Council Meeting of
December 9, 2008

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

Members of the Council:

SUBJECT: General Services – Request to Accept and File Report on Use of Jet Fuel at Torrance Municipal Airport – Zamperini Field.

RECOMMENDATION

Recommendation of the General Services Director that the City Council accept and file the Airport Commission's Committee report regarding the use of jet fuel at Torrance Municipal Airport – Zamperini Field.

FUNDING

Not applicable

BACKGROUND

Concurrent with the Airport Commission's work plan, an ad hoc Committee of the Commission was formed to recommend policy changes to capitalize on general aviation's growth segments. This Committee chose to analyze the City's current policy regarding the sale and storage of jet fuel at the Airport.

The Committee completed its study and generated a report which was presented to the Airport Commission on June 12, 2008. At that meeting, the Committee recommended that the Commission concur with the Committee's report advocating the use of jet fuel at the Torrance Airport, and further recommended that the a consultant be hired to address issues brought forward by the City. These issues are:

- Environmental assessment requirement regarding the increase in fueling sites and the specific elements related to the sale and storage of jet fuel at Torrance Airport

- Use of jet fuel in regards to the Airport's Master Plan, and a review of the agreements reached with the City of Lomita in relation to the adoption of that plan

- Input from the Torrance Fire Department related to the viability of underground tanks or the constraints that might be seen regarding above ground fuel storage locations

- Input from the Community Development Department as to any impact on the City's carbon footprint.

Input was also received from numerous Torrance and South Bay residents, as well as the Commission itself. The majority of Torrance residents who participated in discussions at the Airport Commission meetings have expressed their opposition to the

use of jet fuel. The City of Lomita also disagreed to the potential use of jet fuel in a letter dated January 15, 2008 (Attachment A). The Airport Commission concurred with the Committee's recommendation by a 5-2 vote.

ANALYSIS

A concurrence with the Airport Commission's recommendation would require a reevaluation of the City's current policy. This would require extensive staff time, community outreach to Torrance and surrounding cities, and larger issues such as environmental implications. To research the environmental impact, a consultant would be retained to conduct a study and produce a full report.

Consideration to allow the sale of jet fuel at the Airport is also in direct conflict with current lease allowances on the airfield. All leases on the Airport property are structured with City policy prohibiting the sale of jet fuel. Aeronautical businesses under the purview of those leases include flight schools, charter flights and aircraft repairs.

Due to the large amount of interest generated from this issue, all Torrance homeowners associations, as well as neighboring Cities, have been notified of this item. Several concerned citizens were also specifically notified per their request. In addition, a copy of the June 12, 2008 Airport Commission Item, along with correspondence from the public was made available in the City Clerk's office during regular business hours and in the Council Chambers the evening of the meeting.

If staff receives direction to proceed, consultant costs would then be brought forward for the Council to consider. Funding would be identified at a later date as funds are not available in the Airport operating budget,

Respectfully submitted,

SHERYL BALLEW
General Services Director

By _____
Shant Megerdichian
Facility Operations Manager

Concur:

Sheryl Ballew
Sheryl Ballew
General Services Director

LeRoy J. Jackson
LeRoy J. Jackson
City Manager

Attachments:
A – Letter from City of Lomita
B – Excerpt of Minutes from June 12, 2008 Airport Commission Meeting
C – Airport Commission Item of June 12, 2008 (Limited Distribution)
D – Emails received after June 12, 2008 Airport Commission Meeting (Limited Distribution)

ATTACHMENT A

CITY COUNCIL

Ken Blackwood
Susan Y. Dever
Margaret Estrada
Don Suminaga
Barry Waite

ADMINISTRATION

Tom A. Odom
CITY MANAGER

Dawn Tomita
CITY CLERK

CITY OF LOMITA

January 15, 2008

Zamperini Field Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA 90503

RE: Policy Change/General Aviation Growth Sub-Committee's Study of Jet Fuel and City of Lomita Comments

Dear Chairman and Commissioners:

The City of Lomita would like to take this opportunity to provide the Torrance Airport Commission and the City of Torrance our comments relative to the existing policy that prohibits the sale and storage of jet fuel at the Airport.

It is our understanding that the current policy states "that there shall be no storage or sale of jet fuel on the Airport, with the exception of one lease which allows it for use in the manufacturing process only." The City of Lomita is very concerned about any proposed policy which would go beyond what is currently allowed. Our concerns are predicated on a number of environmental issues that would be detrimental to the quality of life in Lomita neighborhoods that are directly in the flight path of approaching jet aircraft en route to the Torrance Airport. These issues include increased noise and pollution that will be generated as a result of additional jet aircraft in search of fuel. The potential buildup of jet air traffic will dramatically increase the risk of accidents and it is important to note that three single engine propeller aircraft have crashed in Lomita neighborhoods over the past few years. These incidents have resulted in the death of pilots and caused significant property damage and trauma for residents involved in these unfortunate events. Increased jet air traffic will only compound the risk to the public safety for our residents and obviously the Torrance Airport Commission cannot assure residents that a jet aircraft will not crash and explode into a fireball in our densely populated neighborhoods, or any surrounding neighborhood for that matter.

The airspace at the Airport is crowded with frequent takeoffs and landings including helicopters from the Robinson facility. Expansion of the existing policy to allow sale and storage of jet fuel will increase safety risk, noise and pollution to surrounding neighborhoods in Lomita and Torrance.

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At a minimum, a study of the noise, safety and pollution problems that may be associated with the sale of jet fuel at the Torrance Airport utilizing Santa Monica Airport and other similar sized facilities as a model should be conducted. Furthermore, a subcommittee comprised of three pilots to review a policy change, in our mind, is not an acceptable process to render an objective opinion or recommendation of this magnitude which affects the quality of life for so many individuals.

The City of Lomita respectfully request that the Policy Subcommittee and the Airport Commission carefully consider the possible ramifications in recommending any changes to the current policy that prohibits the sale and storage of jet fuel at the Airport.

Thank you for your time and consideration of this matter.

Sincerely,

Margaret Estrada
Mayor

Cc: City Council
City Attorney
Mayor and City Council, City of Torrance

EXCERPT OF MINUTES

√ **Minutes Approved**
~~☐ Minutes Subject to Approval~~

June 12, 2008

MINUTES OF A REGULAR MEETING OF THE AIRPORT COMMISSION

1. CALL TO ORDER

The Torrance Airport Commission convened in a regular session on Thursday, June 12, 2008 at 7:00 p.m. in City Council Chambers at Torrance City Hall.

2. ROLL CALL

Present:	Commissioners Adams, Dingman, Fitch, Phillips, Rhilinger, Tymczyszyn and Chairperson Gates.
Absent:	None.
Also Present:	Facility Operations Manager Megerdichian.

6. ACTION ITEMS

6A. COMMITTEE REPORT RE: USE OF JET FUEL AT TORRANCE MUNICIPAL AIRPORT—ZAMPERINI FIELD

Chairperson Gates stated that Commissioners are not elected and are not part of the political process, adding that City Council appoints Commissioners who have subject matter expertise and applicable experience. He noted that the Commission does not set policy or make policy decisions but studies issues, identifies key factors, finds and documents related facts, and makes recommendations based on those facts. He stated that informed opinion based on verifiable data can be useful but uninformed opinion based on myth, fabrication, or unverifiable information is not useful.

Facility Operations Manager Megerdichian presented a brief overview of the process for this meeting. He stated that the Policy Change and General Aviation Growth Committee is requesting that the Commission accept its report on jet fuel at Torrance Airport and that it recommends that a consultant be hired to address issues brought forward by the City that are outlined in the material of record.

Committee Chairperson Adams reported that the Committee met two or three weeks ago and voted to bring the jet fuel report to the Commission for its concurrence and, if it concurs, that it recommend that a consultant be hired to further review issues set forth by the City.

Chairperson Gates stated that the Committee worked on the study for over six months and originally requested that the public provide them with information and data, adding that they received mostly unsupported opinion and little useful data.

Commissioner Tymczyszyn discussed how and why the Committee chose to revisit the ban on jet fuel, noted that City Council approved the Commission Work Plan in 2007, and quoted part of the City's Commissioner Manual regarding the function of Commissions. He stated that he has made several observations and responded to a criticism that two pilots are on the Committee by asserting that he has nothing to gain or lose with this issue. He also noted that 95% of negative comments were submitted before

before the study was released. He maintained that jets using the Airport give all their fuel tax revenues to neighboring airports and that all types of aircraft, regardless of type or age, must meet City noise limits. He concluded by stating that the Committee has uncovered major problems in maintaining the current policy and urged the Commission to forward the report to City Council for consideration.

Commissioner Rhilinger complimented Committee members for their efforts but stated that she does not agree with the report. Her reasons are that hiring a consultant would be expensive, that no single individual has come forward saying that jet fuel is needed, and that information from the Noise Abatement System has not been available.

Chairperson Gates shared her frustration regarding the Noise Abatement System and pointed out a letter from a jet owner in Appendix B stating the problems he encounters by not being able to purchase jet fuel at the Airport.

Commissioner Tymczyszyn stated that he visited several Fixed Based Operators and that every one is in favor of allowing jet fuel, adding that they are afraid of repercussions from the City if they come forward.

Commissioner Fitch thanked Committee members for their efforts and apologized for referring to the Airport Master Plan as the "Airport's Bible." She stated that a Master Plan gives overall guidance and includes everything in view of the circumstances or conditions at the time. She requested that staff provide further clarification regarding its issues of concern, specifically in respect to Robinson Helicopter. She discussed an ordinance and resolution passed by City Council addressing commercial flights and aircraft weight restrictions, adding that the City website provides information regarding weight restrictions, banned aircraft, and limitations on based aircraft. She asked staff how many aircraft are based at the Airport and which types of aircraft are banned.

At 7:35 p.m., Chairperson Gates welcomed public input.

Adam Geczi, Ladeene Avenue, expressed concern about the hastily developed recommendation and stated that progress is made only when all members of a community benefit, adding that one's benefit should not be made at the expense of another.

Mike Reis, Reese Road, expressed his opposition to changing the jet fuel policy due to concerns about noise, safety of residents and schools, and expense.

Barry Jay, Brian Avenue, stated that he is opposed to the jet fuel ban and that the report does not address statistics provided by the NTSB regarding safety of aircraft.

James Casey, Camino de las Colinas, stated that he does not see sufficient benefit to remove the ban and expressed concern about schools and hospitals under the flight path, increased air traffic, pollution, health issues, and tankers carrying jet fuel.

Ernie Moore, Avocado Street, Lomita, stated that he is adamantly opposed to changing the jet fuel policy, that the Committee's report is deeply flawed and biased, and discussed increased pollution, traffic, noise, and safety concerns.

Jim Ellingson, Camino del Campo (no speaker card), stated that he hopes that the ban will be released and jet fuel be allowed to be sold.

Stu Peterson, Draille Drive, expressed concern about noise, safety, pollution, and decline in property values and recommended maintaining the current ban, adding that inconvenience of not allowing jet fuel keeps air traffic to a minimum.

John Bailey, representing Southeast Torrance Homeowners' Association, stated that City Council did not request the study, that the newly elected Councilmembers have voiced opposition to jet fuel at the Airport, that hiring a consultant is a waste of taxpayers' money, and that a subcommittee comprised of a majority of pilots is not an acceptable process to render an objective opinion.

Greg Diete, Paseo del la Playa, submitted his letter to City Council, discussed recent jet aircraft activity over Riviera Village, and stated that increasing air traffic is a serious mistake and a disservice to the community.

David Henseler, Singingwood Drive, representing Country Hills Homeowners' Association, stated that the consensus of his Association is opposition to the use of jet fuel. He noted that Committee members are pilots but not experts, that the analysis of property values is flawed, and that the report does not acknowledge public input.

Michael Wermers, Audrey Avenue, stated that he opposes jet fuel and submitted part of the 245 opinion polls addressed in Appendix C.

Amy Feller, Oak Street, Lomita, suggested that Chairperson Gates request a show of hands of how many people have read the Committee's report rather than ask each speaker individually.

John Barnett, Acadia Avenue, stated that the report omits data regarding jet helicopters, that he is opposed to the sale of jet fuel, and received clarification from Chairperson Gates that the Airport is self-sufficient.

Randy Klinnenberg, West 231st Place (no speaker card), stressed the importance of learning from mistakes, that jet fuel all over the world has increased noise, air traffic, pollution, and health problems, and has proved harmful to property values and habitats.

Steve Duckworth, Redbeam Avenue, noted an increase in jet traffic in the past ten years and stated that he supports keeping the ban in place.

Winifred Robb, Rockefeller Lane, Redondo Beach, inquired how much a consultant would cost and at what level in the political process does public input become important. She suggested that Commissioners go ahead and vote now so that public members can address their concerns to City Council.

Jackie Decker, Carlow Road, voiced opposition to lifting the jet fuel ban due to increased noise concerns.

Norma Hotsleger, West 230th Street (no speaker card), stated that she cannot imagine anyone wanting to live near an airport due to noise and safety considerations.

Pamela Moran, Via del Valle, stated that peoples' opinions matter, that the title of the report suggests that use of jet fuel will grow, that the Committee has no way of knowing the effects of removing the ban, and that the report is flawed and one-sided.

Don Clounch, West 238th Street, asserted that City Council will listen to public opinion, that it is irresponsible of the Commission to have this issue go before them, and that the report is a justification to sell jet fuel by a limited group of professionals.

Joseph Cruz, Mesa Street, stated that he does not understand the form of methodology used in the report, noting a lack of contextual analysis of public opinion.

Michael Safani, Calle de Madrid, maintained that the study does not have a sound methodology or statistical analysis to prevent bias in its conclusion. He stated sale of jet fuel would cause more noise, pollution, and less safety.

Newt Young, Hickory Avenue, voiced his opposition to jet fuel due to increased traffic, noise, and pollution and questioned who would benefit.

Joe Arciuch, Kathryn Avenue, stated that the Committee used a double standard in evaluating and interpreting public input versus conclusions made in the report and questioned the validity of conclusions reached.

Joyce Jimenez, Patronella Avenue (no speaker card), suggested that Commissioners vote not to concur with the Committee's recommendation and save City Council and staff time, trouble, and expense.

Andrew Yeto, Lomita, voiced opposition to removing the ban due to noise, increased air traffic, increase in the air traffic controllers' job, and safety concerns, adding that there is no public outcry for jet fuel and that the report is one-sided.

Ronald Rennie, Saddle View Road, Lomita, expressed opposition to lifting the ban due to noise and safety considerations, adding that jet fuel will attract larger jets.

Stanford Orfila, Ocean Avenue, stated that the premise of the report is that the Airport must grow. He noted that the Airport was originally intended to be a general aviation airport and that it should stay that way.

Tom Rische, Carlow Road, described past plane crashes, stated that the Committee's report is biased and unscientific, and questioned who asked for the report and why Committee meetings were not open to the public.

Facility Operations Manager Megerdichian stated that the Committee acted legally in deciding to meet separately.

Frank Stapleton, Antonio Street, Madrona Homeowners' Association, stated that at a recent Association meeting there was general opposition to changing the policy regarding jet fuel, adding that he has observed an recent increase in aircraft noise.

Commissioner Rhilinger noted that public comments will be forwarded to City Council in the form of meeting minutes.

MOTION: Commissioner Tymczyszyn moved to concur with the Committee's report regarding the use of jet fuel at Torrance Airport and that a consultant be hired to address issues brought forward by the City. Commissioner Adams seconded the motion; a 5-2 roll call vote was reflected as follows:

AYES: Commissioners Phillips, Adams, Gates, Tymczyszyn, and Dingman.
NOES: Commissioners Fitch and Rhilinger.

The Commission was in recess from 9:25 p.m. to 9:38 p.m.

###

Airport Commission Meeting of
June 12, 2008

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

Members of the Commission:

SUBJECT: Request from Committee that the Airport Commission Accept Report on Jet Fuel and Recommend Consultant to Further Review Issues as Set Forth by City of Torrance.

RECOMMENDATION

The Committee formed to study policy changes to capitalize on general aviation's growth recommends that:

1. The Airport Commission concur with the Committee's report regarding the use of jet fuel at Torrance Municipal Airport – Zamperini Field, and
2. If the Commission votes to accept the report, that a consultant be hired to address issues brought forward by the City.

FUNDING

Funding is not applicable.

BACKGROUND

Concurrent with the Airport Commission's work plan, an ad hoc Committee of the Commission was formed to recommend policy changes to capitalize on general aviation's growth segments. This Committee chose to analyze the City's current policy regarding the sale and storage of jet fuel at the Airport.

The Committee completed its study and generated a report which was presented to the Airport Commission on April 10, 2008. At that time, Staff asked that the Commission take no action and requested the report be made available to the public for a minimum 30-day period. Staff also outlined several areas of concern which needed to be addressed related to the Committee's findings and recommendation. These issues are:

- Environmental assessment requirement regarding the increase in fueling sites and the specific elements related to the sale and storage of jet fuel at Torrance Airport

- Use of jet fuel in regards to the Airport's Master Plan, and a review of the agreements reached with the City of Lomita in relation to the adoption of that plan

- Input from the Torrance Fire Department related to the viability of underground tanks or the constraints that might be seen regarding above ground fuel storage locations

- Input from the Community Development Department as to any impact on the City's carbon footprint.

Input was also received from numerous Torrance and Lomita residents, as well as the Commission itself. The Airport Commission concurred with Staff's recommendation and took no action at that time.

At the May 8, 2008 Airport Commission meeting, the Committee presented answers to questions posed at the April 10th meeting. These answers are reflected in a final revised report presented by the Committee. (Attachment A)

ANALYSIS

With the 30-day period expired, the Committee felt that they had addressed the concerns brought forward from the public and the Commission at the April meeting. It also felt that the issues brought forward by City Staff were too large and encompassing to address on their own.

The Committee feels that if the Airport Commission concurs with the report, the next step would be to recommend the acquisition of a consultant to address the City's concerns. Costs are unknown at this point. If recommended, Staff would present the costs in an agenda item to be brought forward to the City Council. If the Commission does not concur with the Committee's recommendation, then no further action regarding the use of jet fuel will be taken.

Respectfully Submitted,

Clark Adams, Committee Chair

Jim Gates, Committee Member

William Tymczyszyn, Committee Member

Attachments:
A – Revised Final Report (Study #1: Jet Fuel Policy) from Committee
B – Airport Commission Item of April 10, 2008
C – Emails and Letters Received in Response to Jet Fuel Report of April 10, 2008

Attachment A

TORRANCE AIRPORT COMMISSION

Committee to Recommend Policy Changes
to Capitalize on General Aviation Growth Segments

Report on

JET FUEL POLICY

12 June 2008

Committee Members:

Clark Adams, Chairman
Jim Gates
William Tymczyszyn

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SECTION 1: STUDY DEFINITION

In accordance with its approved Work Plan, the Torrance Airport Commission formed a committee to evaluate city policies related to the Torrance Airport to:

1. evaluate whether a particular policy has satisfactorily performed its intended function,
2. evaluate whether a policy has resulted in adverse, unintended results,
3. determine whether policy changes should be recommended to City Council, and to
4. recommend what those changes should be.

A number of policies were identified as potential topics. The committee selected, as its first study, to evaluate the ban on jet fuel sales at the airport.

The Committee solicited inputs and supporting data from all airport stakeholders: users, businesses on and off the airport, and the surrounding community. Copies of the study plan (Appendix A) were distributed to all Torrance homeowners associations, airport businesses, the Torrance Airport Association, and other stakeholders. The Daily Breeze supported wide distribution of the plan through a news article. Airport users were surveyed regarding their current use of the airport, airport operations personnel were interviewed to discover their observations, and airport personnel at other local airports were surveyed. All persons wishing to provide data or inputs to this study were requested to provide contact information to the committee in order to verify its source and in case the committee had questions about the data or comment.

The Study Plan requested observations and supporting data to evaluate this issue from the following aspects.

- Projected future technology changes that might impact this policy
- Effects on Torrance-based aircraft
- Effects on transient aircraft traffic
- Effects on airport businesses
- Effects on safety
- Effects on surrounding neighborhoods
- Other considerations that might be suggested by stakeholders.

The Committee evaluated all information submitted to it and performed additional searches of data sources pertinent to the issue. The Committee believes that the information contained in this report is representative of all sides of this issue, although it cannot possibly be all-encompassing. The committee decided to include only that information in its report that can be traced to specific verifiable sources. If requested, the committee agreed to withhold names from the report, as long as it could trace that information to an individual or published source.

The Committee defined a number of terms to be used in the study:

Jet aircraft: Any aircraft deriving its power for flight from a turbine engine.
Turbojet: A turbine engine in which all air accelerated by the engine for thrust goes through the combustion cycle.
Turbofan: A turbine engine in which some of the air accelerated by the engine for thrust bypasses the combustion cycle.
Turboprop: A turbine engine in which some of the air accelerated by the engine for thrust passes through an unducted fan or propeller.
Jet fuel: A form of kerosene which meets the specifications for Jet-A.
Operation (FAA): A landing or a takeoff of an aircraft.

Diesel aircraft: Any aircraft deriving its power for flight from a piston engine using Jet-A fuel

Section 2 of this document reviews the policy history of the jet fuel ban to understand the effects which this policy had *hoped* to produce.

Section 3 summarizes the process used in this study to establish the actual consequences (both intended and unintended) of that policy today.

Section 4 reviews all of the arguments and supporting data that has been submitted to the Committee in support of the current policy.

Section 5 presents the Committee's conclusions, the reasoning and data behind those conclusions, and recommendations for changes to the policy banning the sale of jet fuel.

Appendix A is the study plan initially published in October 2007 and provided to all homeowners associations, the Daily Breeze, and anyone who requested it. Finally, public communications that were sent to the committee and could be traced to a verifiable source are provided in Appendix B. Appendix C contains additional information, some of which could not be traced to verifiable sources. Appendix D contains comments made at the 10 April Airport Commission meeting with an analysis and response from the Committee.

SECTION 2: HISTORY OF JET FUEL POLICY AT TORRANCE

The Torrance Airport, which has existed since the 1930s, has become an irreplaceable transportation asset for the entire South Bay as well as a convenient recreational facility for the South Bay area. Many changes have occurred over the years, resulting in current airport policy.

1960's: The first jet business aircraft capable of operating at Torrance were pure turbojets. These aircraft were extremely loud by comparison to today's turbojet, turbofan, turboprop, and propeller driven diesel powered aircraft, all of which utilize jet fuel (Jet A).

1975: The City of Torrance commissioned an in-depth study of the noise environment around the Torrance Municipal Airport for current and future operations. The study was performed by the consulting firm Bolt, Beranek and Newman Inc. (BBN). The study predicted traffic rates to more than double over the following 20 years.

The executive summary of the BBN study stated:

> *The study shows that under the California Noise Standards, the airport does not have a "noise problem".*
>
> *The projected growth in traffic will cause an increase in the noise exposure; however, provided there is a restriction on operations of aircraft noisier than those currently in use, this increase will be insufficient to cause a "noise problem". The introduction of aircraft such as the noisier business jets would cause a significant increase in noise exposure. Turbofan aircraft such as the Cessna Citation need not be restricted because their noise characteristics are comparable to those of the small two-engine aircraft currently using the airport.*

The BBN study concluded:

> *Noise monitoring offers a means of measuring actual noise exposure over periods of years. Noise monitoring provides a direct means of enforcing noise level limits on aircraft operations. By setting reasonable noise level limits, operations at the Torrance airport would be open to all types of aircraft that can meet the accepted noise criteria, providing a more flexible mode of judging acceptable aircraft than one based on arbitrary definition or arbitrary statements of engine type.*

1974: Torrance Airport was ranked as the second busiest general aviation airport in the country with 428,273 operations. There were 21,413 noise ordinance violations

1975: The City banned all "jet" aircraft from using the airport.

1979: The general ban on "jet" aircraft was rescinded after a similar ban in Santa Monica was overturned in a legal challenge. The Torrance ban on jet fuel sales and jet aircraft hangar storage were retained.

The City implemented a noise abatement program effectively limiting noisy aircraft that come into Torrance airport. This program does not specify specific types of aircraft; rather, it specifies noise limitations.

1990: The City banned general jet fuel sales; however, sales of jet fuel were allowed under "emergency" situations to enable an aircraft to safely take off and seek fuel elsewhere.

Study #1: City Policy on Jet Fuel Sales and Storage

1995: The City rescinded the policy allowing "emergency" jet fuel sales, resulting in the complete ban of jet fuel sales at Torrance airport.

2002: For the 12-month period ending August 31, 2002 (the latest period for which information is available), there were 278 noise violations—just 1.3% of the 1974 figure.

2007: Torrance ranked as number 40 on the list of general aviation airports, with about 170,000 operations—far less than half the level in 1974 and much less than one-fifth the level which BBN had concluded would still be insufficient to cause a noise problem.

2008: A new state of the art noise monitoring system is now in the final stages of installation and testing. Violators will be more easily identified with this new system.

Summary: Since the inception of the City's Noise Abatement Program, less than one half of one percent of all flights resulted in a noise violation. Types of aircraft that cannot meet the stringent noise controls are banned from the airport. Stated another way: any aircraft that meets the existing size, weight and noise limitations, regardless of fuel or engine type, cannot be restricted from using Torrance Airport.

Based on public comments, however, many in the community surrounding the airport continue to believe that:

1) the ban on the sale of jet fuel restricts or discourages jet aircraft from using the Torrance Airport, and

2) removing the ban will attract many more jet aircraft to the airport than would normally come.

The Committee set out to evaluate the validity of these beliefs and to determine if the ban on jet fuel sales has had and/or will have unintended, adverse effects on the community.

SECTION 3: THE STUDY AND ITS RESULTS

The committee began its study with an invitation for all interested parties to provide data for use in the evaluation (Appendix A). It also interviewed airport operations personnel and some of the airport businesses to understand the current state of operations and background of the jet fuel ban. Information on actual operations of jet aircraft was solicited directly from the operators, since neither the FAA nor the City keep that information.

3.1 Survey of Jet Aircraft Operators at Torrance Airport

The committee recorded the registration numbers of transient jet aircraft using the airport beginning in December 2007. Owners of 28 jet aircraft were identified through FAA records, and a survey was sent to each asking for data on their operations. Some data was obtained directly from pilots of aircraft at the airport. Although this does not account for all transient jet aircraft visiting the airport, it does represent a fairly random sample. Thirteen written responses were received from operators or pilots of transient aircraft:

ID	Annual Torrance Flights	Likely Jet Fuel Purchases at TOA (gal/yr)	Extra Refueling Flights from TOA (Annually)?	Avoid TOA because of jet fuel ban?
?	20	10,000	10	Yes
N251FX	25	8,750	Yes	Yes
N392QS	60	30,000	No	Yes
N441A	100	20,000	Yes	Yes
N576RG	10	1,000+	No	No
N606FX	15	800	Yes	Yes
N607FX	4	2,400	Yes	Yes
N679QS	2	200	No	Yes
N683QS	2	600	Yes	Yes
N707AV	Many	1,200	Yes	No
N715CA	250	10,000	12	No
N920TT	24+	3,840	Yes	No
N960SD	3	0	No	No

Some of the 13 respondents reported avoiding Torrance (when other alternatives existed) because of the jet fuel ban, but they still came to the airport many times (more than 220 visits per year). Of these 13 respondents, all but 4 of them reported making extra flights just to obtain fuel at neighboring airports.

Annual jet fuel purchases (if it were available at Torrance) by responding transient aircraft are estimated to be 88,000 gallons—an annual total of more than 170,000 gal when extended to all 28 transient aircraft identified.

One of the fractional operators, whose aircraft visit Torrance more than once weekly, stated that they annually purchase 450,000 gal of jet fuel at Long Beach, but that included flights where Long Beach was the destination as well as those made from Torrance just to refuel.

The total projected jet fuel purchases at Torrance cannot be accurately predicted without an estimate of the total number of transient aircraft actually visiting the airport.

The ten operators of jet aircraft based at Torrance were also surveyed and five written responses were received:

Aircraft ID	Annual Torrance Flights	Projected Annual Fuel Purchase at TOA (gal)	Extra Fuel Flights from TOA (Annually)
N1MA	100+	10,000	50
N27VE	146	10,000	Yes
N425KC	48	3,000	No
N441GA	100	8,000	Yes
Haralambos	100+	3,000?	100

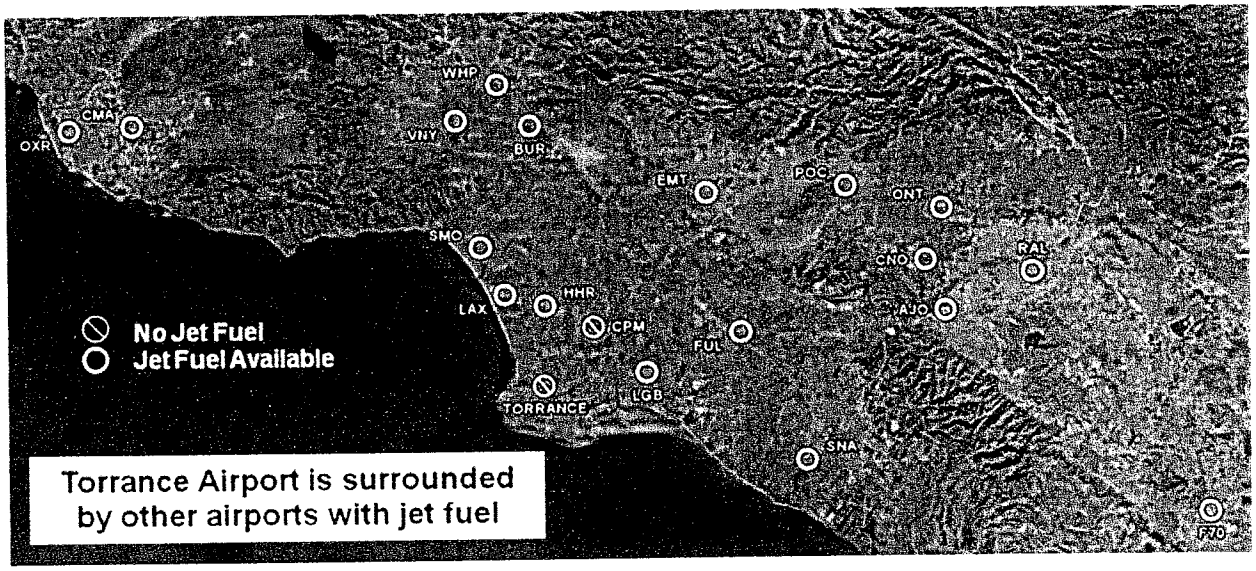
These five respondents report over 150 of their annual flights were extra flights just to obtain fuel from neighboring airports—30% of their total flights. Annual jet fuel purchases by Torrance-based aircraft (if it were available at Torrance) are estimated to be an additional 68,000 gallons if extended to all 10 based aircraft.

Conclusion: Based on this survey, the committee concluded that:

- ***the ban on jet fuel sales is not a significant deterrent to jet aircraft using the airport,***
- ***the ban on jet fuel sales causes hundreds of extra jet flights per year to be made from Torrance only to refuel at neighboring airports,***
- ***airport businesses could realize significant additional revenue if the ban were lifted,***
- ***as a result, city tax revenues from these sales would be collected in Torrance rather than by other cities.***

3.2 Availability of Jet Fuel at Neighboring Airports

Eighteen other airports within 50 miles of Torrance Airport sell jet fuel, including six with jet commercial passenger service. Only one, Compton Airport, does not. These are shown on the area map, below.



A comparison of airports within 50 miles of Torrance is shown below.

Airport	ID	Max Runway Length (ft)	Have Exec FBOs & Maintenance	Operations per Day	Commercial Passenger Operations?
Ontario	ONT	12,197	1	373	Yes
Los Angeles	LAX	12,091	1	1388	Yes
Long Beach	LGB	12,000	5	1106	Yes
Van Nuys	VNY	8,001	6	1381	No
Chino	CNO	7,000	3	453	No
Burbank	BUR	6,886	1	344	Yes
Camarillo	CMA	6,013	4	420	No
Oxnard	OXR	5,953	2	236	Yes
John Wayne	SNA	5,701	1	915	Yes
Riverside	RAL	5,401	1	280	No
Torrance *	TOA *	5,001	No	474	No
Santa Monica	SMO	4,973	1	452	No
Hawthorne	HHR	4,956	1	220	No
LaVerne-Brackett	POC	4,839	No	317	No
Whiteman	WHP	4,120	No	318	No
El Monte	EMT	3,995	No	434	No
Cable	CCB	3,864	No	252	No
Compton *	CPM *	3,322	No	181	No
Corona	AJO	3,200	No	186	No
Fullerton	FUL	3,121	No	222	No

Compiled from AvWeb and FAA data
* = no jet fuel available

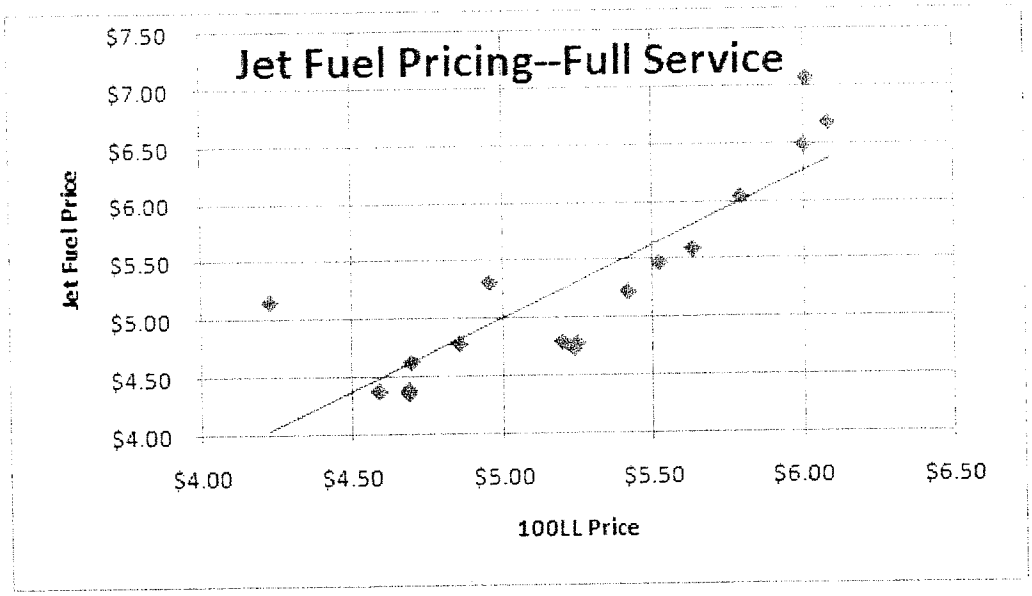
Ten of those airports have runways longer than does Torrance; six of those ten have executive fixed base operators and/or jet maintenance available.

The only source of aircraft that might be attracted to Torrance if jet fuel were available would be Compton Airport. Compton, however, has no current jet aircraft based at the airport and its runway is only 3,300 feet long.

Conclusion: Lifting the ban on sale of jet fuel sales will not attract jet aircraft that are not already planning to land at Torrance.

3.3 Jet Fuel Pricing

The Committee reviewed the prices charged for 100LL at airports within 30 miles of Torrance and found that the price for 100LL aviation gasoline at Torrance is about average for the market at $4.55/gal in February 2008. A comparison of 100LL price and jet fuel prices for those airports with both types was made.



There is a strong relationship between the price charged for 100LL and that charged for jet fuel at the same airport by the same FBO. Full service for 100 LL in February 2008 ranged between $4.23 and $6.09 at the airports within 30 miles of Torrance and full service jet-A ranged between $4.36 and $7.08. At Torrance, the full service 100 LL price was $4.86 at that time.

Conclusion: The price likely to be charged for jet fuel at Torrance will be comparable to the other eleven airports within 30 miles--providing no incentive for jet aircraft to make a transient stop at Torrance solely to purchase jet fuel.

3.4 Facilities and Passenger Market

Both Van Nuys and Santa Monica have facilities catering to jet charter, jet air taxi, and corporate jet customers. Hawthorne has, until just recently, not had any of these services (exclusive of Northrop Grumman flight operations) and has had less jet traffic than has Torrance. In September 2007, Million Air, an executive FBO catering to executive jet operations, obtained a lease to operate the Hawthorne Airport. Discussions with Bruce McCall (manager of Million Air at Hawthorne) in February 2008 revealed that he expects success in attracting more business by pricing jet fuel very low and adding upgraded executive FBO facilities. He plans to add jet maintenance, interior shop, and additional executive size hangars at Hawthorne, where he has a 50-year lease for the entire airport. He believes that availability of executive jet FBO services and low fuel price are key factors in attracting jet operations. It is too soon to evaluate the success of his strategy, but visits by committee members have not shown any visible increase in jet traffic as of the middle of March 2008.

The levels of jet traffic at Van Nuys and Santa Monica indicate that the most important factors in the amount of jet traffic are runway length, availability of executive jet FBO services, and passenger demand. Geography and demographics of the West L.A., Santa Monica, Beverly Hills, Culver City, Hollywood, L.A. and San Fernando Valley regions drive the high levels of business jet activity found at Santa Monica Airport, Burbank, Van Nuys, and LAX. Torrance airport has no executive facilities, no jet aircraft maintenance facilities (nor the space to construct such services), and the passenger demand is far lower. Compared to these airports to the north, the demographics of the South Bay do not point to an increase in jet activity based solely on the availability of jet fuel. Jet aircraft utilizing Torrance Airport are doing so today with little regard for the availability of jet fuel.

Runway length and availability of executive jet services, coupled with the demographics and needs of local businesses, are the attributes that attract jet aircraft to use an airport—availability of jet fuel alone does not.

Conclusion: Lifting the ban on jet fuel sales will not cause Torrance to emulate the situations at Van Nuys or Santa Monica.

3.5 Effects on Safety Margins

Discussions in December 2007 with Torrance airport operations personnel revealed that some jet aircraft have landed at Torrance and the pilots were unaware that they could not refuel there. These pilots assumed that an airport of the size and activity level of Torrance would certainly sell jet fuel and failed to check prior to their arrival. As the jet fuel ban at Torrance is highly unusual on a national level, one pilot likened the situation to "Calling ahead to the supermarket to make sure they had milk before you went shopping." Pilots of some of these craft were forced to takeoff from Torrance with low fuel levels in order to refuel at neighboring airports.

Others resorted to emergency measures by using unapproved fuel—100LL avgas, which is available at the airport. These pilots were required to obtain permission from the aircraft owner/operator. Discussions with Pratt & Whitney customer service determined that this emergency procedure is permissible with a number of unapproved fuels but it is subject to severe restrictions. Unapproved fuels contain additives that react at high temperature with the metals in the engine to cause damage. The use of 100LL is restricted to a maximum of 150 operating hours during any period between engine overhauls (3,500 operating hours). (Pratt &Whitney Service Bulletin No 1244R18, Rev 18, Feb 14, 2000).

Conclusion: The ban on jet fuel sales decreases safety margins for these departures.

3.6 Trends for the Future

In recent years, travel on scheduled airlines from congested major airports has become increasingly inconvenient and time consuming. Many of the hub airports served by scheduled airlines have reached their capacity during at least part of the day, causing passengers to miss connections and suffer frequent flight delays. U.S. airlines experienced a lower rate of on-time flights, more reports of mishandled baggage, and passengers filed more complaints with the government about airline service in 2007 than they did the previous year, according to the U.S. Department of Transportation's (DOT) Air Travel Consumer Report. Overall, only 64% of the scheduled airline flights arrived on-time and some airlines achieved only 54% on-time arrivals.

Many businesses and individuals have discovered the convenience of being able to fly directly to one of the 5,000 communities near their destination which are served by general aviation airports. Last year, general aviation aircraft flew over 27 million hours and transported 166 million passengers—some of them into and out of Torrance Airport.

3.6.1 Air Charter/Air Taxi Operations and Fractional Aircraft Ownership

In addition to increased use of corporate-owned aircraft, a number of businesses have appeared which provide the same point-to-point air travel options for executives, high end travelers, entertainers and special missions (organ donor flights, critical equipment delivery, and customer service personnel).

Entrepreneurs have realized that by managing the aircraft that belonged to another entity (one that could afford to buy the multi-million dollar aircraft) they could help offset the cost of ownership through rental income and aggregate owner costs for insurance, fuel, maintenance,

etc. Today, this type of aircraft ownership arrangement forms more than 75% of the on-demand air charter industry for the United States, which encompasses about 70% of the air charter activity in the world.

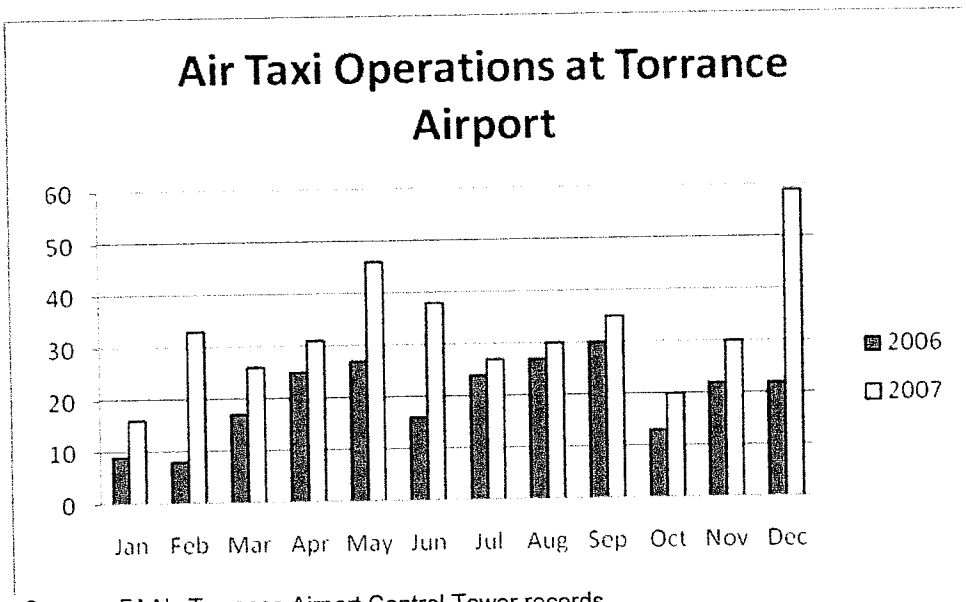
Fractional ownership programs popularized private aircraft use and ownership in the 1990's. A number of owners share an aircraft (or a certain type aircraft - one of many a fractional company manages). Owners typically purchase from 1/2 to 1/16 of an aircraft, pay a per-flight-hour charge, related fuel and flight fees, and divide management expenses.

