensive flight training process will only make it more expensive for the flying public, which is already paying significantly higher ticket prices. It may ultimately be unsustainable if the economy faces a significant downturn.

Finally, the city already makes an enormous amount of money leasing public airport property to car dealerships. I find it very troublesome that they are now proposing taking in hundreds of thousands of dollars more in the form of landing fees, which are nothing more than additional taxes.

Sincerely,



Dan Mikkelsen

Huizar, Carlos

From: [redacted]
Sent: Wednesday, December 14, 2022 10:47 AM
To: Huizar, Carlos
Subject: I am already paying $662 per month for my hangar!! We don't need 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.

Sent from my iPhone

Huizar, Carlos

From: Larry Ruben [redacted]
Sent: Wednesday, December 14, 2022 10:02 AM
To: Huizar, Carlos; CityCouncil; Council Meeting Public Comment; Chaparyan, Aram; Sullivan, Patrick
Subject: Public Comment - Dec. 14 Transportation Committee Meeting
Attachments: TOA Noise Abatement Procedures.PDF; TOA Airport_Noise_Monitors.pdf

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

Hello,

As a 27-year resident and living in the flight path of TOA for the past 22 years, the City of Torrance has never enforced the Noise Abatement Procedures and the City Municipal Code for violators. The fly friendly letters have never worked, pilots and aircraft owners know this and have taken advantage by violating the City's Municipal Code, knowing that there is no enforcement in place. This needs to change. The city has an obligation to its residents and enforcement of the Municipal Code for airport operations must be given high priority.

Attached are two pdf files which provide context to the flight patterns that should be flown to comply with the city's noise abatement policies.

The first pdf file is the noise abatement procedure that I pulled from the city's website in the early 2000's. Please make note of page two under the traffic pattern. The recommendation is to turn at Hawthorne Blvd (29R) or Crenshaw Blvd (11L) keeping the downwind leg over the industrial area. I am unsure when this was removed from the noise abatement procedure but is one of the major problems. Pilots constantly turn past Hawthorne or Crenshaw Blvd's causing undue noise and frustration for the residents of Torrance and Lomita.

The second document is a picture from the current noise abatement website which depicts the recommended flight path to take with red arrows, turning at Hawthorne and Crenshaw Blvd's, which is not adhered too.

Below are some additional points beyond the enforcement of the city's municipal code that needs to be explored as the number of flight operations has far exceeded what normal operations has previously been, which adds to the additional flight noise issues throughout the city.

Apply landing fees to all users, including aircraft based at the airport. While the City may be precluded legally from adopting landing fees for noise abatement, especially if they discriminate between based and transient aircraft. Instead, the fees should be for revenue generation and applied to all users, including aircraft based at the airport.

Renegotiate leases and permits and condition the lessees on compliance with all City noise abatement requirements and recommendations. Failure to comply should be grounds for termination of the lease/permit, if legally permissible.

Deny leases or permits to flight training schools. Do not approve any future permits and leases, and do not renew any existing permits and leases. In the meantime, **recommend that pilots training in the north pattern remain over commercial/industrial areas**, not residential areas north of 235th Street.

Add additional noise monitors to fill gaps between monitors on the west and east sides of the airport for more effective enforcement of the City's existing Code.

Enforce noise violations according to existing grandfathered TMC Section 51.7.3 and immediately ban any aircraft after its third noise violation, instead of taking them to prolonged hearing boards.

The City should consider all of the above options. While I'm sure it will take multiple combined actions to permanently resolve all the problems, and federal law may prevent the City from implementing some of the above actions. In that case, the City should consider closing and reopening as a private airport with legal authority to adopt its own noise abatement laws not pre-empted by federal law.

