

Airport complaint and violations analysis 2022Q4 and 2023Q1

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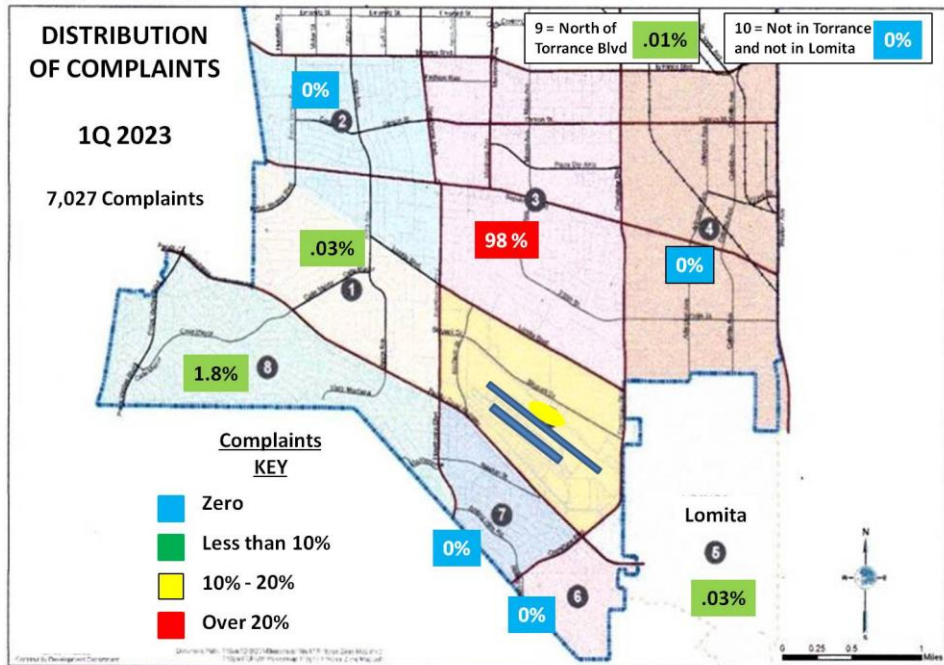
Compared with historical data, the complaint rate per thousand operations saw a huge spike in 2023Q1. Although the number of complainants dropped from 27 in 2022Q4 to only 15 in 2023Q1, those few individuals produced a nearly six-fold increase in the number of complaints!



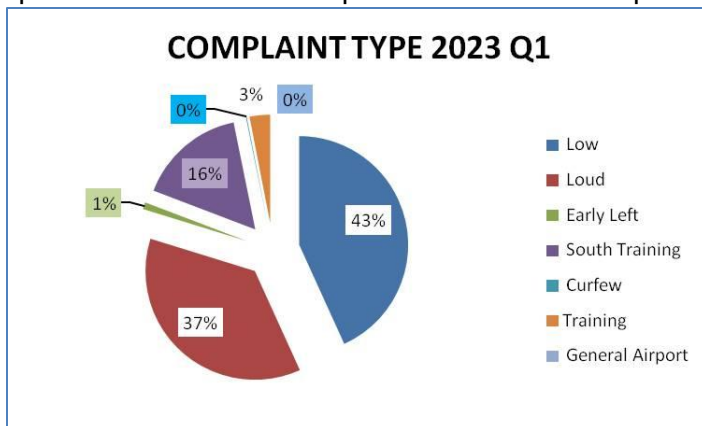
The complaint "hot spots" in 2022Q3 were Zones 6,7,and 8 (south of the airport). Approximately 68% of the complaints through September 2022 came from this south traffic

pattern area.

In 2022Q4, Zone 10 (out of the City) became a "hot spot" with 32% of the complaints. Most, if not all, of the Zone 10 complaints also likely came from the south traffic pattern area. Zones 7 (30%) and Zone 8 (25%) remained as "hot spots."



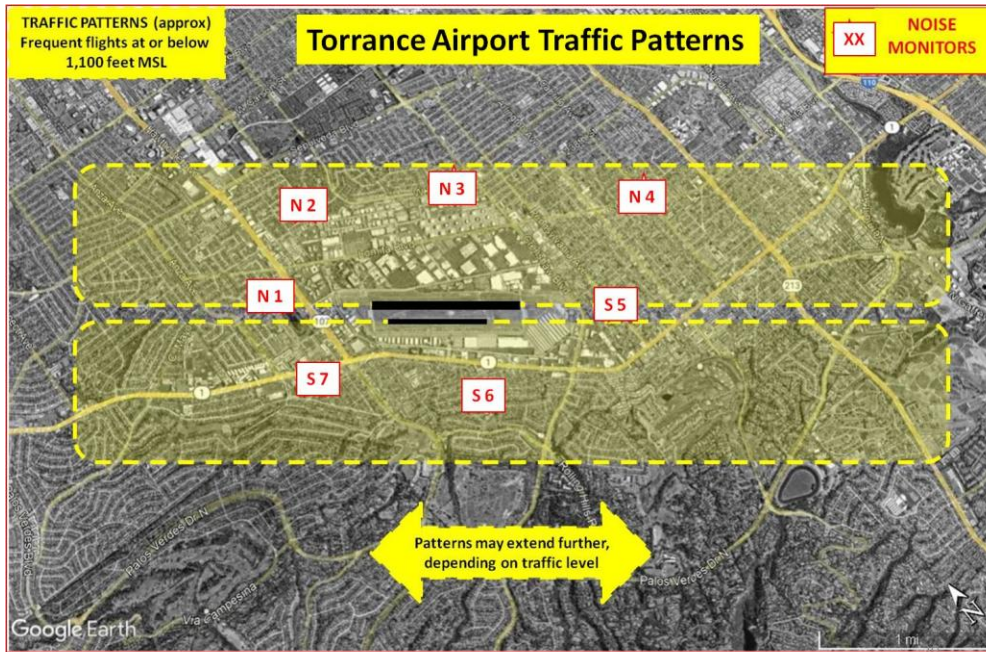
In 2023Q1, Zone 3 eclipsed all other Zones in Torrance by becoming THE "hot spot" with 98% of the complaints. Since the Casper System also records the complainant's zip code, it was possible to further refine the "hot spot" to be the area bounded by Hawthorne Blvd, Crenshaw Blvd, Sepulveda Blvd and Lomita Blvd--just north of the airport. Almost no complaints in 2023Q1 were received from the previous "hot spots" (Zones 7, 8, and 10).