Passengers (customers) of these flight services demand convenience. Once aboard, they expect to be transported to their destination by the most direct route and without unnecessary en route stops. Operators of these services must prepare for the next flight after dropping their passengers off and before the next group arrives. At Torrance, that means a quick flight to Long Beach or Hawthorne to refuel before returning to Torrance to enplane the next group of passengers.

The Internet enables this industry to reach more prospective customers and to more efficiently use their aircraft. Brokers are able to connect passengers with aircraft for charter nationwide or worldwide and are able to offer a wider aircraft selection at potentially lower cost and with more options available to the customer.

Business Week Magazine (10/19/05, by Michelle Dammon Loyalka) wrote: *"The number of companies operating business aircraft in the U.S. nearly doubled over the past decade, and fractional jet ownership has grown 62% since 2000."* That growth has continued.

Effects of these growth trends are already evident at Torrance Airport. The Torrance Control Tower maintains records of the number of air taxi operations that arrive or depart with passengers, using their air taxi call sign. When these aircraft do not have passengers, such as when they make extra flights to obtain jet fuel, they use their registration number and the flight is not recorded as an air taxi operation. The tower does not record the type of aircraft flown for air taxi operations. However, the tower chief indicates that most of the air taxi operators fly jet or twin turboprop aircraft.



Source: FAA's Torrance Airport Control Tower records

The total number of air taxi operations at Torrance for 2007 (391) increased 63% over those for the prior year. For comparison, the FAA reports that 2007 air taxi operations at Fullerton (157) decreased 41% and at Hawthorne (517) decreased 46% over 2006 levels. Both sell jet fuel.

3.6.2 New Technology

Almost all of the aircraft operating at Torrance Airport currently use aviation fuel known as 100LL, which contains tetraethyl lead. This additive is required for safe operation of the gasoline engines which power these aircraft.

Ever since the airlines switched from gasoline to jet fuel and lead was eliminated from automotive fuel, most of the manufacturers of tetraethyl lead have exited the business. Just as 80-octane aviation fuel has all but disappeared from the market, 100LL is predicted to become more expensive and disappear from the market in a few years as well.

Recent advances in aircraft power plant technology have produced smaller turbofan and turboprop engines that are ideal for new general aviation aircraft and rotorcraft. Robinson Helicopter, already the largest producer of helicopters in the world, will begin producing a turbine helicopter in the near future. As the current ban prevents the sale of jet fuel to any type aircraft, customers who purchase the new turbine-powered Robinson helicopter will be unable to refuel at Torrance, and will have to make regular fueling flights to neighboring airports. Helicopters have shorter ranges than most aircraft.

In addition, advances in diesel engine technology have produced piston-powered diesel engines for new and existing aircraft. Over 1,500 diesel-powered airplanes are flying today, according to Aircraft Owners and Pilots Association (AOPA). Diesel power is now an option offered by Cessna for its most popular model 172 (a four-place single engine propeller driven aircraft) -- both as original equipment and as a replacement for the 43,000 existing airplanes. The improved fuel efficiency, higher performance, easy access to jet fuel throughout the United States and around the world, coupled with increased reliability and time between overhaul (TBO) may make the diesel engine a very attractive replacement for existing gasoline installations.

Teledyne Continental is one of two major piston engine manufacturers for general aviation aircraft. With the future of 100LL avgas looking ever more doubtful, Teledyne Continental's new president, Rhett Ross, says the company is planning to aggressively develop a diesel or heavy fuel engine for certification in late 2009 or early 2010. Ross said he believes that general aviation will be forced out of the 100LL option and that a Jet A piston (diesel) engine will be one response to that.

These engines require jet fuel ***not*** automotive diesel fuel or 100LL avgas. No matter what their source of power, all of these aircraft must comply with the Torrance noise ordinances for the airport.

3.6.3 Predicted Growth

Business jet shipments reached an all-time high in 2007, surpassing 1,000 units for the first time. Piston airplane deliveries dropped by 2.9 percent in 2007. The General Aviation Manufacturers Association (GAMA) predicts that over the next 10 years, the number of piston-powered general aviation aircraft will increase at an annual rate of less than 0.5%. In the same period, the number of turboprop aircraft will increase 2.2% annually and turbojet aircraft will increase 6.0% annually. The number of turbine helicopters will increase 2.7% annually.

All aircraft, regardless of engine or fuel type, must meet the City of Torrance stringent noise standards to operate here. To ensure this, a state-of-the-art noise monitoring system is now in

the final stages of installation and testing. Violators will be more easily identified than in the past, and habitual violators will be banned from Torrance.

New aircraft and helicopters will exhibit the latest technology, be more fuel-efficient, and must meet the FAA's most recent and more stringent noise and safety standards. (Note: Once certified, older aircraft are not required to be upgraded to newer noise or safety standards). Where the current jet fuel policy serves to discourage pilots from buying new jet fuel powered aircraft that would be based at Torrance, the policy may have the unintended effect of ensuring that Zamperini Field remains an airport of noisy aging and antique aircraft.

Conclusion: An increasing number of jet-fueled aircraft will use Torrance Airport in the future. A corresponding increase in "extra" flights just for fuel will occur if jet fuel is not available at the airport.

SECTION 4: DISCUSSION OF ARGUMENTS PROVIDED IN SUPPORT OF THE JET FUEL BAN

The Committee received a number of written and oral arguments supporting a continuation of the ban on jet fuel sales. The Committee had requested submitters to attach supporting data or documentation with their statements. Few submittals contained any supporting data (Appendix B). The opinions submitted generally link the sale of jet fuel to increased jet flight activity or assume that aircraft using jet fuel generate more noise than do those currently using the airport. The Committee evaluated supporting information for each argument and compared it to information derived from the study. The conclusion of the committee, based on that comparison, is presented along with each argument below.

4.1 The ban on jet fuel keeps jets from using Torrance.

Supporting data provided to the Committee: None

The 1974 court decision overturning Santa Monica's ban on jet aircraft means that any aircraft that meets the existing size, weight and noise limitations cannot be restricted from using Torrance Airport.

The survey of jet aircraft operators conducted by this Committee (Section 3.1) indicates that they select Torrance Airport as their destination based on the convenience to their passengers--regardless of fuel availability. The survey found some operators considered not landing at Torrance because jet fuel was unavailable when other alternatives existed. Some ambiguity exists here because the operators did, in fact, operate from the airport many times--indicating that this was not an important consideration. The transient respondents indicated that they either fly in with enough fuel to reach their next destination or fly to a nearby airport to refuel before returning to Torrance to pick up their passengers for the flight to the next destination. This practice accounted for a significant fraction of the 450+ annual flights they reported. The respondents based at Torrance report that they often fly to neighboring airports to fill up prior to an early morning departure the next day, accounting for about 30% of their flights.

Ten of the eleven airports within 30 miles of Torrance sell jet fuel. Turbine aircraft that select those airports as their destination would not need to visit Torrance just to refuel.

The Committee was unable to identify any source of increased traffic to Torrance that would result from lifting the ban on jet fuel. Normal future growth predicted for the general aviation fleet overall (Section 3.4) will, however, cause more jet flights at the airport—most likely from air taxi operations.

Conclusion: The ban on jet fuel does not serve as a significant deterrent to keep jet aircraft from using Torrance and it actually causes extra jet flights at the airport. More extra refueling flights will result as the general aviation fleet grows.

4.2 Lifting the ban on jet fuel will attract jets to use Torrance Airport

Supporting data provided to the Committee: None

Jet aircraft that are able to use Torrance have flight ranges of several thousand miles. Geography makes Torrance very unattractive as an en-route refueling point for these aircraft. The map of the western US shows that Torrance is not a candidate refueling point for any flight

to the west. There is nothing but ocean for over 2,600 miles. Aircraft that can fly that distance would need the longer runways at Long Beach (12,000 ft long) as opposed to Torrance (5,000 ft long).

International flights must stop at Port-of-Entry (POE) airports to clear customs and immigration processing. These airports have jet fuel available. Torrance is not a POE airport. Outgoing International flights to either Mexican or Canadian POEs from almost any point in the US would pass so far east of Torrance that a detour here for fuel is impractical. Only flights between San Diego and airports in the small coastal strip between San Francisco and Santa Monica would pass anywhere near Torrance. Those flights can be no more than 600 miles in length before the aircraft encounters either the Mexican border or the Pacific Ocean—no en route refueling would be needed.

Other than the flights from Torrance to refuel, there is no evidence of any jet aircraft using Hawthorne airport for refueling unless that was the destination or origin of the flight.

Conclusion: Lifting the ban on jet fuel at Torrance will not attract any jet aircraft to refuel in Torrance if that is not its destination already.

4.3 Torrance will emulate Santa Monica or Van Nuys if it allows jet fuel sales.

Supporting data provided to the Committee: None

Runway length, available services and convenience for their passengers are the main considerations for planning aircraft destination. Van Nuys' runway is 8000 feet long and is home to 155 jet aircraft. It is the only airport serving the central/western San Fernando Valley, Simi Valley and the growing Santa Clarita Valley--66% of its 1381 daily operations are by transient aircraft. The only other general aviation airport serving that area is Whiteman. Both sell jet fuel, but Whiteman's 4120-foot runway and lack of services attract no turbine traffic beyond a few helicopters.

Santa Monica's runway is 4973 feet and lists 7 based jet aircraft, but it is the only airport serving Hollywood, Culver City, Santa Monica, West Los Angeles, Brentwood, Beverly Hills, Bel Air and Malibu—all home to affluent charter and air taxi users and to many businesses that support extensive use of business jet aircraft. Transient flights make up 61% of its 452 daily operations.

Santa Monica has a long and unsuccessful history of trying to ban jet aircraft. Courts have ruled that any aircraft that meets the existing size, weight and noise limitations for the airport cannot be restricted from using the airport. Discussions in February 2008 with Robert Trimborne, manager of the Santa Monica Airport, revealed that the city has never tried to ban the sale of jet fuel at the airport. He believes that such a ban would have no effect on jet traffic at the airport. He credits the increase of jet traffic to proximity of a large number of wealthy passengers and the large number of businesses using corporate aircraft, fractional jets, and air taxis.

None of the comments received by the Committee mentioned other airports in the area that have sold jet fuel for years. Hawthorne Airport (runway length 4956 feet) has 9 jet aircraft based there (including corporate flight operations for Northrop Grumman) and has about 220 operations per day—52% transient. Fullerton Airport (runway length 3121 feet) has no jet aircraft based there and has 222 operations daily—62% transient. Neither of these airports which sell jet fuel has significant jet traffic—Fullerton logged just 5 jet operations last year and Hawthorne, with the exception of Northrop Grumman flight operations, had few jet operations prior to 2007.

Torrance Airport's runway is 5001 feet long and serves the South Bay area—much smaller than the areas served by Santa Monica or Van Nuys. We have 10 jet aircraft based here and 55% of

our 474 daily operations are transient aircraft. The markets that combine around Santa Monica and Van Nuys to support turbine aircraft use at those airports are far larger than similar market forces in the south bay. While that may change in the future, the resulting increase in traffic will occur regardless of jet fuel availability, as explained in Section 3.4.

Torrance Airport is currently fully leased for aircraft hangars and Robinson Helicopter. The remainder is occupied by City-owned hangars. There is no land available on which to locate the kinds of executive FBO and maintenance facilities that exist at Van Nuys, Santa Monica and Long Beach. However, the city could reclaim additional property from the parcels on the North and South sides of the airport that were released for non-aviation purposes many years ago. The City retains full control over the use of these properties. This is regarded as highly unlikely.

No connection between jet fuel availability and increased jet aircraft activity could be established. Market forces and the existence of executive and jet maintenance facilities are the predominate causes of higher levels of jet traffic at Van Nuys and Santa Monica. The examples of nearby Fullerton and Hawthorne airports--both of which sell jet fuel--show there is no direct link between availability of jet fuel and a high level of jet traffic using an airport.

Conclusion: Torrance will not become like Santa Monica or Van Nuys if it allows sale of jet fuel.

4.4 Sale of jet fuel will cause Torrance to become like El Segundo and Inglewood (damaging quality of life).

Supporting data provided to the Committee: None

This comment assumes that sale of jet fuel at Torrance would result in the kind of traffic found at LAX. The levels of jet operations and noise found around international airports with heavy jet traffic are vastly different from those found at general aviation airports like Torrance. The traffic situation at Hawthorne, Fullerton, and similar general aviation airports (where jet fuel is available) are much more representative of the environment expected at Torrance with jet fuel availability. These examples demonstrate that this assumption is false.

Conclusion: The assumption is false--sale of jet fuel will not cause Torrance to become like El Segundo and Inglewood.

4.5 If jet fuel were sold at Torrance, it would attract major airline operations.

Supporting data provided to the Committee: None

In order for any airport to support scheduled airline service, it must be certified by the FAA under FAR Part 139. There are a number of requirements under this part that include airport crash, fire and rescue facilities, and a complete operation manual. The Transportation Security Administration also establishes airport security requirements. The City of Torrance, as the airport sponsor, is the only entity that can request certification under Part 139.

The Committee was unable to find evidence that any airline has ever expressed interest in operating at Torrance. Runway length and strength also preclude operation by all but the smallest of aircraft in commercial service. Furthermore, there is no airport property available for the facilities required to support airline operations: parking, terminal, security, baggage, etc.

Even if the city sought certification of the airport for scheduled airline service with a jet fuel ban in place, the airline could plan to arrive with sufficient fuel to continue to its next destination (just like some of the current business jet aircraft).

The Committee found that availability of jet fuel is not a factor in preventing airline service at Torrance. Many other conditions, which currently do not exist at Torrance, are required for airline operations and the City Council is in full control of requesting certification.

Conclusion: Major airline operations would not result from removing the ban on jet fuel sales.

4.6 Jet fuel sales will increase noise in the community surrounding the airport.

Supporting data provided to the Committee: None

All aircraft using Torrance Airport must comply with its noise limit ordinance. Torrance city noise abatement records for the 28-month period from July 1999 to August 2002 (the latest available) list the seven noisiest departures during each month. During 10 of those months (36% of the time), no turbine aircraft were listed among the seven. During 9 of the months (32% of the time), only one turbine aircraft was listed. During 5 of those months (18% of the time) two jet aircraft were listed. Only two of the 28 monthly periods (7% of the time) listed more than two jet aircraft. Even when a jet aircraft made the monthly list, over half of the time records show it was less noisy than piston-powered aircraft.

All of these jet violators were transient aircraft and were older stage I or II aircraft. (Federal Aviation Regulation Part 36 governs noise standards, and categorizes noise by "stages" and only jet aircraft meeting stage III or IV—the most stringent requirements--meet the Torrance noise standards). There was an average of 23 violations per month during that period. The large majority of these were gasoline-powered aircraft that exceeded noise limits.

Newer turboprop and turbofan aircraft are quieter than any of these aircraft and meet the ordinance requirements. Since the inception of the City's Noise Abatement Program, less than one half of one percent of all operations results in a noise violation. Types of aircraft that cannot meet the stringent noise controls are banned from the airport.

As noted in Sections 3.1 and 3.4 above, the Committee found evidence that the sale of jet fuel will, in the short term, decrease the number of flights (by eliminating extra fueling flights) and, in the long term, will reduce the multiplying effects of projected growth in turbine traffic (by eliminating the need for those extra flights). The Committee found no reason to believe that selling jet fuel will cause the traffic mix to change or operational volume to increase beyond that caused by normal general aviation trends (Section 3.4). These changes will occur with or without the sale of jet fuel at Torrance.

Conclusion: Removing the jet fuel ban will decrease noise in the community surrounding the airport in the short term, and will reduce any perceived negative effects of growth in the long term.

4.7 Selling jet fuel will decrease values of residential property around Torrance Airport

Supporting data provided to the Committee: None

According to figures published in the Los Angeles Times (compiled by DataQuick), the price per square foot of homes in zip code 90505 (the area surrounding the airport) increased faster than any other Torrance area during the period from January 2001 until September 2007—99.2%. By comparison, the increase in other Torrance zip code areas for that period ranged from 77.1% to 98.9% over that same period.

Changes in home prices in 90505 since September 2007 have been comparable with the rest of Torrance.

This growth in value occurred subject to today's traffic mix and operational volume which includes the extra flights to neighboring airports for fuel. The Committee found no reason to believe the traffic mix or operational volume would increase (beyond that caused by normal general aviation trends) if the jet fuel ban were ended.

Conclusion: Sales of jet fuel will not decrease residential property values near the airport.

4.8 Jet fuel is dangerous to store and use.

Supporting data provided to the Committee: None

Jet fuel is a form of kerosene refined to specific standards with only certain additives allowed. It is nearly identical in formulation to diesel fuel and it is less volatile and less flammable than auto gasoline or aviation gasoline.

Conclusion: Jet fuel is less dangerous than is gasoline—a fuel in wide use throughout Torrance.

4.9 Jet traffic low over residential areas is subtle child abuse.

Supporting data provided to the Committee: Abstracts of two "studies" were submitted to the Committee and described environments very different from that surrounding Torrance Airport. One studied the area around a very large commercial airport in Europe with extensive heavy international jet activity. The other involved simulating "a noisy area around an international airport." Noise levels involved were not listed.

The levels of jet operations and noise found around international airports with heavy jet traffic are vastly different from those found at general aviation airports like Torrance, Hawthorne, or Fullerton—with or without jet fuel.

Conclusion: Comment and studies are irrelevant to issues at Torrance Airport.

4.10 Torrance Airport's runway is 150 feet too short to safely land jet aircraft, requiring them to land with full throttle.

Supporting data provided to the Committee: None

Runway length and aircraft weight will prevent some large aircraft from ever using Torrance Airport even under ideal conditions, but none of these are the types currently landing there. Rain, snow and ice can increase runway requirements for all aircraft. These conditions are factored into the pilot's flight planning and decision to land. Take-off runway lengths are the limiting conditions and are typically longer than that required for landing, where brakes and reverse thrust are used.

An aircraft cannot descend and land under full throttle—it will accelerate and climb if full power is applied.

Conclusion: The runway is of sufficient length for landings and take-off of the types of aircraft currently using Torrance Airport under normal runway conditions.

4.11 Jet aircraft will damage Torrance runways if the jet fuel ban is lifted.

Supporting data provided to the Committee: None

The study determined that no increases in traffic will result only from the sale of jet fuel at Torrance and that extra flights to neighboring airports just to refuel could be eliminated.

Aircraft runways have certified weight limits based on their construction. Aircraft that exceed those limits require prior permission to land on the runway. At Torrance, the weight limits are: 30,000 lb per single wheel, 50,000 lb for double wheel, and 90,000 lb for double tandem configurations. Aircraft whose landing or takeoff weights do not exceed these limits will not cause damage to the runways.

Landings place more stress on the runway than do takeoffs. Because of the ban on jet fuel sales at Torrance, jet aircraft must land with enough fuel to fly to its next destination, fly to its alternate airport, and hold for 45 minutes. If jet fuel were available at Torrance, jet aircraft would carry significantly less fuel (weight) on landing. In addition, the study shows that the ban on jet fuel requires jets to make more landings and takeoffs than would be required if jet fuel were available.

Conclusion: The ban on jet fuel results in more operations at higher landing weights and thus causes more wear on Torrance Airport runways than would occur if jet fuel were available at Torrance.

4.12 Noise and flight operations at the airport have increased since the 1970s.

Supporting data provided to the Committee: None

In 1974, Torrance Airport was ranked as the second busiest general aviation airport in the country with 428,273 operations. There were 21,413 noise ordinance violations. For the 12-month period ending August 31, 2002 (the latest period for which information is available), there were 278 noise violations—just 1.3% of the 1974 figure. In 2007, there were 169,078 operations—just 39% of the 1974 figure.

Conclusion: Noise and flight operations have decreased significantly since the 1970s—even with the introduction of jet aircraft.

SECTION 5: COMMITTEE CONCLUSIONS & RECOMMENDATIONS

The Committee concludes that the policy prohibiting the sale of jet fuel at the Torrance Airport

1) does not restrict or discourage jet aircraft from using the Torrance Airport,
2) that removing the ban will not attract any more jet aircraft to the airport than would normally come, and
3) that the policy has produced adverse and unintended effects on surrounding neighborhoods.

As a result of the study, the Committee recommends that the ban on sale of jet fuel at the Torrance Airport should be ended for the following reasons:

- **Increased Safety:** If jet fuel were available at our airport, departures with low fuel reserves or using emergency measures would be eliminated and safety margins will be increased. (Source: statements made by Torrance Operations staff and Pratt & Whitney Customer Service).

- **Reduced flight operations:** If jet fuel were available at Torrance, extra round-trip flights from Torrance just to refuel at neighboring airports would be eliminated—decreasing the total number of jet flights from the airport. (Source: survey of aircraft operators, conversations with airport operations, conversations with control tower chief, and discussions with other airport managers).

- **Increased Revenue:** The fuel flowage fees for an estimated 10,000 gal/month of jet fuel now goes to surrounding cities. Airport businesses at those airports benefit from these sales, but the extra flights occur at Torrance. If jet fuel were available at our airport, those flowage fees and taxes will be captured by the City of Torrance and local businesses will benefit from the sales. (Source: Operator survey, discussions with airport business owners).

- **Reduced Future Operations Growth:** The use of general aviation as a more attractive and convenient alternative to commercial airlines will cause more aircraft of all types to use our airport in the future. (Source: General Aviation Manufacturers Association). New technology diesel engines, which use jet fuel, will replace gasoline piston power in many existing and new aircraft. (Source: announcements by Cessna, Teledyne Continental, Thielert, and Aircraft Owners and Pilots Association). If jet fuel is available, the increasing number of extra flights just to refuel at neighboring airports that result from this growth will be eliminated.

- **Support for Emergency Operations:** The Torrance alternate emergency operations center is located at the Torrance Airport. In the event of a serious area emergency, that center would become a hub of activity for the entire South Bay. Aircraft and helicopters

responding to that emergency will use the airport as a center of activity, and many of them will require jet fuel.

APPENDIX A

Study Plan #1

City Policy on Jet Fuel Sales and Storage

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Torrance Airport Commission
Policy Committee Study Plan #1

Policy

Current City policy, implemented in its ground leases for airport businesses, precludes the storage or sale of "jet" fuel by airport businesses. Rental agreements for City-owned hangars at Torrance Airport also preclude the use of those hangars for storage, service, or operation of "jet" aircraft.

History

In 1975, a study was undertaken by a consultant (Bolt, Beranek and Newman) for the City of Torrance. The major purpose of the study was to provide descriptions and interpretations of the noise environment (current and projected) in order to provide a technical basis for planning decisions by the City of Torrance.

The study concluded: *"Noise monitoring offers a means of measuring actual noise exposure over periods of years. Noise monitoring provides a direct means of enforcing noise level limits on aircraft operations. By setting reasonable noise level limits, operations at the Torrance airport would be open to all types of aircraft that can meet the accepted noise criteria, providing a more flexible mode of judging acceptable aircraft than one based on arbitrary definition or arbitrary statements of engine type."*

Although many of the BBN study recommendations were implemented by the City, the City departed from the study's recommendations by attempting to ban all "jet" aircraft from using the airport and by adding the restrictions quoted above. The general ban on "jet" aircraft failed after a similar ban in Santa Monica was overturned in a legal challenge.

Today several "jet" aircraft are based at the Torrance Airport and transient "jet" aircraft visit the airport on a regular basis to support business activities in the South Bay area. All comply with the Torrance noise ordinances for the airport.

The Study

In accordance with its approved Work Plan, the Torrance Airport Commission formed a subcommittee to:

- evaluate whether this policy has satisfactorily performed its intended function,
- evaluate whether this policy has resulted in adverse, unintended results,
- determine whether changes to this policy should be recommended to City Council, and
- specify what those changes should be.

Subcommittee request

The Subcommittee solicits inputs and supporting data from all airport stakeholders: users, businesses on and off the airport, and the surrounding community to evaluate this issue from the following aspects.

- Projected future technology changes that might impact this policy
- Effects on Torrance-based aircraft
- Effects on transient aircraft traffic
- Effects on airport businesses
- Effects on safety
- Effects on surrounding neighborhoods
- Other considerations

The subcommittee requests that inputs to this study (and supporting data) be submitted before 31 December 2007 to:

Torrance Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA
90505

Study #1: City Policy on Jet Fuel Sales and Storage

Please include your name, address (both snail and e-mail) and phone number in case we need some clarification or further information regarding your input or supporting data. All pertinent responses will be included in an appendix of the Subcommittee's final report and recommendation.

[Note: The date for inputs was later extended to 1 March 2008]

APPENDIX B

Communications sent to the Committee

All communications and data that were sent to the Committee in accordance with its Study Plan are included here. The arguments they represent have been summarized in Section 4. The Committee's conclusions about each argument and the data on which that conclusion is based are also included.

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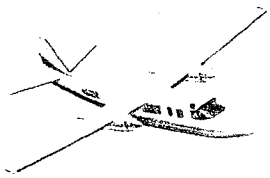

H.T. Haralambos
1 Caballeros Road
Rolling Hills, CA 90274
fax (310) 541 3393
tel (310) 541 3996
lambi@haralambos.com

December 6, 2007

Torrance Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA 90505

In response to the Subcommittee's request for input regarding jet fuel at Torrance Airport, I am submitting my comments below.

I have been a Torrance Airport hangar tenant for the past 30 years, operating a Turbo Commander turboprop airplane. For those unfamiliar with the term 'turboprop', it refers to a gas turbine engine, burning jet fuel, used in aircraft, where most of a turboprop engine's power is used to drive a propeller. This aircraft meets all Torrance Airport's noise criteria, as do many jet and turboprop aircraft.

The inability to obtain jet fuel at Torrance Airport has been a severe inconvenience and considerable added expense over the years. On many occasions (hundreds of times), I fly to a nearby airport to fill the tanks and then fly back again. This, of course is an expense, and additionally, results in two more operations at the airport; one takeoff, and one landing over the surrounding neighborhoods.

I have witnessed this same procedure, by other non based jets and turboprops that have landed at Torrance for business purposes. While the 'boss' is conducting his business, the crew departs to another local airport for fuel, and returns again to pick up the boss and leave for home.

Additionally, as more and more new aircraft come on stream, many are now light jets and single engine turboprops. Witness the growing number of jet fuel burning airplanes based at Torrance. All of these have the same problem – a ferry flight to get fuel. I think the availability of jet fuel at Torrance will actually reduce the traffic count.

I don't understand why the FBOs at Torrance are being penalized, and the City is forgoing an additional income source by not being able to sell fuel, and consequently other services to these aircraft. Especially since all these airplanes are required to meet the noise criteria.

I believe that the use of the noise monitoring system adequately protects the community from "noisy" aircraft. The prohibition of jet fuel sales is counterproductive. The sale of jet fuel is reasonable, and should be allowed.

Very truly,

H.T. Haralambos

H.T. Haralambos

SIRS,

WE LIVE WITHIN A MILE OF THE AIRPORT — WE DO NOT WANT JET FUEL SOLD AT THE TORRANCE AIRPORT — WE DO NOT WANT MORE AIR TRAFFIC OR THE NOISE AND POLLUTION THAT GOES WITH THEM. WE ALREADY HAVE ENOUGH — COPTERS, PLANES AND JETS COMING AND GOING ALL DAY! WHY ENCOURAGE MORE "POLLUTION" — OBVIOUSLY, NONE OF YOU LIVE IN THIS AREA — YOU SHOULD LIVE HERE FOR AWHILE. I IMAGINE THE PROPERTY VALUES WOULD ALSO DECREASE — TORRANCE USED TO BE A WONDERFUL CITY — PROGRESS HASN'T HELPED IT — TOO MANY PEOPLE, TOO MANY CARS, AND NOW WE WANT MORE AIR TRAFFIC!

SANDRA GRAY
3208 WINLOCK RD.
TORRANCE, CA.
310-5343294

POLICY SUBCOMMITTEE STUDY NO. 1 12-21-07

IN REGARDS TO THE ARTICLE IN THE DAILEY BREEZE 12/17/07 ABOUT "SHOULD TORRANCE AIRPORT SELL FUEL". LET ME ANSWER THAT WITH A RESOUNDING "NO". ANYONE WHO LIVES IN THE AREA AND HAS EXPERIENCED A PLANE BUZZ OVER THEIR HOME AT BELOW THE LEGAL HEIGHT FOR AIRCRAFT AND THEN ATTEMPT TO DISCUSS THIS WITH ANYONE IN AUTHORITY KNOWS THE FRUSTRATION YOU EXPERIENCE. GOD HELP US IF WE EVER HAVE ADDITIONAL JETS FLY OVERHEAD. ONE OTHER THING, ANYONE WHO IS A PILOT (SELF-INTEREST) READ AIRPORT COMMISSION CHAIRMAN JIM GATES, SHOULD NOT BE INVOLVED IN THE DECISION MAKING PROCESS. AIRPORT COMMISSIONER GERRY DINGMAN (ANOTHER PILOT) ASSERTION THAT IF JET FUEL WAS AVAILABLE AT THE AIRPORT IT WOULD ACTUALLY REDUCE THE NUMBER OF JETS FLYING OVERHEAD FALLS INTO THE CATEGORY OF "WHEN PIGS FLY".

John V. Herzog

Mr. & Mrs. John V. Herzog
4213 Paseo De Las Tortugas
Torrance, CA 90505

310-944-1885 (CELL)
310-944-1886 (CELL)

E-MAIL
TORTUGASHERZOG@
YAHOO.COM

Peter D. Joseph
2740 West 233 Street
Torrance, CA 90505

Email PDJoseph@earthlink.net

Torrance Airport Commission,
Policy Subcommittee Study No. 1,
3301 Airport Drive,
Torrance, CA 90505

December 18, 2007

Dear Sirs.

The people who live in El Segundo and Inglewood know that jet planes ruined their quality of life and their property values. Please, do not allow the sale of jet fuel in Torrance.

Yours truly.

Peter Joseph

Peter Joseph

Debate over jet fuel

Today we publish answers to our Question of the Week. We'll ask another question Sunday.

This week's question: **"Torrance is studying whether the city should allow jet fuel sales at its airport. Would lifting the ban on jet fuel sales help the airport modernize for the better, or would it bring more noise and safety risks?"**

Torrance airport is a public-use airport and cannot restrict jet- or turbine-powered aircraft. The airport has a very expensive and restrictive noise abatement system, and all aircraft must meet these noise limitations. Most jet aircraft today are quieter than some of the propeller aircraft, and all must meet the same noise limits.

Jet aircraft that land at Torrance airport to off-load passengers must then fly to either Long Beach or Van Nuys airports for fuel before returning to Torrance to pick up passengers, thus making extra operations into and out of the airport.

Robinson Helicopter Co. is in the process of certifying a jet helicopter and will have jet fuel at the airport for its operations. The city of Torrance is losing a large revenue source by not selling jet fuel at the airport.

— CHUCK LIVERGOOD
Hermosa Beach

❑ ❑ ❑

Selling jet fuel out of Torrance airport is not a very good idea.

We have enough noise pollution in Torrance and surrounding cities without adding to it by refueling jets out of the city's airport.

The majority of residents such an action would negatively impact should override the wishes of the small group that the action would benefit.

— T. SABOSKY
Torrance

❑ ❑ ❑

My husband and I think it's a terrible idea. ... We think it would cause more risk and noise.

— EILEEN and PETER BRANCH
Redondo Beach

12/02/07

GENTLEMEN:

I LIVE IN CENTURY HILLS. PLEASE DO NOT ALLOW TORRANCE AIRPORT TO STORE OR SELL JET FUEL. WE DO NOT WISH IT TO BECOME WHAT SANTA MONICA IS TODAY.

FEEL FREE TO CONTACT ME IF I CAN PROVIDE ADDITIONAL INPUT ON THIS SUBJECT.

REGARDS,

LARRY FISHER
310 874 9776
FISHERLW@AOL.COM

FRANK SCOTTO
MAYOR

CITY OF TORRANCE

December 4, 2007

Richard Myers
407 Avenida De Jose
Redondo Beach, CA 90277

Subject: Letter of November 23, 2007

Dear Mr. Myers:

Thanks you for your letter outlining your concerns with regard to the Torrance Airport Commission and their study relating to jet fuel. The City Council was approached by a resident at the November 20, 2007 City Council meeting under "Oral Communications" with similar concerns over timing of the study. Based on the request, the City Council requested that a request be made to the Commission to extend the study period to allow for more input.

There will be an Action Item on the December 13, 2007 meeting requesting that the period for comments be extended to March 1, 2008. The purpose of the extension is to allow for as much input as possible into the subject.

I am forwarding your letter to the Commission so that they may have it in their file as they continue their study. I would encourage you to give input to the Commission on this issue.

Again, thank you for bringing your concerns to my attention.

Sincerely,

Frank Scotto
Mayor

FS:BKS:maw

cc: City Council Members
LeRoy Jackson, City Manager
Sheryl Ballew, General Services Director
Shant Megerdichian, Facility Operations Manager

→ FRANK SCOTTO

To: Members, Torrance City Council (ONE COPY TO EACH) November 23, 2007
Subj: Four Questions On Jet Fuel Sales At Torrance Airport

1. Why has Torrance Airport Commission (TAC), despite requests by others, set the 'comments period' for their Study of Jet Fuel Sales in the busy Holiday Season to expire "before 31 Dec?" That deadline is in the Study Plan presented at the Nov 8 '07 meeting.

2. Why, 12 days into the comments period, was the plan not yet in the office of the Torrance City Clerk? On Nov 20, I called the City Clerk to request a look at the plan. Luckily for me, the lady who took my call had the time to put me on hold, make some calls, and locate the plan. It was still out at the airport.

3. Why do I consider TAC's criteria rotten? I Google-searched (aircraft+noise+psych). Over a million hits. At top, how jet noise hurts children. I attach one (1998 Cornell U release) which says:

* Health and psychological well-being (adverse effects).
* Higher blood pressure in children.
* Increased levels of stress-hormones in children.
* Children's general feeling of a lower quality-of-life.
* Indications: higher blood pressure throughout adulthood.
* The hormones link to some life-threatening adult illnesses.
* Higher cholesterol in children.
* Reduction in child's body's disease-fighting immune cells.
* Children become poorer listeners.
* Children become poorer readers.

I then searched (child+jet+noise). Near the top found: "Effects of daily noise on fetuses and cerebral hemisphere specialization in children" (jet-plane noise stimulus), dated 1988, online 2003.

But TAC's Oct 11 2007 recommendation to "reevaluate the policy" banning jet fuel sales defines "Issues" as 1.Safety; 2.Noise and its prediction; 3.Revenue, Airport Employment, Tax Revenue, and the "Value" (of jet operations) to businesses in or near Torrance.

The issue in last place is Community Relations, <u>but only</u> in terms of noise violations/noise monitoring. <u>There is NO MENTION</u> of jet-noise damage to children or fetuses. (4) Why? That info <u>is not secret,</u> is <u>important,</u> is <u>long available,</u> and is <u>easy to find.</u>

Sadly, the recommendation states it is from the TAC chairman and two of the three pilots on the Torrance City Council's commission.

I love jets. Served in the 68th, 319th, 18th, 337th, and 432nd Fighter-Interceptor Squadrons, the 68th having the first aerial victories of the Korean War; and flew as backseater on that war's final jet nightfighter mission, last man out of the war.) I still carry my civvie pilot license; one might call that gung ho. <u>But I say jet traffic low over residential areas is subtle child abuse.</u>

In my opinion TAC behavior (a) minimizes inputs by the impacted and (b) needs an ethics-check. Jet approach and departure paths cross several cities, not just Torrance. Small children, infants, and fetuses have no voice, no vote. Do not victimize them.

2 Atch: Kobe Univ. July 15 1988
Cornell U. March 4 1998

Richard Myers

Richard Myers
407 Avenida De Jose
Redondo Beach, CA 90277

(ATCH TO 11/19/07 LTR TO TORRANCE CITY COUNCIL — R. MYERS)

Cornell News: Aircraft noise harms children
This is G o o g l e's cache of http://www.news.cornell.edu/releases/March98/noise.stress.ssl.html
as retrieved on Jul 24, 2007 12:01:22 GMT. G o o g l e's cache is the snapshot that we took of the page as we

Airport noise is harmful to the health and well-being of children and may cause lifelong problems, Cornell study shows

FOR RELEASE: March 4, 1998
Contact: Susan S. Lang
Office: (607) 255-3613
E-Mail: ssl4@cornell.edu

ITHACA, N.Y. -- The constant roar from jet aircraft can seriously affect the health and psychological well-being of children, according to a new Cornell University study. The health problems resulting from chronic airport noise, including higher blood pressure and boosted levels of stress hormones, the researchers say, may have lifelong effects.

"This study is probably the most definitive proof that noise causes stress and is harmful to humans," says Gary Evans, a professor of design and environmental analysis in Cornell's College of Human Ecology. This is, he says, the first longitudinal study of noise and human beings to look at the same group of individuals before and after noise pollution.

Other studies have been cross sectional, comparing people exposed to noise to well-matched controls who were not subjected to noise. Evans, an environmental psychologist and an international expert on environmental stress (such as noise, crowding and air pollution) and his German and Swedish colleagues, Monika Bullinger and Staffan Hygge, respectively, reported their findings in the January issue of Psychological Science, published by the American Psychological Association.

The researchers looked at 217 third- and fourth-grade children in rural areas 22 miles from Munich, Germany, before and after the opening of a new airport. About half the children live in an area under the flight path of the new international airport; the others, who were matched for age, parental jobs, family size and socioeconomic status, live in quiet areas. The children were tested for blood pressure, stress hormone levels and quality of life six months before the airport was completed as well as six and 18 months after it opened.

The children in the chronic noise group experienced modest but significant increases in blood pressure and significant increases in stress hormones (epinephrine, norepinephrine and cortisol) while the children in the quiet areas experienced no significant changes. Eighteen months after the airport opened, the children exposed to the chronic aircraft noise also reported a significant decline in their quality of life.

"Although the increases in blood pressure were modest in the children living under the flight path, they may predict a greater likelihood of having higher blood pressure throughout adulthood," says Evans. There are indications, he says, that elevated blood pressure in childhood predicts higher blood pressure later in life.

Boosts in stress hormones also are of concern because they indicate that noise induces physiological stress. These hormones are linked to adult illnesses, some of which are life-threatening, including high blood pressure, elevated lipids and cholesterol, heart disease and a reduction in the body's supply of disease-fighting immune cells.

Evans' and his colleagues' new study adds powerful evidence to cross-sectional and animals studies which have shown higher stress levels in children and adults working and living in chronically noisy environments.
Evans also reported last year that New York children living near an international airport tended to be poor listeners and did not read as well as matched children in quiet schools. Later this year, Evans hopes to report on how chronic noise affects reading, learning and mental health in the Munich study group.

The study was supported, in part, by the Society for the Psychological Study of Social Issues, the National Institutes of Health, the Nordic Scientific Group for Noise Effects, the Swedish Environmental Protection Agency and the German Research Foundation.
-30- | March release index | | Cornell News Service Home Page |

Effects of daily noise on fetuses and cerebral hemisphere specialization in children

Y. Ando
Department of Environmental Planning, Faculty of Engineering, Kobe University, Rokkodai, Nada, Kobe 657, Japan
Received 15 July 1988. Available online 25 July 2003.

Abstract

This paper first provides an overview of work by the author and colleagues on effects of noise on fetuses demonstrating growth inhibition. As a second issue, the effects of daily noise on the mental abilities of children are discussed in relation to task specification of cerebral hemispheres. Two different types of mental tasks were given to a total of 1286 children (7–10 years old) who live in a noisy area around an international airport or in a neighbouring quiet area, under conditions of no sound, jet-plane noise stimulus and music stimulus. In the quiet neighborhood, results may support a model that noise and calculation tasks are separately processed in the right and left cerebral hemisphere, respectively. Music perception and calculation are considered to be processed one after the other in the left hemisphere. In the pattern search task used as the right hemispheric task, no significant differences appeared under either stimulus sound, with the exception of a slight interference observed in the noise group. In the noisy living area, however, effects of temporary sound on mental tasks appeared to be quite different from the first-mentioned results. These facts suggest that daily noise affects the development of cerebral specialization of growing children. As little is known about effects of noise on growing children, it is recommended that international cooperation be initiated to

Merry Christmas to the Torrance Airport Commission

Please no jet fuel. I am a long time resident and

Blessings at Christmas
and always.

live near the airport. I have never appreciated the jet noise.

