



Federal Aviation Administration

Memorandum

Date: September 13, 2013 PANEL REVIEW DRAFT

To: W.W. Washington, Manager, Southern California District (TWP-SCT)

From: Robin Rush, Air Traffic Manager, TOA ATCT (TWD-TOA)

Prepared by: Steve Szehner, Quality Control Group, Western Service Center

Subject: Safety Risk Management Decision Memorandum for Torrance Municipal Airport - Zamperini Field to Establish a New West Pacific Coast Highway Helicopter Route

National Airspace System (NAS) Change:

Torrance Municipal Airport - Zamperini Field (TOA), at the request of the City of Torrance, CA, proposes to establish a modified West Pacific Coast Highway (PCH) Helicopter Route (Figure 1) that reduces/alleviates noise in the surrounding communities while ensuring safe, efficient operations for helicopters and fixed wing aircraft operating in TOA Class D airspace.

For helicopter arrivals, the route is to fly from the shoreline at or above 900 feet MSL, join Ave I to PCH to Hawthorne Boulevard to the southeast corner of the main ramp. Do not begin a descent until past South High School, cross Hawthorne Boulevard at or above 600 feet MSL. For helicopter departures, the route follows or remains north of Airport Drive, then direct to the intersection of Hawthorne Boulevard and PCH, then climb as rapidly as is safe to at or above 900 feet MSL and follow PCH westbound to Ave. I, then to the shoreline. For noise abatement, pilots should not begin north or southbound turns until reaching the shoreline. At the shoreline, pilots are to fly beyond the breaking surf line before beginning any descent.

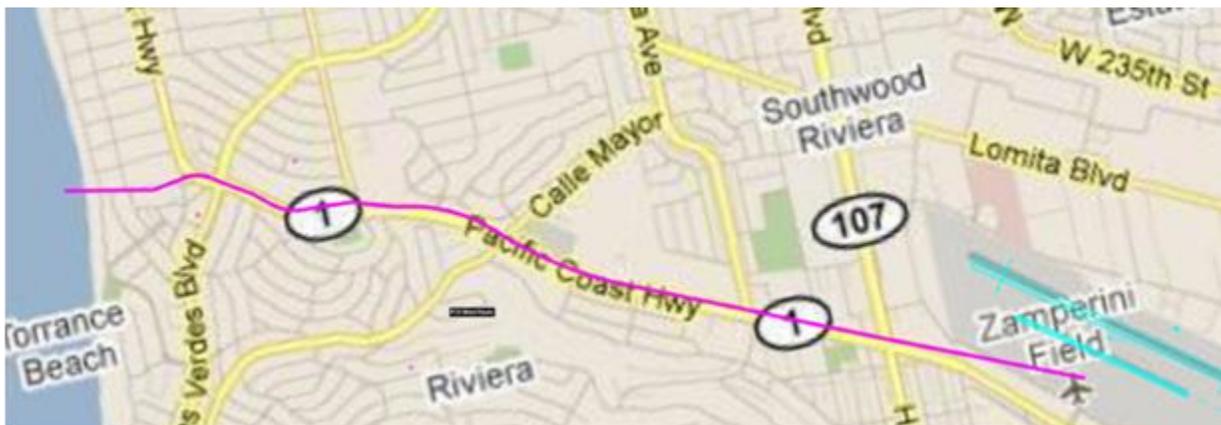


Figure 1. Proposed West PCH Helicopter Route

A trial of the proposed route/altitudes and noise analysis will be conducted for up to six months before a route implementation decision is finalized. The test period is anticipated to begin in <<Add Date>>.

Following the test period, a voluntary Letter of Agreement (LOA), between the TOA Airport Traffic Control Tower (ATCT), the City of Torrance, and/or Torrance Municipal Airport Helicopter Operators, that documents the modified West PCH Helicopter Route, may be signed and may become a published procedure in the City's noise abatement program.

Rationale for Not Requiring Further SRM Analysis:

A Safety Risk Management Panel (SRMP) convened August 23, 2013 at the FAA Western-Pacific Regional Office in Lawndale, CA to assess the change to the National Airspace System (NAS) and its associated hazards. The SRMP members included representatives from TOA ATCT management, the Western Service Center (WSC) Operations Support Group (OSG), Flight Standards, Southern California TRACON (SCT), the National Air Traffic Controllers Association (NATCA), the City of Torrance, Robinson Helicopter Company, Bridgenet International, Pacific Skies Aviation, and a private/commercial airline pilot and local resident.

SRMP members reviewed the new West PCH Helicopter Route, focusing on how it is the current route with an increased and variable altitude range. Members agreed that the specified altitude range, at or above 900 feet MSL, is a positive change and provides the flexibility needed for pilots to fly safely. One member viewed the altitude change as a reduction in the margin of safety, but members reached consensus that helicopters currently fly safely at or above 900 MSL and operations will be as they are today.

SRMP members discussed possible traffic conflicts on TOA Runway 29L departures, go-arounds and missed approach traffic, downwind departures in the 11L/R configuration, and the reduced vertical distance between south closed traffic and helicopter arrivals. Members agreed that these situations exist today in current TOA operations and are safely managed through existing controls.

SRMP members understood that route altitudes are subject to the safe operation of the aircraft, based upon weather, traffic, and ATC direction. Members agreed that existing controls are in place and will be applied to ensure continued safe helicopter operations.

The SRMP determined that the change does not introduce any hazards into the NAS and, therefore, no further safety analysis is required according to the Air Traffic Organization (ATO) Safety Management System Manual, Version 2.1.

Signatures:

We, the undersigned, assure that the change described above does not introduce any safety risk into the NAS.

Submitted by:

W.W. Washington
Manager, Southern California District (TWP-SCT)

Date

Concurred by:

Robin Rush
Air Traffic Manager, TOA ATCT (TWD-TOA)

Date