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The topics of the complaints in 2023Q1 were typical: Complainants that judged the aircraft to be "too low" and "too loud" accounted for 80% of the complaints.

The FAA's minimum altitude (1,000 feet above structures) does not apply to aircraft taking off or landing at the airport. So, if the complainant judged the aircraft to be "too low," it is likely because they do not know the rules that govern flight around an airport.

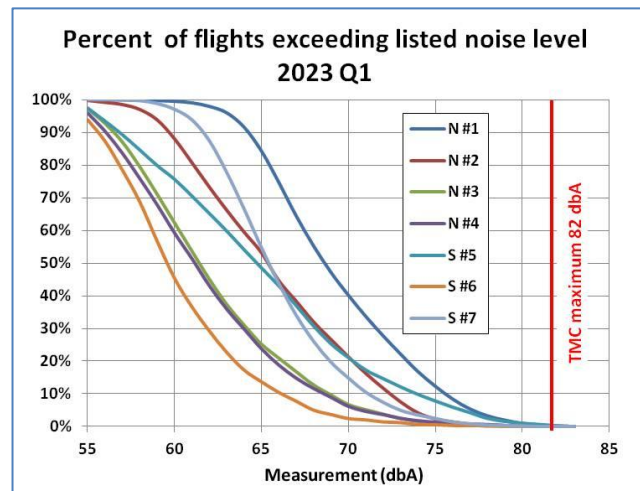


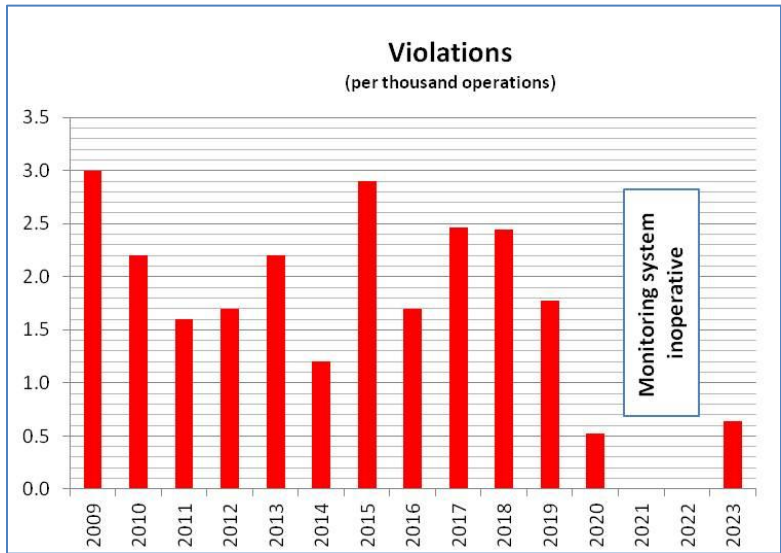
Although the Community Development Department has not released all information about violations of the Torrance noise ordinances since August 2022, it is possible to evaluate the "too loud" complaint by examining the public on-line records of the Casper system. This system lists

the maximum sound level for each "Aircraft Noise Event" (ACNE) recorded by each monitor (#1 through #4 for the north pattern and #5 through #7 for the south pattern).

This graphic shows the sound level profile for each monitor during the first quarter of 2023. For example, Monitor #6 recorded that only 12% of the flights over it exceeded 65 dbA while Monitor #1 recorded that 84% of the flights over it exceeded 65 dbA.

Torrance Municipal Code defines any aircraft flight that exceeds 82 dbA as a violation. Those that do not exceed that level are NOT violations. The graphic reveals that very, very few flights were possible violations and that NO VIOLATIONS occurred in the north pattern (N #3 and N #4) or south pattern (S #6)--including the hot spot area.





The Community Development Department provided copies of violation letters for January (11 letters) and February (5 letters). These 16 violations compare to 51 ACNEs recorded by the Casper System as exceeding 82 dbA on monitors #1 and #5 for the same period. These are the monitors located off the ends of the runways.

Some of the ACNEs recorded by the system microphone and exceeding 82 dbA may have been

contaminated by a loud motorcycle, loud auto, or the result of multiple aircraft. Before issuing a violation, Noise Abatement listens to the recording to validate that it is an aircraft and that the measurement has not been contaminated with other noise.