Hawthorne,

Justin Nyres

CITY COUNCIL

Ken Blackwood
Susan Y. Dever
Margaret Estrada
Don Suminaga
Barry Waite

ADMINISTRATION

Tom A. Odom
CITY MANAGER

Dawn Tomita
CITY CLERK

CITY OF LOMITA

January 15, 2008

Zamperini Field Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA 90503

RE: Policy Change/General Aviation Growth Sub-Committee's Study of Jet Fuel and City of Lomita Comments

Dear Chairman and Commissioners:

The City of Lomita would like to take this opportunity to provide the Torrance Airport Commission and the City of Torrance our comments relative to the existing policy that prohibits the sale and storage of jet fuel at the Airport.

It is our understanding that the current policy states "that there shall be no storage or sale of jet fuel on the Airport, with the exception of one lease which allows it for use in the manufacturing process only." The City of Lomita is very concerned about any proposed policy which would go beyond what is currently allowed. Our concerns are predicated on a number of environmental issues that would be detrimental to the quality of life in Lomita neighborhoods that are directly in the flight path of approaching jet aircraft en route to the Torrance Airport. These issues include increased noise and pollution that will be generated as a result of additional jet aircraft in search of fuel. The potential buildup of jet air traffic will dramatically increase the risk of accidents and it is important to note that three single engine propeller aircraft have crashed in Lomita neighborhoods over the past few years. These incidents have resulted in the death of pilots and caused significant property damage and trauma for residents involved in these unfortunate events. Increased jet air traffic will only compound the risk to the public safety for our residents and obviously the Torrance Airport Commission cannot assure residents that a jet aircraft will not crash and explode into a fireball in our densely populated neighborhoods, or any surrounding neighborhood for that matter.

The airspace at the Airport is crowded with frequent takeoffs and landings including helicopters from the Robinson facility. Expansion of the existing policy to allow sale and storage of jet fuel will increase safety risk, noise and pollution to surrounding neighborhoods in Lomita and Torrance.

City Hall Offices • P.O. Box 339 • 24300 Narbonne Avenue, Lomita, CA 90717
(310)325-7110 • FAX (310)325-4024 • WEBSITE: www.lomita.com/cityhall

At a minimum, a study of the noise, safety and pollution problems that may be associated with the sale of jet fuel at the Torrance Airport utilizing Santa Monica Airport and other similar sized facilities as a model should be conducted. Furthermore, a subcommittee comprised of three pilots to review a policy change, in our mind, is not an acceptable process to render an objective opinion or recommendation of this magnitude which affects the quality of life for so many individuals.

The City of Lomita respectfully request that the Policy Subcommittee and the Airport Commission carefully consider the possible ramifications in recommending any changes to the current policy that prohibits the sale and storage of jet fuel at the Airport.

Thank you for your time and consideration of this matter.

Sincerely,

Margaret Estrada
Mayor

Cc: City Council
City Attorney
Mayor and City Council, City of Torrance

20 February 2008

Airport Commission
Sub Committee on Jet Fuel

Sub Committee Members,

As a Lomita resident living near the Torrance Airport, I request that you continue to prohibit the sale of Jet Fuel at the airport.

I believe that the additional noise and pollution resulting from such sale would significantly degrade the environment in this area.

Thank you for giving the local residents a voice in this matter.

Sincerely,

Robert M. Lemmon
26018 Cypress St. Apt 3
Lomita, CA 90717

February 24, 2008

Torrance Airport Commission
Policy Subcommittee
Study No. 1
3301 Airport Drive
Torrance, CA 90505

I would like to comment on a survey that is being circulated by the Southwood Riviera Homeowners Association titled "Torrance Airport Questionnaire". The objective of this survey would, at first glance, to be to gauge the opinion of the local residents of south Torrance about whether the lifting of the ban on Jet A at Torrance Airport would be a good idea. However, one doesn't need to read past the second line on the back of the questionnaire to recognize what this is (the line reads: Your Response Will Help Keep Torrance Airport Jet Fuel Free). The author makes no effort to hide his extreme bias on this issue. He has already decided what the opinion of South Torrance residents should be and is simply looking for support for his case. The back of the questionnaire is nothing more than an emotional rant. Many of the statements that he makes represent opinions that are not shared by many others. More than a few of his statements are just factually untrue. Additionally, the occasional statement is just incomprehensible. For example, *"If Jet Fuel is available we know the massive congestion at LAX will become our problem as well."* WHAT!! Does anyone have any idea what this even means?

I think that Michael Wermers has done a great disservice to the members of his association. He could have provided some facts and solicited some opinions, but he chose not to. It is always discouraging when people use disinformation and fear to advance their agendas. We hope that most people are smart enough to see through such simplistic rhetoric and we count on our leaders not to submit to such hysterical campaigns.

I hope that the commission will consider the results of Mr. Wermer's survey for what they are and dismiss his results as having no more value than one person's opinion.

Thank you for your attention.

Peter Broen
22508 Shadycroft Ave
Torrance, CA 90505
pbroen@att.net
310 891 2848

February 25, 2008
Torrance Airport Commission
Policy Subcommittee
Study No. 1
3301 Airport Drive
Torrance, CA 90505

I have been watching with interest the recent arguments both in favor and against the sale of Jet fuel at the Torrance Airport. On the one hand, those in favor of such sale point out that

- Noise levels are carefully monitored at the airport and enforcement of noise limits applies to all traffic including jets
- The new generation of jet powered small aircraft are amazingly quiet, quieter than many of the aircraft that are currently operating out of Torrance airport
- Turbojet and turboprop traffic is currently allowed at Torrance airport. Unavailability of fuel requires that such aircraft make additional takeoffs and landings in order to get fuel
- Sale of jet fuel would bring additional revenue to the airport and businesses at the airport

On the other hand, those not in favor of selling jet fuel make arguments that are much more emotional.

- The main argument is that jets are bad, plain and simple. Some comments give the impression that jets are currently not allowed at the airport. This ignores the reality that jets operate in and out of the airport every day and seem to go unnoticed by many.
- Some arguments suggest that the lack of jet fuel sales at Torrance is the only thing that keeps the airport from becoming another Santa Monica or Van Nuys in terms of jet traffic volume. In reality, there are many other reasons that favor jet traffic at Santa Monica and Van Nuys.

I think that a quiet change in the jet fuel rule would probably result in negligible increase or decrease in amount of turbojet and turboprop traffic and few would notice. I don't see a real risk that a large commercial interest is going to move in, open a high end FBO (fixed base operation) and become a center for lots of jet traffic. If a large commercial operator were considering such a move, then lobbying would have taken place and some on city council would likely already be in favor. It may be interesting to note that a waiver to the jet fuel ban was recently approved. A large commercial interest (Robinson Helicopter) needed jet fuel to develop a new turbine powered helicopter, and the approval of the waiver was fast and very quiet. One could argue that this waiver is much more likely to impact airport area noise than the sale of jet fuel to the few turbine powered fixed wing aircraft that use Torrance airport. When Robinson starts production of the it's new turbine helicopter, every one will be flown out of

Torrance for all initial qualification tests as well as initial training and checkout of the purchasing pilots. Additionally, I would expect these helicopters to return to the airport for periodic maintenance and overhaul. It will be interesting to see how this all takes place without the sale of any Jet A.

I keep an airplane at Torrance airport that is not turbine powered so would gain nothing from availability of Jet fuel. Additionally, an increase in overall traffic might affect me negatively in the form of IFR clearance delays, etc. I also live directly under the extended centerline of runway 29R so all of the jet (almost always IFR) traffic goes directly over my house. That said, I expect that sale of Jet fuel would have minimal, if any negative noise consequences and I would be strongly in favor of it. The currently policy just does not make any sense.

Do we think that the airport board and city council can overcome the emotional responses from the nay side? I hope so.

Peter Broen

Torrance

Peter Broen
22508 Shadycroft Ave
Torrance, CA 90505
pbroen@att.net
310 891 2848

ERNEST A MOORE III

February 28, 2008

Mr. Shant Megerdichian
Torrance Airport Operations Manager
3301 Airport Dr
Torrance, Ca 90505

Dear Mr. Megerdichian,

The purpose of this letter is to express my concerns over the potential of Jet Fuel being sold at the Torrance Airport. Let there be no mistake, I and virtually all of my neighbors are adamantly opposed to Jet Fuel being available for purchase at Zamparini Field.

It is my opinion that the only thing keeping organizations such as Honda and Toyota from basing their corporate jets at Torrance as well as fleets of charter jets establishing Torrance as their base of operations is the lack of available fuel. Should fuel become available the impact on the communities surrounding the airport would be disastrous. The major issues include but are not limited to:

- Noise pollution from increased operations involving jets and turbo props.
- Environmental pollution directly attributable to jets such as experienced at Santa Monica Airport.
- Safety issues brought on by more aircraft above our communities. Not only would the increased volume of traffic increase potential for mishaps but also factoring in the differing approach and departure air speed of jets, single engine civil aviation fixed wing aircraft and rotorcraft in my opinion raises many safety issues.

In closing I would like to invite those involved in studying this issue to consider that there are very good reasons for residential streets being off limits to commercial 18 wheeler trucks. Why should the skies above be filled with jets and turbo props that create even more noise and pollution?

Sincerely,

Ernest A Moore III

Torrance Airport Commission
Policy Subcommittee Study No. 1, 3301
Airport Drive
Torrance, CA 90505

Ladies/Gentleman;

I am writing to express my opposition to allow the sale of jet fuel at the Torrance Airport. The policy banning jet fuel was a well thought out restriction and recognized the fact Torrance residents would have more noise from the airport than they experience now. I hope this Commission will recognize the adverse impact this would have on the residents of Torrance and prevent another period of adversarial relations due to increased noise from jet aircraft. While many of us have tolerated the infractions of some of the planes we have made peace with the Airport and Torrance politicians. The lifting of the ban will once again start another "war" of Torrance residents against non Torrance residents who would most probably fly these aircraft. I cannot believe anyone would really think this would be a good thing for Torrance residents, and I would like to keep the Airport activities for "recreational" aircraft and not for providing fuel for corporate/private jet aircraft.

In conclusion, I am hoping that the majority of the Torrance residents who will become the victim of this change, are given due consideration. We do not want to become another LAX or Santa Monica airport.

Respectfully,

Lee Sode
310.316.8783
22424 Susana Ave
Torrance CA 90505
mesode@aol.com

02/03/08

Torrance Airport Commission
Policy Subcommitte Study No. 1

Dear Committee Members:

This letter is against the sale of jet fuel at Torrance airport.

We have lived near the airport for almost 40 years. We don't like airplane or helicopter noise. And we know from years of direct experience that jet noise is worse than smaller piston planes.

And what about the noxious air jet fuel burning aircraft produce?
A letter to the editor (Daily Breeze, 2/1/08, p. A16) points out,
"Here are a few Santa Monica Airport facts: More than 90 percent of all noise violations are from jet operatons. All of the complaints about noxious odors are due to jet operations...."

Is this what thousands of Torrance residents want? We doubt it. A 12/16/07 Daily Breeze online news article states, "The number of aircraft operations – defined as either a takeoff or a landing – at the [Torrance] airfield has declined by 67 percent since 1974...."
We Torrance residents think that's great—the less the better.

The interest of a few should not override the peaceful enjoyment of our homes and businesses around the airport.

In fact the current energy crisis and global warming catastrophe will eventually dictate a decrease in all dirty energy activities—from aircraft to autos. Anything that decreases these activities is a good move.

We urge you to continue the ban on the sale of jet fuel.

Sincerely,

Sherwin and Marilyn Rubin
4414 Greenmeadows Ave.
Torrance, CA 90505
310-375-4483
gondolier62@yahoo.com

Maurice and Marie Dohner
2707 Grand Summit Road
Torrance, California
(310) 530-8721

February 7, 2007

Torrance Airport Commission
Policy Subcommittee Study No. 1
3301 Airport Drive
Torrance, CA 90505

My husband and I are against changing the policy to permit the sale of jet fuel at the Torrance Airport.

This will permit an increase in jet landings at the airport. Jets will be able to refuel when flying from one area to another, therefore, enabling jets that are not leaving or flying to the Torrance Airport to stop and refuel.

The argument that planes leave just to refuel and return **is just plain stupid**. And, if they are doing it, the practice should be stopped. We do not leave our house and drive our car simply to buy gasoline. What a waste of time, money, and gasoline. We stop and buy gasoline on the way to or from somewhere that we are traveling to such as the market.

Also, we feel it will make flying in the area more dangerous. Despite the claims made by the City of Los Angeles and the LAX airport, more and more flights from LAX are traveling over our area particularly after 11:00 PM at night. Why the planes do not fly further out over the ocean is beyond us.

We can see no valid reason to sell jet fuel at the Torrance Airport and feel it will have a very negative impact on the area.

Sincerely,

Maurice Dohner

Marie Dohner

Maurice and Marie Dohner

cc: Torrance City Council

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APPENDIX C

Other Data

The following one-page, double sided document was handed to the Committee at the February 2008 Commission meeting. It appears to be an opinion poll, but it is far from impartial and merely asks the reader to agree or disagree with pre-stated and biased opinions, without presenting a shred of data to support the opinions. The opinions presented are contradicted by the data examined in the study.

Three packages of completed polls were received by the Committee. Package #1 arrived via US mail without any return address or evidence of source (54 copies). Package #2, from the Torrance Airport Association, was hand delivered to the Airport Office by Nancy Clinton (20 copies). Package #3 was delivered to the airport office by Michael Wermers on March 13, after the closing date for submission of data (245 copies). All three packages contained filled-out copies of the opinion poll shown on the following pages. Package 3 contained copies of a similar "poll" using the same questions and biased statements. It also contained two other anonymous communications—both discussing the airport but providing no new arguments or data about the jet fuel issue.

None of the copies in package #1 contained any identification of the person(s) who filled out the poll; only 14 in the package #2 had names or signatures; 11 in package #3 had names or signatures, although many appeared to have had names blanked out.

The Committee did not know how to include this input into its report since it was inconsistent with the study plan approved by the Commission (Appendix A)—these polls were not sent directly to the Committee and most did not contain contact information, as the study plan directed.

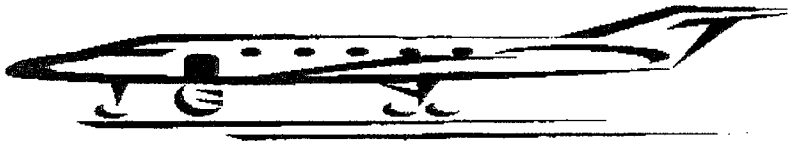
The Committee had concerns about the validity of the polls—particularly where it was filled out anonymously. It would have been possible for one person to submit many or all copies. It would also have been possible for the person submitting the copies to have filtered out those which did not agree with the views of the person who compiled or submitted the package.

The completed forms received by the Committee are available for the Commission and Council to review, but they provided no new data or arguments not already covered in the body of the report. A summary of the opinions contained in each package is presented in the table below:

Study #1: City Policy on Jet Fuel Sales and Storage

Source	Council should lift ban on jet fuel	Council should NOT lift ban on jet fuel
#1 Anonymous package		
Identified source	0	0
Source unidentified	52	2
#2 TAA package		
Identified source	14	0
Source unidentified	5	2
#3 Wermers package		
Identified source	0	11
Source unidentified	4	230

Sorted another way, 14 identified people stated they believed the Council should lift the ban on jet fuel at the airport and 11 felt that the ban should be retained.



JET FUEL at the TORRANCE AIRPORT

Your Response Will Help Keep Torrance Airport Jet Fuel Free

The Issues Concerning Jet Fuel at Torrance Airport

Jet Fuel is currently banned at the Torrance Airport and has been for decades. This ban keeps down the number of jets using the airport. Recently the Torrance Airport Commission began the process of lifting this ban on Jet Fuel.

If this ban is lifted the number of jets using the Airport will increase substantially. This means more jets flying over our homes, more noise, more pollution and lower home values. The pilots using the airport today do not need Jet Fuel; we do not need to pander to a vocal minority from outside our city.

While the Torrance Airport may be beneficial to its residents, the Noise Abatement department has repeatedly stated one of the major noise violators are "transient aircraft" over which they have no control. Lifting this ban on Jet Fuel will only increase the number of very noisy transient jets who will now have another location to land for fuel.

Local pilots and members of the Torrance Airport Commission will argue jet fuel will allow for quieter planes that pollute less. Let us be clear, we live here, jets are not quieter than other types of aircraft and this change will only provide for more planes, not less, regardless of the pollution they produce.

The argument will be made that allowing the sale of jet fuel will decrease number of flights. This "supposed decrease" will occur because jets now land, unload; fly out for fuel and then return. Now the number of jets using the Airport is very small as these jets cannot purchase fuel here. If this ban is lifted the number of jet flights will increase so substantially it will be impossible to see this reduction in flights.

The argument will be made Torrance is missing tax revenue from the sale of jet fuel. The larger and faster jets do more damage to the runways than the current population of smaller and lighter aircraft. This revenue will not compensate for the repairs needed to the runways.

It will be stated that Robinson Helicopter already has Jet Fuel; it does. The lease for Robinson includes the use of Jet Fuel for testing and research & development only, not for re-sale.

Our Airport is a "local airport" located within some of the most populated areas of Southern California. It is used by local pilots who fly for recreation. Santa Monica Airport sells Jet Fuel and it is a major private hub for the movie and entertainment business. Santa Monica City Council has voted to ban the largest and noisiest jets from their airport which will create a long and expensive legal battle with the FAA. This promises to cost the city of Santa Monica millions of dollars. This will surely repeat itself if the Jet Fuel ban is lifted in Torrance.

If Jet Fuel is available we know the massive congestion at LAX will become our problem as well. On the busiest of days the Torrance Airport has 500 pilots. This issue will impact 35,000 residents in three cities and serves not the existing pilot community but pilots with outside interests.

Jet Fuel is bad for Torrance and its residents.
Help us stop this!

Study #1: City Policy on Jet Fuel Sales and Storage

Torrance Airport Questionnaire

The Torrance Airport Commission has received a report from a sub-committee tasked with determining if the ban on Jet Fuel needs to be lifted. Part of this report was a requirement to solicit input from various groups including the surrounding neighborhoods. This questionnaire is an effort to provide this input. Please answer the below questions and return this to the address below.

1) The Airport Commission is considering lifting the ban on the sale of Jet Fuel at the Torrance Airport. Do you consider this a good idea?

   _____ Yes _____ No

2) If the ban on Jet Fuel was lifted it will quite probably create an increase in Jet Aircraft traffic at the Torrance Airport. Is this something you would like to see?

   _____ Yes _____ No

3) If selling Jet Fuel were permitted it would most likely lead to an increase in modern aircraft taking off and landing at the Torrance Airport. Do you feel that selling Jet Fuel would be worth the increase in Jet Aircraft flights?

   _____ Yes _____ No

4) Do you feel that an increase in Jet Aircraft flights would have a positive effect on your quality of life and cause an increase in your property values?

   _____ Yes _____ No

5) Do you feel the Torrance City Council should lift the ban on Jet Fuel at the Torrance Airport?

   _____ Yes _____ No

Any other comments are welcome below. An anonymous response is acceptable; however if you are comfortable with providing your name and address, please do so. Your name and address will not be shared. It is only for validation of the response or to contact you with an update on these issues.

_____

_____

Should you have any questions please call or email **Michael Wermers at 310-791-5200** and **mwermers@gpsd.com**. As we move through this process your presence will prove useful at either an Airport Commission or City Council Meeting. We will keep you informed to when we would need your help. Thank you again for your support!!

Please return this questionnaire to **PO Box 10305, Torrance, CA 90505.**
Should you wish to contact the airport directly:
3301 Airport Drive, Torrance, CA 90505 – (310) 784-7900

Southwood Riviera Homeowners Association

SOUTHWOOD RIVIERA
HOMEOWNERS ASSOCIATION
P.O. BOX 10305
TORRANCE, CALIFORNIA 90505

March 15, 2008

Shant Megerdichian
City of Torrance
3301 Airport Drive
Torrance, CA 90505

Re: Jet Fuel Flyers

Dear Mr. Megerdichian,

Pursuant to our discussion from Thursday, please find below a description and analysis of the documents we provided at that time.

The documents you received were completed Jet Fuel flyers. These flyers were solely generated by the Southwood Riviera HOA. They were distributed through three channels; provided to the Torrance HOA Coalition, attendance of two other HOA activities and through the Southwood Riviera HOA Newsletter. In our opinion these flyers were seen by approximately 750 to 1000 Torrance residents.

Well over 200 flyers have been returned with majority of them indicating non-support for Jet Fuel. We believe this level of response can be attributed to the importance of this issue with most Torrance residents. It is also arguable the response would have been greater if the flyer was perceived as official and/or the sole method of providing an opinion. The statement at the end of the questionnaire indicates that physical participation in either an Airport Commission or City Council meeting will be necessary to prevent a change in policy. Many people would simply wait until this participation is requested as opposed to filling out and mailing a questionnaire.

As noted above, this flyer was distributed by a non-profit HOA. It was delivered by volunteers to doorsteps and placed under welcome mats. While it was part of the official HOA newsletter it lacked any official City Seal or letterhead. It also was distributed to a very small portion of the entire population effected by a change in this policy. As I have stated before, if you "fly the pattern" at Torrance you fly over 35,000 residents in three cities. A sampling of 1000 homes via a dubious method, using a non-sanctioned format is hardly a valid method of determining people's views. It is my opinion that if the city performed an actual study of the impacted demographics the response would be even greater.

At a previous meeting Chairman Gates expressed a concern that the questionnaires would be completed by a single individual. On Thursday, to ease these fears, I showed you the original flyers with notes, the original names and addresses, email address, envelopes attached, etc. It is my intention to continue to protect the identity of the respondents but should the commission wish to see the originals I can provide them upon request.

SOUTHWOOD RIVIERA
HOMEOWNERS ASSOCIATION
P.O. BOX 10305
TORRANCE, CALIFORNIA 90505

The flyers were given to you with labels indicating a source of respondents. To the best of our ability, we have indicated the date and description of the event that generated the particular flyer.

New Horizons – January 11, 2008, Civil Affairs Meeting. 18 responses.

Email – January 17, 2008. Torrance Coalition Meeting and SRHOA Meeting. 9 responses.

Country Hills – February 21, 2008. General Meeting. 15 responses.

SRHOA – January 23, 2008. General Meeting 27 responses.

No Label – From the US Postal Services. 157 responses

I have also attached copies of two letters. One I received from Tom Odom, the Lomita City Manager and one I received from Assemblyman Ted Lieu's office. The first is from the Lomita City Council and it expresses a strong desire for the current Jet Fuel policy to be left in place. The second is a copy of Assemblyman's Lieu's letter to the Daily Breeze expressing his opposition to Jet Fuel sales at Torrance. It is likely that you have copies of these letters but I would be negligent if I did not enclose them.

Thank you in advance for providing this information to the sub-committee and please express my offer of help should they have any questions or concerns.

Sincerely,

Michael P. Wermers

Michael Wermers

cc – Torrance City Council

APPENDIX D

Committee responses to comments received at Airport Commission Meeting
10 April 2008.

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Torrance Airport Commission
Committee to Recommend Policy Changes
to Capitalize on General Aviation Growth Segments

At the 10 April 2008 Airport Commission meeting, Commissioner Rhilinger read her comments on the Committee's report on Jet Fuel policy. She provided a written version as well. The following pages reproduce her comments (*italicized*) with the Committee's answers to specific questions and issues (regular font).

Nearly all of Commissioner Rhilinger's comments and questions stem from her own admitted unfamiliarity with the subject. This is to be expected. Without a firm understanding of aviation (and specifically jet aircraft and jet fuel) it will be difficult for one to understand the real issues and to reach appropriate conclusions on this subject. The same can be expected of the City Council and the public's reaction to the report.

The evidence uncovered in this report is compelling enough to indicate the need for further detailed research. Research at this level may exceed the capability of city staff, due to its specific technical nature.

For this reason, the committee suggests that the most logical next step is to pass this report on to the Torrance City Council with the recommendation that they hire consultants who will be familiar with these technical subjects, have the ability to study them in depth, and be able to provide a thorough understanding of the consequences of the jet fuel ban.

It is the belief of this committee that the potential for improvements brought about by a change to the jet fuel policy in the areas of interest, i.e., safety, noise, community relations, and revenue, are well worth the cost of hiring an outside consulting firm. Postponing or refusing to seriously investigate the policy at this time will only compound the issues and the irritants. City staff is not equipped with the resources to make this determination. A professional consulting firm dealing in such matters should be employed as soon as possible.

Clark Adams, Chairman
Jim Gates
William Tymczyszyn

Study #1: City Policy on Jet Fuel Sales and Storage

10 April 2008

In my prior career, part of my job was to review and evaluate reports to assure that they contained sufficient information to prove the allegation or position being promulgated, including documentation of supporting data and logical conclusions. I therefore read all reports, whether from Staff, a single author, or committees, with a critical eye.

In reviewing this report I had difficulty seeing and accepting some of the facts and conclusions being presented. I need to make it clear that this difficulty could be attributed to my lack of knowledge of the technical points being discussed. But to be an official document used to support a change in position on a topic of such volatility in our city, I feel that the report needs to be able to convince even the non-aeronautical experts among its reviewers.

I therefore have a list of questions and concerns that I believe need to be addressed before the document can be acted upon by the Commission. If the Commission is agreeable to Staff's recommendation that we accept the report but take no action until Staff and interested citizens have an opportunity to review the report (and its supporting documentation), then I will submit these questions to Staff and the Subcommittee rather than take the time in open session to do so. If the Commission intends to push for immediate action, I will discuss the concerns in open session before any such vote takes place.

Page 3

- *the 1975 Bolt, Beranek and Newman report refers to "noisier business jets". Is it possible that could be seen as a reference to the types of planes now being flown in and out of TOA?*
- *does the BBN report define "a noise problem"?*
- *the summary information indicates that in 1979, jet aircraft hanger storage was banned -- was that ban ever lifted? When? Why?*

The complete BBN report is available in the City records. As the report indicates, the study was performed for the City of Torrance. The aircraft referred to by the BBN report are obviously those in existence in 1975—not the newer technology aircraft that now exist over three decades later.

The Committee report quoted the BBN Executive Summary: "The study shows that under the California Noise Standards, the airport does not have a "noise problem".

The current rental agreements and land lease terms currently contain the jet storage, maintenance and servicing restrictions.

PageS [5]

Paragraph 1 indicates that the committee

- *".. .interviewed airport operations personnel and. some of the airport businesses to understand the current state of operations and background of the jet fuel ban."*
- *"info" on actual operations or jet aircraft was solicited directly from the operators, since neither the FAA nor the City keeps that information"*
- *Do we have written documentation of these interviews, including the names of the persons interviewed and the specific information they provided? This information is needed in order to evaluate the probable accuracy of the information to be able to re-contact the individuals involved for possible further clarification at a later date, perhaps in some future study.*

All survey forms obtained by the Committee are available. Airport operations personnel requested that their names not be recorded or used.

Section3.1

- *Do we have names and written documentation from each of the respondents (from the 13 transient jet operators and 10 jet operators based at Torrance)?*
- *Do we have written summaries of each interview?*

Study #1: City Policy on Jet Fuel Sales and Storage

Yes. All survey forms obtained by the Committee are available.

Data in chart on bottom of page 5 does not appear to compute:

FAA tower operations are being confused with what a pilot considers as a flight operation. In the survey responses on pages 5 and 6, "2 Ops" in the tables on pages 5 & 6 means two flights into and out of TOA. To the control tower, that would be 4 operations. Columns 2, 3 and 4 resulted from three separate questions on the survey:

How many times in the past 12 months has this aircraft flown out of Torrance Airport?

Have you made extra flights to neighboring airports just to purchase fuel (yes or no)? How many times in the last 12 months?

- *How many gallons of gas does it take to fill a plane's gas tanks?*

Airplane fuel tanks vary greatly in size, depending on the design. For example, a very light jet might hold 400 gallons, a Lear or Citation jet 1000 gallons, and a medium jet capable of operation out of Torrance up to 3-4,000 gallons.

- *N607FX has only flown two round trips (4 ops) in or out of Torrance in a year, but predicts he would buy 2400 gals of jet fuel here if it were available??*

The Committee was not sure what issue Commissioner Rhilinger is raising here. FAA tower operations are being confused with what a pilot considers as a flight operation. That aircraft flew to Torrance 4 times in 2007 but obviously plans more trips in the coming year. One can see that taking on 2400 gallons in two flights is entirely feasible, based on the size of the aircraft and the duration of the upcoming flight.

- *N679QS and N683QS have each reported only one round trip to Torrance (2 ops) in a year, yet N683QS reports it made extra trips in and out of Torrance just to get fuel?? If the "annual ops" info is correct, then he flew the plane only once --to get fuel?*

FAA tower operations are being confused with what a pilot considers as a flight operation. The survey form asked "Have you made extra flights to neighboring airports just to purchase fuel? How many times in the last 12 months?"

No ID on the first plane in the list (should we therefore exclude the info from survey by the committee's own rules)

No. The survey form was sent to each specific airplane the Committee noted had landed at Torrance. The form was returned directly to the Committee in the return envelope provided by the Committee. Hence it came from a verifiable source. The results of the

survey are the same regardless of inclusion of this data point.

- *Plane # 1 and N715CA both state they would buy 10,000 gallons of gas per year, yet plane #1 states he makes only 20 ops from Torrance (with 10 extra refueling ops) and N715CA made 250 ops from Torrance with only 12 extra refueling ops. Is 1,000 gallons of fuel an "average" tank fill-up?. Half of Plane#1 's ops were for fueling only?*

FAA tower operations are being confused with what a pilot considers as a flight operation. There is no "average"--they vary widely in size and a pilot may elect to fill only with enough to reach his next destination. Plane #1 had only started operating into Torrance in April. If he operates over long distances, it would be natural that each flight would require a refueling flight prior to departing with passengers. The pilot of N715CA commented: "Jet fuel at Torrance is a major problem for our operational planning to fly non-stop to other areas" and "We often tanker fuel into TOA that we would not if Jet A were available at TOA."

Page 6

Data on chart at top of page 6 does not appear to compute:

- *• 100+ annual ops (which should be the total number of take offs and landings for that plane during the year) with 100 extra refueling trips means most (if not all) trips were for fuel, not ordinary operations. What was the fuel being used for?*

FAA tower operations are being confused with what a pilot considers as an operation. He may have made 100+ flights out of Torrance with 50 of them just to refuel or he may have made 100 extra flights in addition. Either way, that shows a lot of extra flights just to refuel. Fuel was used to power the airplane.

- *NIMA and Haralambos both list 100+ annual ops with widely differing projected fuel purchases at Torrance and large differences in the extra fuel flights from Torrance.*
- *Haralambos would only buy 3,000 gallons of fuel here, despite having made 100 extra fuel flights annually?*

The Committee was not sure what issue Commissioner Rhilinger is raising. These figures are dictated by the types of operations and equipment flown. The reader should keep in mind that the size of the airplane and fuel tank capacities vary widely, plus the mission of the jet (short range trips versus long range). Thus, variation in the responses from one respondent to another is not discrepant.

- *Five aircraft estimated a total of 34,000 gallons of annual fuel which would be purchased in Torrance, but the committee states that if those figures were extended to "all ten based aircraft" the gas purchased would be 100,000?? The extrapolation of possible purchases is not proportional. Twice the number of planes would be 64,000 gallons potentially purchased (twice the gas purchase for five planes). If the amount of gas that would be purchased is based on estimated number of flights, or miles being flown by the additional five aircraft, that data should be included in the report.*

The total of 34,000 is correct. The first draft of this table had included an aircraft that the Committee later determined should be in the transient list, but the total in the text was not corrected. Double 34,000 would be 68,000 (not 64,000), but this number would be highly dependent on the types of operations and equipment flown by the remaining aircraft that did not respond.

Page 7

" Conclusion: Lifting the ban on sale of jet fuel sales will not attract jet aircraft that are not already planning to land at Torrance. "

The conclusion is inconsistent with data on chart on Page 5 (eight out of thirteen planes avoid TOA due to lack of jet fuel). It is equally likely that these eight would fly in and out of TOA more frequently if jet fuel was made available here.

The point here is that they DID come to Torrance and DID make extra flights just to refuel. It should be understood that jets cruise at high altitude because that is where they are efficient. "Dropping in for gas" from 40,000 feet is just not cost or time efficient, so jets normally only fill up at their destination, unless the length of the flight exceeds the aircraft's range. If the jet is unable to fly into Torrance with enough fuel to continue to its next destination, the pilot's only choice is to make an extra refueling flight to Long Beach or to Hawthorne before boarding passengers for the next trip.

Page 8

Conclusion re: projected price of jet fuel at TOA not consistent with data using comparison of the cost of 100LL at airports within 30 miles of TOA.

100LL gas at TOA was $4.86 Gas at other airports ranged from $4.23 to $6.09. This

means that 100LL gas purchased at TOA was more than $1.00 per gallon cheaper than some other airports in the area. Jet Fuel pricing could be equally attractive.

Available data does not support Commissioner Rhilinger's conclusion that jet fuel at Torrance would be priced lower than other airports in the area. Torrance has not historically had significantly lower 100LL prices compared to other similar area airports and there is no basis to assume that the pricing of Jet-A would be any different. Hawthorne charged $4.74/gal for Jet-A and Fullerton charged $4.80/gal. LAX charged $6.44/gal and John Wayne charged $7.08/gal. These significant price differences have not attracted aircraft to "drop in" to refuel at Hawthorne or Fullerton.

Comparing prices at Torrance to those at Long Beach, Burbank and John Wayne is like comparing apples to pineapples, because the bigger airports sell fuel from very large FBOs. Those FBOs provide aircraft servicing, storage, maintenance, catering, lounges, meeting rooms, and a host of other executive amenities used by well-heeled businesses traveling in large corporate jets. The high overhead of these big operations accounts for the price difference. Torrance Airport does not have these facilities nor room to build such lavish facilities.

The cost of descending from altitude, landing, taking off, and climbing back to cruise altitude far outweighs a price difference—even $1 per gallon discount. Aircraft operating costs can easily exceed several thousand dollars an hour for a small to medium size jet, and fuel is only one of the costs (crew, maintenance, insurance, depreciation, storage, etc).

Page 10

Air Charter / Air Taxi operations: estimated number of ops at TOA annually appears to be growing (2006 vs 2007 ***in*** *chart on bottom of page 10). Is there a way to limit these types of operations ??*

No. Based on the court decisions in the Santa Monica cases, any aircraft that meets the existing size, weight and noise limitations, regardless of fuel or engine type, cannot be restricted from using any public-use airport like Torrance Airport.

Overall Committee Conclusions.(pg.19).

- *Who/what is Pratt and Whitney Customer Service?*

Study #1: City Policy on Jet Fuel Sales and Storage

Of the over 1 million references to "Pratt & Whitney" obtained from Google, Wikipedia states: "Pratt & Whitney is an American aircraft engine manufacturer of products widely used in both civil and military aircraft. As one of the "big three" aero-engine manufacturers, it competes with General Electric and Rolls-Royce, although it has also formed joint ventures with both of these companies. In addition to aircraft engines, Pratt & Whitney manufactures fixed gas turbines for industry and power generation, marine turbines, railway locomotive engines, and rocket engines."

Jean Leger was the Pratt & Whitney customer service representative contacted by the Committee.

- *Data provided seems to indicate that some planes wouldn't be flown at all if it weren't for an "extra fuel flight"*

The Committee was unable to determine how this conclusion was reached from the data. The Committee believes that Commissioner Rhilinger confused the pilot's meaning of an operation (a trip in and out of TOA) with an ATC tower operation (a takeoff or a landing).

- *Increased revenue to the city from Jet Fuel sales must be considered in balance with the impact of the presence of that fuel on the surrounding community. There is no firm data available to accurately indicate just how lucrative the sale of Jet Fuel might, or might not, be.*

The Committee was not sure what issue Commissioner Rhilinger is raising—the FBOs will decide if they can make money or not. Currently ALL of the revenues go elsewhere.

- *I am not convinced that there is a significant number of additional ops at TOA due to extra fuel flights. The data provided on the charts on pages five and six appear to be highly inaccurate "guesstimates".*

Data on these pages are not "guesstimates" but are taken directly from the returned survey forms. The Committee suggests that Commissioner Rhilinger spend a few days at the GAC interviewing transient and TOA based jet pilots as they fly into and out of TOA. The committee has done this as much as deemed necessary to confirm the problem and to compile the data presented in the report.

- *As an Emergency Operations hub for the South Bay, is Torrance Airport adequate in terms of length of runway and other maintenance facilities needed for humanitarian aid "drops" to take place in an emergency? The larger transports that might be needed would have to be based from LAX or Long Beach, where Jet Fuel is already available, with smaller aircraft and helicopters shuttling to TOA from those locations. I believe most of the emergency activity at TOA would be of a ground nature*

Several years ago, a serious grass fire in Palos Verdes was fought by county helicopters which reloaded with water at Torrance—enabling them to make frequent drops. In order to refuel, they had to fly to Long Beach and they were out of the fight for over an hour each time.

In the weeks following the last major earthquake in San Francisco, the Watsonville Airport served as the only way to get needed medicine and emergency supplies into that area for nearly a week. Ground access into the area was not possible.

TOA runways and taxiways are more than adequate to support fixed wing operations of medium large turboprop or medium size jet aircraft as might be used by the Coast Guard or other armed forces, as many of these are designed to operate from short fields.

Finally, while I agree with the committee's statement that the number of flight operations at Torrance Airport .will grow whether or not Jet Fuel is made available for sale at the airport, and while I can see that evolving technology in aircraft engine design will eventually make Jet Fuel the aviation norm of the future, I do not see anything in the committee's report which indicates a compelling need to start making Jet Fuel available at the airport at this point in time. I am particularly reluctant to do so in view of the fact that improvements in the airport Noise Monitoring Program has resulted in a lack of any measurable noise data since August 31, 2002.

For all these reasons, my vote on this committee recommendation will be "No".

Susan M. Rhilinger
Torrance Airport Commissioner

It is the belief of this committee that the potential for improvements brought about by a change to the jet fuel policy—particularly in the areas of interest (safety, noise, community relations, and revenue)--are well worth the cost of hiring an outside consulting firm for further investigation. The future of general aviation is now, and ignoring or postponing the issue will only guarantee that Torrance's Zamperini Field will slowly become an airport of aging aircraft, with newer aircraft that take advantage of technological advances either shut out or making wasteful refueling flights.

The current jet fuel policy has not kept jets out of Torrance or reduced jet flights into Torrance. Continuing the "ostrich approach" to this issue--burying our heads in the

sand and hoping the problems will go away--is not working.

Committee responses to audience comments At Airport Commission 10 April 2008

A number of comments were also made verbally at the Commission meeting. Most comments expressed personal opinions but did not provide additional data for the study to consider. Excerpts from the minutes are provided below in *italics*. Committee responses are shown in bold type.

Rae Thrasher, Ladeene Avenue, stated that Southwood Riviera Homeowners Association did not receive a copy of the study plan, that 100% of its homeowners are against the sale of jet fuel, and that more time is needed to solicit input.

The study plan letter was mailed to all Torrance homeowners associations of record on November 16, 2007. The Southwood Riviera Homeowners Association newsletter for December 2007 reproduced the study plan in its entirety. The address of record (provided by the City Clerk and updated July 12, 2007) to which the study plan letter was sent was:

Southwood Riviera Association
Rae Thrasher, President
23819 Ladeene Avenue
Torrance, CA 90505-4613
310.373.8204

The Committee received no evidence to support the claim that 100% of the association members were against the sale of jet fuel.

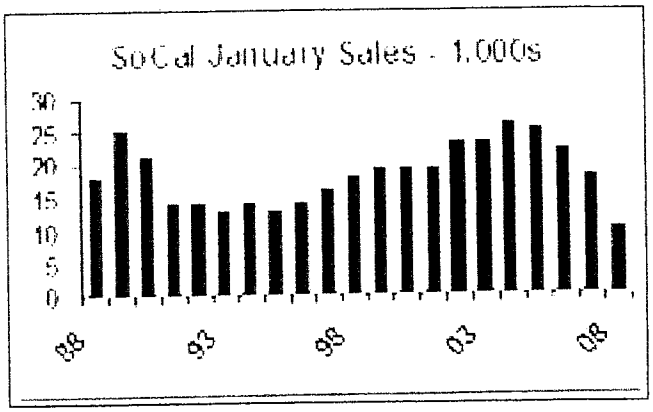
Joe Arciuch, Kathryn Avenue, questioned the lack of supporting data in the Study and offered to provide data proving that property values of residential properties near the Airport are lower.

The Committee's conclusions about effects of the airport on home prices are based on the sales data provided by DataQuick. Data for 2003 was not available.

Torrance Median Home Sales Prices—Increase from prior year

ZIP Code	2005	2006	2007	Change from 2001
90501	22%	2%	-4%	108.0%
90502	28%	2%	-8%	115.1%
90503	11%	3%	1%	95.3%
90504	17%	6%	-5%	99.1%
90505	12%	13%	-6%	91.9%
90277	18%	4%	0%	83.4%

These changes reflect the overall real estate market which began to soften in mid-2005 (see chart, right). Home sales in Southern California in January 2006 were 17% lower than for January of 2005. By January 2007, sales decreased 13% over the prior January. The annual decrease for January 2008 was an astounding 43%.



Mr Arciuch provided a set of vugraphs from the 2007 Aviation Noise & Air Quality Symposium titled: "Noise 101—Economics of Airport Noise Management." It cites results of a study by John P Nelson of Penn State published January 2004 that attempts to quantify the impact of aircraft noise on property values.

