

Torrance Municipal Airport

IATA/ICAO CODE: TOA/KTOA  
CITY: Torrance  
STATE: CA  
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

Name: Shant Megerdichian  
Title: Facilities Manager  
Airport: Torrance Municipal Airport  
Address: Torrance Municipal Airport  
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Torrance CA 90505  
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Airport Web Site: [www.torrcnet.com/airport](http://www.torrcnet.com/airport)

ELEVATION:

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11L/29R	5001	11L/541 29R/540	-	150
11R/29L	3000	-	-	75
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures for Propeller Driven Aircraft.  
Recommended Noise Abatement Procedures - VFR Only  
Preferred Runway (VFR & IFR): 29R/11L

Pattern Altitudes: Single-engine 1100 ft MSL; twin-engine 1600 ft MSL  
29R/11L Traffic Pattern: Best rate of climb. Conditions permitting, turn at Hawthorne Blvd./Crenshaw Blvd. Keep downwind leg over industrial area as close as possible.

Runway 29R  
Departure  
Standard Departure: Best rate of climb, 45 deg. right turn prior to (North Turn) Hawthorne Blvd., cruise climb power to 1500 ft MSL.

Straight Out - Best rate of climb to Hawthorne Blvd., then cruise climb power to 1500 ft

MSL. No turns prior to shoreline (maintain runway heading).

#### Arrival

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

Straight In - Recommend at least 1500 ft MSL until Union 76 Refinery and intercepting 4 deg VASI.

#### Runway 29L

##### Departure

Straight Out - Best rate of climb to Hawthorne Blvd., then cruise climb power to 1500 ft MSL. No turns prior to shoreline (maintain runway heading).

#### Arrival

Straight In - Recommend at least 1500 ft MSL until Union 76 Refinery and intercepting 4 deg VASI. Avoid flying south of 29L centerline due to higher terrain.

#### Runway 11L

##### Departure

Standard Departure- Best rate of climb, 45 deg. left turn prior to Crenshaw Blvd., cruise climb power to 1500 ft MSL.

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

#### Arrival

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

#### Runway 11R

##### Departure

Straight Out - Best rate of climb to Crenshaw Blvd., then cruise power to 1500 ft MSL. No turns prior to shoreline (maintain runway heading).

#### Arrival

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

Note: Do not attempt to follow any of the above procedures if such procedures are outside of the operating parameters of your aircraft operating manual.

Extreme noise sensitive area all quadrants. Local Noise Laws

### **CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

### **AIRPORT CURFEWS**

Airport closed to departure 2200-0700 (Mon-Fri), 2200-0800 (Sat.,Sun., and Holidays). See noise level limits. No departures without authorization.

### **PREFERENTIAL RUNWAYS**

Runway 29R is the preferential runway for noise abatement.

### **OPERATING QUOTA - [NONE](#)**

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	none	-
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	none	-
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM

7 monitors located in the surrounding community

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

0700-2200 Hours (Mon-Fri) and 0800-2200 Hours (Sat,Sun,Holidays) the limits are 82 dB(A) Maximum Sound Level, 88 dB(A) SENEL (SEL).

Departure Curfew (No departures without authorization): 2200-0700 Hours (Mon-Fri) and 2200-0800 Hours (Sat,Sun,Holidays) the limits are 76 dB(A) Maximum Sound Level, 82 eB(A) SENEL (SEL)

STAGE 2 RESTRICTIONS

Composite Daytime Type Ban List
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Mohawk 298 BAC 1-II-200/400 BAe 748 BAC HS-125-1A/3A/R BAe 146-200A BAC HS-125-600A Viscount 745 Cessna Citation III 650 Cessna S550 Falcon 20 Fairchild F-27F	Learjet 24 B/D, 25 D, 25 F, 25 B/C CV-440 Gulfstream II,IIB,III 1121 Commodore 1123 Westwind 1329-25 Jetstar HFB-320 Hansa YS-11A Sabre 40A, 60, 60A, 70, 75A, 80, 80A F27-100/200 F28-MK1000/MK4000
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Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)