Zamperini Field
Torrance Municipal Airport

Noise Abatement Center
3301 Airport Drive
Torrance, CA 90505

Aircraft Noise Monitored - 24 Hours per Day

NOISE LIMITS

82 dB (A) Maximum Sound Level & 88 dB (A) SENEL (SEL)
0700 – 2200 Hours Monday – Friday
0800 – 2200 Hours Saturday, Sunday, & Holidays

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 need to await better weather conditions and depart VFR.

CURFEW DEPARTURE
(No curfew departures without Noise Abatement authorization)
76 dB (A) Maximum Sound Level & 82 dB (A) SENEL (SEL)
2200 – 0700 Hours Monday – Friday
2200 – 0800 Hours Saturday, Sunday, & Holidays

TRAINING
Taxi-back, and Low approaches permitted: ***

1000 – 1800 Hours Monday – Friday

****PROHIBITED:*** CITY OBSERVED HOLIDAYS, AND ALL OTHER HOURS, UNLESS IN THE EVENT OF AN EMERGENCY OR DIRECTED BY THE FAA-AIR TRAFFIC CONTROL TOWER (ATCT).

TOUCH & GO AND STOP & GO ARE PROHIBITED AT ALL TIMES.

No helicopter training allowed in the south pattern. Fixed wing training in the south pattern is discouraged to lessen impact on Noise Sensitive areas.

For list of Holidays (Noise Limit and Curfew Departure) and City Observed Holidays (Training), please visit: www.TorranceCA.Gov/NoiseAbatement.

SPECIAL NOISE CONSIDERATIONS
When taking off to the west, no left turn allowed prior to ocean or 1,500' altitude, unless directed by ATCT personnel.

TESTING Aircraft noise tests must be pre-arranged with the Noise Abatement Center

FOR FURTHER INFORMATION CONTACT THE NOISE ABATEMENT CENTER

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

EMAIL NoiseAbatement@TorranceCA.gov

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.

RECOMMENDED NOISE ABATEMENT PROCEDURES-VFR ONLY

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

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

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

RUNWAY 29R

Departure
Straight Out- Best rate of climb, 45° right turn prior to Hawthorne Boulevard, cruise climb power to 1500' MSL.

Straight Out- Best rate of climb to Hawthorne Boulevard, the cruise climb power to 1500' MSL. Maintain Runway heading. No turns prior to the ocean or 1500' MSL is recommended due to higher terrain and noise sensitive areas.

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

Straight In- Recommend at least 1500' MSL until refinery west of the Vincent Thomas Bridge, Union 76 Refinery and intercepting 4° VASI.

RUNWAY 29L

Departure
Straight Out- Best rate of climb to Hawthorne Boulevard, then cruise climb power to 1500' MSL. Maintain Runway heading. No turn prior to the ocean or 1500' MSL is recommended due to higher terrain and noise sensitive areas.

Arrival
Straight In- Recommend at least 1500' MSL Recommend at least 1500' MSL until refinery west of the Vincent Thomas Bridge, Union 76 Refinery, and intercepting 4° VASI. Avoid flying south of 29L centerline due to higher terrain.

RUNWAY 11L

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

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

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

RUNWAY 11R

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

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

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

TORRANCE AIRPORT NOISE MONITORS

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

VFR ONLY

N E S W

TORRANCE COMMUNITY DEVELOPMENT GIS

Michelle G. Ramirez
Community Development Department

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Noise Abatement Procedures (Propeller-driven Aircraft)

TORRANCE MUNICIPAL AIRPORT Torrance, California