Mr Arciuch also provided excerpts from that paper, dated July 2003. The study presents a method to quantify effects of airport noise on residential property values based on 20 studies reporting 33 estimates of those effects at 23 airports in the US and Canada in 1970. No identification of the airports studied or even whether they were similar to Torrance were included in the material provided. From the small number of airports included in the study (23 out of the over 20,000 airports in the US and Canada), it would be reasonable to assume they were done at large commercial airports in or near major cities and not at small general aviation airports.

Mr Arciuch provided L A Times data on median home sale prices for November 2006 (obtained from DataQuick) showing the change in median prices from the same month of the prior year. The data show a decrease in single-family home prices for zip codes 90505 and 90717 (Lomita) with 0% to 10% increases in other Torrance zip codes. He then claims this single data point as proof that Torrance Airport reduces home prices nearby.

Median home prices in any single zip code, because of the small number of sales in a given month and the range in prices for those sales, vary greatly from month to month. For example, data from June 2003 through March 2008 for a single Torrance zip code show month to month changes in single family residence prices per square foot ranging from +28% to -25%. Larger sample sizes (such as annual sales) are needed for meaningful comparison between two periods in a single zip code.

As noted above, annual home prices ($/ft^2) in 90505 increased MORE than in the rest of Torrance from the end of 2005 to the end of 2006—over 3 times more. This period includes the data cited by Mr Arciuch. Furthermore, median annual home prices ($/ft^2) in 90505 have averaged 3.6% higher than in the rest of Torrance from 2001 through 2007.

If one were to attribute these changes solely to the effects of the Torrance Airport (as Mr Arciuch does), one would have to conclude that proximity to the airport caused an INCREASE in home prices in 90505 for 2006 and that it made the homes MORE valuable.

The Committee did not have similar data for Lomita single family home sales ($/ft^2) over a

period of years, but the median sales price of a single family residence in Lomita decreased 3.9% during 2007 compared to an increase of 0.6% for 90505 for the same period.

Michael Bettinger, 232nd Street, former Airport Commissioner, stated that there are no new facts in the Study that were not brought forward during the Master Plan hearings. He asserted that the Airport adversely affects property values, jet fuel can be trucked in, jet fuel is being illegally stored at Airport in hangars, and changing the Master Plan would require a full Environmental Impact Report.

The Airport Master Plan, dated August 1981 and provided to the Airport Commissioners, does not prohibit the sale of jet fuel. It is, in fact, silent on the issue of jet fuel, although the Plan appears to support availability of jet fuel and other amenities that support corporate business aircraft. It also appears to support the elimination of the extra refueling flights that have resulted from the jet fuel ban:

> **Page 6: ". . .Torrance Airport has a reputation for being a training field. Flight training results in large numbers of local operations (touch and goes) and very little local financial benefit per operation. Itinerant business aircraft, on the other hand, develop much higher financial benefits to the community per operation for services such as hotels, restaurants, car rentals, or corporate business ventures. Similarly, aircraft sales, rentals, and charter provide much higher benefits per operation than training. The FBO standards will encourage aeronautical uses that provide for the most benefit to the community and the least detrimental effects, through reduced operational levels."**
>
> **Page 14: "It is also the key to success for the aeronautical lessees transition to the corporate executive image."**

Mr Bettinger provided nothing to support his claims that the airport adversely affects property values (see Committee response to Mr Arciuch, above), that jet fuel is being trucked into the airport or that jet fuel is being illegally stored in airport hangars.

ATTENTION: Shant Megerdichian, Torrance Airport Facility Operations Manager
SUBJECT: Subcommittee Report on Jet Fuel

During the April 10, 2008, Airport Commission meeting I spoke about the impact of airport noise on residential property values surrounding airports (Item 4.7, pg 16). Enclosed are excerpts from two university studies showing negative impact on such properties, amounting to 0.6 % per one decibel. Each flight generates noise measured in decibels: more flights mean more decibels of noise and more noisy aircraft add decibels much faster.

In addition to those studies, included is an excerpt from the December 28, 2006, Los Angeles Times report, which shows a reduction in home values located under the flight paths of Torrance Airport as opposite to the increase in property values for the rest of Torrance and the neighboring communities.

NOTE: Jet fuel availability at Torrance Airport will make it possible for jet aircraft to get based in Torrance and also attract jets based outside to make more flights into Torrance. This also will offer an opportunity for LAX to divert small jet aircraft from LAX to Torrance and for certain Santa Monica based jets to move over to Torrance once a ban is implemented there.

Submitted by:
Joe Arciuch
May 7, 2008

University of California Davis – Air Quality Research Center

2007 Aviation Noise and Air Quality Symposium

Noise 101

Economics of Airport Noise Management

Geoffrey D. Gosling
Aviation System Consulting, LLC
Berkeley, California

NOTE: SELECTED BY JOE ARCIUCH

Externalities and Social Cost

- Airport activities generate benefits and disbenefits
- Benefits are fairly clear and widely distributed
  - Air travel and air cargo
  - Employment opportunities
- Environmental impacts tend to fall disproportionately on nearby communities
  - Aircraft noise
  - Air and water quality
  - Traffic congestion, etc.
- No generally accepted mechanism to compensate those impacted or set compensation criteria
- Importance of perception and measurement issues

Economics of Noise Management Strategies

- Wide range of actions that an airport authority can take
  - Restrictions on airport or airspace use
  - Noise insulation programs and land use controls
  - Noise-based fees or quotas
  - *etc.*
- Some actions require national or international actions
  - Aircraft noise emission standards
  - Operating restrictions
- Other actions may require local community actions
  - Land use controls

Valuing Reduction in Noise Levels

- No formal market for quiet
- Use of values imputed from other markets
  - Real estate prices
- Well established theoretical, econometric and empirical literature from several countries
- Typical findings
  - Increasing average noise exposure by one decibel reduces predicted house price by an average of 0.6%
  - Increasing average EPNL* by one decibel reduces predicted house price by an average of 1.3%
  - Loudness is more important than flight frequency but varies by type of housing

* EFFECTIVE PERCEIVED NOISE LEVEL

Review of Past Studies of Impact of Aircraft Noise on Property Values

- Reference
  - Jon P. Nelson, "Meta-Analysis of Airport Noise and Hedonic Property Values: Problems and Prospects," *Journal of Transport Economics and Policy*, Vol. 38, Part 1, January 2004
- Review of 20 studies for airports in U.S. and Canada
  - Covers 33 estimates for 23 airports
  - Computed Noise Depreciation Index (NDI)
    - Percent reduction in property value per dB DNL
- Meta-regression analysis of resulting NDI
  - Controls for differences across studies
  - Results vary with study weighting scheme
    - NDI varies between 0.51 and 0.67

META-ANALYSIS OF AIRPORT NOISE AND HEDONIC PROPERTY VALUES : PROBLEMS AND PROSPECTS

by

Jon P. Nelson
Department of Economics
Pennsylvania State University
University Park, PA 16802

Abstract

Meta-analysis is applied to the negative relationship between airport noise exposure and residential property values. The effect size in the analysis is the percent depreciation per decibel increase in airport noise, or the noise discount. Twenty hedonic property value studies are analyzed, covering 33 estimates of the noise discount for 23 airports in Canada and the United States. About one-third of the estimates have not been previously reported in the literature or were not included in previous meta-analyses. The weighted-mean noise discount is 0.58% per decibel. A meta-regression analysis examines the variability in the noise discounts that might be due to country, year, sample size, model specification, mean property value, data aggregation, or accessibility to airport employment and travel opportunities. The analysis indicates that country and model specification have some effect on the measured noise discount, but the other variables have little systematic effect. The cumulative noise discount in the U.S. is about 0.5% to 0.6% per decibel at noise exposure levels of 75 dB or less, while in Canada the discount is 0.8 % to 0.9% per decibel.

July 2003

Forthcoming in
Journal of Transport Economics and Policy, January 2004.

Introduction

Excerpt from page 3:

Airport Noise and Property Values

Noise is unwanted or unpleasant sound. At 65 dB and above, the most common human effects associated with aircraft noise are <u>annoyance, speech and learning interference, and sleep disturbance. In turn, these effects disrupt normal daily activities, such as conversation, television viewing, school work, productivity, outdoor recreation and living, and family activities. Annoyance is the adverse psychological response to a given</u>

noise exposure, including the anxiety or apprehension that the noise may cause (FICON, 1992b). At noise levels above 75 dB, the Environmental Protection Agency (EPA, 1982) cautions that more severe health effects may occur for some portion of the population, including temporary hearing loss. Those persons who are frequently outdoors are of greatest concern, including young children, retired people in warm climates, and persons in certain outdoor occupations.

Excerpt from page 7:

Threshold Noise Problems

Because the ear's pattern of response is more nearly logarithmic in nature, decibels are measured on a log scale. The perception of noise doubles in loudness for every 10 dB increase in sound level. An 80 dB sound is perceived to be twice as loud as a 70 dB sound, four times louder than a 60 dB sound, and eight times louder than a 50 dB sound. However, the absence of aircraft noise is not associated with a zero value of the Day-Night Sound Level. The DNL is the average sound level generated by all major environmental noise sources during a 24-hour period, with a 10 dB penalty for nighttime noise events.' Noise levels in the vicinity of airports range from about 65 to 80 dB, and noise contour data are generally available in 5 dB increments for this range. Typical background noise levels in urban areas are about 50-60 dB during daytime hours and 40 dB during nighttime. (A level of 50-60 dB corresponds to the noise from light traffic at 100 feet or an air conditioner at 100 feet.) A few studies incorrectly account for the threshold noise level. In most cases, they simply ignore the background level of urban noise and treat it implicitly as zero, rather than 55 or 60 dB. This is especially true where the sample of property values covers a larger portion of an urban area, which leads to a relatively large sample size. A control variable for sample size is used to correct for this problem in the meta-analysis.

Excerpt from page 16:

Conclusions

The results in the present study are consistent with an earlier contribution by the author (Nelson, 1980), which concluded that the noise discount was about 0.50 to 0.60% per dB. The present study expands the sample of estimates from 18 to 33, including a doubling of the number of estimates for U.S. airports. Although a number of estimates in Table 1 employ data for the 1970s, there does not seem to a measurable effect of time on the NDIs. Hence, **a given property located at 55 dB would sell for about 10-12 percent less if it was located at 75 dB, all other things held constant. Stated differently, under these same circumstances, a $200,000 house would sell for $20,000 to $24,000 less, which yields a hedonic price of $1000 to $1200 per dB** [***emphasis added***]. The noise discount in Canada appears to be greater, 0.80 to 0.90% per dB, and may reflect differences in legal rules as well as other economic differences.

It remains to be shown that the results in this paper are robust in the face of other analytical methods, such as GIS studies, contingent valuation methods, and new hedonic studies that consider spatial autocorrelation of housing prices (Salvi, 2003). Further, empirical estimation of structural demand models has not been applied to noise avoidance, although additional progress has been made on the theoretical front (Sheppard, 1999). Lastly, caution should be

exercised in applying the estimates in this paper to residential areas near airports that are affected by **noise in excess of 75 dB. Survey studies by Feitelson et al. (1996) and Frankel (1991) suggests that the noise discount per dB could be substantially higher where the level of noise exposure makes land virtually unsuitable for any residential use.**

NOTE: The analysis consists of 16 pages of text and 12 pages of References and Tables.

Here is how Torrance Airport impacts home values in the area under its flight patterns, based on the data covering the period of one year ending November 2006. The data shown below has been extracted from the charts published in the December 28, 2006, Los Angeles Times.

SOUTHERN CALIFORNIA HOME RESALE ACTIVITY
L.A. Times Sunday Edition, Dec. 28, 2006
Charts - Data for November 2006 (% shown represent changes from same month last year.)

Single Family Homes: Price % change

County	**---**	**2.9%**
	ZIP	
Torrance	90501	0.0%
Torrance	90502	0.4%
Torrance	90503	9.6%
Torrance	90504	5.9%
Torrance	**90505**	**-18.0%**
Lomita	**90717**	**-8.5%**

NOTE: Other Torrance's neighboring cities show positive % changes.

It's no coincidence that both Lomita and part of Torrance (ZIP 90505) happen to show negative change in home price values--they both lie under flight patterns of Torrance Airport.

Prepared by Joe Arciuch

May 15, 2007

Changes and additions to draft report presented 10 April 2008

Section 1, Page 2: Description of Appendix D added

Section 3, pages 5 and 6: References to "Ops" changed to "Flights" to clarify terminology that was confused with "operations" as defined by the FAA Control Tower.

Section 3, page 6: Text reference to table changed to agree with table (68,000 gallons).

Appendix D: Added to include comments made at the 10 April Commission meeting and the Committee's analysis and responses. It also includes an analysis and response to information provided to the Committee on 10 April—too late for the Committee to include in its report at the 10 April Commission meeting.

Zamperini Field Airport Commission

The Zamperini Field Airport Commission is an advisory body to the City Council. All meetings are open to the public. Regular meetings are scheduled on the second Thursday of each month at 7:00 p.m. in the West Annex Commission Meeting Room.

Staff reports are available for review at the General Aviation Center, Civic Center Main Library and the City Clerk's Office. Direct any other questions or concerns to Shant Megerdichian, Facility Operations Manager at (310) 784-7900. Agendas and Minutes are posted on the City of Torrance Home Page www.torrnet.com.

In compliance with the Americans with Disabilities Act, if special assistance is needed to participate in this meeting, please contact the City Manager's Office at (310) 618-5880. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28CFR 35.102-104 ADA Title II]

HOURS OF OPERATION
Monday through Friday from 7:30 a.m. to 5:30 p.m.
Offices are closed alternate Fridays.
City Hall will be closed on Friday, April 11, 2008 and Friday April 25, 2008.

CITY OF TORRANCE ZAMPERINI FIELD AIRPORT COMMISSION

WEST ANNEX COMMISSION MEETING ROOM
CITY HALL, 3031 TORRANCE BOULEVARD
TORRANCE, CALIFORNIA 90503

THURSDAY, April 10, 2008
7:00 P.M.

AGENDA

1. CALL TO ORDER
2. ROLL CALL/MOTIONS FOR EXCUSED ABSENCE
3. FLAG SALUTE
4. MOTION TO ACCEPT AND FILE REPORT ON POSTING OF AGENDA
5. APPROVAL OF MINUTES OF March 13, 2008.
6. ACTION ITEMS: None
7. INFORMATION ITEMS:
   A. Aeronautical Operational Information Under the Purview of the General Services Department.
   B. Aeronautical Operational Information Under the Purview of the Public Works Department.
   C. Land Management Report – Aeronautical
   D. Sub-Committee Reports.
      - State and Fed Funding
      - Policy Change and GA Growth- Submission of Report on Jet Fuel
      - Master Plan
8. ORAL COMMUNCATIONS
9. ADJOURNMENT TO May 8, 2008

ROLL CALL: _____Adams ____ Dingman ____ Fitch ____ Phillips ____ Rhilinger
_____Tymczyszyn_____ Chairman Gates

March 13, 2008

MINUTES OF A REGULAR MEETING OF THE AIRPORT COMMISSION

1. CALL TO ORDER

The Torrance Airport Commission convened in a regular session on Thursday, March 13, 2008 at 7:00 p.m. in the West Annex meeting room at Torrance City Hall.

2. ROLL CALL

Present:	Commissioners Adams, Dingman, Fitch, Phillips, Rhilinger, and Chairperson Gates.
Absent:	Commissioner Tymczyszyn.
Also Present:	Facility Operations Manager Megerdichian.

MOTION: Commissioner Adams moved to grant an excused absence to Commissioner Tymczyszyn for the March 13, 2008 meeting. Commissioner Dingman seconded the motion; a voice vote reflected unanimous approval.

Commissioner Archie Phillips was introduced and he provided a brief background about himself.

3. FLAG SALUTE

Commissioner Phillips led the Pledge of Allegiance.

4. AFFIDAVIT OF AGENDA POSTING

MOTION: Commissioner Rhilinger, seconded by Commissioner Dingman, moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting; a voice vote reflected unanimous approval.

5. APPROVAL OF MINUTES OF FEBRUARY 14, 2008

Commissioner Dingman offered the following correction to the February 14, 2008 meeting minutes:

Page 4, Item 8B, line 2: "...canceling the VHF Omni Range (VOR) approach to runway 11 Left."

MOTION: Commissioner Fitch moved for the approval of the February 14, 2008, Airport Commission meeting minutes as amended. Commissioner Rhilinger seconded the motion; a voice vote reflected unanimous approval (absent Commissioner Tymczyszyn).

6. ACTION ITEMS

None.

7. INFORMATION ITEMS

7A. AERONAUTICAL OPERATIONAL INFORMATION UNDER THE PURVIEW OF THE GENERAL SERVICES DEPARTMENT

Chairperson Gates noted that the following reports for March 2008 were included in the agenda material: Hangar and Tiedown Rental Status, Ongoing Projects, March Meeting Room Schedule, and Hangar Waiting List.

Commissioner Fitch requested that Noise Monitoring System Replacement be left as on ongoing item at the top of Report 2.

In response to her inquiry, Facility Operations Manager Megerdichian stated that the old noise monitoring system was replaced because it was completely antiquated with obsolete parts.

7B. AERONAUTICAL OPERATIONAL INFORMATION UNDER THE PURVIEW OF THE PUBLIC WORKS DEPARTMENT

Chairperson Gates noted that the following reports were included in supplemental material: Events Requiring Emergency Response and Airfield Operations Status.

Facility Operations Manager Megerdichian reported that the Cal Trans Inspection was conducted on February 6, 2008, noting that he will bring the full report to the Commission when it becomes available.

7C. LAND MANAGEMENT REPORT – AERONAUTICAL

No report.

In response to Chairperson Gates' inquiry, Facility Operations Manager Megerdichian advised that Flite Park Phase Three will be considered by City Council on March 25, 2008.

7D. SUB-COMMITTEE REPORTS

7D.1 STATE AND FED FUNDING

Chairperson Gates reported that the subcommittee was still waiting for an opportunity to meet with the City's consultant.

7D.2 POLICY CHANGE AND GA GROWTH

Commissioner Adams reported that the subcommittee has not met but continues to collect information and feedback regarding the use of jet fuel at the Airport.

7E.3 MASTER PLAN

Commissioner Rhilinger reported that the subcommittee has not met.

8. ORAL COMMUNICATIONS

8A. Chairperson Gates relayed concern by Operations staff about crowds from the museum wandering into operational areas.

8B. Chairperson Gates announced the Torrance Air Fair Airport Association meeting on March 21, 2008 to discuss runway and airport safety with the FAA.

8C. Chairperson Gates stated that the March 5, 2008 Tower tour was very interesting and noted that 25-30% of operations at the Airport are conducted by Robinson Helicopter.

8D. Commissioner Adams stated that he was impressed with the Tower tour, especially the level of technology and safety precautions.

8E. Commissioner Fitch stated that during the Tower tour she was informed that curfew violations are rare.

8F. Commissioner Fitch shared information about her participation in the Fire Department's Community Emergency Response Training.

8G. Facility Operations Manager Megerdichian stated that the elevator project was near completion and that there would be a job walk next week for the painting of the Tower.

8H. John Bailey, President of Southeast Torrance Homeowners Association, representing Coalition of Homeowners Associations of Torrance, stated that the Coalition met in January 2008 and voted unanimously against the use of jet fuel at Torrance Airport. He added that two of the three subcommittees are pilots, could not be objective, and that evaluation of jet fuel use should be made by City Council.

9. ADJOURNMENT

MOTION: At 7:28 p.m., Commissioner Fitch, seconded by Commissioner Adams, moved to adjourn the meeting to Thursday, April 10, 2008 at 7:00 p.m., in the West Annex meeting room.

Commission meeting of
April10, 2008

Honorable Chair and Members
of the Airport Commission

Members of the Commission:

SUBJECT: Transmittal of Aeronautical Operational Information Under the Purview of the General Services Department for January, 2008.

The General Services Department acts as both the landlord for the City owned facilities at the airport and as business manager for the Airport. As such the Department is providing the following informational reports for review by the Commission:

Report #1: Hangar and Tiedown Rental Status

Report #2: Ongoing Projects

Report #3: April Meeting Room Schedule

Report #4: Hangar Waiting List

Please call Shant Megerdichian at (310) 784-7900 for any questions about this transmittal.

ITEM 7A

REPORT 1

ZAMPERINI FIELD

HANGAR AND TIEDOWN INFORMATION

Total Number of City Owned Hangars	341
Total Number of Hangar Vacancies	0
Total Number of Airport Tiedowns	173
Total Number of City Leased Tiedowns	148
Total Number of City Leased Tiedowns Available	25

The 341 Hangars owned by the City are broken down into three size categories: small, medium and executive. Of the 341 total hangars, 72 were built by the City, while 267 hangars were funded by several private contractors. At time of construction, these hangars were built with individual preferences in mind and were not standardized according to size. Here are the approximate sizes of the small, medium and executive hangars.

Small:	800-1,200 sq. ft.
Medium:	1,200-2,200 sq. ft.
Executive:	2,200-3,200 sq. ft.

Current rates for hangars are $0.468/sq. ft. per month for Torrance Residents.
$0.526/sq. ft. per month for Non-Residents.

REPORT 2

ONGOING PROJECTS
April 2008

1. Airport Security Project
   - Revised bid package in progress.

2. Construction of 2 Executive Hangars
   - Project complete.

3. Hangar Electrical Phase II
   - Design for project 95% complete.

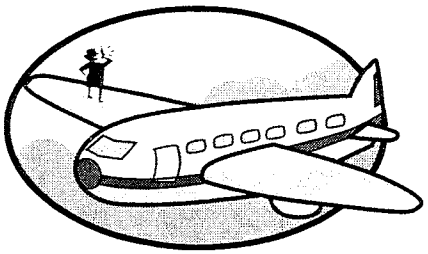
4. Paint and Seal Airport Tower
   - Staff reviewing bids which were received 4/3/08. Painting anticipated for May.

5. Upgrade of Noise Abatement System 98% complete.

NON-INFRASTRUCTURE
1999-2011
Capital Projects

	FEAP #	PRIMARY FUNDING	PROJECT TOTAL	
Noise Monitoring System Replacement	FEAP-004	AIRPORT	104,000.00	FY 2005
Noise Monitoring System Replacement	FEAP-294	AIRPORT	432,250.00	FY 2005
Airport Keycard System & Security Camera	FEAP-309	AIRPORT	614,000.00	FY 2007 Design Complete
Airport Perimeter Fencing and Entry Gate Relocation	FEAP-348	AIRPORT	1,007,000.00	FY 2007 Design Complete
Airport Security Lighting	FEAP-349	AIRPORT	321,000.00	FY 2007 Design Complete
Construct 2 Exec Hangars – Revised	FEAP-375	AIRPORT	376,628.00	Complete
FAA Control Tower Repairs (Windows, Elevator Upgrade)	FEAP-640	AIRPORT	120,000	Windows/Elevator Complete. Interior portion upcoming.
Underground Storage Tank Upgrades	FEAP-445	AIRPORT	66,000.00	FY 2005
Hangar Electrical Upgrade Phase II	FEAP-449	AIRPORT	580,000.00	FY 2005 Design in progress
Paint and Seal Airport Tower	FEAP-561	AIRPORT	50,000.00	FY 2007
Total			$3,895,878.00	

REPORT 3



APRIL 2008
MEETING ROOM SCHEDULE

DATE	USER	TIME
4/3	SOUTH BAY QUILTERS	10:00AM – 12:00PM
4/8	BOY SCOUT TROOP 966	7:30PM – 9:00PM
4/9	LEADERSHIP TORRANCE	8:00AM – 5:00PM
4/9	TORRANCE DEMOCRATIC CLUB	7:00PM – 9:00PM
4/12	AMERICAN ASSOC. OF UNIVERSITY WOMEN	8:00AM – 12:00PM
4/12	EXPERIMENTAL AIRCRAFT ASSOC. (YOUNG EAGLES)	1:30PM – 3:30PM
4/14	SOUTH BAY CAMERA CLUB	7:00PM – 9:00PM
4/16	TORRANCE POLICE DEPARTMENT PUBLIC SERVICE EDUCATION	7:00PM – 9:00PM
4/18	NATL ASSOC OF RETIRED FEDERAL EMPLOYEES	12:30PM – 3:30PM
4/19	FEDERAL EMERGENCY MANAGEMENT AGENCY	7:30pm – 9:30pm
4/21	FAA MEETING	7:00PM – 9:00PM
4/22	TORRANCE ARTIST GUILD	6:00PM – 8:00PM
4/23	JAPANESE AMERICAN CIVIL LIBERTIES LEAGUE	7:00PM – 9:00PM
4/24	AIRESEARCH FLYING CLUB	7:30PM – 9:30PM
4/25	CIVIL AIR PATROL	10:00AM – 1:00PM
4/26	CIVIL AIR PATROL	7:00AM – 1:00PM
4/27	POST CARD CLUB	2:00PM – 4:00PM
4/28	SOUTH BAY CAMERA CLUB	7:00PM – 9:00PM
4/30	FAA MEETING	6:30PM – 9:30PM

HANGAR WAITING LIST

1.	Bohner, R.	11/09/93	EXEC
2.	Wyels, P.	11/08/93	EXEC
3.	Steed, V.	06/24/96	EXEC
4.	Cleveland, D.	05/18/99	EXEC
5.	Cobb, B.	01/10/00	EXEC
6.	Lopes, G.	02/23/01	MEDIUM
7.	Muhlbach, R.	06/29/01	MEDIUM
8.	Regan, E.	06/26/03	MEDIUM
9.	Geiger, G.	08/20/03	MED/EXEC
10.	Rasmussen, K	09/11/03	MED/EXEC
11.	Ammann, B	10/07/03	MED
12.	Clark, D	04/06/04	MED
13.	Ciszek, K.	06/13/05	MEDIUM
14.	Yau, Jay	06/15/05	SMALL
15.	Juhas, M.	06/27/05	SMALL/MED
16.	Summers, E.	07/20/05	SMALL
17.	Soltami, E.	09/19/05	SMALL
18.	Mauro, F.	09/23/05	SMALL/MED
19.	Haggard, H.	10/03/05	EXEC
20.	DeArmond, F.	10/24/05	SMALL/MED
21.	Stewart, J.	10/28/05	SMALL
22.	Myronowicz, C.	10/31/05	SMALL
23.	Harkins, A.`	11/10/05	SMALL
24.	Gravatt, D.	11/18/05	SMALL/MED
25.	Champlin, C.	12/05/05	SMALL
26.	Watts, K	11/19/93	SMALL
27.	Salvay.	12/19/05	SMALL
28.	Gibson, R.	01/03/06	SMALL/MED
29.	Ekberg, C.	01/11/06	MED/EXE
30.	Clark, W.	01/25/06	SMALL
31.	Jon, E.	03/02/06	SMALL
32.	Nelson, W.	03/09/06	SMALL
33.	Moore, D.	03/15/06	SMALL
34.	Freitag, D.	04/10/06	MED
35.	Smith, D.	O4/19/06	SMALL/MED
36.	Gill, K.	04/27/06	SMALL/MED
37.	Blaire, W.	05/09/06	SMALL/MED
38.	Smith, S.	05/10/06	SMALL
39.	Patronas, E.	05/15/06	ANY
40.	Weber, M.	05/17/06	SMALL/MED
41.	Aokia, Y.	05/22/06	SMALL
42.	Allen, J.	05/12/98	SMALL/MED
43.	Hanel, R.	05/23/06	MED/EXEC
44.	Kaseff, K.	05/31/06	SMALL
45.	Eastcott, E.	06/12/06	SMALL/MED
46.	Verbin, C.	06/12/06	SMALL
47.	Abrams, H.	10/07/03	SMALL
48.	Poucher, D.	06/20/06	SMALL
49.	Fernandez, E.	06/27/06	ANY
50.	Gaines, L.	05/23/00	SMALL
51.	DeMaio, D.	06/09/00	ANY
52.	Cejka, R.	08/10/06	EXEC
53.	Mikami, D.	08/22/06	SMALL
54.	Gitlin, H.	08/31/06	ANY
55.	Rooks, C.	09/19/06	SMALL/MED
56.	Cohen, G.	10/31/06	SMALL
57.	Howkins, T.	11/09/06	SMALL
58.	Yarymovych, N.	11/22/06	SMALL
59.	Clinton, D.	12/04/06	ANY
60.	Ortiz, E.	02/16/07	SMALL
61.	Manzanares, J.	02/16/07	ANY
62.	Kumar, R.	02/23/07	SMALL/MED
63.	Furlong, G.	02/28/07	SMALL/MED
64.	Stewart, D.	03/29/07	ANY
65.	Colton, J.	04/06/07	SMALL/MED
66.	Driskill, K.	04/22/04	MED
67.	Koehler, J.	05/04/07	SMALL/MED
68.	Cross, R.	06/04/04	SMALL/MED
69.	Shultz, J.	06/13/07	MED/EXEC
70.	Shaw, S.	06/03/02	ANY
71.	Nelson, B.	06/26/07	SMALL
72.	Chambers, R.	07/06/07	SMALL
73.	Hand, F.	07/06/07	SMALL
74.	Giannola, P.	08/03/07	SMALL
75.	O'Brien, M.	08/15/07	SMALL
76.	DeMartino, R.	11/15/93	MED/EXEC
77.	Walker, J.	09/10/07	SMALL
78.	Jayatilaka, G.	11/04/05	SMALL
79.	Rutledge, G.	01/28/05	SMALL
80.	Dunn, R.	10/10/07	SMALL/MED
81.	Koerner, M.	10/30/07	SMALL
82.	Spennato, P.	11/01/07	SMALL
83.	Gidley, J.	11/15/07	SMALL
84.	Elliott, B.	11/15/07	SMALL
85.	Cook, M	12/26/07	SMALL
86.	Davis, T.	12/26/07	SMALL
87.	Turner, M.	11/19/93	SMALL
88.	Leewenburgh, C.	10/27/94	SMALL
89.	Fischer, W.	02/20/08	SMALL
90.	Ken, J.	02/21/08	SMALL

Summary of Changes to Hangar Waiting List
MARCH 1 - APRIL 1, 2008

Applicants From Waiting List Who Received Hangars

#18	Richardson, D	07/22/05	SMALL
#13	Bruinsma, T.	05/10/05	SMALL

New Waiting List Applicants Added

Request For Refund/Removal From Hangar Waiting List

Applicants Moved To Bottom Of List – (Second Passover)

Commission Meeting of
April 10, 2008

Honorable Chair and Members
of the Airport Commission

MEMBERS OF THE COMMISSION

SUBJECT: Transmittal of Aeronautical Information under the purview of the Public Works Department

The Public Works Department maintains the infrastructure of the Airport, and also provides a duty officer that responds to airfield emergencies. As such, the Department is providing the following informational reports to the Commission:

Report #1: Events Requiring Emergency Response

Report #2: Airfield Operations Status

Please call John Drakodaidis at 781-6900 for any questions about these reports.

ITEM 7B

ZAMPERINI FIELD

EVENTS REQUIRING EMERGENCY RESPONSE

FOR THE MONTH MARCH 2008

OPERATIONS	---------- TOTAL	14,670
INCIDENTS	----------	2
ACCIDENTS	----------	0
PERCENT OF OPERATIONS	----------	0.013

Sun 03-23-08 12:30 Cessna INCIDENT

Cessna had a flat tire on landing 29L. Airport 102 towed to parking. Torrance Fire Department was not required on scene.

Sat 03-29-08 14:00 Lanair INCIDENT

Aircraft engine would not start after landing. Airport 102 towed to parking. Torrance Fire Department was not required on scene.

Each of these events required a response by an Airport Duty Officer and the Fire Department.

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

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

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

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

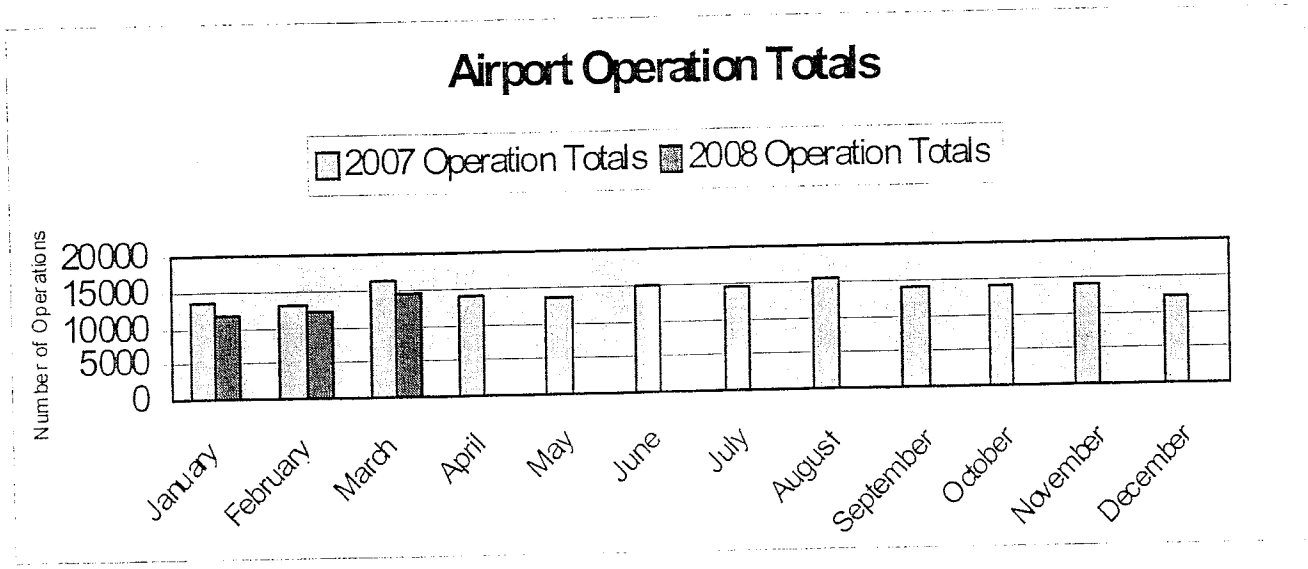
REPORT #2: AIRFIELD OPERATIONS STATUS

ZAMPERINI FIELD
OPERATIONS ACTIVITIES FOR THE MONTH OF MARCH 2008

- Airfield maintenance operations including, mowing, runway and taxiway inspections.
- All runways and taxiways swept including hangar area.
- Weed control spraying around taxiways, lights and signs.
- Foreign object debris removed from areas around runways, taxiways and west end.
- Storm water check was done for all drains inlets and outlets for trash.
- Storm water report complete for March
- Runway, Taxiway and hospital pad lights checked for safety.
- Transient helicopter H repainted from white to yellow.
- Hospital pad lights changed from amber to green.

2007/2008 OPERATION TOTALS

Month	Year	Operations	Month	Year	Operations
January	2007	13460	January	2008	11455
February	2007	13226	February	2008	11956
March	2007	16206	March	2008	14670
April	2007	13871	April	2008	
May	2007	13607	May	2008	
June	2007	15054	June	2008	
July	2007	14288	July	2008	
August	2007	15596	August	2008	
September	2007	13924	September	2008	
October	2007	14045	October	2008	
November	2007	13879	November	2008	
December	2007	11922	December	2008	



CITY OF TORRANCE

INTEROFFICE COMMUNICATION

DATE: April 2, 2008

TO: Honorable Chair and Members of the Airport Commission

FROM: Brian K. Sunshine, Chair, Land Management Team

SUBJECT: Land Management Update - Aeronautical

Land management activities for land in the aeronautical use portion of the Airport property:

Torrance Flite Park (TFP)
On Tuesday, April 1, 2008, the City Council adopted an Amendment to Lease for TFP that reset the timeframe for development and created an easement for access purposes for the central driveway. There was encroachment of the driveway into their Leasehold that has been resolved.

If you have any questions, please feel free to contact me at (310) 618-5880.

Brian K. Sunshine

NOTED:

LeRoy J. Jackson
City Manager

ITEM 7C

CITY OF TORRANCE

INTEROFFICE COMMUNICATION

DATE: April 10, 2008

TO: Honorable Chair and Members of the Airport Commission

FROM: Shant Megerdichian, Facility Operations Manager

SUBJECT: Sub-Committee Report Re: Jet Fuel

Concurrent with the Airport Commission's work plan, an ad hoc sub-committee of the Commission was formed to recommend policy changes to capitalize on general aviation's growth segments. This sub-committee chose to analyze the City's current policy regarding the sale and storage of jet fuel at the Airport.[1]

The sub-committee completed its study and has generated a report to be presented to the Commission. While the sub-committee feels that the report is complete and representative of a comprehensive study, it has not been available to staff to allow for their input or concerns. The Committee directed that its report be agendized for this meeting without a delay. Staff has therefore placed this report on the Airport Commission Agenda.

It should be emphasized that the Community has had a long history of controversy over the issue of jet fuel. Many individuals, cities and groups have indicated their desire to be notified of any consideration by the Committee, Commission or City Council of any review or potential change in the current policy. The requirement of placing this matter on this agenda has made it difficult to notify all parties and has limited the time period for their review and opportunity for input related to the Committee's report. This would seem to be inconsistent with the request of the City Council to encourage such opportunity and input.

Staff recommends that the report be received but that the Commission take no action at this time and that the report be made available to the public for its review for at least 30 days. This will allow for an opportunity for thoughtful review and comment. It would then be brought back to the Commission with staff review and input, and would include any materials received from the public.

It is felt that certain issues need to be addressed by staff related to the Committee's findings and recommendation, and requests the report also be referred back to staff for that review, which would be summarized as an

attachment to the Committee report. Staff would include in that analysis among other items:

- Environmental assessment requirement regarding the increase in fueling sites and the specific elements related to the sale and storage of jet fuel at Torrance Airport

- Use of jet fuel in regards to the Airport's Master Plan, and a review of the agreements reached with the City of Lomita in relation to the adoption of that plan

- Input from the Torrance Fire Department related to the viability of underground tanks or the constraints that might be seen regarding above ground fuel storage locations

- Input from the Community Development Department as to any impact on the City's carbon footprint.

Shant Megerdichian
Facility Operations Manager

[1] The decision by the sub-committee to analyze the jet fuel policy was not a City Council directive.

Attachments:
A – Draft of Sub-Committee's Report of Jet Fuel Policy

Attachment A

TORRANCE AIRPORT COMMISSION

Committee to Recommend Policy Changes
to Capitalize on General Aviation Growth Segments

STUDY #1: JET FUEL POLICY

Committee Members:

Clark Adams, Chairman
Jim Gates
William Tymczyszyn

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SECTION 1: STUDY DEFINITION

In accordance with its approved Work Plan, the Torrance Airport Commission formed a committee to evaluate city policies related to the Torrance Airport to:

1. evaluate whether a particular policy has satisfactorily performed its intended function,
2. evaluate whether a policy has resulted in adverse, unintended results,
3. determine whether policy changes should be recommended to City Council, and to
4. recommend what those changes should be.

A number of policies were identified as potential topics. The committee selected, as its first study, to evaluate the ban on jet fuel sales at the airport.

The Committee solicited inputs and supporting data from all airport stakeholders: users, businesses on and off the airport, and the surrounding community. Copies of the study plan (Appendix A) were distributed to all Torrance homeowners associations, airport businesses, the Torrance Airport Association, and other stakeholders. The Daily Breeze supported wide distribution of the plan through a news article. Airport users were surveyed regarding their current use of the airport, airport operations personnel were interviewed to discover their observations, and airport personnel at other local airports were surveyed. All persons wishing to provide data or inputs to this study were requested to provide contact information to the committee in order to verify its source and in case the committee had questions about the data or comment.

The Study Plan requested observations and supporting data to evaluate this issue from the following aspects.

- Projected future technology changes that might impact this policy
- Effects on Torrance-based aircraft
- Effects on transient aircraft traffic
- Effects on airport businesses
- Effects on safety
- Effects on surrounding neighborhoods
- Other considerations that might be suggested by stakeholders.

The Committee evaluated all information submitted to it and performed additional searches of data sources pertinent to the issue. The Committee believes that the information contained in this report is representative of all sides of this issue, although it cannot possibly be all-encompassing. The committee decided to include only that information in its report that can be traced to specific verifiable sources. If requested, the committee agreed to withhold names from the report, as long as it could trace that information to an individual or published source.

The Committee defined a number of terms to be used in the study:

Jet aircraft: Any aircraft deriving its power for flight from a turbine engine.
Turbojet: A turbine engine in which all air accelerated by the engine for thrust goes through the combustion cycle.
Turbofan: A turbine engine in which some of the air accelerated by the engine for thrust bypasses the combustion cycle.
Turboprop: A turbine engine in which some of the air accelerated by the engine for thrust passes through an unducted fan or propeller.
Jet fuel: A form of kerosene which meets the specifications for Jet-A.
Operation: A landing or a takeoff of an aircraft.

Diesel aircraft: Any aircraft deriving its power for flight from a piston engine using Jet-A fuel

Section 2 of this document reviews the policy history of the jet fuel ban to understand the effects which this policy had *hoped* to produce.

Section 3 summarizes the process used in this study to establish the actual consequences (both intended and unintended) of that policy today.

Section 4 reviews all of the arguments and supporting data that has been submitted to the Committee in support of the current policy.

Section 5 presents the Committee's conclusions, the reasoning and data behind those conclusions, and recommendations for changes to the policy banning the sale of jet fuel.

Appendix A is the study plan initially published in October 2007 and provided to all homeowners associations, the Daily Breeze, and anyone who requested it. Finally, public communications that were sent to the committee and could be traced to a verifiable source are provided in Appendix B. Appendix C contains additional information, some of which could not be traced to verifiable sources.