Regards,
Larry Ruben

Torrance Municipal Airport

Noise Abatement

Aircraft Noise Monitored 24 - Hours a Day

Noise Limits

0700 - 2200 Hours Mon.-Fri.	82 dB(A) Maximum Sound Level
2200 - 0700 Hours Mon.-Fri.	76 dB(A) Maximum Sound Level
0800 - 2200 Hours Sat., Sun., & Holidays	88 dB(A) SENEL (SEL)
2200 - 0800 Hours Sat., Sun., & Holidays	82 dB(A) SENEL (SEL)

Departure Curfew
(No departures without authorization)

Training

- 0800 - 2000 Hours Mon.-Fri.
- 1000 - 1700 Hours Sat.
- Prohibited Sundays, Holidays, and All Other Hours

Testing

Aircraft noise tests must be pre-arranged with the Noise Abatement Center

For Furthur Information Contact the Noise Abatement Center	
(310) 784-7950	0800 to 1700 Hours Daily (After hours answering machine)
(310) 784-7970	24 - Hour Taped Pilot Information

Radio Frequency:

Recommended Noise Abatement Procedures - VFR Only

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

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

Preferred Runway (VFR & IFR): 29R/11L

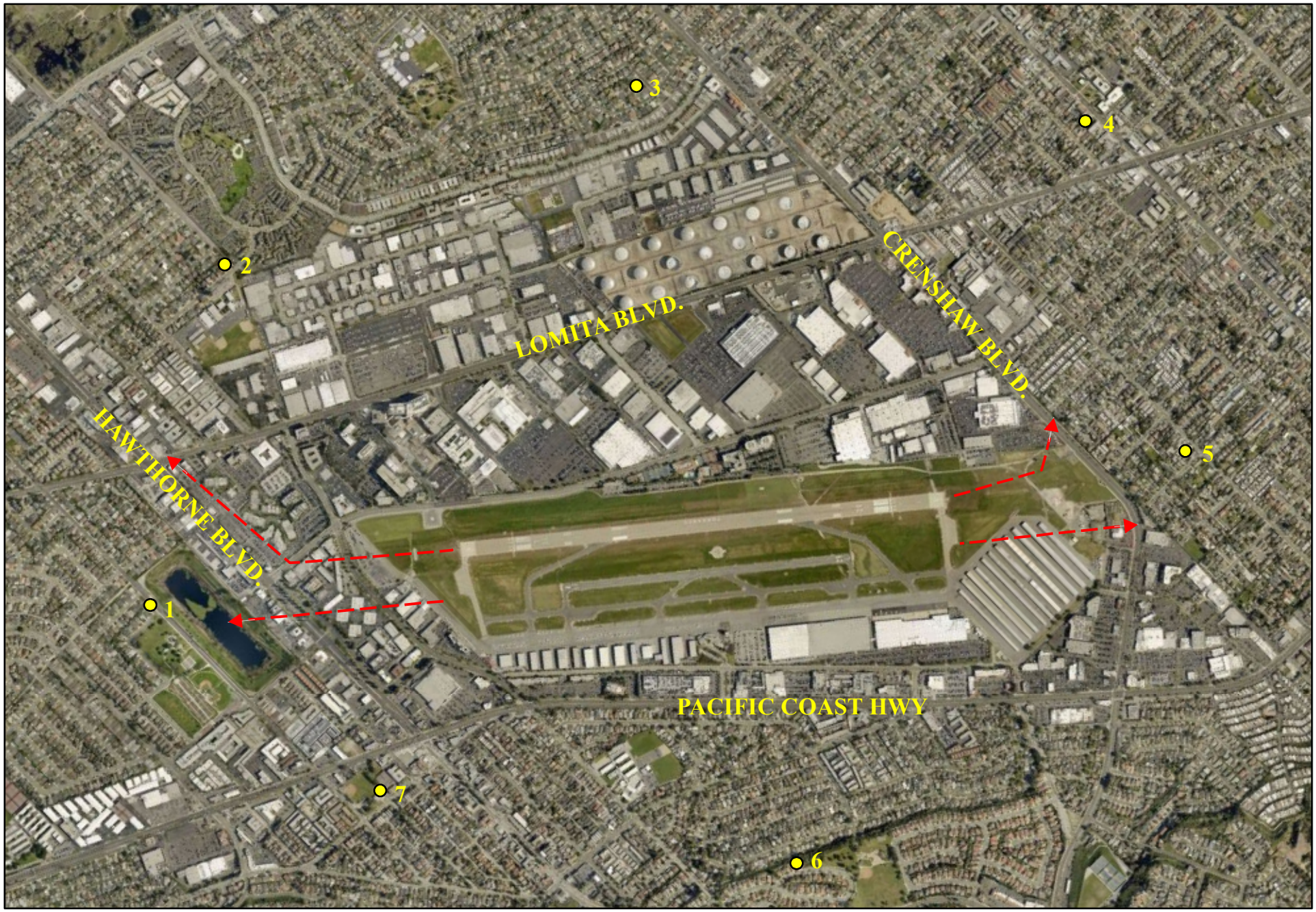
Pattern Altitudes: Single-engine 1100' MSL; twin-engine 1600' MSL

