



9/28/2024

Submitted by Jim Gates, Torrance, CA

AIRPORT PROJECT STATUS

In August, I asked Mayor Chen about the status of airport projects and he referred the questions to Shant Megerdichian, Director of General Services Department. Mr Megerdichian referred me to the "Trending in Torrance" website for answers and advised me that he oversaw all airport projects.

This month, I asked Mr Megerdichian for an update and, again, he referred me to the website--which was unchanged from August. Below are the specific questions I had asked:

AWOS

Torrance is the only airport in southern California without an Automated Weather Observation System (AWOS). Its installation remains THE top priority for airport customers, according to a recent survey.

From "Trending in Torrance" website on 9/26/2024:

“Design did not pass plan check as further specifications of the equipment are needed. Design vendor Lean Corp. unable to specify one manufacturer over another due to potential conflict of interest. General Services has solicited construction management services to identify an authorized contractor/ installer so that the equipment

specification details can be provided to complete plans and be approved through plan check. Project will be awarded after approval.”

- What has been accomplished in September? None reported
- What accomplishments are planned for October? None reported
- What is the projected RFP release date? Unknown
- When will proposals be submitted? Unknown
- When will the contract be awarded? Unknown
- What is the projected operational date? Unknown

Some issues are delaying the project include the interface with ATIS and the FAA equipment. For example, will both AWOS and ATIS be able to operate on one frequency, how does the AWOS information interface with existing airport instrumentation and will AWOS be able to use the same phone number as is used for ATIS when the tower is closed. Answers involve several government entities.

TAXIWAY LIGHT REPLACEMENT

The Torrance Airport taxiway lights have been inoperative for over three years. Over the past year, nearly \$400K has been spent in a failed effort to make repairs. Complete replacement of the decades-old system is now the only answer.

From "Trending in Torrance" website on 9/26/2024:

“8/22/24 - Staff is developing a design/build Request for Proposals (RFP) for the complete replacement of all runway and taxiway lights and signage. This will include removal of all existing lights and signs, which will be replaced by new LED lighting fixtures, signage, and underground wiring. The Airport remains open for overnight operations. The RFP is projected to be released in Q3 of FY 2024-25.

- What has been accomplished in September? None reported
- What accomplishments are planned for October? None reported
- What is the projected RFP release date? Around 2/1/2025
- When will proposals be submitted? Unknown
- When will the contract be awarded? Unknown
- What is the projected operational date? Unknown

RUNWAY 29R/11L RE-STRIPING PROJECT

Airport Manager Rafael Herrera reported that a contractor has been selected and repainting of the main runway and taxiways would take a total of 6 days to complete. The project would start in about 60 days (by the end of November). The airport will remain open, although 29R/11L would be closed for about 2 days for the paint to set. The south runway will not be re-striped and will remain open.

Taxiways will also be re-striped in phases, with traffic routed around the closed taxiways onto the ramp. There is concern about mixing aircraft with autos and pedestrians, so **exercise extreme caution.**

NOISE ADMINISTRATIVE HEARINGS

An instructor from Pacific Skies Aviation (PSA) recently received a notice to appear before the Torrance Airport Noise Administrative Hearing Board for allegedly making a “low approach.” Like the Pilot Academy instructor who had been called before the Board some months ago, the PSA instructor engaged a lawyer. His lawyer wrote to Michelle Ramirez, Director of Community Development, and raised issues about the hearing board’s violations of Torrance Municipal Code, the California Code of Civil Procedure, the California Constitution, and Federal laws. The hearing was postponed. These issues had been previously raised with the Pilot Academy case and that hearing was hastily cancelled.

As previously reported here, multiple courts have ruled that the Federal Aviation Administration (“FAA”) has the exclusive authority to regulate aviation safety and the efficient use of the airspace by aircraft. Attempts by state and local governments to regulate in those fields are preempted. Many Torrance ordinances conflict with Federal Aviation Administration (FAA) authority involving takeoffs, landings, touch and go’s, stop and go’s, and low approaches. To learn more about this issue, go to

<https://www.torranceairport.org/myth/>

CHANGE TO CTAF FREQUENCY

The TOA CTAF frequency will change from 124.0 to 133.075 in about 2 months (around December)—after it is published in the FAA's Airport Facilities Directory.

Friends of Zamperini Field Political Action Committee is fighting Measure TC, which removes from the City Charter the requirement that all money raised from airport property be spent on the operation and maintenance of the airport.

[Donate to the PAC](#)

The Torrance Airport Association's membership drive for 2025 begins 1 October. TAA is fighting the landing fees and other illegal airport restrictions.

[Join TAA](#)