SECTION 2: HISTORY OF JET FUEL POLICY AT TORRANCE

The Torrance Airport, which has existed since the 1930s, has become an irreplaceable transportation asset for the entire South Bay as well as a convenient recreational facility for the South Bay area. Many changes have occurred over the years, resulting in current airport policy.

1960's: The first jet business aircraft capable of operating at Torrance were pure turbojets. These aircraft were extremely loud by comparison to today's turbojet, turbofan, turboprop, and propeller driven diesel powered aircraft, all of which utilize jet fuel (Jet A).

1975: The City of Torrance commissioned an in-depth study of the noise environment around the Torrance Municipal Airport for current and future operations. The study was performed by the consulting firm Bolt, Beranek and Newman Inc. (BBN). The study predicted traffic rates to more than double over the following 20 years.

The executive summary of the BBN study stated:

> *The study shows that under the California Noise Standards, the airport does not have a "noise problem".*
>
> *The projected growth in traffic will cause an increase in the noise exposure; however, provided there is a restriction on operations of aircraft noisier than those currently in use, this increase will be insufficient to cause a "noise problem". The introduction of aircraft such as the noisier business jets would cause a significant increase in noise exposure. Turbofan aircraft such as the Cessna Citation need not be restricted because their noise characteristics are comparable to those of the small two-engine aircraft currently using the airport.*

The BBN study concluded:

> *Noise monitoring offers a means of measuring actual noise exposure over periods of years. Noise monitoring provides a direct means of enforcing noise level limits on aircraft operations. By setting reasonable noise level limits, operations at the Torrance airport would be open to all types of aircraft that can meet the accepted noise criteria, providing a more flexible mode of judging acceptable aircraft than one based on arbitrary definition or arbitrary statements of engine type.*

1974: Torrance Airport was ranked as the second busiest general aviation airport in the country with 428,273 operations. There were 21,413 noise ordinance violations

1975: The City banned all "jet" aircraft from using the airport.

1979: The general ban on "jet" aircraft was rescinded after a similar ban in Santa Monica was overturned in a legal challenge. The Torrance ban on jet fuel sales and jet aircraft hangar storage were retained.

The City implemented a noise abatement program effectively limiting noisy aircraft that come into Torrance airport. This program does not specify specific types of aircraft; rather, it specifies noise limitations.

1990: The City banned general jet fuel sales; however, sales of jet fuel were allowed under "emergency" situations to enable an aircraft to safely take off and seek fuel elsewhere.

Study #1: City Policy on Jet Fuel Sales and Storage

1995: The City rescinded the policy allowing "emergency" jet fuel sales, resulting in the complete ban of jet fuel sales at Torrance airport.

2002: For the 12-month period ending August 31, 2002 (the latest period for which information is available), there were 278 noise violations—just 1.3% of the 1974 figure.

2007: Torrance ranked as number 40 on the list of general aviation airports, with about 170,000 operations—far less than half the level in 1974 and much less than one-fifth the level which BBN had concluded would still be insufficient to cause a noise problem.

2008: A new state of the art noise monitoring system is now in the final stages of installation and testing. Violators will be more easily identified with this new system.

Summary: Since the inception of the City's Noise Abatement Program, less than one half of one percent of all operations resulted in a noise violation. Types of aircraft that cannot meet the stringent noise controls are banned from the airport. Stated another way: any aircraft that meets the existing size, weight and noise limitations, regardless of fuel or engine type, cannot be restricted from using Torrance Airport.

Based on public comments, however, many in the community surrounding the airport continue to believe that:

1) the ban on the sale of jet fuel restricts or discourages jet aircraft from using the Torrance Airport, and

2) removing the ban will attract many more jet aircraft to the airport than would normally come.

The Committee set out to evaluate the validity of these beliefs and to determine if the ban on jet fuel sales has had and/or will have unintended, adverse effects on the community.

SECTION 3: THE STUDY AND ITS RESULTS

The committee began its study with an invitation for all interested parties to provide data for use in the evaluation (Appendix A). It also interviewed airport operations personnel and some of the airport businesses to understand the current state of operations and background of the jet fuel ban. Information on actual operations of jet aircraft was solicited directly from the operators, since neither the FAA nor the City keep that information.

3.1 Survey of Jet Aircraft Operators at Torrance Airport

The committee recorded the registration numbers of transient jet aircraft using the airport beginning in December 2007. Owners of 28 jet aircraft were identified through FAA records, and a survey was sent to each asking for data on their operations. Some data was obtained directly from pilots of aircraft at the airport. Although this does not account for all transient jet aircraft visiting the airport, it does represent a fairly random sample. Thirteen written responses were received from operators or pilots of transient aircraft:

ID	Annual Torrance Ops	Likely Jet Fuel Purchases at TOA (gal/yr)	Extra Refueling Flights from TOA (Annually)?	Avoid TOA because of jet fuel ban?
?	20	10,000	10	Yes
N251FX	25	8,750	Yes	Yes
N392QS	60	30,000	No	Yes
N441A	100	20,000	Yes	Yes
N576RG	10	1,000+	No	No
N606FX	15	800	Yes	Yes
N607FX	4	2,400	Yes	Yes
N679QS	2	200	No	Yes
N683QS	2	600	Yes	Yes
N707AV	Many	1,200	Yes	No
N715CA	250	10,000	12	No
N920TT	24+	3,840	Yes	No
N960SD	3	0	No	No

Some of the 13 respondents reported avoiding Torrance (when other alternatives existed) because of the jet fuel ban, but they still came to the airport many times (more than 220 visits per year). Of these 13 respondents, all but 4 of them reported making extra flights just to obtain fuel at neighboring airports.

Annual jet fuel purchases (if it were available at Torrance) by responding transient aircraft are estimated to be 88,000 gallons—an annual total of more than 170,000 gal when extended to all 28 transient aircraft identified.

One of the fractional operators, whose aircraft visit Torrance more than once weekly, stated that they annually purchase 450,000 gal of jet fuel at Long Beach, but that included flights where Long Beach was the destination as well as those made from Torrance just to refuel.

The total projected jet fuel purchases at Torrance cannot be accurately predicted without an estimate of the total number of transient aircraft actually visiting the airport.

The ten operators of jet aircraft based at Torrance were also surveyed and five written responses were received:

Aircraft ID	Annual Torrance Ops	Projected Annual Fuel Purchase at TOA (gal)	Extra Fuel Flights from TOA (Annually)
N1MA	100+	10,000	50
N27VE	146	10,000	Yes
N425KC	48	3,000	No
N441GA	100	8,000	Yes
Haralambos	100+	3,000?	100

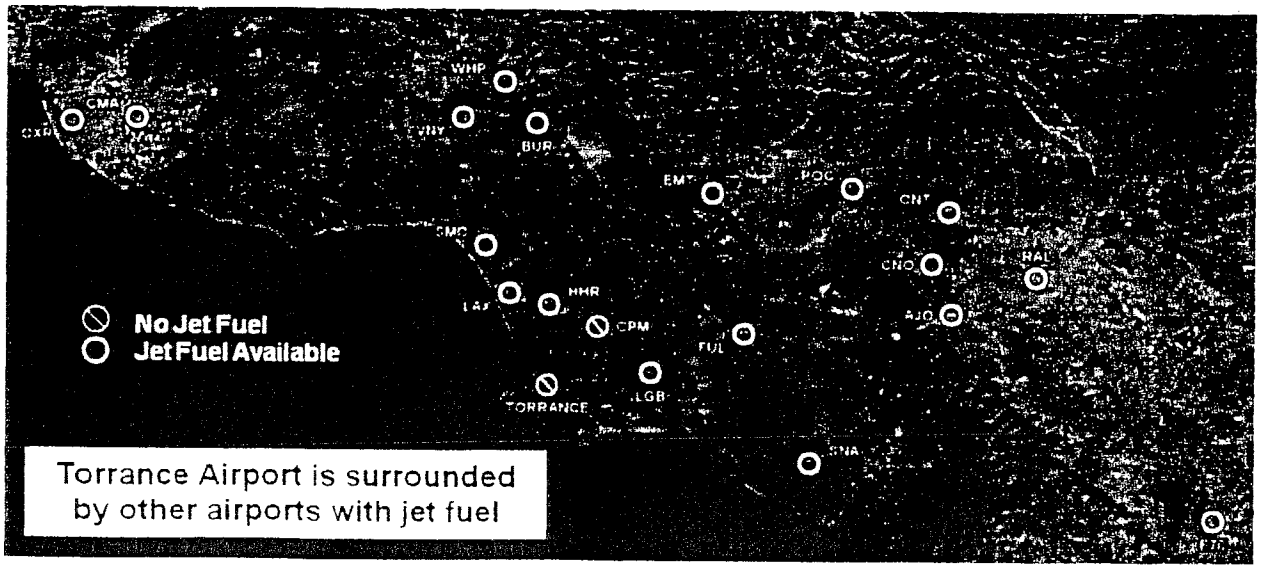
These five respondents report over 150 of their annual flights were extra flights just to obtain fuel from neighboring airports—30% of their total flights. Annual jet fuel purchases by Torrance-based aircraft (if it were available at Torrance) are estimated to be an additional 100,000 gallons if extended to all 10 based aircraft.

Conclusion: Based on this survey, the committee concluded that:

- ***the ban on jet fuel sales is not a significant deterrent to jet aircraft using the airport,***
- ***the ban on jet fuel sales causes hundreds of extra jet flights per year to be made from Torrance only to refuel at neighboring airports,***
- ***airport businesses could realize significant additional revenue if the ban were lifted,***
- ***as a result, city tax revenues from these sales would be collected in Torrance rather than by other cities.***

3.2 Availability of Jet Fuel at Neighboring Airports

Eighteen other airports within 50 miles of Torrance Airport sell jet fuel, including six with jet commercial passenger service. Only one, Compton Airport, does not. These are shown on the area map, below.



Torrance Airport is surrounded by other airports with jet fuel

A comparison of airports within 50 miles of Torrance is shown below.

Airport	ID	Max Runway Length (ft)	Have Exec FBOs & Maintenance	Operations per Day	Commercial Passenger Operations?
Ontario	ONT	12,197	1	373	Yes
Los Angeles	LAX	12,091	1	1388	Yes
Long Beach	LGB	12,000	5	1106	Yes
Van Nuys	VNY	8,001	6	1381	No
Chino	CNO	7,000	3	453	No
Burbank	BUR	6,886	1	344	Yes
Camarillo	CMA	6,013	4	420	No
Oxnard	OXR	5,953	2	236	Yes
John Wayne	SNA	5,701	1	915	Yes
Riverside	RAL	5,401	1	280	No
Torrance *	TOA *	5,001	No	474	No
Santa Monica	SMO	4,973	1	452	No
Hawthorne	HHR	4,956	1	220	No
LaVerne-Brackett	POC	4,839	No	317	No
Whiteman	WHP	4,120	No	318	No
El Monte	EMT	3,995	No	434	No
Cable	CCB	3,864	No	252	No
Compton *	CPM *	3,322	No	181	No
Corona	AJO	3,200	No	186	No
Fullerton	FUL	3,121	No	222	No

Compiled from AvWeb and FAA data
* = no jet fuel available

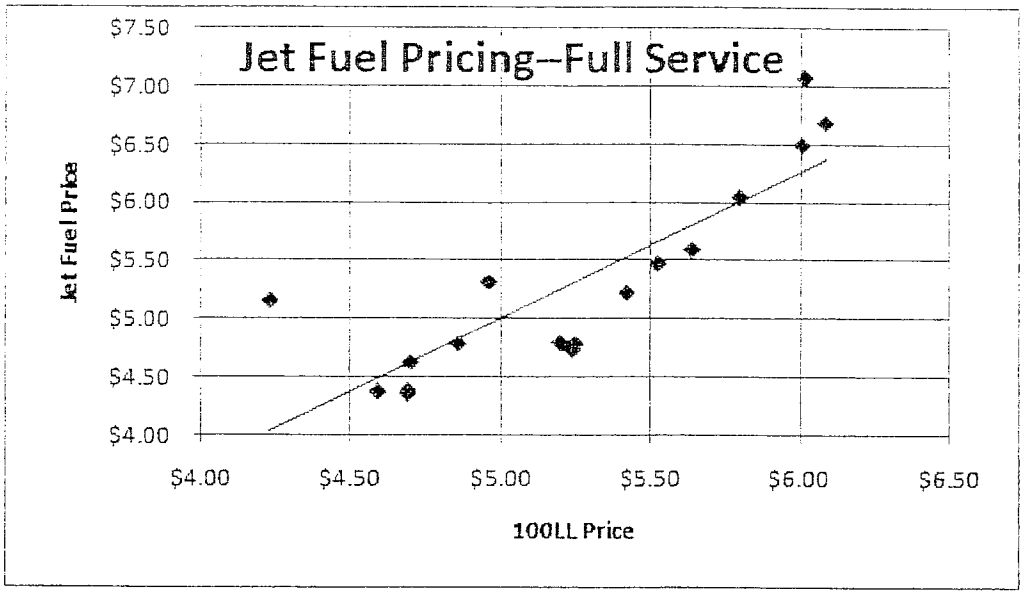
Ten of those airports have runways longer than does Torrance; six of those ten have executive fixed base operators and/or jet maintenance available.

The only source of aircraft that might be attracted to Torrance if jet fuel were available would be Compton Airport. Compton, however, has no current jet aircraft based at the airport and its runway is only 3,300 feet long.

Conclusion: Lifting the ban on sale of jet fuel sales will not attract jet aircraft that are not already planning to land at Torrance.

3.3 Jet Fuel Pricing

The Committee reviewed the prices charged for 100LL at airports within 30 miles of Torrance and found that the price for 100LL aviation gasoline at Torrance is about average for the market at $4.55/gal in February 2008. A comparison of 100LL price and jet fuel prices for those airports with both types was made.



There is a strong relationship between the price charged for 100LL and that charged for jet fuel at the same airport by the same FBO. Full service for 100 LL in February 2008 ranged between $4.23 and $6.09 at the airports within 30 miles of Torrance and full service jet-A ranged between $4.36 and $7.08. At Torrance, the full service 100 LL price was $4.86 at that time.

Conclusion: The price likely to be charged for jet fuel at Torrance will be comparable to the other eleven airports within 30 miles--providing no incentive for jet aircraft to make a transient stop at Torrance solely to purchase jet fuel.

3.4 Facilities and Passenger Market

Both Van Nuys and Santa Monica have facilities catering to jet charter, jet air taxi, and corporate jet customers. Hawthorne has, until just recently, not had any of these services (exclusive of Northrop Grumman flight operations) and has had less jet traffic than has Torrance. In September 2007, Million Air, an executive FBO catering to executive jet operations, obtained a lease to operate the Hawthorne Airport. Discussions with Bruce McCall (manager of Million Air at Hawthorne) in February 2008 revealed that he expects success in attracting more business by pricing jet fuel very low and adding upgraded executive FBO facilities. He plans to add jet maintenance, interior shop, and additional executive size hangars at Hawthorne, where he has a 50-year lease for the entire airport. He believes that availability of executive jet FBO services and low fuel price are key factors in attracting jet operations. It is too soon to evaluate the success of his strategy, but visits by committee members have not shown any visible increase in jet traffic as of the middle of March 2008.

The levels of jet traffic at Van Nuys and Santa Monica indicate that the most important factors in the amount of jet traffic are runway length, availability of executive jet FBO services, and passenger demand. Geography and demographics of the West L.A., Santa Monica, Beverly Hills, Culver City, Hollywood, L.A. and San Fernando Valley regions drive the high levels of business jet activity found at Santa Monica Airport, Burbank, Van Nuys, and LAX. Torrance airport has no executive facilities, no jet aircraft maintenance facilities (nor the space to construct such services), and the passenger demand is far lower. Compared to these airports to the north, the demographics of the South Bay do not point to an increase in jet activity based solely on the availability of jet fuel. Jet aircraft utilizing Torrance Airport are doing so today with little regard for the availability of jet fuel.

Runway length and availability of executive jet services, coupled with the demographics and needs of local businesses, are the attributes that attract jet aircraft to use an airport—availability of jet fuel alone does not.

Conclusion: Lifting the ban on jet fuel sales will not cause Torrance to emulate the situations at Van Nuys or Santa Monica.

3.5 Effects on Safety Margins

Discussions in December 2007 with Torrance airport operations personnel revealed that some jet aircraft have landed at Torrance and the pilots were unaware that they could not refuel there. These pilots assumed that an airport of the size and activity level of Torrance would certainly sell jet fuel and failed to check prior to their arrival. As the jet fuel ban at Torrance is highly unusual on a national level, one pilot likened the situation to "Calling ahead to the supermarket to make sure they had milk before you went shopping." Pilots of some of these craft were forced to takeoff from Torrance with low fuel levels and refuel at neighboring airports.

Others resorted to emergency measures by using unapproved fuel—100LL avgas, which is available at the airport. These pilots were required to obtain permission from the aircraft owner/operator. Discussions with Pratt & Whitney customer service determined that this emergency procedure is permissible with a number of unapproved fuels but it is subject to severe restrictions. Unapproved fuels contain additives that react at high temperature with the metals in the engine to cause damage. The use of 100LL is restricted to a maximum of 150 operating hours during any period between engine overhauls (3,500 operating hours). (Pratt &Whitney Service Bulletin No 1244R18, Rev 18, Feb 14, 2000).

Conclusion: The ban on jet fuel sales decreases safety margins for these departures.

3.6 Trends for the Future

In recent years, travel on scheduled airlines from congested major airports has become increasingly inconvenient and time consuming. Many of the hub airports served by scheduled airlines have reached their capacity during at least part of the day, causing passengers to miss connections and suffer frequent flight delays. U.S. airlines experienced a lower rate of on-time flights, more reports of mishandled baggage, and passengers filed more complaints with the government about airline service in 2007 than they did the previous year, according to the U.S. Department of Transportation's (DOT) Air Travel Consumer Report. Overall, only 64% of the scheduled airline flights arrived on-time and some airlines achieved only 54% on-time arrivals.

Many businesses and individuals have discovered the convenience of being able to fly directly to one of the 5,000 communities near their destination which are served by general aviation airports. Last year, general aviation aircraft flew over 27 million hours and transported 166 million passengers—some of them into and out of Torrance Airport.

3.6.1 Air Charter/Air Taxi Operations and Fractional Aircraft Ownership

In addition to increased use of corporate-owned aircraft, a number of businesses have appeared which provide the same point-to-point air travel options for executives, high end travelers, entertainers and special missions (organ donor flights, critical equipment delivery, and customer service personnel).

Entrepreneurs have realized that by managing the aircraft that belonged to another entity (one that could afford to buy the multi-million dollar aircraft) they could help offset the cost of ownership through rental income and aggregate owner costs for insurance, fuel, maintenance,

etc. Today, this type of aircraft ownership arrangement forms more than 75% of the on-demand air charter industry for the United States, which encompasses about 70% of the air charter activity in the world.

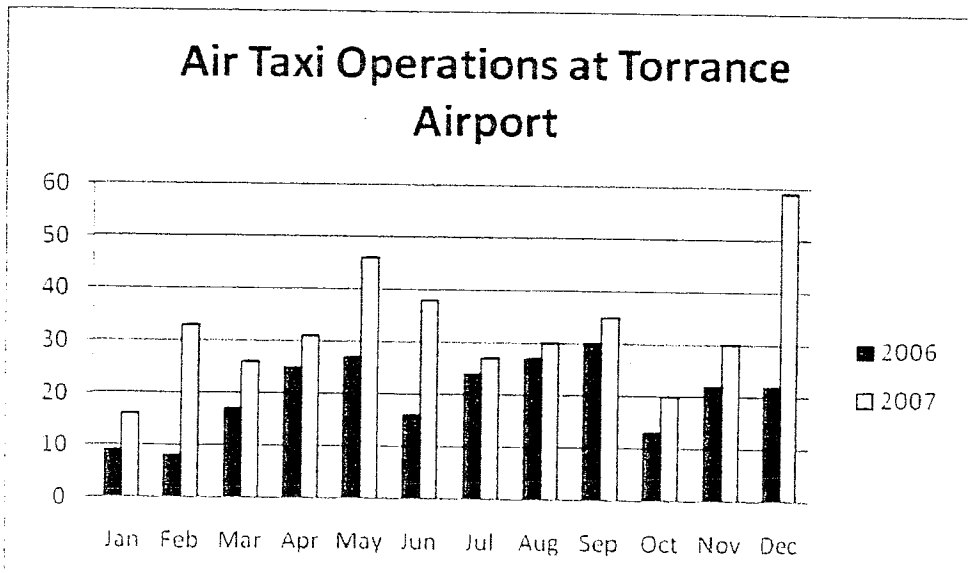
Fractional ownership programs popularized private aircraft use and ownership in the 1990's. A number of owners share an aircraft (or a certain type aircraft - one of many a fractional company manages). Owners typically purchase from 1/2 to 1/16 of an aircraft, pay a per-flight-hour charge, related fuel and flight fees, and divide management expenses.

Passengers (customers) of these flight services demand convenience. Once aboard, they expect to be transported to their destination by the most direct route and without unnecessary en route stops. Operators of these services must prepare for the next flight after dropping their passengers off and before the next group arrives. At Torrance, that means a quick flight to Long Beach or Hawthorne to refuel before returning to Torrance to enplane the next group of passengers.

The Internet enables this industry to reach more prospective customers and to more efficiently use their aircraft. Brokers are able to connect passengers with aircraft for charter nationwide or worldwide and are able to offer a wider aircraft selection at potentially lower cost and with more options available to the customer.

Business Week Magazine (10/19/05, by Michelle Dammon Loyalka) wrote: *"The number of companies operating business aircraft in the U.S. nearly doubled over the past decade, and fractional jet ownership has grown 62% since 2000."* That growth has continued.

Effects of these growth trends are already evident at Torrance Airport. The Torrance Control Tower maintains records of the number of air taxi operations that arrive or depart with passengers, using their air taxi call sign. When these aircraft do not have passengers, such as when they make extra flights to obtain jet fuel, they use their registration number and the flight is not recorded as an air taxi operation. The tower does not record the type of aircraft flown for air taxi operations. However, the tower chief indicates that most of the air taxi operators fly jet or twin turboprop aircraft.



Source: FAA's Torrance Airport Control Tower records

The total number of air taxi operations at Torrance for 2007 (391) increased 63% over those for the prior year.

3.6.2 New Technology

Almost all of the aircraft operating at Torrance Airport currently use aviation fuel known as 100LL, which contains tetraethyl lead. This additive is required for safe operation of the gasoline engines which power these aircraft.

Ever since the airlines switched from gasoline to jet fuel and lead was eliminated from automotive fuel, most of the manufacturers of tetraethyl lead have exited the business. Just as 80-octane aviation fuel has all but disappeared from the market, 100LL is predicted become more expensive and eventually to disappear from the market as well.

Recent advances in aircraft power plant technology have produced smaller turbofan and turboprop engines that are ideal for new general aviation aircraft and rotorcraft. Robinson Helicopter, already the largest producer of helicopters in the world, will begin producing a turbine helicopter in the near future. As the current ban prevents the sale of jet fuel to any type aircraft, customers who purchase the new turbine-powered Robinson helicopter will be unable to refuel at Torrance, and will have to make regular fueling flights to neighboring airports. Helicopters have shorter ranges than most aircraft.

In addition, advances in diesel engine technology have produced piston-powered diesel engines for new and existing aircraft. Over 1,500 diesel-powered airplanes are flying today, according to Aircraft Owners and Pilots Association (AOPA). Diesel power is now an option offered by Cessna for its most popular model 172 (a four-place single engine propeller driven aircraft) -- both as original equipment and as a replacement for the 43,000 existing airplanes. The improved fuel efficiency, higher performance, easy access to jet fuel throughout the United States and around the world, coupled with increased reliability and time between overhaul (TBO) may make the diesel engine a very attractive replacement for existing gasoline installations.

Teledyne Continental is one of two major piston engine manufacturers for general aviation aircraft. With the future of 100LL avgas looking ever more doubtful, Teledyne Continental's new president, Rhett Ross, says the company is planning to aggressively develop a diesel or heavy fuel engine for certification in late 2009 or early 2010. Ross said he believes that general aviation will be forced out of the 100LL option and that a Jet A piston (diesel) engine will be one response to that.

These engines require jet fuel ***not*** automotive diesel fuel or 100LL avgas. No matter what their source of power, all of these aircraft must comply with the Torrance noise ordinances for the airport.

3.6.3 Predicted Growth

Business jet shipments reached an all-time high in 2007, surpassing 1,000 units for the first time. Piston airplane deliveries dropped by 2.9 percent in 2007. The General Aviation Manufacturers Association (GAMA) predicts that over the next 10 years, the number of piston-powered general aviation aircraft will increase at an annual rate of less than 0.5%. In the same period, the number of turboprop aircraft will increase 2.2% annually and turbojet aircraft will increase 6.0% annually. The number of turbine helicopters will increase 2.7% annually.

All aircraft, regardless of engine or fuel type, must meet the City of Torrance stringent noise standards to operate here. To ensure this, a state-of-the-art noise monitoring system is now in

the final stages of installation and testing. Violators will be more easily identified than in the past, and habitual violators will be banned from Torrance.

New aircraft and helicopters will exhibit the latest technology, be more fuel-efficient, and must meet the FAA's most recent and more stringent noise and safety standards. (Note: Once certified, older aircraft are not required to be upgraded to newer noise or safety standards). Where the current jet fuel policy serves to discourage pilots from buying new jet fuel powered aircraft that would be based at Torrance, the policy may have the unintended effect of ensuring that Zamperini Field remains an airport of noisy aging and antique aircraft.

Conclusion: An increasing number of jet-fueled aircraft will use Torrance Airport in the future. A corresponding increase in "extra" flights just for fuel will occur if jet fuel is not available at the airport.

SECTION 4: DISCUSSION OF ARGUMENTS PROVIDED IN SUPPORT OF THE JET FUEL BAN

The Committee received a number of written and oral arguments supporting a continuation of the ban on jet fuel sales. The Committee had requested submitters to attach supporting data or documentation with their statements. Few submittals contained any supporting data (Appendix B). The opinions submitted generally link the sale of jet fuel to increased jet flight activity or assume that aircraft using jet fuel generate more noise than do those currently using the airport. The Committee evaluated supporting information for each argument and compared it to information derived from the study. The conclusion of the committee, based on that comparison, is presented along with each argument below.

4.1 The ban on jet fuel keeps jets from using Torrance.

Supporting data provided to the Committee: None

The 1974 court decision overturning Santa Monica's ban on jet aircraft means that any aircraft that meets the existing size, weight and noise limitations cannot be restricted from using Torrance Airport.

The survey of jet aircraft operators conducted by this Committee (Section 3.1) indicates that they select Torrance Airport as their destination based on the convenience to their passengers--regardless of fuel availability. The survey found some operators considered not landing at Torrance because jet fuel was unavailable when other alternatives existed. Some ambiguity exists here because the operators did, in fact, operate from the airport many times--indicating that this was not an important consideration. The transient respondents indicated that they either fly in with enough fuel to reach their next destination or fly to a nearby airport to refuel before returning to Torrance to pick up their passengers for the flight to the next destination. This practice accounted for a significant fraction of the 450+ annual flights they reported. The respondents based at Torrance report that they often fly to neighboring airports to fill up prior to an early morning departure the next day, accounting for about 30% of their flights.

Ten of the eleven airports within 30 miles of Torrance sell jet fuel. Turbine aircraft that select those airports as their destination would not need to visit Torrance just to refuel.

The Committee was unable to identify any source of increased traffic to Torrance that would result from lifting the ban on jet fuel. Normal future growth predicted for the general aviation fleet overall (Section 3.4) will, however, cause more jet flights at the airport—most likely from air taxi operations.

Conclusion: The ban on jet fuel does not serve as a significant deterrent to keep jet aircraft from using Torrance and it actually causes extra jet flights at the airport. More extra flights will result as the general aviation fleet grows.

4.2 Lifting the ban on jet fuel will attract jets to use Torrance Airport

Supporting data provided to the Committee: None

Jet aircraft that are able to use Torrance have flight ranges of several thousand miles. Geography makes Torrance very unattractive as an en-route refueling point for these aircraft. The map of the western US shows that Torrance is not a candidate refueling point for any flight

to the west. There is nothing but ocean for over 2,600 miles. Aircraft that can fly that distance would need the longer runways at Long Beach (12,000 ft long) as opposed to Torrance (5,000 ft long).

International flights must stop at Port-of-Entry (POE) airports to clear customs and immigration processing. These airports have jet fuel available. Torrance is not a POE airport. Outgoing International flights to either Mexican or Canadian POEs from almost any point in the US would pass so far east of Torrance that a detour here for fuel is impractical. Only flights between San Diego and airports in the small coastal strip between San Francisco and Santa Monica would pass anywhere near Torrance. Those flights can be no more than 600 miles in length before the aircraft encounters either the Mexican border or the Pacific Ocean—no en route refueling would be needed.

Other than the flights from Torrance to refuel, there is no evidence of any jet aircraft using Hawthorne airport for refueling unless that was the destination or origin of the flight.

Conclusion: Lifting the ban on jet fuel at Torrance will not attract any jet aircraft to refuel in Torrance if that is not its destination already.

4.3 Torrance will emulate Santa Monica or Van Nuys if it allows jet fuel sales.

Supporting data provided to the Committee: None

Runway length, available services and convenience for their passengers are the main considerations for planning aircraft destination. Van Nuys' runway is 8000 feet long and is home to 155 jet aircraft. It is the only airport serving the central/western San Fernando Valley, Simi Valley and the growing Santa Clarita Valley--66% of its 1381 daily operations are by transient aircraft. The only other general aviation airport serving that area is Whiteman. Both sell jet fuel, but Whiteman's 4120-foot runway and lack of services attract no turbine traffic beyond a few helicopters.

Santa Monica's runway is 4973 feet and lists 7 based jet aircraft, but it is the only airport serving Hollywood, Culver City, Santa Monica, West Los Angeles, Brentwood, Beverly Hills, Bel Air and Malibu—all home to affluent charter and air taxi users and to many businesses that support extensive use of business jet aircraft. Transient flights make up 61% of its 452 daily operations.

Santa Monica has a long and unsuccessful history of trying to ban jet aircraft. Courts have ruled that any aircraft that meets the existing size, weight and noise limitations for the airport cannot be restricted from using the airport. Discussions in February 2008 with Robert Trimborne, manager of the Santa Monica Airport, revealed that the city has never tried to ban the sale of jet fuel at the airport. He believes that such a ban would have no effect on jet traffic at the airport. He credits the increase of jet traffic to proximity of a large number of wealthy passengers and the large number of businesses using corporate aircraft, fractional jets, and air taxis.

None of the comments received by the Committee mentioned other airports in the area that have sold jet fuel for years. Hawthorne Airport (runway length 4956 feet) has 9 jet aircraft based there (including corporate flight operations for Northrop Grumman) and has about 220 operations per day—52% transient. Fullerton Airport (runway length 3121 feet) has no jet aircraft based there and has 222 operations daily—62% transient. Neither of these airports which sell jet fuel has significant jet traffic—Fullerton logged just 5 jet operations last year and Hawthorne, with the exception of Northrop Grumman flight operations, had few jet operations prior to 2007.

Torrance Airport's runway is 5001 feet long and serves the South Bay area—much smaller than the areas served by Santa Monica or Van Nuys. We have 10 jet aircraft based here and 55% of

our 474 daily operations are transient aircraft. The markets that combine around Santa Monica and Van Nuys to support turbine aircraft use at those airports are far larger than similar market forces in the south bay. While that may change in the future, the resulting increase in traffic will occur regardless of jet fuel availability, as explained in Section 3.4.

Torrance Airport is currently fully leased for aircraft hangars and Robinson Helicopter. The remainder is occupied by City-owned hangars. There is no land available on which to locate the kinds of executive FBO and maintenance facilities that exist at Van Nuys, Santa Monica and Long Beach. However, the city could reclaim additional property from the parcels on the North and South sides of the airport that were released for non-aviation purposes many years ago. The City retains full control over the use of these properties. This is regarded as highly unlikely.

No connection between jet fuel availability and increased jet aircraft activity could be established. Market forces and the existence of executive and jet maintenance facilities are the predominate causes of higher levels of jet traffic at Van Nuys and Santa Monica. The examples of nearby Fullerton and Hawthorne airports--both of which sell jet fuel--show there is no direct link between availability of jet fuel and a high level of jet traffic using an airport.

Conclusion: Torrance will not become like Santa Monica or Van Nuys if it allows sale of jet fuel.

4.4 Sale of jet fuel will cause Torrance to become like El Segundo and Inglewood (damaging quality of life).

Supporting data provided to the Committee: None

This comment assumes that sale of jet fuel at Torrance would result in the kind of traffic found at LAX. The levels of jet operations and noise found around international airports with heavy jet traffic are vastly different from those found at general aviation airports like Torrance. The traffic situation at Hawthorne, Fullerton, and similar general aviation airports (where jet fuel is available) are much more representative of the environment expected at Torrance with jet fuel availability. These examples demonstrate that this assumption is false.

Conclusion: The assumption is false--sale of jet fuel will not cause Torrance to become like El Segundo and Inglewood.

4.5 If jet fuel were sold at Torrance, it would attract major airline operations.

Supporting data provided to the Committee: None

In order for any airport to support scheduled airline service, it must be certified by the FAA under FAR Part 139. There are a number of requirements under this part that include airport crash, fire and rescue facilities, and a complete operation manual. The Transportation Security Administration also establishes airport security requirements. The City of Torrance, as the airport sponsor, is the only entity that can request certification under Part 139.

The Committee was unable to find evidence that any airline has ever expressed interest in operating at Torrance. Runway length and strength also preclude operation by all but the smallest of aircraft in commercial service. Furthermore, there is no airport property available for the facilities required to support airline operations: parking, terminal, security, baggage, etc.

Even if the city sought certification of the airport for scheduled airline service with a jet fuel ban in place, the airline could plan to arrive with sufficient fuel to continue to its next destination (just like some of the current business jet aircraft).

The Committee found that availability of jet fuel is not a factor in preventing airline service at Torrance. Many other conditions, which currently do not exist at Torrance, are required for airline operations and the City Council is in full control of requesting certification.

Conclusion: Major airline operations would not result from removing the ban on jet fuel sales.

4.6 Jet fuel sales will increase noise in the community surrounding the airport.

Supporting data provided to the Committee: None

All aircraft using Torrance Airport must comply with its noise limit ordinance. Torrance city noise abatement records for the 28-month period from July 1999 to August 2002 (the latest available) list the seven noisiest departures during each month. During 10 of those months (36% of the time), no turbine aircraft were listed among the seven. During 9 of the months (32% of the time), only one turbine aircraft was listed. During 5 of those months (18% of the time) two jet aircraft were listed. Only two of the 28 monthly periods (7% of the time) listed more than two jet aircraft. Even when a jet aircraft made the monthly list, over half of the time records show it was less noisy than piston-powered aircraft.

All of these jet violators were transient aircraft and were older stage I or II aircraft. (Federal Aviation Regulation Part 36 governs noise standards, and categorizes noise by "stages" and only jet aircraft meeting stage III or IV—the most stringent requirements--meet the Torrance noise standards). There was an average of 23 violations per month during that period. The large majority of these were gasoline-powered aircraft that exceeded noise limits.

Newer turboprop and turbofan aircraft are quieter than any of these aircraft and meet the ordinance requirements. Since the inception of the City's Noise Abatement Program, less than one half of one percent of all operations results in a noise violation. Types of aircraft that cannot meet the stringent noise controls are banned from the airport.

As noted in Sections 3.1 and 3.4 above, the Committee found evidence that the sale of jet fuel will, in the short term, decrease the number of flights (by eliminating extra fueling flights) and, in the long term, will reduce the multiplying effects of projected growth in turbine traffic (by eliminating the need for those extra flights). The Committee found no reason to believe that selling jet fuel will cause the traffic mix to change or operational volume to increase beyond that caused by normal general aviation trends (Section 3.4). These changes will occur with or without the sale of jet fuel at Torrance.

Conclusion: Removing the jet fuel ban will decrease noise in the community surrounding the airport in the short term, and will reduce any perceived negative effects of growth in the long term.

4.7 Selling jet fuel will decrease values of residential property around Torrance Airport

Supporting data provided to the Committee: None

According to figures published in the Los Angeles Times (compiled by DataQuick), the price per square foot of homes in zip code 90505 (the area surrounding the airport) increased faster than any other Torrance area during the period from January 2001 until September 2007—99.2%. By comparison, the increase in other Torrance zip code areas for that period ranged from 77.1% to 98.9% over that same period.

Changes in home prices in 90505 since September 2007 have been comparable with the rest of Torrance.

This growth in value occurred subject to today's traffic mix and operational volume which includes the extra flights to neighboring airports for fuel. The Committee found no reason to believe the traffic mix or operational volume would increase (beyond that caused by normal general aviation trends) if the jet fuel ban were ended.

Conclusion: Sales of jet fuel will not decrease residential property values near the airport.

4.8 Jet fuel is dangerous to store and use.

Supporting data provided to the Committee: None

Jet fuel is a form of kerosene refined to specific standards with only certain additives allowed. It is nearly identical in formulation to diesel fuel and it is less volatile and less flammable than auto gasoline or aviation gasoline.

Conclusion: Jet fuel is less dangerous than is gasoline—a fuel in wide use throughout Torrance.

4.9 Jet traffic low over residential areas is subtle child abuse.

Supporting data provided to the Committee: Abstracts of two "studies" were submitted to the Committee and described environments very different from that surrounding Torrance Airport. One studied the area around a very large commercial airport in Europe with extensive heavy international jet activity. The other involved simulating "a noisy area around an international airport." Noise levels involved were not listed.

The levels of jet operations and noise found around international airports with heavy jet traffic are vastly different from those found at general aviation airports like Torrance, Hawthorne, or Fullerton—with or without jet fuel.

Conclusion: Comment and studies are irrelevant to issues at Torrance Airport.

4.10 Torrance Airport's runway is 150 feet too short to safely land jet aircraft, requiring them to land with full throttle.

Supporting data provided to the Committee: None

Runway length and aircraft weight will prevent some large aircraft from ever using Torrance Airport even under ideal conditions, but none of these are the types currently landing there. Rain, snow and ice can increase runway requirements for all aircraft. These conditions are factored into the pilot's flight planning and decision to land. Take-off runway lengths are the limiting conditions and are typically longer than that required for landing, where brakes and reverse thrust are used.

An aircraft cannot descend and land under full throttle—it will accelerate and climb if full power is applied.

Conclusion: The runway is of sufficient length for landings and take-off of the types of aircraft currently using Torrance Airport under normal runway conditions.

4.11 Jet aircraft will damage Torrance runways if the jet fuel ban is lifted.

Supporting data provided to the Committee: None

The study determined that no increases in traffic will result only from the sale of jet fuel at Torrance and that extra flights to neighboring airports just to refuel could be eliminated.

Aircraft runways have certified weight limits based on their construction. Aircraft that exceed those limits require prior permission to land on the runway. At Torrance, the weight limits are: 30,000 lb per single wheel, 50,000 lb for double wheel, and 90,000 lb for double tandem configurations. Aircraft whose landing or takeoff weights do not exceed these limits will not cause damage to the runways.

Landings place more stress on the runway than do takeoffs. Because of the ban on jet fuel sales at Torrance, jet aircraft must land with enough fuel to fly to its next destination, fly to its alternate airport, and hold for 45 minutes. If jet fuel were available at Torrance, jet aircraft would carry significantly less fuel (weight) on landing. In addition, the study shows that the ban on jet fuel requires jets to make more landings and takeoffs than would be required if jet fuel were available.

Conclusion: The ban on jet fuel results in more operations at higher landing weights and thus causes more wear on Torrance Airport runways than would occur if jet fuel were available at Torrance.

4.12 Noise and flight operations at the airport have increased since the 1970s.

Supporting data provided to the Committee: None

In 1974, Torrance Airport was ranked as the second busiest general aviation airport in the country with 428,273 operations. There were 21,413 noise ordinance violations. For the 12-month period ending August 31, 2002 (the latest period for which information is available), there were 278 noise violations—just 1.3% of the 1974 figure. In 2007, there were 169,078 operations—just 39% of the 1974 figure.

Conclusion: Noise and flight operations have decreased significantly since the 1970s—even with the introduction of jet aircraft.

SECTION 5: COMMITTEE CONCLUSIONS

The Committee concludes that the policy prohibiting the sale of jet fuel at the Torrance Airport

1) does not restrict or discourage jet aircraft from using the Torrance Airport,
2) that removing the ban will not attract any more jet aircraft to the airport than would normally come, and
3) that the policy has produced adverse and unintended effects on surrounding neighborhoods.

As a result of the study, the Committee recommends that the ban on sale of jet fuel at the Torrance Airport should be ended for the following reasons:

- **Increased Safety:** If jet fuel were available at our airport, departures with low fuel reserves or using emergency measures would be eliminated and safety margins will be increased. (Source: statements made by Torrance Operations staff and Pratt & Whitney Customer Service).

- **Reduced flight operations:** If jet fuel were available at Torrance, extra round-trip flights from Torrance just to refuel at neighboring airports would be eliminated—decreasing the total number of jet flights from the airport. (Source: survey of aircraft operators, conversations with airport operations, conversations with control tower chief, and discussions with other airport managers).

- **Increased Revenue:** The fuel flowage fees for an estimated 10,000 gal/month of jet fuel now goes to surrounding cities. Airport businesses at those airports benefit from these sales, but the extra flights occur at Torrance. If jet fuel were available at our airport, those flowage fees and taxes will be captured by the City of Torrance and local businesses will benefit from the sales. (Source: Operator survey, discussions with airport business owners).