29R/11L Traffic Pattern:

Best rate of climb. Conditions permitting, turn at Hawthorne Blvd./Crenshaw Blvd. Keep downwind leg over industrial area as close to airport as possible.

Runway 29R

Standard Departure (North Turn)	Best rate of climb, 45° right turn prior to Hawthorne Blvd., cruise climb power to 1500' MSL.
Straight Out-	Best rate of climb to Hawthorne Blvd., then cruise climb power to 1500' MSL. No turns prior to shoreline (maintain runway heading).
Arrival Pattern Entry-	Midfield from Mobile Refinery area, using Control Tower as aiming point.
Straight In-	Recommend at least 1500' MSL until Union 76 Refinery and intercepting 4° VASI.



TORRANCE AIRPORT NOISE MONITORS

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

VFR ONLY

N E W S

TORRANCE COMMUNITY DEVELOPMENT GIS

Michelle G. Ramirez
Community Development Department

1392

T:\Mlai\Request\2008\aerials8x11l Airport Noise Monitors

Huizar, Carlos

From: Joe Goebel [redacted]
Sent: Wednesday, December 14, 2022 9:54 AM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

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

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

Huizar, Carlos

From: Gregory Hachigian [redacted]
Sent: Wednesday, December 14, 2022 8:59 AM
To: Huizar, Carlos
Subject: Public Comment--Reducing Airport Noise

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

As a pilot, I know the Torrance Airport is a jewel in our city.

Flying for so many, particularly the youth who are new pilots, or pilots in training, are so inspired by flight leading to careers that positively impact our city and our community and national strength.

Airports are a great economic engines and provide infrastructure for emergency disaster coordination and transportation. Few cities can boast such a wonderful resource.

A positive step, that would be far more effective than difficult to enforce landing fees, to reduce noise would be to eliminate touch-and-gos from the south runway. Aircraft are at full power when climbing in the airport pattern during these operations so restricting them would be a first, and measurable step to reducing noise.

Thank you for your consideration.

Gregory Hachigian
Commercial Pilot and Torrance Resident

Transportation Committee Meeting of
December 14, 2022

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

Members of the Transportation Committee:

SUBJECT: Transportation Committee – Late Supplemental Materials

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

Respectfully submitted,

By _____
Carlos Huizar
Management Associate

NOTED:

Aram Chaparyan
City Manager

Attachments: A) Public Correspondence

Huizar, Carlos

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

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

Mr. Huizar,

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

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

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

Respectfully,
Maxwell Schneller
[redacted]

Huizar, Carlos

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

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

Thank you again,

Jared

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

Get Outlook for iOS

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

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

Good Evening Mr. Yoshiki,

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

Respectfully,

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

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

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

Good evening,

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

Thank you,

Jared

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

Get Outlook for iOS

Huizar, Carlos

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

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

Sent from my iPhone
Chris Wendel
[redacted]

Huizar, Carlos

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

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

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

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

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

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

Sent from my iPhone
Chris Wendel
[redacted]

Huizar, Carlos

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

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

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

Sent from my iPhone
Chris Wendel
[redacted]

Huizar, Carlos

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

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

Sent from my iPhone
Chris Wendel
[redacted]

Huizar, Carlos

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

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

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

Sent from my iPhone
Chris Wendel
[redacted]

Huizar, Carlos

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

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

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

Sent from my iPad

Huizar, Carlos

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

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



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

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

STRICT ENFORCEMENT IN GENERAL

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

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

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

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

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

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

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

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

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

Sincerely,

Hydee Ong
Mesa Street resident

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

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

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Sincerely,

Hydee Ong
Mesa Street resident

Gonzaque, Alina

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

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

Sent from my iPhone

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