- **Reduced Future Operations Growth:** The use of general aviation as a more attractive and convenient alternative to commercial airlines will cause more aircraft of all types to use our airport in the future. (Source: General Aviation Manufacturers Association). New technology diesel engines, which use jet fuel, will replace gasoline piston power in many existing and new aircraft. (Source: announcements by Cessna, Teledyne Continental, Thielert, and Aircraft Owners and Pilots Association). If jet fuel is available, the increasing number of extra flights just to refuel at neighboring airports that result from this growth will be eliminated.

- **Support for Emergency Operations:** The Torrance alternate emergency operations center is located at the Torrance Airport. In the event of a serious area emergency, that center would become a hub of activity for the entire South Bay. Aircraft and helicopters responding to that emergency will use the airport as a center of activity, and many of them will require jet fuel.

APPENDIX A

Study Plan #1

City Policy on Jet Fuel Sales and Storage

Torrance Airport Commission
Policy Committee Study Plan #1

Policy

Current City policy, implemented in its ground leases for airport businesses, precludes the storage or sale of "jet" fuel by airport businesses. Rental agreements for City-owned hangars at Torrance Airport also preclude the use of those hangars for storage, service, or operation of "jet" aircraft.

History

In 1975, a study was undertaken by a consultant (Bolt, Beranek and Newman) for the City of Torrance. The major purpose of the study was to provide descriptions and interpretations of the noise environment (current and projected) in order to provide a technical basis for planning decisions by the City of Torrance.

The study concluded: *"Noise monitoring offers a means of measuring actual noise exposure over periods of years. Noise monitoring provides a direct means of enforcing noise level limits on aircraft operations. By setting reasonable noise level limits, operations at the Torrance airport would be open to all types of aircraft that can meet the accepted noise criteria, providing a more flexible mode of judging acceptable aircraft than one based on arbitrary definition or arbitrary statements of engine type."*

Although many of the BBN study recommendations were implemented by the City, the City departed from the study's recommendations by attempting to ban all "jet" aircraft from using the airport and by adding the restrictions quoted above. The general ban on "jet" aircraft failed after a similar ban in Santa Monica was overturned in a legal challenge.

Today several "jet" aircraft are based at the Torrance Airport and transient "jet" aircraft visit the airport on a regular basis to support business activities in the South Bay area. All comply with the Torrance noise ordinances for the airport.

The Study

In accordance with its approved Work Plan, the Torrance Airport Commission formed a subcommittee to:

- evaluate whether this policy has satisfactorily performed its intended function,
- evaluate whether this policy has resulted in adverse, unintended results,
- determine whether changes to this policy should be recommended to City Council, and
- specify what those changes should be.

Subcommittee request

The Subcommittee solicits inputs and supporting data from all airport stakeholders: users, businesses on and off the airport, and the surrounding community to evaluate this issue from the following aspects.

- Projected future technology changes that might impact this policy
- Effects on Torrance-based aircraft
- Effects on transient aircraft traffic
- Effects on airport businesses
- Effects on safety
- Effects on surrounding neighborhoods
- Other considerations

The subcommittee requests that inputs to this study (and supporting data) be submitted before 31 December 2007 to:

Torrance Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA
90505

Study #1: City Policy on Jet Fuel Sales and Storage

Please include your name, address (both snail and e-mail) and phone number in case we need some clarification or further information regarding your input or supporting data. All pertinent responses will be included in an appendix of the Subcommittee's final report and recommendation.

[Note: The date for inputs was later extended to 1 March 2008]

APPENDIX B

Communications sent to the Committee

All communications and data that were sent to the Committee in accordance with its Study Plan are included here. The arguments they represent have been summarized in Section 4. The Committee's conclusions about each argument and the data on which that conclusion is based are also included.

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December 6, 2007

Torrance Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA 90505

In response to the Subcommittee's request for input regarding jet fuel at Torrance Airport, I am submitting my comments below.

I have been a Torrance Airport hangar tenant for the past 30 years, operating a Turbo Commander turboprop airplane. For those unfamiliar with the term 'turboprop', it refers to a gas turbine engine, burning jet fuel, used in aircraft, where most of a turboprop engine's power is used to drive a propeller. This aircraft meets all Torrance Airport's noise criteria, as do many jet and turboprop aircraft.

The inability to obtain jet fuel at Torrance Airport has been a severe inconvenience and considerable added expense over the years. On many occasions (hundreds of times), I fly to a nearby airport to fill the tanks and then fly back again. This, of course is an expense, and additionally, results in two more operations at the airport; one takeoff, and one landing over the surrounding neighborhoods.

I have witnessed this same procedure, by other non based jets and turboprops that have landed at Torrance for business purposes. While the 'boss' is conducting his business, the crew departs to another local airport for fuel, and returns again to pick up the boss and leave for home.

Additionally, as more and more new aircraft come on stream, many are now light jets and single engine turboprops. Witness the growing number of jet fuel burning airplanes based at Torrance. All of these have the same problem – a ferry flight to get fuel. I think the availability of jet fuel at Torrance will actually reduce the traffic count.

I don't understand why the FBOs at Torrance are being penalized, and the City is forgoing an additional income source by not being able to sell fuel, and consequently other services to these aircraft. Especially since all these airplanes are required to meet the noise criteria.

I believe that the use of the noise monitoring system adequately protects the community from "noisy" aircraft. The prohibition of jet fuel sales is counterproductive. The sale of jet fuel is reasonable, and should be allowed.

Very truly,

H.T. Haralambos

H.T. Haralambos

SIRS,

WE LIVE WITHIN A MILE OF THE AIRPORT — WE DO NOT WANT JET FUEL SOLD AT THE TORRANCE AIRPORT — WE DO NOT WANT MORE AIR TRAFFIC OR THE NOISE AND POLLUTION THAT GOES WITH THEM. WE ALREADY HAVE ENOUGH — COPTERS, PLANES AND JETS COMING AND GOING ALL DAY! WHY ENCOURAGE MORE "POLLUTION" — OBVIOUSLY, NONE OF YOU LIVE IN THIS AREA — YOU SHOULD LIVE HERE FOR AWHILE. I IMAGINE THE PROPERTY VALUES WOULD ALSO DECREASE — TORRANCE USED TO BE A WONDERFUL CITY — PROGRESS HASN'T HELPED IT — TOO MANY PEOPLE, TOO MANY CARS, AND NOW WE WANT MORE AIR TRAFFIC!

SANDRA GRAY
3208 WINLOCK RD.
TORRANCE, CA.
310-5343294

POLICY SUBCOMMITTEE STUDY NO. 1 12-21-07

IN REGARDS TO THE ARTICLE IN THE DAILEY BREEZE 12/17/07 ABOUT "SHOULD TORRANCE AIRPORT SELL FUEL". LET ME ANSWER THAT WITH A RESOUNDING "NO". ANYONE WHO LIVES IN THE AREA AND HAS EXPERIENCED A PLANE BUZZ OVER THEIR HOME AT BELOW THE LEGAL HEIGHT FOR AIRCRAFT AND [redacted] THEN ATTEMPT TO DISCUSS THIS WITH ANYONE IN AUTHORITY KNOWS THE FRUSTRATION YOU EXPERIENCE. GOD HELP US IF WE EVER HAVE ADDITIONAL JETS FLY OVERHEAD. ONE OTHER THING, ANYONE WHO IS A PILOT (SELF-INTEREST) READ AIRPORT COMMISSION CHAIRMAN JIM GATES, SHOULD NOT BE INVOLVED IN THE DECISION MAKING PROCESS. AIRPORT COMMISSIONER GERRY DINGMAN (ANOTHER PILOT) ASSERTION THAT IF JET FUEL WAS AVAILABLE AT THE AIRPORT IT WOULD ACTUALLY REDUCE THE NUMBER OF JETS FLYING OVERHEAD FALLS INTO THE CATEGORY OF "WHEN PIGS FLY".

John V. Herzog

Mr. & Mrs. John V. Herzog
4213 Paseo De Las Tortugas
Torrance, CA 90505

310-944-1885 (CELL)
310-944-1886 (CELL)

E-MAIL
TORTUGASHERZOG@
YAHOO.COM

Peter D. Joseph
2740 West 233 Street
Torrance, CA 90505

Email PDJoseph@earthlink.net

Torrance Airport Commission,
Policy Subcommittee Study No. 1,
3301 Airport Drive,
Torrance, CA 90505

December 18, 2007

Dear Sirs.

The people who live in El Segundo and Inglewood know that jet planes ruined their quality of life and their property values. Please, do not allow the sale of jet fuel in Torrance.

Yours truly.

Peter Joseph

Peter Joseph

Debate over jet fuel

Today we publish answers to our Question of the Week. We'll ask another question Sunday.

This week's question: **"Torrance is studying whether the city should allow jet fuel sales at its airport. Would lifting the ban on jet fuel sales help the airport modernize for the better, or would it bring more noise and safety risks?"**

Torrance airport is a public-use airport and cannot restrict jet- or turbine-powered aircraft. The airport has a very expensive and restrictive noise abatement system, and all aircraft must meet these noise limitations. Most jet aircraft today are quieter than some of the propeller aircraft, and all must meet the same noise limits.

Jet aircraft that land at Torrance airport to off-load passengers must then fly to either Long Beach or Van Nuys airports for fuel before returning to Torrance to pick up passengers, thus making extra operations into and out of the airport.

Robinson Helicopter Co. is in the process of certifying a jet helicopter and will have jet fuel at the airport for its operations. The city of Torrance is losing a large revenue source by not selling jet fuel at the airport.

— CHUCK LIVERGOOD
Hermosa Beach

❑ ❑ ❑

Selling jet fuel out of Torrance airport is not a very good idea.

We have enough noise pollution in Torrance and surrounding cities without adding to it by refueling jets out of the city's airport.

The majority of residents such an action would negatively impact should override the wishes of the small group that the action would benefit.

— T. SABOSKY
Torrance

❑ ❑ ❑

My husband and I think it's a terrible idea. ... We think it would cause more risk and noise.

— EILEEN and PETER BRANCH
Redondo Beach

12/02/07

GENTLEMEN:

I LIVE IN CENTURY HILLS. PLEASE DO NOT ALLOW TORRANCE AIRPORT TO STORE OR SELL JET FUEL. WE DO NOT WISH IT TO BECOME WHAT SANTA MONICA IS TODAY.

FEEL FREE TO CONTACT ME IF I CAN PROVIDE ADDITIONAL INPUT ON THIS SUBJECT.

REGARDS,

LARRY FISHER
310 874 9776
FISHERLA@AOL.COM

CITY OF
TORRANCE

FRANK SCOTTO
MAYOR

December 4, 2007

Richard Myers
407 Avenida De Jose
Redondo Beach, CA 90277

Subject: Letter of November 23, 2007

Dear Mr. Myers:

Thanks you for your letter outlining your concerns with regard to the Torrance Airport Commission and their study relating to jet fuel. The City Council was approached by a resident at the November 20, 2007 City Council meeting under "Oral Communications" with similar concerns over timing of the study. Based on the request, the City Council requested that a request be made to the Commission to extend the study period to allow for more input.

There will be an Action Item on the December 13, 2007 meeting requesting that the period for comments be extended to March 1, 2008. The purpose of the extension is to allow for as much input as possible into the subject.

I am forwarding your letter to the Commission so that they may have it in their file as they continue their study. I would encourage you to give input to the Commission on this issue.

Again, thank you for bringing your concerns to my attention.

Sincerely,

Frank Scotto
Mayor

FS:BKS:maw

cc: City Council Members
LeRoy Jackson, City Manager
Sheryl Ballew, General Services Director
Shant Megerdichian, Facility Operations Manager

→ FRANK SCOTTO

To: Members, Torrance City Council + (ONE COPY TO EACH) November 23, 2007
Subj: Four Questions On Jet Fuel Sales At Torrance Airport

1. Why has Torrance Airport Commission (TAC), despite requests by others, set the 'comments period' for their Study of Jet Fuel Sales in the busy Holiday Season to expire "before 31 Dec?" That deadline is in the Study Plan presented at the Nov 8 '07 meeting.

2. Why, 12 days into the comments period, was the plan not yet in the office of the Torrance City Clerk? On Nov 20, I called the City Clerk to request a look at the plan. Luckily for me, the lady who took my call had the time to put me on hold, make some calls, and locate the plan. It was still out at the airport.

3. Why do I consider TAC's criteria rotten? I Google-searched (aircraft+noise+psych). Over a million hits. At top, how jet noise hurts children. I attach one (1998 Cornell U release) which says:

* Health and psychological well-being (adverse effects).
* Higher blood pressure in children.
* Increased levels of stress-hormones in children.
* Children's general feeling of a lower quality-of-life.
* Indications: higher blood pressure throughout adulthood.
* The hormones link to some life-threatening adult illnesses.
* Higher cholesterol in children.
* Reduction in child's body's disease-fighting immune cells.
* Children become poorer listeners.
* Children become poorer readers.

I then searched (child+jet+noise). Near the top found: "Effects of daily noise on fetuses and cerebral hemisphere specialization in children" (jet-plane noise stimulus), dated 1988, online 2003.

But TAC's Oct 11 2007 recommendation to "reevaluate the policy" banning jet fuel sales defines "Issues" as 1.Safety; 2.Noise and its prediction; 3.Revenue, Airport Employment, Tax Revenue, and the "Value" (of jet operations) to businesses in or near Torrance. The issue in last place is Community Relations, but only in terms of noise violations/noise monitoring. There is NO MENTION of jet-noise damage to children or fetuses. (4) Why? That info is not secret, is important, is long available, and is easy to find.

Sadly, the recommendation states it is from the TAC chairman and two of the three pilots on the Torrance City Council's commission.

I love jets. Served in the 68th, 319th, 18th, 337th, and 432nd Fighter-Interceptor Squadrons, the 68th having the first aerial victories of the Korean War; and flew as backseater on that war's final jet nightfighter mission, last man out of the war.) I still carry my civvie pilot license; one might call that gung ho. But I say jet traffic low over residential areas is subtle child abuse.

In my opinion TAC behavior (a) minimizes inputs by the impacted and (b) needs an ethics-check. Jet approach and departure paths cross several cities, not just Torrance. Small children, infants, and fetuses have no voice, no vote. Do not victimize them.

2 Atch: Kobe Univ. July 15 1988
Cornell U. March 4 1998

Richard Myers

Richard Myers
407 Avenida De Jose
Redondo Beach, CA 90277

(ATCH TO 11/19/07 LTR TO TORRANCE CITY COUNCIL — R. MYERS)

Cornell News: Aircraft noise harms children
This is G o o g l e's cache of http://www.news.cornell.edu/releases/March98/noise.stress.ssl.html
as retrieved on Jul 24, 2007 12:01:22 GMT. G o o g l e's cache is the snapshot that we took of the page as we

Airport noise is harmful to the health and well-being of children and may cause lifelong problems, Cornell study shows

FOR RELEASE: March 4, 1998
Contact: Susan S. Lang
Office: (607) 255-3613
E-Mail: ssl4@cornell.edu

ITHACA, N.Y. -- The constant roar from jet aircraft can seriously affect the health and psychological well-being of children, according to a new Cornell University study. The health problems resulting from chronic airport noise, including higher blood pressure and boosted levels of stress hormones, the researchers say, may have lifelong effects.

"This study is probably the most definitive proof that noise causes stress and is harmful to humans," says Gary Evans, a professor of design and environmental analysis in Cornell's College of Human Ecology. This is, he says, the first longitudinal study of noise and human beings to look at the same group of individuals before and after noise pollution.

Other studies have been cross sectional, comparing people exposed to noise to well-matched controls who were not subjected to noise. Evans, an environmental psychologist and an international expert on environmental stress (such as noise, crowding and air pollution) and his German and Swedish colleagues, Monika Bullinger and Staffan Hygge, respectively, reported their findings in the January issue of Psychological Science, published by the American Psychological Association.

The researchers looked at 217 third- and fourth-grade children in rural areas 22 miles from Munich, Germany, before and after the opening of a new airport. About half the children live in an area under the flight path of the new international airport; the others, who were matched for age, parental jobs, family size and socioeconomic status, live in quiet areas. The children were tested for blood pressure, stress hormone levels and quality of life six months before the airport was completed as well as six and 18 months after it opened.

The children in the chronic noise group experienced modest but significant increases in blood pressure and significant increases in stress hormones (epinephrine, norepinephrine and cortisol) while the children in the quiet areas experienced no significant changes. Eighteen months after the airport opened, the children exposed to the chronic aircraft noise also reported a significant decline in their quality of life.

"Although the increases in blood pressure were modest in the children living under the flight path, they may predict a greater likelihood of having higher blood pressure throughout adulthood," says Evans. There are indications, he says, that elevated blood pressure in childhood predicts higher blood pressure later in life.

Boosts in stress hormones also are of concern because they indicate that noise induces physiological stress. These hormones are linked to adult illnesses, some of which are life-threatening, including high blood pressure, elevated lipids and cholesterol, heart disease and a reduction in the body's supply of disease-fighting immune cells.

Evans' and his colleagues' new study adds powerful evidence to cross-sectional and animals studies which have shown higher stress levels in children and adults working and living in chronically noisy environments.
Evans also reported last year that New York children living near an international airport tended to be poor listeners and did not read as well as matched children in quiet schools. Later this year, Evans hopes to report on how chronic noise affects reading, learning and mental health in the Munich study group.

The study was supported, in part, by the Society for the Psychological Study of Social Issues, the National Institutes of Health, the Nordic Scientific Group for Noise Effects, the Swedish Environmental Protection Agency and the German Research Foundation.
-30- | March release index | | Cornell News Service Home Page |

Effects of daily noise on fetuses and cerebral hemisphere specialization in children

Y. Ando

Department of Environmental Planning, Faculty of Engineering, Kobe University, Rokkodai, Nada, Kobe 657, Japan

Received 15 July 1988. Available online 25 July 2003.

Abstract

This paper first provides an overview of work by the author and colleagues on effects of noise on fetuses demonstrating growth inhibition. As a second issue, the effects of daily noise on the mental abilities of children are discussed in relation to task specification of cerebral hemispheres. Two different types of mental tasks were given to a total of 1286 children (7–10 years old) who live in a noisy area around an international airport or in a neighbouring quiet area, under conditions of no sound, jet-plane noise stimulus and music stimulus. In the quiet neighborhood, results may support a model that noise and calculation tasks are separately processed in the right and left cerebral hemisphere, respectively. Music perception and calculation are considered to be processed one after the other in the left hemisphere. In the pattern search task used as the right hemispheric task, no significant differences appeared under either stimulus sound, with the exception of a slight interference observed in the noise group. In the noisy living area, however, effects of temporary sound on mental tasks appeared to be quite different from the first-mentioned results. These facts suggest that daily noise affects the development of cerebral specialization of growing children. As little is known about effects of noise on growing children, it is recommended that international cooperation be initiated to

Merry Christmas to the Torrance Airport Commission

Please no jet fuel. I am a long time resident and

Blessings at Christmas
and always.

live near the airport. I have never appreciated the jet noise.

Thankyou,

Justin Nyres

CITY COUNCIL

Ken Blackwood
Susan Y. Dever
Margaret Estrada
Don Suminaga
Barry Waite

ADMINISTRATION

Tom A. Odom
CITY MANAGER

Dawn Tomita
CITY CLERK

CITY OF LOMITA

January 15, 2008

Zamperini Field Airport Commission
Policy Subcommittee Study #1
3301 Airport Drive
Torrance, CA 90503

RE: Policy Change/General Aviation Growth Sub-Committee's Study of Jet Fuel and City of Lomita Comments

Dear Chairman and Commissioners:

The City of Lomita would like to take this opportunity to provide the Torrance Airport Commission and the City of Torrance our comments relative to the existing policy that prohibits the sale and storage of jet fuel at the Airport.

It is our understanding that the current policy states "that there shall be no storage or sale of jet fuel on the Airport, with the exception of one lease which allows it for use in the manufacturing process only." The City of Lomita is very concerned about any proposed policy which would go beyond what is currently allowed. Our concerns are predicated on a number of environmental issues that would be detrimental to the quality of life in Lomita neighborhoods that are directly in the flight path of approaching jet aircraft en route to the Torrance Airport. These issues include increased noise and pollution that will be generated as a result of additional jet aircraft in search of fuel. The potential buildup of jet air traffic will dramatically increase the risk of accidents and it is important to note that three single engine propeller aircraft have crashed in Lomita neighborhoods over the past few years. These incidents have resulted in the death of pilots and caused significant property damage and trauma for residents involved in these unfortunate events. Increased jet air traffic will only compound the risk to the public safety for our residents and obviously the Torrance Airport Commission cannot assure residents that a jet aircraft will not crash and explode into a fireball in our densely populated neighborhoods, or any surrounding neighborhood for that matter.

The airspace at the Airport is crowded with frequent takeoffs and landings including helicopters from the Robinson facility. Expansion of the existing policy to allow sale and storage of jet fuel will increase safety risk, noise and pollution to surrounding neighborhoods in Lomita and Torrance.

City Hall Offices • P.O. Box 339 • 24300 Narbonne Avenue, Lomita, CA 90717
(310)325-7110 • FAX (310)325-4024 • WEBSITE: www.lomita.com/cityhall

At a minimum, a study of the noise, safety and pollution problems that may be associated with the sale of jet fuel at the Torrance Airport utilizing Santa Monica Airport and other similar sized facilities as a model should be conducted. Furthermore, a subcommittee comprised of three pilots to review a policy change, in our mind, is not an acceptable process to render an objective opinion or recommendation of this magnitude which affects the quality of life for so many individuals.

The City of Lomita respectfully request that the Policy Subcommittee and the Airport Commission carefully consider the possible ramifications in recommending any changes to the current policy that prohibits the sale and storage of jet fuel at the Airport.

Thank you for your time and consideration of this matter.

Sincerely,

Margaret Estrada
Mayor

Cc: City Council
City Attorney
Mayor and City Council, City of Torrance

20 February 2008

Airport Commission
Sub Committee on Jet Fuel

Sub Committee Members,

As a Lomita resident living near the Torrance Airport, I request that you continue to prohibit the sale of Jet Fuel at the airport. I believe that the additional noise and pollution resulting from such sale would significantly degrade the environment in this area.

Thank you for giving the local residents a voice in this matter.

Sincerely,

Robert M. Lemmon
26018 Cypress St. Apt 3
Lomita, CA 90717

February 24, 2008

Torrance Airport Commission
Policy Subcommittee
Study No. 1
3301 Airport Drive
Torrance, CA 90505

I would like to comment on a survey that is being circulated by the Southwood Riviera Homeowners Association titled "Torrance Airport Questionnaire". The objective of this survey would, at first glance, to be to gauge the opinion of the local residents of south Torrance about whether the lifting of the ban on Jet A at Torrance Airport would be a good idea. However, one doesn't need to read past the second line on the back of the questionnaire to recognize what this is (the line reads: Your Response Will Help Keep Torrance Airport Jet Fuel Free). The author makes no effort to hide his extreme bias on this issue. He has already decided what the opinion of South Torrance residents should be and is simply looking for support for his case. The back of the questionnaire is nothing more than an emotional rant. Many of the statements that he makes represent opinions that are not shared by many others. More than a few of his statements are just factually untrue. Additionally, the occasional statement is just incomprehensible. For example, *"If Jet Fuel is available we know the massive congestion at LAX will become our problem as well."* WHAT!! Does anyone have any idea what this even means?

I think that Michael Wermers has done a great disservice to the members of his association. He could have provided some facts and solicited some opinions, but he chose not to. It is always discouraging when people use disinformation and fear to advance their agendas. We hope that most people are smart enough to see through such simplistic rhetoric and we count on our leaders not to submit to such hysterical campaigns.

I hope that the commission will consider the results of Mr. Wermer's survey for what they are and dismiss his results as having no more value than one person's opinion.

Thank you for your attention.

Peter Broen
22508 Shadycroft Ave
Torrance, CA 90505
pbroen@att.net
310 891 2848

February 25, 2008
Torrance Airport Commission
Policy Subcommittee
Study No. 1
3301 Airport Drive
Torrance, CA 90505

I have been watching with interest the recent arguments both in favor and against the sale of Jet fuel at the Torrance Airport. On the one hand, those in favor of such sale point out that

- Noise levels are carefully monitored at the airport and enforcement of noise limits applies to all traffic including jets
- The new generation of jet powered small aircraft are amazingly quiet, quieter than many of the aircraft that are currently operating out of Torrance airport
- Turbojet and turboprop traffic is currently allowed at Torrance airport. Unavailability of fuel requires that such aircraft make additional takeoffs and landings in order to get fuel
- Sale of jet fuel would bring additional revenue to the airport and businesses at the airport

On the other hand, those not in favor of selling jet fuel make arguments that are much more emotional.

- The main argument is that jets are bad, plain and simple. Some comments give the impression that jets are currently not allowed at the airport. This ignores the reality that jets operate in and out of the airport every day and seem to go unnoticed by many.
- Some arguments suggest that the lack of jet fuel sales at Torrance is the only thing that keeps the airport from becoming another Santa Monica or Van Nuys in terms of jet traffic volume. In reality, there are many other reasons that favor jet traffic at Santa Monica and Van Nuys.

I think that a quiet change in the jet fuel rule would probably result in negligible increase or decrease in amount of turbojet and turboprop traffic and few would notice. I don't see a real risk that a large commercial interest is going to move in, open a high end FBO (fixed base operation) and become a center for lots of jet traffic. If a large commercial operator were considering such a move, then lobbying would have taken place and some on city council would likely already be in favor. It may be interesting to note that a waiver to the jet fuel ban was recently approved. A large commercial interest (Robinson Helicopter) needed jet fuel to develop a new turbine powered helicopter, and the approval of the waiver was fast and very quiet. One could argue that this waiver is much more likely to impact airport area noise than the sale of jet fuel to the few turbine powered fixed wing aircraft that use Torrance airport. When Robinson starts production of the it's new turbine helicopter, every one will be flown out of

Torrance for all initial qualification tests as well as initial training and checkout of the purchasing pilots. Additionally, I would expect these helicopters to return to the airport for periodic maintenance and overhaul. It will be interesting to see how this all takes place without the sale of any Jet A.

I keep an airplane at Torrance airport that is not turbine powered so would gain nothing from availability of Jet fuel. Additionally, an increase in overall traffic might affect me negatively in the form of IFR clearance delays, etc. I also live directly under the extended centerline of runway 29R so all of the jet (almost always IFR) traffic goes directly over my house. That said, I expect that sale of Jet fuel would have minimal, if any negative noise consequences and I would be strongly in favor of it. The currently policy just does not make any sense.

Do we think that the airport board and city council can overcome the emotional responses from the nay side? I hope so.

Peter Broen

Torrance

Peter Broen
22508 Shadycroft Ave
Torrance, CA 90505
pbroen@att.net
310 891 2848

ERNEST A MOORE III

February 28, 2008

Mr. Shant Megerdichian
Torrance Airport Operations Manager
3301 Airport Dr
Torrance, Ca 90505

Dear Mr. Megerdichian,

The purpose of this letter is to express my concerns over the potential of Jet Fuel being sold at the Torrance Airport. Let there be no mistake, I and virtually all of my neighbors are adamantly opposed to Jet Fuel being available for purchase at Zamparini Field.

It is my opinion that the only thing keeping organizations such as Honda and Toyota from basing their corporate jets at Torrance as well as fleets of charter jets establishing Torrance as their base of operations is the lack of available fuel. Should fuel become available the impact on the communities surrounding the airport would be disastrous. The major issues include but are not limited to:

- Noise pollution from increased operations involving jets and turbo props.
- Environmental pollution directly attributable to jets such as experienced at Santa Monica Airport.
- Safety issues brought on by more aircraft above our communities. Not only would the increased volume of traffic increase potential for mishaps but also factoring in the differing approach and departure air speed of jets, single engine civil aviation fixed wing aircraft and rotorcraft in my opinion raises many safety issues.

In closing I would like to invite those involved in studying this issue to consider that there are very good reasons for residential streets being off limits to commercial 18 wheeler trucks. Why should the skies above be filled with jets and turbo props that create even more noise and pollution?

Sincerely,

Ernest A Moore III

Torrance Airport Commission
Policy Subcommittee Study No. 1, 3301
Airport Drive
Torrance, CA 90505

Ladies/Gentleman;

I am writing to express my opposition to allow the sale of jet fuel at the Torrance Airport. The policy banning jet fuel was a well thought out restriction and recognized the fact Torrance residents would have more noise from the airport than they experience now. I hope this Commission will recognize the adverse impact this would have on the residents of Torrance and prevent another period of adversarial relations due to increased noise from jet aircraft. While many of us have tolerated the infractions of some of the planes we have made peace with the Airport and Torrance politicians. The lifting of the ban will once again start another "war" of Torrance residents against non Torrance residents who would most probably fly these aircraft. I cannot believe anyone would really think this would be a good thing for Torrance residents, and I would like to keep the Airport activities for "recreational" aircraft and not for providing fuel for corporate/private jet aircraft.

In conclusion, I am hoping that the majority of the Torrance residents who will become the victim of this change, are given due consideration. We do not want to become another LAX or Santa Monica airport.

Respectfully,

Lee Sode
310.316.8783
22424 Susana Ave
Torrance CA 90505
mesode@aol.com

02/03/08

Torrance Airport Commission
Policy Subcommitte Study No. 1

Dear Committee Members:

This letter is against the sale of jet fuel at Torrance airport.

We have lived near the airport for almost 40 years. We don't like airplane or helicopter noise. And we know from years of direct experience that jet noise is worse than smaller piston planes.

And what about the noxious air jet fuel burning aircraft produce?
A letter to the editor (Daily Breeze, 2/1/08, p. A16) points out,
"Here are a few Santa Monica Airport facts: More than 90 percent of all noise violations are from jet operatons. All of the complaints about noxious odors are due to jet operations...."

Is this what thousands of Torrance residents want? We doubt it. A 12/16/07 Daily Breeze online news article states, "The number of aircraft operations – defined as either a takeoff or a landing – at the [Torrance] airfield has declined by 67 percent since 1974...."
We Torrance residents think that's great—the less the better.

The interest of a few should not override the peaceful enjoyment of our homes and businesses around the airport.

In fact the current energy crisis and global warming catastrophe will eventually dictate a decrease in all dirty energy activities—from aircraft to autos. Anything that decreases these activities is a good move.

We urge you to continue the ban on the sale of jet fuel.

Sincerely,

Sherwin & Marilyn Rubin

Sherwin and Marilyn Rubin
4414 Greenmeadows Ave.
Torrance, CA 90505
310-375-4483
gondolier62@yahoo.com

Maurice and Marie Dohner
2707 Grand Summit Road
Torrance, California
(310) 530-8721

February 7, 2007

Torrance Airport Commission
Policy Subcommittee Study No. 1
3301 Airport Drive
Torrance, CA 90505

My husband and I are against changing the policy to permit the sale of jet fuel at the Torrance Airport.

This will permit an increase in jet landings at the airport. Jets will be able to refuel when flying from one area to another, therefore, enabling jets that are not leaving or flying to the Torrance Airport to stop and refuel.

The argument that planes leave just to refuel and return **is just plain stupid**. And, if they are doing it, the practice should be stopped. We do not leave our house and drive our car simply to buy gasoline. What a waste of time, money, and gasoline. We stop and buy gasoline on the way to or from somewhere that we are traveling to such as the market.

Also, we feel it will make flying in the area more dangerous. Despite the claims made by the City of Los Angeles and the LAX airport, more and more flights from LAX are traveling over our area particularly after 11:00 PM at night. Why the planes do not fly further out over the ocean is beyond us.

We can see no valid reason to sell jet fuel at the Torrance Airport and feel it will have a very negative impact on the area.

Sincerely,

Maurice Dohner
Marie Dohner

Maurice and Marie Dohner

cc: Torrance City Council

APPENDIX C

Other Data

The following one-page, double sided document was handed to the Committee at the February 2008 Commission meeting. It appears to be an opinion poll, but it is far from impartial and merely asks the reader to agree or disagree with pre-stated and biased opinions, without presenting a shred of data to support the opinions. The opinions presented are contradicted by the data examined in the study.

Three packages of completed polls were received by the Committee. Package #1 arrived via US mail without any return address or evidence of source (54 copies). Package #2, from the Torrance Airport Association, was hand delivered to the Airport Office by Nancy Clinton (20 copies). Package #3 was delivered to the airport office by Michael Wermers on March 13, after the closing date for submission of data (245 copies). All three packages contained filled-out copies of the opinion poll shown on the following pages. Package 3 contained copies of a similar "poll" using the same questions and biased statements. It also contained two other anonymous communications—both discussing the airport but providing no new arguments or data about the jet fuel issue.

None of the copies in package #1 contained any identification of the person(s) who filled out the poll; only 14 in the package #2 had names or signatures; 11 in package #3 had names or signatures.

The Committee did not know how to include this input into its report since it was inconsistent with the study plan approved by the Commission (Appendix A)—these polls were not sent directly to the Committee and most did not contain contact information, as the study plan directed.

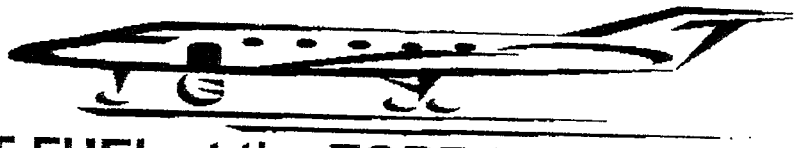
The Committee had concerns about the validity of the polls—particularly where it was filled out anonymously. It would have been possible for one person to submit many or all copies. It would also have been possible for the person submitting the copies to have filtered out those which did not agree with the views of the person who compiled or submitted the package.

The completed forms received by the Committee are available for the Commission and Council to review, but they provided no new data or arguments not already covered in the body of the report. A summary of the opinions contained in each package is presented in the table below:

Study #1: City Policy on Jet Fuel Sales and Storage

Source	Council should lift ban on jet fuel	Council should NOT lift ban on jet fuel
#1 Anonymous package		
Identified source	0	0
Source unidentified	52	2
#2 TAA package		
Identified source	14	0
Source unidentified	5	2
#3 Wermers package		
Identified source	0	11
Source unidentified	4	230

Sorted another way, 14 identified people stated they believed the Council should lift the ban on jet fuel at the airport and 11 felt that the ban should be retained.



JET FUEL at the TORRANCE AIRPORT

Your Response Will Help Keep Torrance Airport Jet Fuel Free

The Issues Concerning Jet Fuel at Torrance Airport

Jet Fuel is currently banned at the Torrance Airport and has been for decades. This ban keeps down the number of jets using the airport. Recently the Torrance Airport Commission began the process of lifting this ban on Jet Fuel.

If this ban is lifted the number of jets using the Airport will increase substantially. This means more jets flying over our homes, more noise, more pollution and lower home values. The pilots using the airport today do not need Jet Fuel; we do not need to pander to a vocal minority from outside our city.

While the Torrance Airport may be beneficial to its residents, the Noise Abatement department has repeatedly stated one of the major noise violators are "transient aircraft" over which they have no control. Lifting this ban on Jet Fuel will only increase the number of very noisy transient jets who will now have another location to land for fuel.

Local pilots and members of the Torrance Airport Commission will argue jet fuel will allow for quieter planes that pollute less. Let us be clear, we live here, jets are not quieter than other types of aircraft and this change will only provide for more planes, not less, regardless of the pollution they produce.

The argument will be made that allowing the sale of jet fuel will decrease number of flights. This "supposed decrease" will occur because jets now land, unload; fly out for fuel and then return. Now the number of jets using the Airport is very small as these jets cannot purchase fuel here. If this ban is lifted the number of jet flights will increase so substantially it will be impossible to see this reduction in flights.

The argument will be made Torrance is missing tax revenue from the sale of jet fuel. The larger and faster jets do more damage to the runways than the current population of smaller and lighter aircraft. This revenue will not compensate for the repairs needed to the runways.

It will be stated that Robinson Helicopter already has Jet Fuel; it does. The lease for Robinson includes the use of Jet Fuel for testing and research & development only, not for re-sale.

Our Airport is a "local airport" located within some of the most populated areas of Southern California. It is used by local pilots who fly for recreation. Santa Monica Airport sells Jet Fuel and it is a major private hub for the movie and entertainment business. Santa Monica City Council has voted to ban the largest and noisiest jets from their airport which will create a long and expensive legal battle with the FAA. This promises to cost the city of Santa Monica millions of dollars. This will surely repeat itself if the Jet Fuel ban is lifted in Torrance.

If Jet Fuel is available we know the massive congestion at LAX will become our problem as well. On the busiest of days the Torrance Airport has 500 pilots. This issue will impact 35,000 residents in three cities and serves not the existing pilot community but pilots with outside interests.

Jet Fuel is bad for Torrance and its residents.
Help us stop this!

Torrance Airport Questionnaire

The Torrance Airport Commission has received a report from a sub-committee tasked with determining if the ban on Jet Fuel needs to be lifted. Part of this report was a requirement to solicit input from various groups including the surrounding neighborhoods. This questionnaire is an effort to provide this input. Please answer the below questions and return this to the address below.

1) The Airport Commission is considering lifting the ban on the sale of Jet Fuel at the Torrance Airport. Do you consider this a good idea?

   _____ Yes _____ No

2) If the ban on Jet Fuel was lifted it will quite probably create an increase in Jet Aircraft traffic at the Torrance Airport. Is this something you would like to see?

   _____ Yes _____ No

3) If selling Jet Fuel were permitted it would most likely lead to an increase in modern aircraft taking off and landing at the Torrance Airport. Do you feel that selling Jet Fuel would be worth the increase in Jet Aircraft flights?

   _____ Yes _____ No

4) Do you feel that an increase in Jet Aircraft flights would have a positive effect on your quality of life and cause an increase in your property values?

   _____ Yes _____ No

5) Do you feel the Torrance City Council should lift the ban on Jet Fuel at the Torrance Airport?

   _____ Yes _____ No

Any other comments are welcome below. An anonymous response is acceptable; however if you are comfortable with providing your name and address, please do so. Your name and address will not be shared. It is only for validation of the response or to contact you with an update on these issues.

_____

_____

Should you have any questions please call or email **Michael Wermers at 310-791-5200** and **mwermers@gpsd.com**. As we move through this process your presence will prove useful at either an Airport Commission or City Council Meeting. We will keep you informed to when we would need your help. Thank you again for your support!!

Please return this questionnaire to **PO Box 10305, Torrance, CA 90505.**
Should you wish to contact the airport directly:
3301 Airport Drive, Torrance, CA 90505 – (310) 784-7900

Southwood Riviera Homeowners Association

SOUTHWOOD RIVIERA
HOMEOWNERS ASSOCIATION
P.O. BOX 10305
TORRANCE, CALIFORNIA 90505

March 15, 2008

Shant Megerdichian
City of Torrance
3301 Airport Drive
Torrance, CA 90505

Re: Jet Fuel Flyers

Dear Mr. Megerdichian,

Pursuant to our discussion from Thursday, please find below a description and analysis of the documents we provided at that time.

The documents you received were completed Jet Fuel flyers. These flyers were solely generated by the Southwood Riviera HOA. They were distributed through three channels; provided to the Torrance HOA Coalition, attendance of two other HOA activities and through the Southwood Riviera HOA Newsletter. In our opinion these flyers were seen by approximately 750 to 1000 Torrance residents.

Well over 200 flyers have been returned with majority of them indicating non-support for Jet Fuel. We believe this level of response can be attributed to the importance of this issue with most Torrance residents. It is also arguable the response would have been greater if the flyer was perceived as official and/or the sole method of providing an opinion. The statement at the end of the questionnaire indicates that physical participation in either an Airport Commission or City Council meeting will be necessary to prevent a change in policy. Many people would simply wait until this participation is requested as opposed to filling out and mailing a questionnaire.

As noted above, this flyer was distributed by a non-profit HOA. It was delivered by volunteers to doorsteps and placed under welcome mats. While it was part of the official HOA newsletter it lacked any official City Seal or letterhead. It also was distributed to a very small portion of the entire population effected by a change in this policy. As I have stated before, if you "fly the pattern" at Torrance you fly over 35,000 residents in three cities. A sampling of 1000 homes via a dubious method, using a non-sanctioned format is hardly a valid method of determining people's views. It is my opinion that if the city performed an actual study of the impacted demographics the response would be even greater.

At a previous meeting Chairman Gates expressed a concern that the questionnaires would be completed by a single individual. On Thursday, to ease these fears, I showed you the original flyers with notes, the original names and addresses, email address, envelopes attached, etc. It is my intention to continue to protect the identity of the respondents but should the commission wish to see the originals I can provide them upon request.

SOUTHWOOD RIVIERA
HOMEOWNERS ASSOCIATION
P.O. BOX 10305
TORRANCE, CALIFORNIA 90505

The flyers were given to you with labels indicating a source of respondents. To the best of our ability, we have indicated the date and description of the event that generated the particular flyer.

New Horizons – January 11, 2008, Civil Affairs Meeting. 18 responses.

Email – January 17, 2008. Torrance Coalition Meeting and SRHOA Meeting. 9 responses.

Country Hills – February 21, 2008. General Meeting. 15 responses.

SRHOA – January 23, 2008. General Meeting 27 responses.

No Label – From the US Postal Services. 157 responses

I have also attached copies of two letters. One I received from Tom Odom, the Lomita City Manager and one I received from Assemblyman Ted Lieu's office. The first is from the Lomita City Council and it expresses a strong desire for the current Jet Fuel policy to be left in place. The second is a copy of Assemblyman's Lieu's letter to the Daily Breeze expressing his opposition to Jet Fuel sales at Torrance. It is likely that you have copies of these letters but I would be negligent if I did not enclose them.

Thank you in advance for providing this information to the sub-committee and please express my offer of help should they have any questions or concerns.

Sincerely,

Michael P. Wermers

Michael Wermers

cc – Torrance City Council

Megerdichian, Shant

From: GLORIADEN@aol.com
Sent: Thursday, May 22, 2008 8:04 PM
To: Megerdichian, Shant
Subject: Jet fuel
Follow Up Flag: Follow up
Flag Status: Red

Are you listening??? Torrance residents do NOT want jet fuel sold at our airport.
What a waste of money to hire consultants! Use you collective heads on that commission and conjure up some good sense. Don't spend our money on this!
Gloria Sugden

****

Get trade secrets for amazing burgers. Watch "Cooking with Tyler Florence" on AOL Food. (http://food.aol.com/tyler-florence?video=4&?NCID=aolfod00030000000002)

Megerdichian, Shant

From: Nicholas Gibbons [ngibbons@socal.rr.com]
Sent: Monday, May 26, 2008 11:07 AM
To: Megerdichian, Shant
Subject: Jet Fuel
Follow Up Flag: Follow up
Flag Status: Red

I wish to officially state my opposition to jet fuel being sold at Torrance Airport.Please take my view into account at the Airport Commission Meeting on Thursday June 12 at 7:00 p.m.which I cannot attend due to a prior engagement

N.Gibbons
237 Via Los Miradores
Redondo Beach
CA 902877.

Megerdichian, Shant

From: Lori Chong Eurich [lace167@hotmail.com]
Sent: Wednesday, May 28, 2008 10:48 AM
To: Megerdichian, Shant
Subject: No Jet Fuel at Zamperini
Follow Up Flag: Follow up
Flag Status: Red

Dear Shant,

My husband and I are residents of Torrance in the Hollywood Riviera section and want to voice our opposition to the proposed sale of jet fuel at Zamperini field. We are also members of the Riviera Homeowners Association.

Zamperini field should remain as is with only small private planes using it. Large jets would contribute unneccessary noise and pollution to the community.

Please let Mayor Scotto and the council know our position.
Thank you,
Lori & Dana Eurich

Megerdichian, Shant

From: KLINTMIKE [klintmike@yahoo.com]
Sent: Wednesday, May 28, 2008 12:46 PM
To: Megerdichian, Shant; Barnett, Gene; Brewer, Tom; Sutherland, Bill; Drevno , Gene; pnowatka@torrnet.com; Scotto, Frank
Subject: JETS AT TORRANCE AIRPORT
Follow Up Flag: Follow up
Flag Status: Red

Please present my opinon at the upcoming meeting.

I am **against any jet related activity, including fuel**; at the Torrance Airport. I hear every plane that takes off, which is already extremely annoying. But now a group of pilots, who I bet don't live near the flight path, want to hasten what's left of the steadily declining quality of life in Torrance. Haven't the residence of Torrance been beaten down enough by now, what's next, a Jet Blue terminal ? Most members of the current city council respect the wishes of the residence - please continue to do so.

Michael Klint
2764 W. 225th St.
Torrance, Ca. 90505

Megerdichian, Shant

From: Monica Murphy [mmurphy5@socal.rr.com]
Sent: Wednesday, May 28, 2008 5:53 PM
To: Megerdichian, Shant
Cc: Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: Opposition to the sale of jet fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. Megerdichian and all,

Although I will be out of town and will miss the June 12th meeting concerning "Overturning the ban on jet-fuel sales", I want to make you aware that I am opposed to overturning the ban.

Please do not allow the sale of jet fuel at our Torrance Airport.

I feel that the sale is NOT good for the residents of Torrance: it will increase the airport use by larger, louder,and faster planes. Although this will increase sales taxes to the city of Torrance, but at what cost to our residents? They will increase the local pollution; increase the number of jet flights to the area; increase the noise level with air traffic; increase the potential for accidents; pollute the soil of the wonderful fresh fruits and vegetables grown surrounding the existing airport; and lower our quality of life.

Thank you,

Monica Murphy
26219 Delos Drive
Torrance, CA 90505

Megerdichian, Shant

From: emily deruyter [emilyderuyter@yahoo.com]
Sent: Wednesday, May 28, 2008 8:56 PM
To: Megerdichian, Shant
Cc: Howard De Ruyter
Subject: Opposition: Jet Fuel Ban Lifted
Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. Megerdichian,

Our name is Howard and Emily De Ruyter. We are residents of Torrance. We live in Southwood. We have two small children. This email is to raise our voices to opposed the lifting of the Jet Fuel Ban since we will be out of town on vacation during the June meeting.

This is not the direction that we want to take Torrance in. We specifically moved away from El Segundo due to the big airplanes at LAX that we heard all day and night. We strongly oppose having the ban lifted. We are both registered voters and we are active voters. Please note we will not support any members of the city council that vote in favor of lifting this ban.

Thank you,

Howard and Emily De Ruyter

Megerdichian, Shant

From: mkawagoye [mkawagoye@socal.rr.com]
Sent: Wednesday, May 28, 2008 10:50 PM
To: Megerdichian, Shant
Subject: Actions of sub-committee of Airport Committee
Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. Megerdichian:

Our Home-Owners Association (Country Hills) has just advised us of the actions of the sub-committee and we are extremely upset that such a small number of people could arbitrarily make a decision that would affect the lives of so many citizens.

We are unalterably opposed to the sale of jet fuel at the Torrance Airport. This is the first step to the eventual use of the Airport by jet planes. We've already seen what is happening at the Santa Monica airport.

We don't need the added pollution of jet planes plus the attendant lowering of residence values and quality of life in the area. And what are the city responsibilities in case of a major disaster?

Please take our protests under consideration before making any decisions.

How will the sale of jet fuel at the Municipal Airport profit the average Torrance citizen? How will the ban on the sale of jet fuel profit the average Torrance citizen?

Sincerely yours,

Mits and Florence Kawagoye
3249 Candlewood Rd.
Torrance, CA 90505
mkawagoye@socal.rr.com

Megerdichian, Shant

From: levinefun@juno.com
Sent: Thursday, May 29, 2008 5:12 PM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: Jet Fuel
Follow Up Flag: Follow up
Flag Status: Red

I will be unable to attend the upcoming Airport Commission Meeting on June 12th. I want to voice my complete opposition to lifting the ban on sale or storage of jet fuel at the Torrance Airport. As a homeowner in the Southwood area of Torrance, I do not want to see or hear an increase in the number of jets that lift off over my neighborhood or anyone else's neighborhood. I know when the occasional jet takes off from the Torrance Airport and I don't want anymore additional noise pollution to jeopardize my quality of life. I purposely selected our community because I knew that the airport noise wasn't a factor. Please do your part and keep it that way. Please vote "No" to any plans to allow the sale or storage of jet fuel.

Mitch Levine

4626 Cathann Street

Torrance, CA. 90503

Click to get a free auto insurance quotes from top companies.

Megerdichian, Shant

From: Paul Guaglione [pginrbca@verizon.net]
Sent: Thursday, May 29, 2008 6:42 PM
To: Megerdichian, Shant
Subject: Proposed sale of oil at the Torrance Airport.
Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. Shant Megerdichian,
My wife and I are longtime residents of Hollywood Riviera and we have enjoyed our life style here. We cannot attend the meeting on June 12th, so we are expressing our objections by email. Our main concern is for noise and jet fuel emission during take-off and landings by jet planes. For these reasons we are opposed to the sale of jet fuel at the Torrance Zamperini Airport, because it invariably would lead to an increased jet plane traffic from that airport. We therefore recommend that you vote to oppose this proposal in our behalf.
Respectfully, Mr. & Mrs. G. Paul Guaglione
99 Calle Mayor
Redondo Beach, CA 90277.
pginrbca@verizon.net

Megerdichian, Shant

From: Michael Wermers [mwermers@gpsd.com]
Sent: Thursday, May 29, 2008 10:02 PM
To: Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Cc: Megerdichian, Shant
Subject: Jet Fuel Questionnaires
Follow Up Flag: Follow up
Flag Status: Red

Dear Mayor and Councilmembers,

As you may or may not know the Southwood Riviera HOA gathered over 250 letters, emails and responses to a questionnaire concerning the issue of Jet Fuel at the airport. These were submitted in March and the subcommittee responsible for this issue addressed these in Appendix C, Page 26 of their report.

The type of reply from the subcommittee has created a fair amount of attention in our HOA and has forced our HOA Board to provide a "response" to the subcommittee. You will find this "response" in the form of the letter attached.

Thank you in advance for your time and awareness in this matter.

Michael Wermers
Vice President, Southwood Riviera Homeowners Association

SOUTHWOOD RIVIERA
HOMEOWNERS ASSOCIATION
P.O. BOX 10305
TORRANCE, CALIFORNIA 90505

May 29, 2008

Shant Megerdichian
City of Torrance
3301 Airport Drive
Torrance, CA 90505

Dear Mr. Megerdichian,

On April 10, 2008 the subcommittee for "Policy Change and General Aviation Growth" submitted its report to the Airport Commission. In this report the section titled "Appendix C, Other Data" references the questionnaire the Southwood Riviera HOA circulated to its residents.

This report states the questionnaire is "far from impartial" and has "biased opinions". The first question is "The Airport Commission is considering lifting the ban on the sale of Jet Fuel at the Torrance Airport. Do you consider this a good idea?" How can this question be considered biased? It is seeking an answer to the subject matter at hand. Overwhelmingly the response to this question was "No".

This report calls this questionnaire an "opinion poll" that lacks supporting data as it submits opinions "without presenting a shred of data to support the opinions." (Appendix C, Page 26, first paragraph) Opinion polls provide data by tracking a quantity of opinions, not by performing analytical analysis of the opinions. Analysis of the opinion is a different exercise. In fact, this report made no effort to determine the opinion of the surrounding residents and when these opinions were submitted by a third party they were rejected. Allow me to be fair, the subcommittee did send an unofficial letter to several HOA Presidents. One of these Presidents came before the Airport Commission and informed them that as the letter wasn't sent from the city, lacked any form of letterhead and had a personal return address it was likely they would be ignored by almost everyone.

It appears that these questionnaires are also being rejected as they are "inconsistent with the study plan approved by the Commission (Appendix A)" It is stated in "Appendix A", page A-2, "The Subcommittee solicits inputs and support data from all airport stakeholders: users, businesses on and off the airport, and the surrounding community". If questionnaires from the first residents flown over by the airport is not considered "surrounding community" then perhaps the subcommittee can clarify what qualifies. One would also assume that the city of Lomita which is directly east of the airport would also qualify as "surrounding community" but the letter written from the Lomita City Council is being ignored as well, although it was at least included in the subcommittee's report.

It is also noted the polls "did not contain contact information" and the subcommittee questioned the "validity of the polls" as they were either anonymous or names and addresses where hidden. If the issue is primarily the lack of contact information, evidence of this can be provided upon request for examination and study but it will not be given to the Airport Commission to do with as it wishes.

Allow me to explain.

SOUTHWOOD RIVIERA
HOMEOWNERS ASSOCIATION
P.O. BOX 10305
TORRANCE, CALIFORNIA 90505

In the past Noise Complaints included names and contact information. From discussions with residents of our HOA it was common for members of the Torrance Airport Association and/or the "pilot community" to contact residents who made these complaints. The ensuing conversations were usually somewhat unpleasant. As you know it because of these exchanges (and other circumstances) the noise complaints are now private. These interchanges have produced a sentiment within our HOA that the residents do not wish to have their names and addresses shared with the Airport Commission. I can only hope yourself and the Commissioners understand.

In conclusion, allow me to note the subcommittee's efforts to "survey" 28 Jet Aircraft Owners with less than half responding to a survey that undoubtedly was in their best interests. (Section 3: The Study and its Results, Part 3.1) We as residents cannot help but feel disregarded, marginalized and on the periphery of this process when well over 200 responses to an "opinion poll" are simply ignored and cast aside with no alternative effort being made to hear the voice of the "surrounding community".

On January 23 Commissioner Fitch, Commissioner Rhillinger and yourself attended our HOA's General Meeting. At that time I implored my friends and neighbors to "allow this process to work". I told them we would be given a chance to be heard; this was too important of a decision to be made in a vacuum without input from the residents of Torrance. At this point it appears the Airport Commission has elected to listen to 13 transient jet aircraft owners represented by a subcommittee of pilots as the voice of the people of Torrance.

I respectfully request that this letter and the attached letter be included in the official Airport Commission packet for the June Airport Commission meeting.

Thank you in advance for your help.

Sincerely,

Michael P Wermers

Michael Wermers
Vice President – Southwood Riviera Homeowners Association

cc Torrance City Council
Lomita City Council
Torrance Homeowners Association Coalition

Megerdichian, Shant

From: Michael Wermers [mwermers@gpsd.com]
Sent: Thursday, May 29, 2008 10:03 PM
To: 'Melanie'
Cc: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: RE: WTHA - Torrance Airport - Jet Fuel
Follow Up Flag: Follow up
Flag Status: Red

Melanie,

Thank you for the opportunity to answer Mr. Choy's questions and concerns. Also, if he wishes, he can contact me at 310-791-5200 as well as my email address.

MW

Mr. Choy,

First and foremost, thank you for your response to my email. Concerned and involved citizens are part of what makes Torrance a great place to live.

In your note, you speak of the economic realities facing Torrance and I have to agree with you; right now, in this time of budget cuts and staff reductions, the expenditure of funds to hire a consulting firm to examine the possibility of such a small return as the revenue from Jet Fuel sales seems foolish. This is a major reason I am opposing the Airport Commission's efforts to lift the ban on Jet Fuel at Torrance. Right now there are between 12,000 and 15,000 flight operations per month at Torrance of which only a few use Jet Fuel. Even if the revenues would substantially offset the costs of the damage to the runways, the storage change, the fire suppression change, the regulatory change, the probable Environmental Impact Study it would not offset the reduction in value to the homes surrounding the airport and the subsequent tax revenues from these homes. It would not surprise me if the City of Lomita also took legal steps to prevent this as well, they did act on the Torrance Crossroad development and they adamantly oppose Jet Fuel.

Please allow me to address your concerns of my views towards the subcommittee addressing Jet Fuel at Torrance. I've been attending the Airport Commission meeting since October 2006. Since that time I've only missed three meetings. In 2007 my attendance was as good or better than any commissioner on the board. Please don't see this as bragging or showing off; I am only trying to show that if anyone knows the activities, actions and bias of the Airport Commissioners, I do. I've watched the Commission form its subcommittees and pick members to further a "Jet Fuel Agenda". I've watched it take actions that would limit counter arguments to this agenda. And finally I watched it reject and ignore opinions opposed to its agenda. One would assume that I might be concerned with the use of the word "innuendo" but it is not an innuendo, it is an accusation and one I would be more than willing to justify. I can assure you I can elaborate in more detail if you wish; either via email or even in person if you would like. In that light I have attached a letter that will be part of the June record reflecting our views as to what transpired with our efforts to be heard by the subcommittee supporting Jet Fuel.

Lastly, let me address the item on the June Airport Commission meeting agenda. At the May meeting Torrance City Staff stated that they had not yet addressed the subcommittee's report on Jet Fuel due to

a lack of time and resources. An extensive discussion ensued with the final outcome being a Commissioner insisting that an item be placed upon the June agenda to pass this report and a request to hire a consulting firm to study this issue to City Council. As you can imagine, the minutes of a meeting will be very technically accurate but they would have a very difficult time conveying emotional nuances of the interaction. From an observer's point of view this was less of an effort to explore the opinions of a greater quantity of residents as it was a forceful move forward in the effort to lift the ban on Jet Fuel.

Mr. Choy, again, thank you for participating in this process. I welcome any and all discussions concerning our airport and the issue of Jet Fuel.

Michael Wermers

PS As you can see I have taken the liberty of including the elected officials you copied on this response.

From: Melanie [mailto:m.dreike@verizon.net]
Sent: Thursday, May 29, 2008 6:08 PM
To: mwermers@Gpsd.Com
Subject: Fw: WTHA - Torrance Airport - Jet Fuel

Melanie Dreike
310.214.2806
m.dreike@verizon.net
----- Original Message -----
From: Choy Eddie
To: Melanie ; Undisclosed-Recipient@yahoo.com ; smegerdichian@torrnet.com ; fscotto@torrnet.com ; gbarnett@torrnet.com ; tbrewer@torrnet.com ; gdrevno@torrnet.com ; pnowatka@torrnet.com ; bsutherland@torrnet.com ; hwitkowsky@torrnet.com ; Linda yahoo ; Ellen Choy ; Nicole Choy
Sent: Thursday, May 29, 2008 10:32 AM
Subject: Re: WTHA - Torrance Airport - Jet Fuel

As a Torrance residence I certainly respect the Torrance Homeowners Associations Coalition's decision to oppose the sale of jet fuel at Torrance airport. However, I also understand the economic realities facing Torrance and the fact that we have an Airport Commission that is charged with making these types of decisions for the residences of Torrance. I myself would place my faith with this commission to make decisions that would best benefit the residences as a whole unless I am presented with convincing arguments to the contrary; the email below from Michael Wermers does not do that. I find the innuendo that the commissioners maybe unbiased or have a personal agenda because they are pilots to be the kind of dirty politics that have tainted our democratic system. If there is evidence to support this innuendo then present it.

Mr. Wermers says that the Airport Commission summarily dismissed the voices of the residences that were at the April meeting, yet the Commission placed an item on their June agenda to hire a consultant to further study this issue; this would seem to me they heard the residences. I think a study by a unbiased third party is a good idea especially since this issue is apparently important to many of the residences of Torrance.

Eddie Choy
Resident

----- Original Message ----
From: Melanie <m.dreike@verizon.net>
To: Undisclosed-Recipient@yahoo.com

Sent: Wednesday, May 28, 2008 7:41:00 PM
Subject: WTHA - Torrance Airport - Jet Fuel

From Southwood Riviera Homeowners Association

As you probably already know Jet Fuel is currently banned for sale or storage at the Torrance Airport. Recently the Torrance Airport Commission has been considering the lifting of this ban and allowing Jet Fuel to be sold at our airport. We oppose this.

In April, an Airport Commission sub-committee recommended lifting this ban. This sub-committee determined that allowing the sale of Jet Fuel will result in less Jet Flights in Torrance. This sub-committee determined that lifting this ban will not result in lower property values. This subcommittee determined that jets that are twice as large and take off and land three times as fast are safer than our current aircraft. This sub-committee determined that lifting this ban is good for residents of Torrance. This sub-committee consists of three Airport Commissioners, two of whom are pilots.

At the April meeting this recommendation was made to a standing room only crowd; the overwhelming majority opposed lifting this ban. The subcommittee received over 200 questionnaires opposing Jet Fuel as well as several letters and emails. The Torrance Homeowners Associations Coalition representing over 15 Homeowners Associations officially opposes lifting this ban. Several HOA Presidents have spoken before the Airport Commission opposing this change. The Lomita City Council wrote a letter to the Airport Commission opposing this change. Assemblyman Ted Lieu has officially stated his opposition to Jet Fuel at Torrance.

All of this was summarily dismissed by the Airport Commission at the May meeting.
At the May meeting the Airport Commission placed an item on their June agenda requesting the City of Torrance hire a consulting firm to further investigate the sale of Jet Fuel. If the Airport Commission passes this item, the Torrance City Council will be asked to spend your tax dollars to support their issue. I am asking for your help in preventing this.

Please join us at the Airport Commission Meeting on June 12 at 7:00PM. This meeting will be held at the Commission Meeting Room in the City Hall West Annex. If it is impossible for you to join us at this meeting, please contact Shant Megerdichian of the Airport City Staff or any of our elected officials and provide them with your opinion. Their contact information is below.

Thank you in advance for your help.

Michael Wermers
Vice-President
Southwood Riviera Homeowners Association

Airport Facilities Manager
Shant Megerdichian
3301 Airport Drive
Torrance, CA 90505
(310) 784-7908
smegerdichian@torrnet.com

City Council Members
3031 Torrance Blvd.
Torrance, CA 90503

(310) 618-2801

Mayor Frank Scotto
fscotto@torrnet.com

Gene Barnett
gbarnett@torrnet.com

Tom Brewer
tbrewer@torrnet.com

Gene Drevno
gdrevno@torrnet.com

Paul Nowatka
pnowatka@torrnet.com

Bill Sutherland
bsutherland@torrnet.com

Hope Witkowsky
hwitkowsky@torrnet.com

No virus found in this incoming message.
Checked by AVG.
Version: 7.5.524 / Virus Database: 269.24.2/1471 - Release Date: 5/28/2008 5:33 PM

Megerdichian, Shant

From: jim Webb [paw216@verizon.net]
Sent: Sunday, June 01, 2008 4:57 PM
To: Megerdichian, Shant
Subject: Repeal of Jet Fuel Ban
Follow Up Flag: Follow up
Flag Status: Red

I just received an e-mail with a message from Donna Spreitzer regarding the repeal of the jet fuel ban. She implies that Southwood residents are all opposed. I'd just like to let you know that my wife and I believe that it's a good idea to allow the sale of jet fuel. We're not all against it.

Jim and Pat Webb
21313 Howard Ave.,
Torrance, 90503

Megerdichian, Shant

From: D L LEE [tuw1@msn.com]
Sent: Tuesday, June 03, 2008 2:28 PM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: Jet Fuel Ban at Torrance Airport

Follow Up Flag: Follow up
Flag Status: Red

Mayor, Council Members and Airport Facilities Manager:

I, as a lifetime resident and homeowner of Torrance, I absolutely do not want jet fuel sold at Torrance Airport. I, along with almost every resident I talk to, seem to agree on this. The only people who want to sell jet fuel are the members of the Airport Commission. Selling jet fuel will attract more jet traffic to Torrance airport. There will be more pollution, more noise and more wear and tear on the airport. The more jets, the more the risk is for one to malfunction and crash. A jet will take out much more valuable property and lives than a small plane. Do we really want to put the taxpayers of Torrance at such litigation risk? No one gains from this except the people selling the jet fuel and the privileged people who can afford to fly jets.

As a homeowner living west of the airport, jets going over my home are loud, annoying and disrupt the peace and serenity of the area. As air traffic has grown over the years, it has become more of a concern from a noise standpoint and a safety standpoint. I was under the impression that jets were not even allowed at the Torrance Airport, but in the last few years they have become more prevalent. My thought is, I pay big bucks to live where I do, as do all the residents of the area, and through the surveys submitted and homeowners association representation, we have voiced our desire. We DO NOT WANT JET FUEL SOLD AT TORRANCE AIRPORT. I would go further. I don't want jets at Torrance Airport.

The subcommittee received over 200 questionnaires opposing Jet Fuel as well as several letters and emails. The Torrance Homeowners Associations Coalition representing over 15 Homeowners Associations officially opposes lifting this ban. Several HOA Presidents have spoken before the Airport Commission opposing this change. The Lomita City Council wrote a letter to the Airport Commission opposing this change. Assemblyman Ted Lieu has officially stated his opposition to Jet Fuel at Torrance. With all this, I find it ridiculous that the commission even ask that the Torrance taxpayers pay for any type of study when we have unanimously spoken already.
Obviously, the commission is biased and has their own agenda.

As the leaders representing the city of Torrance, it is your job to uphold what the people have indicated to you they want, not what the commission wants. You, as our elected officials, are our voice in this matter and I would expect you to be loud and resounding in your refusal to allow jet fuel at Torrance Airport. I think any money that would be spent on the study would be much more useful to pay off lawsuits when the inevitable jet crashes, taking valuable lives and real estate with it.

Regards,
Donna Lee
Concerned Torrance Resident

Megerdichian, Shant

From: Pat Palyo [ppalyo@socal.rr.com]
Sent: Tuesday, June 03, 2008 6:26 PM
To: Megerdichian, Shant
Subject: Jet Fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Red

I am voicing my opinion by emailing you that I oppose lifting the ban on the sale of jet fuel at Torrance.

Not only for safety, but also noise that jets would bring to our family community.

Thank you,
Pat Palyo

Megerdichian, Shant

From: Rick Johnson [rlj42@verizon.net]
Sent: Tuesday, June 03, 2008 9:47 PM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; Sutherland, Bill; Sutherland, Bill; Witkowsky, Hope; 'Michael Wermers'
Subject: Jet Fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Red

Mayor Scotto, City Council Members, and Mr. Megerdichian,

I will be unable to attend the Airport Commission meeting being held on June 12 but wanted to share my family's opinion with you. Being a Torrance resident for 17 years, I have always welcomed the accessibility of our elected representatives. In most cases, the city council and city employees have listened to residents and respected their wishes. We have no doubt that you will continue in this manner. It is for this reason that we have great confidence that the ban on jet fuel sales at the airport will NOT be lifted. We live just west of the airport and I have to say that we would not have purchased this house if there were many jets flying overhead. We disagree with the commission that property values will not drop. It will drop for us. I'm sure that none of you would want to live in my house if the number of jet flights increase. Please consider this and the views of the rest of the Torrance residents as well before making any decisions.

Thank you for your time,
Rick Johnson
23223 Ladeene Avenue

Megerdichian, Shant

From: Michael Wermers [mwermers@gpsd.com]
Sent: Wednesday, June 04, 2008 5:41 AM
To: 'Honaker FAMILY'
Cc: Scotto, Frank; Brewer, Tom; Sutherland, Bill; Drevno , Gene; Barnett, Gene; pnowatka@torrnet.com; Witkowsky, Hope; Megerdichian, Shant
Subject: RE: Fuel at the torrance airport

Follow Up Flag: Follow up
Flag Status: Red

Per a resident's request, please see below.....

Michael Wermers

-----Original Message-----
From: Honaker FAMILY [mailto:honaker42@msn.com]
Sent: Tuesday, June 03, 2008 6:44 PM
To: mwermers@gpsd.com
Subject: RE: Fuel at the torrance airport

Please forward this.

>From: "Michael Wermers" <mwermers@gpsd.com>
>To: "'Honaker FAMILY'" <honaker42@msn.com>
>Subject: RE: Fuel at the torrance airport Date: Tue, 3 Jun 2008
>17:29:29 -0700
>
>
>
>Denise,
>
>Do I have your permission to forward this to the Mayor and City Council
>or have you done that already?
>
>Michael Wermers
>Vice President
>Southwood Riviera HOA
>
>-----Original Message-----
>From: Honaker FAMILY [mailto:honaker42@msn.com]
>Sent: Tuesday, June 03, 2008 5:03 PM
>To: mwermers@gpsd.com
>Subject: Fuel at the torrance airport
>
>To all concerned,
>
>
>I have been a Torrance resident for 44 years. I absolutely do not want
>to have jet fuel at the Torrance airport.
>
>Denise Honaker
>
>
>
>

Megerdichian, Shant

From: Kim Bright [thebrights5@gmail.com]
Sent: Wednesday, June 04, 2008 7:26 AM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: Torrance Airport!
Follow Up Flag: Follow up
Flag Status: Red

Please do not lift the ban and begin selling jet fuel out of the Torrance airport. That would completely change our community. The benefit clearly does not outway the disadvantages. As a Torrance homeowner I strongly oppose lifting the ban.

Regards,
Kim Bright
906 Calle Miramar
Redondo Beach, CA 90277

Megerdichian, Shant

From: Dick Utter [DUGB833@msn.com]
Sent: Wednesday, June 04, 2008 10:36 AM
To: Megerdichian, Shant
Follow Up Flag: Follow up
Flag Status: Red

I will be out of town for the meeting on June 12, 2008. I want to express my opinion that there should be NO jet fuel at Torrance airport. I have been a homeowner here for 40 years and the planes are too noisy already. ENOUGH!

Thank You,
Ginger Brown
23018 Galva Ave.
Torrance, CA 90505

Megerdichian, Shant

From: John Selmon [pmorris1@socal.rr.com]

Sent: Wednesday, June 04, 2008 8:10 PM

To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope

Subject: Re: Jet Fuel at Torrance Airport

Follow Up Flag: Follow up

Flag Status: Red

We are residence of Torrance and have just heard of the proposal to lift the ban on selling Jet fuel at Torrance. My husband and I are writing to express our oppostion to this action.

Thank you,
Pricilla Morris and John Selmon
720 Calle de Arboles

Megerdichian, Shant

From: Ishii, Sharon [sishii@lausd.net]
Sent: Wednesday, June 04, 2008 9:38 PM
To: Megerdichian, Shant
Subject: FW: No jet fuel at TorranceAirport!

Follow Up Flag: Follow up
Flag Status: Red

-----Original Message-----
From: Ishii, Sharon
Sent: Wed 6/4/2008 9:36 PM
Cc: fscotto@torrnet.com
Subject: No jet fuel at TorranceAirport!

Please do not sell jet fuel at our Torrance Airport. It is already too loud when the smaller planes fly over our home. We didn't realize how noisy those planes could be. Sometimes when I am taking outside to my neighbors, I have to stop because we can't hear each other due to the airplanes.
If Torrance Airport sells jet fuel, the planes will be larger and even more noisy. This would cause our nice neighborhood to become unpleasant, maybe even bring down the value of our homes. Who wants to live in an area where airplanes cause noise pollution?
Please do not approve selling jet fuel at Torrance Airport!!!
Thank you,
Sharon Ishii
South Torrance resident

Megerdichian, Shant

From: Carol_Delome@ahm.honda.com
Sent: Thursday, June 05, 2008 10:55 AM
To: Megerdichian, Shant
Cc: forandib@aol.com; alpa@newaget.net; dbullias@verizon.net; buttoncarol@aol.com; acalame@teacher.tusd.k12.ca.us; Jodgrl1043@aol.com; luper007@aol.com; drina@socal.rr.com; sandkimmom@aol.com; Gomathi_Chinnayan@ahm.honda.com; rick.delomeco@verizon.net; disantipatricia@yahoo.com; lynettefinley@msn.com; natrickfin@aol.com; fisherfamily3@earthlink.net; Nancy_Gerich@ahm.acura.com; Gladteacher@aol.com; laugracie1@mac.com; virginia_harris@ahm.honda.com; t2d4me@verizon.net; honaker42@msn.com; lawrie.ikeda@ual.com; sha.kelly@verizon.net; Laurie_Kuecker@ahm.honda.com; denisemandel@aol.com; macktalk@verizon.net; rnash@anim.dreamworks.com; am.quillin@gte.net; robertso@sbcc.edu; Shirley@traveldoor.com; marcy31@aol.com; sav221@aol.com; jandawhite@socal.rr.com; "Gary_Schummer_[mailto:gjs"@addtreatmentcenters.org]
Subject: Please Help

Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. Megerdichian:

Please help our community, by not supporting the jet fuel sale at Torrance Airport. We have lived on Zakon Road in Torrance for the past 16 years and have experienced quite an increase in air traffic. The airport has become busier, nosier and louder; and that is today, with no ban lifted on the sale of jet fuel.

Help us have our voices heard, help us stand up for no jet fuel sales at the Torrance Airport. Help us preserve our quiet community and the future of Torrance!! Every type of aircraft you can imagine will be landing and taking off at all hours of the day and night. I know our area of South Torrance will be greatly effected and you cannot let this noise and air traffic ruin our peaceful community.

The city of Santa Monica had an Airport Commission and City Council Members that allowed the sell of jet fuel. Today the people of Santa Monica are miserable, now they are begging for a ban on selling Jet fuel out of their little airport. It has virtually turned into an Air Traffic nightmare!!

Thanking you in advance for all you do for the community and helping us in this very important matter. NO JET FUEL SALES OUT OF TORRANCE AIRPORT!

Sincerely,

Carol and Rick DeLome
Rancho Seaside Home Owner
Concerned Citizen for the Future

Megerdichian, Shant

From: Virginia_Harris@ahm.honda.com
Sent: Thursday, June 05, 2008 11:04 AM
To: Megerdichian, Shant

Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. Megerdichian:

Please help our community, by not supporting the jet fuel sale at Torrance Airport. I live very close to Torrance airport and have experienced quite an increase in air traffic. The airport has become busier, nosier and louder; and that is today, with no ban lifted on the sale of jet fuel.

Help us have our voices heard, help us stand up for no jet fuel sales at the Torrance Airport. Help us preserve our quiet community and the future of Torrance!! Every type of aircraft you can imagine will be landing and taking off at all hours of the day and night. I know our area of South Torrance will be greatly effected and you cannot let this noise and air traffic ruin our peaceful community.

The city of Santa Monica had an Airport Commission and City Council Members that allowed the sell of jet fuel. Today the people of Santa Monica are miserable, now they are begging for a ban on selling Jet fuel out of their little airport. It has virtually turned into an Air Traffic nightmare!!

Thanking you in advance for all you do for the community and helping us in this very important matter. NO JET FUEL SALES OUT OF TORRANCE AIRPORT!

Sincerely,

Virginia M. Harris
Torrance Citizen

Megerdichian, Shant

From: Matt Fisher [mjkjfisher@yahoo.com]
Sent: Thursday, June 05, 2008 8:05 PM
To: Megerdichian, Shant
Subject: Keep Ban in place
Follow Up Flag: Follow up
Flag Status: Red

Dear Shant Megerdichian,

I am responding to you as a extremely concerned Torrance home owner, parent and local school teacher that works near the airport. I very much feel that the ban for jet fuel needs to stay in place. I have lived in Torrance my entire life and watched the airport grow from a small but important part of the landscape for this community into what it is today. I feel that this community has embraced what the airport has brought to it,however, storing and servicing louder and larger jet planes seem to be VERY dangerous for our community and not needed. Please listen to the members of this local community and not lift this ban.

Jennifer Fisher

Memorandum

To: Shant Megerdichian

From: Michael Wermers

Subject: New Questionnaires

Date: Thursday, June 05, 2008

Shant,

Attached at questionnaires that were created after the subcommittee's report and the April meeting. Patrick Dempsey from our HOA took it upon himself to create this questionnaire as the previous one was rejected as being biased and lacking contact information. He then walked he immediate area to collect these.

For your records, Patrick Dempsey lives at 23503 Kathryn.

He asked me to get them into the official record so I'm leaving them with you.

Any questions, please give me a call.

Thanks.

MW

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

(Please print)

Name: Robin Asbury

Address: 1933 W. 233rd Street

Torrance, 90501

Phone: 310-534-4755

Please e-mail this completed form to: patrickdempsey1@yahoo.com

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

(Please print)

Name: Dennis Blackwell

Address: 1933 W. 233rd Street

Torrance, 90501

Phone: 310-534-4755

Please e-mail this completed form to: patrickdempsey1@yahoo.com

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

(Please print)

Name: Michael Klint

Address: 2764 W. 225th St.

Torrance, Ca. 90505

Phone: 310-326-6429

Please e-mail this completed form to: patrickdempsey1@yahoo.com

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

[x] Yes, I was aware of this. [ ] No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

[ ] I am for lifting the ban on jet fuel. [x] I am against lifting the ban on jet fuel.

(Please print)

Name: __Adam S. Geczi_____

Address: __23141 Ladeene Avenue_____

__Torrance, CA 90505_____

Phone: __310-373-2930_____

Please e-mail this completed form to: patrickdempsey1@yahoo.com

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

Yes, I was aware of this.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

I am against lifting the ban on jet fuel.

(Please print)

Name: ___Alan Jeffrey_____

Address: ___2713 W. 225th _____

___Torrance Ca. 90505_____

Phone: ___310 530 0092_____

Please e-mail this completed form to: patrickdempsey1@yahoo.com

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

(Please print)

Name: LeRoy Hockensmith

Address: 3212 Raintree Avenue
Torrance, Ca. 90505

Phone: (310) 951-0375

Please e-mail this completed form to: patrickdempsey1@yahoo.com

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☒ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☒ I am for lifting the ban on jet fuel. ☐ I am against lifting the ban on jet fuel.

Name: PAUL GARNER

Address: 23501 EVALYN
TORRANCE CA

Phone: 310-373-5126

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Wilma Lynn

Address: 23550 S. Leyte Dr
Torrance, Ca

Phone: 310-375-0603

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☑ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Unit.

Name: Vernon Lym

Address: 23550 S Leyte Dr

Torrance CA 90505

Phone: 310-375-0603

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Wayne F. Burke

Address: 22909 Carlow Rd
Torrance Ca 90505

Phone: 310-316-4828

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Terry J. Roberts

Address: 23511 Carlow Rd.
Torrance CA 90505

Phone: 3103758407

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: LEE FEHER

Address: 23508 CARLOW ROAD
TORRANCE, CA

Phone: 310-791-0297

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: DIANE FEHER Diane Feher

Address: 23508 CARLOW ROAD
TORRANCE, CA

Phone: 310-791-0297

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Jim Leonard

Address: 23520 Crazow Rd
Torrance Ca 90505

Phone: 310 373 4042

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☑ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Kimberly Leonard

Address: 23520 Carlow Road
Torrance 90505

Phone: 310-373-4042

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Robert J Hoops

Address: 23532 Carlow RD.
Torrance, Calif

Phone: 1-310 378-9592

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Barbara J. Hooks

Address: 2353 Carlow Rd
Torrance, Calif

Phone: 1-310-378 9592

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Joshua Rock

Address: 23507 Carlow Rd.

Torrance 90505

Phone: (310) 375-1987

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: David F. Rock

Address: 23507 Carlow Rd
Torrance CA

Phone: 310 375-1987

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

[X] Yes, I was aware of this. [ ] No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

[ ] I am for lifting the ban on jet fuel. [X] I am against lifting the ban on jet fuel.

Name: JEFF DRUCKER

Address: 23517 CARLOW RD
TORRANCE, CA 90505

Phone: (310) 378-9954

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

[X] Yes, I was aware of this. [ ] No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

[ ] I am for lifting the ban on jet fuel. [X] I am against lifting the ban on jet fuel.

Name: LISA DRUCKER

Address: 23517 CARLOW RD
TORRANCE, CA 90505

Phone: (310) 378-9954

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Walter Scott McCann

Address: 23535 Carlow Road
Torrance CA 90505

Phone: (310)375-8520

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you '**For**' or '**Against**' lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Jean Allegro

Address: 23541 CARLOW Rd
Torrance Ca 90505

Phone: (310) 686 1704

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Joan Taylor

Address: 23538 CARLOW RD
TORRANCE, CA

Phone: (310) 378-9562

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Elmer Bevardino

Address: 23514 CARLOW RD
TORRANCE, CA 90505

Phone: 310-3785574

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Robert Ayala

Address: 23501 Carlow Rd

Phone: 310 791 1927

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Jeannie Brown

Address: 5026 Mendora Dr.
Torrance, Ca 90505

Phone: 310 540-6875

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☒ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Lee Giordano

Address: 23514 Carlow Rd.
Torrance, 90505

Phone: 378-5574

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: SHAWN NAZR

Address: 4427 W. 234th PL
TORRANCE CA 90505

Phone: 310-750-4574

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: ROBERT BLEVINS

Address: 23523 EVALYN AVE

TORRANCE, TORR, 90505

Phone: 310-375-9878

Robert Blevins

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

[X] Yes, I was aware of this. [ ] No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

[ ] I am for lifting the ban on jet fuel [X] I am against lifting the ban on jet fuel.

Name: Frances Ando

Address: 23542 Evalyn Ave
Torrance, CA

Phone: 378-7914

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Were you aware of this proposal by the Torrance Airport Commission?

☒ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Kenji G Ando

Address: 23542 EVALYN

Torrance 90505

Phone: 310-378-7914

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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☐ Yes, I was aware of this. ☑ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Connie T. Shank

Address: 23517 Evalyn Ave.
Tor.

Phone: (310) 375-7736

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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☐ Yes, I was aware of this. ☑ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: DENNY CORIC

Address: 23541 ELALYN AVE
TORRANCE, CA

Phone: (310) 373-0459

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Jackie Sanchez

Address: 23553 Evalyn Ave
Torrance, Ca. 90505

Phone: (310) 895-1578.

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Gene, Tatyana Shadchin

Address: 23613 Evalyn Avenue
Torrance CA 90505

Phone: 310-972-1320

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: JIM & DANNA COOK

Address: 23621 EVALYN AVE
TORR CA 90505

Phone: 310-375-3021

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☒ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: JOE ARCIUCH

Address: 23521 KATHRYN AVE
TORRANCE, CA 90505

Phone: 310-378-7478

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Milton R. Lewis

Address: 23538 Leyte Dr.
Torrance, CA. 90505

Phone: 310-378-9702

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Were you aware of this proposal by the Torrance Airport Commission?

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: D. KAESSINGER

Address: 23522 Leyle Dr

Torrance CA

Phone: 3103735317

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☑ Yes, I was aware of this. ☐ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: ANN KOESSINGER

Address: 23522 Leyte DR
Torrance

Phone: 310 373 5317

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☑ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Gabriela A. Costantini

Address: 23453 Kathryn Av.
torrance, Ca 90505

Phone: (310) 373-4366

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☑ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Pat Costantini

Address: 23453 Kathryn Av.
torrance, Ca 90505

Phone: (310) 373-4366

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Kimito Yamauchi

Address: 23544 Leyte Dr
Torrance Calif 90505

Phone: 310 375-4897

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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Were you aware of this proposal by the Torrance Airport Commission?

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Fusako Yamanichi

Address: 23544 Leyte Dr
Torrance Cal 90505

Phone: 310-375-8895

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
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3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: HUGH A. O'BRIEN

Address: 23533 KATHRYN AVE.
TORRANCE, CA. 90505

Phone: (310) 378-5163

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
3. Increased safety for outbound jets that arrive at Torrance Airport low on jet fuel.
4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☑ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☑ I am against lifting the ban on jet fuel.

Name: Michelle O'Brien

Address: 23533 Kathryn Ave
Torrance CA

Phone: 310-378-5163

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☒ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Sharon Liu

Address: 23540 Kathryn Ave
Torrance, CA 90505

Phone: (310)373-0121

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: ZHANG XU

Address: 23540 KATHRYN AVE.
TORRANCE CA 90505

Phone: (310) 373-0121

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Jeff Hueth

Address: 23512 Kathryn Ave
Torrance Ca 90505

Phone: 310 266-8342

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: ANTHONY FOGO

Address: 5205 ARVADA

TORRANCE CA

Phone: (310) 214 1133

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: KATHLEEN FOGO

Address: 5205 ARVADA

TORRANCE CA

Phone: (310) 214-1133

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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4. New technology and future aviation changes will require availability of jet fuel.

Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

[X] Yes, I was aware of this. [ ] No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

[ ] I am for lifting the ban on jet fuel. [X] I am against lifting the ban on jet fuel.

Name: MAUREEN DEMPSEY

Address: 23051 B NADINE CIRCLE

TORRANCE CA 90505

Phone: _____

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

[X] Yes, I was aware of this. [ ] No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

[ ] I am for lifting the ban on jet fuel. [X] I am against lifting the ban on jet fuel.

Name: MARISSA DEMPSEY

Address: 23503 KATHRYN AVE

TORRANCE CA 90505

Phone: 310 791 0568

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: PATRICK DEMPSEY

Address: 23503 KATHRYN AVE.
TORRANCE, CA 90505

Phone: 310 791 0568

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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Were you aware of this proposal by the Torrance Airport Commission?

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: CATHERINE J. NUGENT

Address: 23065 A NADINE CIRCLE
TORRANCE CA 90505-8036

Phone: (310) 326-2154

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Claims made by Torrance Airport Commission, April 10, 2008.

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Were you aware of this proposal by the Torrance Airport Commission?

☐ Yes, I was aware of this. ☒ No, this is not something I was aware of.

Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Andrew J Mugent

Address: 23065 ANADINE CIR
TORRANCE CA 90505-8036

Phone: (310) 326-2154

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Question 1:

Were you aware of this proposal by the Torrance Airport Commission?

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Glenna Lopez

Address: 23527 Kathryn Avenue
Torrance CA 90505

Phone: _____

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Jonathan Lopez

Address: 23527 Kathryn Ave
Torrance CA 90505

Phone: _____

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Vio Lopez

Address: 23527 Kathryn Ave
Torrance CA 90505

Phone:

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

Name: Valerie Lopez

Address: 23527 Kathryn Ave
Torrance CA 90505

Phone: (310) 738-6842

Megerdichian, Shant

From: Mesode@aol.com
Sent: Saturday, June 07, 2008 9:00 AM
To: Megerdichian, Shant
Subject: Jet Fuel Sales at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Red

I would like to take this opportunity to very strongley voice my opposition to jet fuel sales at the torrance airport and any notion to spend our money on a consultant to comment on what the people of Torrance already have told the city. I can't believe anyone can think this would be a good thing for the people most affected. I will be among the many torrance residents apposing this measure and making sure no one from the council who supports such a decision is elected again.

Lee Sode

****

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Megerdichian, Shant

From: Michael Wermers [mwermers@gpsd.com]
Sent: Sunday, June 08, 2008 10:09 AM
To: Megerdichian, Shant
Subject: FW: Jet Fuel
Follow Up Flag: Follow up
Flag Status: Red

Shant,

Another one.

MW

From: Ruben, Larry (MED US) [mailto:larry.ruben@siemens.com]
Sent: Sunday, June 08, 2008 7:52 AM
To: Michael Wermers
Subject: Jet Fuel

Michael,

Attached is my signed document opposing the sale of jet fuel at Torrance airport.

Let me know how the outcome of the commission meeting this week.

Thanks.

Larry

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Thank you

The Torrance Airport Commission is recommending the Torrance City Council lift the ban on the sale of jet fuel at the Torrance Airport citing the following claims:

1. Sale of jet fuel alone will not attract more jet traffic.
2. Reduced number of jet flights due to having to fly elsewhere to re-fuel.
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Question 2:

Are you **'For'** or **'Against'** lifting the ban on the sale of jet fuel?

☐ I am for lifting the ban on jet fuel. ☒ I am against lifting the ban on jet fuel.

(Please print)

Name: Larry Ruben

Address: 3848 W 234th Street

Torrance, CA 90505

Phone: 310-373-9700

Please e-mail this completed form to: patrickdempsey1@yahoo.com

Megerdichian, Shant

From: Paul Guaglione [pginrbca@verizon.net]
Sent: Sunday, June 08, 2008 5:13 PM
To: Megerdichian, Shant
Subject: Proposed sale of jet fuel at the Zamperini Airport.
Follow Up Flag: Follow up
Flag Status: Red

To Mr. Shant Megerdichian
Zamperini Airport City Staff
Subject: Proposed sale of jet fuel at the Zamperini Airport.

Dear Mr. Megerdichian,
We shall be unable to attend the June 12th commission meeting, so we are sending this email to express our strong objection to the proposed sale of jet fuel at Zamperini. In many discussions with friends and neighbors in Torrance, the consensus is that lifting the current ban will inevitably lead to increased jet plane traffic at the airport and bring increased noise and jet fuel emission adversely affecting Torrance residents. As decades long homeowners in Hollywood Riviera, we have both appreciated the contribution of the airport to our city and been concerned that it remain a good neighbor to us in return. We therefore request the commission to continue the existing ban of the sale of jet fuel.
Sincerely,
Mr. & Mrs. Kathleen and Edward Lahey
470 Camino de Encanto
Redondo Beach, CA 90277-6529

PS: With our permission, Mr. Paul Guaglione, who has access to email, has been so kind to send this message in our behalf from his email address pginrbca@verizon.net

Megerdichian, Shant

From: DORIS HERZOG [tortugasherzog@yahoo.com]
Sent: Sunday, June 08, 2008 5:24 PM
To: Megerdichian, Shant
Subject: Torrance airport jet fuel sales

Follow Up Flag: Follow up
Flag Status: Red

Dear Shant Megerdichian,
We would like to add our voice to people who OPPOSE the sale of jet fuel at Torrance airport. We were sitting in our backyard several years ago when the fatal helicopter collision happened. This airport is surrounded by homes, shopping and heavy traffic. PLEASE DO NOT ADD TO THE POWDER KEG. Jet fuel adds noise, pollution and potential accidents in our neighborhood. This effects our property values also!
Please abandon the plan to sell jet fuel at Torrance airport.
John and Doris Herzog
4213 Paseo de las Tortugas

Airport Commission Meeting of
June 12, 2008

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

Members of the Commission:

SUBJECT: Supplemental to Item 6A, Committee Report Re: Use of Jet Fuel at Torrance Municipal Airport – Zamperini Field.

Subsequent to printing the Airport Commission Agenda, there have been additional emails received concerning the use of jet fuel at the Torrance Municipal Airport – Zamperini Field. Attached are emails received from Monday, June 9th through Thursday, June 12, 2008.

Respectfully Submitted,

Shant Megerdichian,
Facility Operations Manager

Megerdichian, Shant

From: pbrowcat@aol.com
Sent: Monday, June 09, 2008 10:01 AM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: selling Jet fuel
Follow Up Flag: Follow up
Flag Status: Blue

We strongly oppose the lifting of the ban to sell jet fuel at the Torrance Airport. Contrary to the Airport Commission committee's opinion, it will affect our property values and our quality of life. Please do not allow this ban to be lifted. We do not need Jets flying into our little airport.

Thank you

Cathy Brown
2709 Normallin St.
Torrance, Ca. 90505

Keith Solley
25510 January Dr.
Torrance, Ca. 90505

Lee Solley
25510 January Dr.
Torrance, Ca. 90505

Roger and Leona Solley
440 Via Linda Vista
Redondo Bch, Ca. (90277) Hollywood Riviera (Torrance)

Stay informed, get connected and more with AOL on your phone.

Megerdichian, Shant

From: robert stacho [bstacho@verizon.net]
Sent: Monday, June 09, 2008 10:27 AM
To: Megerdichian, Shant
Cc: Scotto, Frank; mwermers@gpsd.com; stan
Subject: Jet Fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Blue

To: Airport Facilities Manager, Shant Megerdichian

Thank you for the opportunity to provide input to this subject. I am unable to attend the meeting on 6/12.

I live at 22921 Carlow rd, right under the flight path. I have lived here since 1976. When I moved in I was unaware of the airport and flight path but have come to live with it and really enjoy my home and area. I do not see the need to sell jet fuel at our airport. It is a general aviation airport for small planes and should be kept this way. I can always tell when a jet takes off as the noise is very different than the prop planes. I usually look up if I am in the back yard to see what it is.

I reviewed the Airport Commission sub-committee recommendations to lift the ban on the sale of jet fuel. I do not agree that the number of jet flights will decrease. I would suggest that the number of Jets operating in and out of the airport will increase and therefore more flights over my house. It would also open up the airport to charter flights in and out of the airport.

I also do not believe monies should be spent on consultants to review and make recommendations on the proposal. Torrance is having budget problems like other cities and we must use our resources as wisely as possible.

Thank You

Robert M. Stacho
22921 Carlow Rd
Torrance CA

Megerdichian, Shant

From: Jan Fitzpatrick [gospartan67@yahoo.com]
Sent: Monday, June 09, 2008 11:30 AM
To: Megerdichian, Shant
Subject: jet fuel
Follow Up Flag: Follow up
Flag Status: Blue

I have lived in Wateria since 1969.....the helicopters were allowed with one building and then another and then another.....now Walteria is no longer the quite neighborhood it once was..... jet fuel.....please..... no more!!!!!

Jan Fitzpatrick
24226 Park Street
Torrance, CA 90505

Megerdichian, Shant

From: john_bye [john_bye@earthlink.net]
Sent: Monday, June 09, 2008 7:56 PM
To: Megerdichian, Shant
Subject: No to selling jet fuel at Torrance Airport

Follow Up Flag: Follow up
Flag Status: Blue

My name is John Bye. My wife and I have lived in south Torrance for 20 years. We live at 4220 W. 230th Place which is in the flight path of the airport. We do not approve of the proposal to lift the ban on selling jet fuel at Torrance Airport.
If this is done it would be a great detriment to our quality of life due to the increase in jet traffic out of Torrance. The noise level and accident risk will increase.
Please do not allow this to happen.

Megerdichian, Shant

From: Kristine Kobe [kkobe@yahoo.com]
Sent: Monday, June 09, 2008 11:12 PM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; Sutherland, Bill; Witkowsky, Hope
Subject: Jet Fuel at Torrance Airport

Follow Up Flag: Follow up
Flag Status: Blue

Dear Mr. Megerdichian and City Council Members,

I live at 3361 Candlewood road with my husband and two children, 13 and 9. Like you and the rest of my neighbors each day is packed full from dawn til dusk with little family or free time. Yet the preciousness of our evenings is disregarded with this continued debate. Why is it that despite an overwhelming protest against this proposed Jet Fuel sale the communities voices are being disregarded? You and all of the City Council members have a responsibility to the people of the immediate area NOT anyone or anything else. We have made it very clear that we do not want to lift the ban !(see below) Please do not continue to add more "juggling" to our already full schedules and daily life priorities with the selfish continuation of this proposal. I assure you, we will not back down and let our community turn into another Santa Monica !! No Jet Fuel sold out of Torrance Airport. There is absolutely no direct benefit to the community and we do not support the use of our tax dollars to support this.

Kristine Kobe

In April, an Airport Commission sub-committee recommended lifting this ban. This sub-committee determined that allowing the sale of Jet Fuel will result in less Jet Flights in Torrance. This sub-committee determined that lifting this ban will not result in lower property values. This subcommittee determined that jets that are twice as large and take off and land three times as fast are safer than our current aircraft. This sub-committee determined that lifting this ban is good for residents of Torrance. This sub-committee consists of three Airport Commissioners, two of whom are pilots.

At the April meeting this recommendation was made to a standing room only crowd; the overwhelming majority opposed lifting this ban. The subcommittee received over 200 questionnaires opposing Jet Fuel as well as several letters and emails. The Torrance Homeowners Associations Coalition representing over 15 Homeowners Associations officially opposes lifting this ban. Several HOA Presidents have spoken before the Airport Commission opposing this change. The Lomita City Council wrote a letter to the Airport Commission opposing this change. Assemblyman Ted Lieu has officially stated his opposition to Jet Fuel at Torrance.

All of this was summarily dismissed by the Airport Commission at the May meeting.

At the May meeting the Airport Commission placed an item on their June agenda requesting the City of Torrance hire a consulting firm to further investigate the sale of Jet Fuel. If the Airport Commission passes this item, the Torrance City Council will be asked to spend your tax dollars to support their issue. I am asking for your help in preventing this.

Megerdichian, Shant

From: Jon Spallino [jon.spallino@gmail.com]
Sent: Tuesday, June 10, 2008 8:02 AM
To: Megerdichian, Shant
Subject: Jet Fuel - NO!!!
Follow Up Flag: Follow up
Flag Status: Blue

Shant Megerdichian, Airport Commission & City of Torrance:

I'm unable to attend the 6/12 meeting but my family and relatives are all **adamantly opposed to the prospective sale of jet fuel at the Torrance Airport**.

This is a terrible idea and at the polling booths we will hold those voting in favor of any such measure accountable for their actions.

Jon & Sandy Spallino & family
427 Camino De Encanto - 90277

Megerdichian, Shant

From: cecilcrow@aol.com
Sent: Tuesday, June 10, 2008 4:52 PM
To: Megerdichian, Shant
Subject: JET FUEL
Follow Up Flag: Follow up
Flag Status: Blue

DEAR MR. SMEGERDICHIAM,
AS A HOME OWNER IN THE AREA NEAR THE AIRPORT I STRONGLY URGE YOU TO VOTE AGAINEST THE JET FUEL STORAGE AT THE AIRPORT.
CECIL CROW

Get the Moviefone Toolbar. Showtimes, theaters, movie news, & more!

Megerdichian, Shant

From: Van Kooten, Lidwina [Lidwina.VanKooten@infores.com]
Sent: Tuesday, June 10, 2008 6:19 PM
To: Megerdichian, Shant
Subject: Sale of jet fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Blue

Shant Megerdichian, Airport Commission & City of Torrance:

I'm unable to attend the 6/12 meeting but my family and relatives are all **adamantly opposed to the prospective sale of jet fuel at the Torrance Airport**.

This is a terrible idea and at the polling booths we will hold those voting in favor of any such measure accountable for their actions.

Lidwina van Kooten/John De Biasio
400 Via Los Miradores, Redondo Beach 90277

Megerdichian, Shant

From:	Arboleda, Gloria (Mission Systems) [Gloria.Arboleda@ngc.com]
Sent:	Wednesday, June 11, 2008 8:12 AM
To:	Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject:	Jet Fuel at Torrance Airport
Follow Up Flag:	Follow up
Flag Status:	Blue

As a homeowner in Torrance since 1980 and who lives near the Torrance Airport I am requesting that you continue the ban of sale and storage of jet fuel at the airport.

Gloria and Jorge Arboleda
2701 Normallin st.
Torrance, CA 90505

Gloria Arboleda, CPPA
Mission Systems Property Management Office
(310) 764-9402 Work
(310) 764-3215 Fax
Bldg:DH1 Room:1048
gloria.arboleda@ngc.com

Megerdichian, Shant

From: Matson, Kim (Mission Systems) [Kim.Matson@ngc.com]
Sent: Wednesday, June 11, 2008 3:39 PM
To: smegerdichian@torrnet.com
Subject: FW: Jet Fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Blue

From: Matson, Kim (Mission Systems)
Sent: Wednesday, June 11, 2008 3:31 PM
To: fscotto@torrnet.com; gbarnett@torrnet.com; tbrewer@torrnet.com; gdrevno@torrnet.com; pnowatka@torrnet.com; bsutherland@torrnet.com; hwitkowsky@torrnet.com; smegerdichian@torrnet.com
Subject: FW: Jet Fuel at Torrance Airport

As a resident of Torrance since 1969 I am respectfully requesting that you, as our city's elected officials protect Torrance homeowners by continuing the ban of sale and storage of jet fuel. In addition I feel the money spent to even research this (at city's tax payer's expense I might add) is much better spent in other areas and the Torrance Airport Commission should be reminded that their positions are not there to serve their own best interests and indulgences but the entire city and all it's residence.

I appreciate your time and consideration.

Sincerely,

Mark and Kim Matson
5516 Konya Drive
Torrance, CA 90503

Megerdichian, Shant

From: FISHERLW@aol.com
Sent: Wednesday, June 11, 2008 9:24 PM
To: Megerdichian, Shant
Subject: Torrance Airport
Follow Up Flag: Follow up
Flag Status: Blue

I oppose the sale of jet fuel at Torrance Airport! We don't want a Santa Monica airport in our backyard!

Larry & Carol Fisher
Torrance Residents since 1998.

Vote for your city's best dining and nightlife. City's Best 2008.

Megerdichian, Shant

From: Tim and Kelly Wedel [twedel@socal.rr.com]
Sent: Thursday, June 12, 2008 7:42 AM
To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope
Subject: Jet Fuel at Torrance Airport
Follow Up Flag: Follow up
Flag Status: Blue

I do not want Jet Fuel sold at Torrance airport, nor do I want more jets flying over my home. We live west of the field.

West of the airport are schools and hills higher than the airport.

I do not want any more air traffic or louder planes flying over my childrens schools or my home from the Torrance airport.

What is more important, happy home owners and the safety of our children or transit jets?

I also oppose making a restaurant any larger at the airport.

Thank you for listening and representing the citizens of Torrance.

Kelly Wedel
22414 Redbeam Av.
Torrance, Ca., 90505

From: Duckworth, Steven G
Sent: Thursday, June 12, 2008 11:05 AM
To: Megerdichian, Shant
Subject: No to Jet Fuel sale at Torrance !!!!

Please reject the lifting on the jet fuel ban.

The Airport commision is asking for the ban on JP-8 jet fuel to be sold at Torrance airport to be lifted. As a resident like you, who lives in the direct flight path of the runway, I don't want this to happen. I think it will greatly increase the jets in and out of Torrance. It will also increase the amount of jet ranger type helecopters too. I don't want this airport turning into a nightmare like others that have allowed it like Santa Monica. It will increase the chances of one othe those jets crashing into our hill. Not to mention the noise !! There is also the increased health concerns from the JP-8 jet fuel and the effects on our kids over time. Mayor Scotto is against the sale too. There is some interesting facts below if you are interested in reading on about JP-8 jet fuel effects. If not simply just delete this message.

Steve

Facts:

It is true; most of us bought our homes in Torrance knowing the airport was here. I grew up in the flight path here in Torrance as well. We also knew that Torrance did not sell Jet fuel for the reason to keep the jet traffic down. If you're rich enough to own a jet, then you just need to go to Long Beach. Heck I wish I owned one too. If Torrance allows the sale of Jet fuel, the number of private jets at the airport will increase for sure along with the jet ranger helicopters.

Apart from the obvious noise issues with jets is also the health risks with jet fuel.
For example in Seattle, Data from the Washington Health Department Census said If you live within six miles of an airport, you are at heightened risk of dying prematurely from environmentally induced cancer due to the pollution spewing from jet aircraft fuel.

The census compared 1991-95 illness-and-mortality rate for residents near the Seattle-Tacoma airport with those of Seattle overall, found that infant mortality near the airport was 50 percent greater, heart disease was 57 percent greater, cancer deaths were 36 percent greater and deaths from all causes were 48 percent greater. Average life

Expectancy for airport neighbors was 70.4 years, compared to Seattle's average of 76 Years.

The cancer rate for people living on the perimeter of Chicago's O'Hare airport for example is 70 percent higher.

A 1993 EPA health risk assessment concluded that aircraft engines are responsible for approximately 10.5 percent of the cancer cases within a 16-square-mile area surrounding Chicago's Midway airport.

The **Santa Monica Airport** is the oldest community airport in Los Angeles County and the busiest single-runway airport in the nation. In August 1995, the Los Angeles Unified School District asked the FAA to determine the airport's health impacts on the students and staff of nearby schools. The study determined that hydrocarbons and carbon dioxide far exceeded the National Ambient Air Quality Standard, and that maximum cancer risks were 23 times greater than the Federal Clean Air Act's "acceptable risk"

By the way, Jets pollute much more on the ground than in the air. Up to 90 percent of jet aircraft hydrocarbon and carbon monoxide emissions occur when planes idle and taxi.

Don't let our Torrance airport turn into another Santa Monica airport nightmare for residents.

Please ask the city council to uphold the ban, Protect the Torrance residents, and protect out kids in schools who are right in the flight path. Also the people of Lomita are right in the landing path. Some people say it's only a small portion of the residents that are complaining but I believe it's a much smaller number of those who own their own jets that will mess it up for all of us.

Keep the ban on Jet Fuel at Torrance.

Steve Duckworth

Megerdichian, Shant

From: KELLY LONG [ziplips2002@yahoo.com]
Sent: Thursday, June 12, 2008 2:49 PM
To: Megerdichian, Shant
Cc: ziplips2002@yahoo.com
Subject: JET FUEL -- Airport Commission Meeting -- 06.12.08
Follow Up Flag: Follow up
Flag Status: Blue

Dear Mr. Megerdichian

I live in the 23100 block of Galva (Grant/Calle Mayor) cross street. I have lived in Torrance since 1961, and presently at this address since 1965.

I have endured noisey airplanes, "lawnmower motor" flyers, and the damn JETS. I continually complained to the noise ababement number when the jets were ear/noise deadening....to some avail. I also have complained to the FAA at Long Beach in which they were very rude!

No doubt, the pilots that fly the jets (including future wantabes), think we are a joke. In fact, I own a unit in New Horizons and once had a pilot as my renter....who couldn't understand why I felt the way I do....however, even he didn't like the jets and their noise.

To let you know, I am strongly opposed to JET FUEL IN TORRANCE for other than the stuff they have at Robinson. I can remember the lies we have been told about NOT having ANY JET FUEL at Torrance. Were we asked about the expansion of the airport buildings and if we knew that it would eventially bring more of this kind of a problem? NO, we were not. Also, what about the crashes on the approach to the airport? Those people have endured a lot also.....and do you think their property values have risen on behalf of the airport? I think not!

I have witnessed end of the runway crashes (Torrance Medical Building at Madison and directly at the end of the runway into business buildings by Gemco). The fireballs were horrific and we were lucky than it worse.

We do not need Palos Verdes, Rolling Hills, Santa Monica or anyother pilots bringing in corporate jets any time of the day or night. Curfew doesn't seem to matter to any of the pilots. A week ago a small plane took off directly over my home on Sunday night at 11:30pm in violation.

Please continnue your good work in helping this community in keeping it to small planes.

Thank you,

Sincerely,

S L. Long

23131 So. Galva Avenue

Torrance CA 90505-3522

6/12/2008

Megerdichian, Shant

From: Margleecarter@aol.com

Sent: Tuesday, June 10, 2008 9:06 PM

To: smegerdichian@tornet.com; fscotto@tornet.com; gbarnett@tornet.com; tbrewer@tornet.comgdrevno@tornet.com; pnowatka@tornet.com; bsutherland@tornet.com; hwitkowsky@tornet.com

Subject: Jet fuel at Torrance Airport

I hate living in the flight path of the Torrance Airport! I know, I should have known before I bought property at New Horizons. But, I did not know until I moved in how invasive the noise would be. I know that my condo is not supposed to be in the flight path from the airport but, it is. No one in they're right mind could think that lifting the ban on jet fuel sales at the airport could be a good thing for the residents of Torrance. The environmental impact will be significant both in fuel used, particular matter sprayed over our community and the ever present danger of increased air traffic and accidents.

I have a sinking feeling that no amount of protest will matter but, I for one, will consider moving if the airport traffic increases bringing increased noise, pollution and danger to Torrance. Margaret L. Carter, 310-539-2583, 22933 Nadine Circle, Unit A, Torrance, CA 90505

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Megerdichian, Shant

From: Bruce Quillin [bquillin@nelson-quillin.com]

Sent: Thursday, June 05, 2008 8:03 AM

To: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; pnowatka@torrnet.com; Sutherland, Bill; Witkowsky, Hope; Drevno , Gene

Cc: Laurie Brandt; Dana Perius; Andrea.Ruof@verizon.net; Bruce Quillin; Brigitte Butler; blomsquad@hotmail.com; renee roberts; Guidry Barbara; Claire Hall; campbellcrew@verizon.net; Donna Jo O'Brien; Diane Numark; don@scottanastasirealty.com; DarceyEarhart@verizon.net; Erika Lieser; Ed Butler; egrockwell@hotmail.com; ForAndiB@aol.com; Fran Clegg; fitzpatrickfive@aol.com; gschor416@aol.com; Ginny Rickey; Gary Schummer; Greg Scott; hollyoverbey@verizon.net; hwmullin@yahoo.com; JANET HART; Suzy Nastaskin; Igor Nastaskin; Irene Almeida; Jkopdahl@aol.com; Jennifer Wernick; julian.chasin@verizon.net; Kim Bright; Laura Robinson; Kelly Omatsu; Kathy Black; Karen Longinotti; Laurastoo@aol.com; Laura McGaha; Lylaktwc@aol.com; Nkbakhoum@aol.com; nelsonmom2@verizon.net; Sally Nicles; Michele Nadeau; SUSAN ROBINSON; Martha Deutsch; mmollo@sc.rr.com; Popomary1@aol.com; Tom & Patty Lagrelius; JoAnne Pogue; possAbilities4u@aol.com; Shayredmon@aol.com; Stevie Lorentzen; SALLYANDCLIVE@verizon.net; sagebear@verizon.net; sjfaith90@aol.com; Sandy Spallino; tippinbeach@verizon.net; TheMilroys@cs.com; Tess & Paul Pugliese; teeastley@ifc.com; Tracey Peffer; Terri Nishimura; Tim & Trish McDonald; Laurie Brandt; Rex & Mariana Ito; rgerber@gerberambulance.com; Jim Omatsu; ritadebolt@adelphia.net; ritadebolt@adelphia.net; robinLStrawn@aol.com

Subject: No Jet Fuel at Torrance!

Follow Up Flag: Follow up

Flag Status: Blue

I am sending you this e-mail to let you know that I am seriously opposed to the lifting of the ban on the sale of jet fuel at the Torrance Airport.

My wife and I chose to buy our home in South Torrance eleven years ago primarily because of it's small town atmosphere. In that time we have been very happy here. Torrance is unique among the communities in the Los Angeles Metropolitan area in this way. It is a peaceful, quiet, friendly place to raise our children. To sell jet fuel at the airport would greatly increase the noise and traffic in the skies above our town. This would greatly detract from the qualities of Torrance that brought us to this community in the first place.

I strongly urge you to keep the ban on the sale of jet fuel at the Torrance Airport.

Sincerely,

Bruce A. Quillin | ☎ 213-622-1600 Ext: 202 | bquillin@nelson-quillin.com | www.eLawTime.com
Nelson & Quillin Corporation | provider of *LawTime* software | 523 West Sixth Street, Suite 822 | Los Angeles, CA USA 90014

Megerdichian, Shant

From: terri@ptnmail.org on behalf of Terri Nishimura [Terrin@ptnmail.org]

Sent: Thursday, June 05, 2008 8:58 AM

To: Bruce Quillin

Cc: Megerdichian, Shant; Scotto, Frank; Barnett, Gene; Brewer, Tom; pnowatka@tornet.com; Sutherland, Bill; Witkowsky, Hope; Drevno , Gene; Laurie Brandt; Dana Perius; Andrea.Ruof@verizon.net; Brigitte Butler; blomsquad@hotmail.com; renee roberts; Guidry Barbara; Claire Hall; campbellcrew@verizon.net; Donna Jo O'Brien; Diane Numark; don@scottanastasirealty.com; DarceyEarhart@verizon.net; Erika Lieser; Ed Butler; egrockwell@hotmail.com; ForAndiB@aol.com; Fran Clegg; fitzpatrickfive@aol.com; gschor416@aol.com; Ginny Rickey; Gary Schummer; Greg Scott; hollyoverbey@verizon.net; hwmullin@yahoo.com; JANET HART; Suzy Nastaskin; Igor Nastaskin; Irene Almeida; Jkopdahl@aol.com; Jennifer Wernick; julian.chasin@verizon.net; Kim Bright; Laura Robinson; Kelly Omatsu; Kathy Black; Karen Longinotti; Laurastoo@aol.com; Laura McGaha; Lylaktwc@aol.com; Nkbakhoum@aol.com; nelsonmom2@verizon.net; Sally Nicles; Michele Nadeau; SUSAN ROBINSON; Martha Deutsch; mmollo@sc.rr.com; Popomary1@aol.com; Tom & Patty Lagrelius; JoAnne Pogue; possAbilities4u@aol.com; Shayredmon@aol.com; Stevie Lorentzen; SALLYANDCLIVE@verizon.net; sagebear@verizon.net; sjfaith90@aol.com; Sandy Spallino; tippinbeach@verizon.net; TheMilroys@cs.com; Tess & Paul Pugliese; teeastley@ifc.com; Tracey Peffer; Tim & Trish McDonald; Rex & Mariana Ito; rgerber@gerberambulance.com; Jim Omatsu; ritadebolt@adelphia.net; robinLStrawn@aol.com

Subject: Re: No Jet Fuel at Torrance!

Follow Up Flag: Follow up

Flag Status: Blue

What do we need to do to fight this?

Terri

On Thu, Jun 5, 2008 at 8:02 AM, Bruce Quillin <bquillin@nelson-quillin.com> wrote:

> I am sending you this e-mail to let you know that I am seriously opposed to the lifting of the ban on the sale of jet fuel at the Torrance Airport.
>
> My wife and I chose to buy our home in South Torrance eleven years ago primarily because of it's small town atmosphere. In that time we have been very happy here. Torrance is unique among the communities in the Los Angeles Metropolitan area in this way. It is a peaceful, quiet, friendly place to raise our children. To sell jet fuel at the airport would greatly increase the noise and traffic in the skies above our town. This would greatly detract from the qualities of Torrance that brought us to this community in the first place.
>
> I strongly urge you to keep the ban on the sale of jet fuel at the Torrance Airport.
>
> Sincerely,
>
> **Bruce A. Quillin** | ☎ 213-622-1600 Ext: 202 | ✉ bquillin@nelson-quillin.com | www.eLawTime.com
> Nelson & Quillin Corporation | provider of ***LawTime*** software | 523 West Sixth Street, Suite 822 | Los Angeles, CA USA 90014

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Terri Chew Nishimura, MA, OTR/L
Director of Program Development
Pediatric Therapy Network
1815 West 213th St., Ste. 100
Torrance, CA 90501
310.328.0276 ex 208
www.pediatrictherapynetwork.org

6/12/2008

Megerdichian, Shant

From: Stu Peterson [iajetstu@earthlink.net]
Sent: Thursday, June 12, 2008 3:26 PM
To: Megerdichian, Shant
Subject: proposed jet fuel sales at Torrance AP

Mr.Megerdichian,

I realize that this attatchment is going to be late getting to you, as far as tonight's meeting is concerned, but I would like this to be entered into the "official" documentation regarding this issue.

Thank you,

Stuart Peterson

Good evening members of the Airport Commission. My name is Stuart Peterson, I along with my wife and 2 small children live on Draille Drive in Torrance. I am going to guess that most everyone you see behind me is here for the same reason. We are all greatly concerned of the proposed sale of jet fuel at Torrance Airport.

I soloed at Torrance Airport in 1989. I flew corporate jets out of Santa Monica for 5 years and I just started my 10th year flying the MD 80 at a major airline. I think I am qualified to speak on this topic. Trust me when I say that we DO NOT want the noise problems, the pollution problems, the safety problems, and the resulting reduced home value problems that are found around Santa Monica, Van Nuys, Teterboro New Jersey, Chicago Midway, Dallas Love, or Boca Raton Florida and many other small airports across our nation.

Corporate jet sales and the jet charter business, since September 11th, 2001, are at an all time high. Add to that the 1000's of Very Light Jets that are to be manufactured in the years to come, which are relatively inexpensive and will replace many piston powered planes.

For some reason I don't follow the commissions belief that by selling jet fuel we can reduce the number of turbine movements at Torrance Airport. I believe currently there may be a few jets that drop off passengers or cargo and then go elsewhere to buy fuel and then return to Torrance. But it's this inconvenience that keeps jet movements to a minimum. The proposed sale of jet fuel might initially reduce the number of jet movements. But once current and future jet owners, corporate operators, and jet charter operators find out that jet fuel is available at Torrance, the following WILL happen. Current and future jet owners will find Torrance a more convenient place to base their jets. Jet charters and corporate operators who would normally drop of at Santa Monica, LAX, Long Beach, and Hawthorne will now be able to drop off their customers closer to their final destinations. Currently takeoff fuel loads are restricted by the max landing weight, therefore these jets have a very limited number of destinations. But buy a full load of fuel at Torrance Airport and guess what? The entire United States, Canada, Mexico, Latin America and Hawaii all become possible destinations.

The combination of both more movements and heavier jets will result in more loud noise, more pollution both on the ground and in flight, and additional safety concerns. Lastly, these types of problems have a negative effect on property values. I am pretty confident that these issues are not what the authors of "The Goals of the Torrance Municipal Airport", as stated in the Tornet website, had in mind. Therefore, I urge you to vote no and maintain the current ban on jet fuel sales at Torrance Airport.

Megerdichian, Shant

From: Carlyn Gore [cbgore@socal.rr.com]
Sent: Saturday, June 14, 2008 1:00 PM
To: Scotto, Frank; Barnett, Gene; Brewer, Tom; Drevno , Gene; Witkowsky, Hope
Cc: pnowatka@torrnet.com; Sutherland, Bill; Alan; Alan; Alan; Alan; Witkowsky, Hope; Alan; Megerdichian, Shant
Subject: Jet Fuel Storage

Follow Up Flag: Follow up
Flag Status: Red

To Whom it May Concern:

I have been a resident of the lovely city of Torrance for over 47 years and I have seen the city change dramatically. One particular change is the dynamics of the airport which has changed the quality of life for those who live near the facility. We don't need to have the idea of jet fuel stored at the airport even to been considered, but the city residents were willing to express their views and have an open dialog with the airport commission. Of course, this didn't happen. I thought the meeting between the city's Airport Commission and the residents of Torrance was supposed to be an Open Forum, but maybe the commission Chairman, Jim Gates, should be aware just what the definition of Forum is:

Dictionary: Open Forum definition:

1.
    1. The public square or marketplace of an ancient Roman city that was the assembly place for judicial activity and public business.
    2. A public meeting place for open discussion.
    3. A medium for open discussion or voicing of ideas, such as a newspaper, a radio or television program, or a website.
2. A public meeting or presentation involving a discussion usually among experts and often including audience participation.
3. A court of law; a tribunal.

One starts to wonder when the speakers ask questions or voice an opinion different than the commission, that they are badgered and treated so badly, if there is an underlying issue brewing....is this issue more complex than having jet fuel being stored at the airport?

When cities are having revenue issues, taxes being raised, schools being closed and teachers being let go, do we need to spend money we don't have for another study. The Will of the People who are effected by the jet fuel storage, should be considered more than someone not living in the city limits.

Then of course, we have to consider the safety factor and curfew restrictions. The residents who live near this airport are all very aware of the potential dangers of having jet fuel storage at the airport; and increased jet flights.

Thank you for taking the time to read my e-mail and I hope my opinion is taken into consideration when a final vote is taken on this matter.

Sincerely,

Carlyn B. Gore
23128 Galva Avenue
Torrance, CA 0505

Megerdichian, Shant

From: Herbers, Sue
Sent: Monday, June 16, 2008 6:03 PM
To: Megerdichian, Shant
Subject: FW: Torrance Airport Commission Meeting - June 12th, 20008
Follow Up Flag: Follow up
Flag Status: Red

FOR THE RECORD
Sue Herbers, City Clerk

From: Nowatka, Paul M.
Sent: Monday, June 16, 2008 5:50 PM
To: Herbers, Sue
Subject: FW: Torrance Airport Commission Meeting - June 12th, 20008

From: David Henseler [mailto:dhenseler@socal.rr.com]
Sent: Friday, June 13, 2008 6:37 PM
To: Scotto, Frank
Cc: Barnett, Gene; Brewer, Tom; Nowatka, Paul M.; Drevno , Gene; Witkowsky, Hope; Sutherland, Bill
Subject: Fw: Torrance Airport Commission Meeting - June 12th, 20008

Dear Mayor and City Council Members
I agree with everything Pamela Maran had to say below. Last night I pointed out to the members of the Airport Commission that the 3 members of the committee that prepared the report were not experts in any of the fields of study that were neccessary to prepare the report. The report did not contain any information or conclusions from any experts, and much of their data was sparce and limited to the opinions of other pilots (who are not experts). I requested they stop refering to the report as factual representation of the issues.

After I made my presentation, Jim Gates asked if I was an expert. As a real estate investor for 15 years I am not an expert but I know it takes an expert to render the opinion about real estate values that were a part of the Report.

The report they voted to submit to the City Council is flawed in many ways. The intentional witholding of public input from that report is a serious breach of the responsibility the Commission Members have to the City Council and the Citizens of Torrance. In the last several months that I have attended the Airport Commission meetings, most of the members have ignored the public that they are there to serve and some, especially Jim Gates have been rude and argued with many of the people who spoke instead of listening to them. This is inappropriate and unacceptable behavior and I hope steps are taken to stop it.

I would like to ask that the request to review the issue of jet fuel at the airport be denied. The money that would be required to fund a study should not be spent for the benefit of so few people that do not even reside in Torrance.

Thank you for your consideration and all of the work you do for Torrance

David Henseler
President, Country Hills Association

From: Pamela Maran <rhapres@cyberverse.com>
Date: June 13, 2008 2:56:36 PM PDT
To: Frank Scotto <fscotto@torrnet.com>
Cc: Gene Barnett <gbarnett@torrnet.com>, Tom Brewer <TBrewer@torrnet.com>, "Paul M. Nowatka"

<pmnowatka@sbcglobal.net>, Gene Drevno <gene_drevno@verizon.net>, Hope Witkowsky <hwitkowsky@torrnet.com>, Bill Sutherland <BSutherland@torrnet.com>
Subject: Torrance Airport Commission Meeting - June 12th, 20008

Honorable Mayor and City Council:

Last night I attended the Torrance Airport Commission meeting for the purpose of listening to the public testimony regarding jet fuel at Zamperini Field. I arrived approximately 20 minutes after the meeting had started and prior to the public's being invited to speak.

I am writing to express my concern at the manner in which citizens were treated by the Commission as they came forward to speak. Citizens were interrogated, and this is not appropriate whether or not commission members are in agreement with the opinion being presented to them. Some citizens were even engaged by commissioners in what appeared to be argumentative discussion.

Additionally, individuals were questioned as to whether they had read the sub-committee's report and whether they were speaking from any sort of knowledgeable position. For example, if you spoke to the issue of property values, you needed to be a realtor or if you were concerned about noise levels being too loud you needed to be able to report on decibel level authoritatively. I would assume that had anyone spoken to the issue of potential health hazards posed by jet fuel they would have needed to be a medical researcher. The audience was informed by the Commission chair that the Commission was interested in facts, figures and quantifiable information but not unsubstantiated opinion. I take exception to this for several reasons.

I believe that under our Constitution, and as guaranteed by the Brown Act, a citizen attending a public forum is allowed to speak freely regarding his or her concerns without being an authority on a given subject. Further, we do live in a society in which we have elected representative government. In the City of Torrance, this means that the commissions, which are appointed by the City Council, and the City Council, which is elected by the people, are all answerable to the people. While Torrance as a model city does consist of commerce, industry and residents, it is the residents who vote and elect our city government. Therefore, the opinions and feelings of the residents do matter, and it would behoove both elected and appointed representatives to listen to the citizens who communicate with them.

Of course, it is a given that City Council Members and Commissioners should be treated with the courtesy and respect that their titles and positions demand. At the same time, citizens should be treated with the same courtesy and respect given to their leaders. Certainly, citizens should not be treated in a paternal or condescending manner, intimidated or demeaned when they address their representatives.

At a future time, I will be forwarding a letter to you with my assessment of the "Report on Jet Fuel Policy". In the meantime, I am requesting that you look into the matter addressed above. This is not the first time that citizens have been treated poorly at a commission hearing, and I have seen negative personal comments allowed during City Council meetings as well. In addition to derailing focus from the topic at hand, this is inappropriate behavior and needs to stop immediately.

Sincerely,

Pamela Maran

Pamela Maran
rhapres@cyberverse.com
(310) 375-1423

Megerdichian, Shant

From: Herbers, Sue
Sent: Monday, June 16, 2008 5:59 PM
To: Megerdichian, Shant
Subject: FW: Jet Fuel Proposal
Follow Up Flag: Follow up
Flag Status: Red

For the record.
Sue Herbers, City Clerk

From: Nowatka, Paul M.
Sent: Monday, June 16, 2008 5:50 PM
To: Herbers, Sue
Subject: FW: Jet Fuel Proposal

From: The Cranes [mailto:acrane@socal.rr.com]
Sent: Saturday, June 14, 2008 8:29 AM
To: Nowatka, Paul M.
Subject: Jet Fuel Proposal

It's just common sense, if you sell jet fuel you'll have more jets, more noise and less safety. The validity of the commission report is highly suspect.

Selling jet fuel only benefits a select few. It is clear what the residents of Torrance think of this proposal.

I too believe the Airport Commission is doing a miserable job.

Please reject the proposal to sell jet fuel at Torrance airport.

Steve Crane
Torrance Resident