

NOISE ABATEMENT PROCEDURES SHOULD BE USED ONLY WHEN CONSISTENT WITH THE SAFE OPERATION OF AIRCRAFT.

DEPARTURE

Standard:

IFR

- The IFR obstacle departure procedure for Runway 25 is a published immediate left turn to the heading issued in the IFR clearance. Turns should be made at 400 ft. AGL. Failure to follow this procedure may result in a loss of separation with arrivals to LAX Runway 25L, and possible pilot deviation.

VFR

- Fly runway heading until reaching the Hawthorne Mall 1/4 mile west of the airport. Closed traffic should turn downwind parallel to and over El Segundo Blvd. VFR Standard departures should turn southwest-bound prior to reaching Alondra Park, climbing above 1,000 ft. prior to turning.

Crosswind:

- Turn 90° left, remain over Hawthorne Blvd.
- After crossing Rosecrans 2 miles south of Airport at or above 1,500 ft. MSL, turn to exit Hawthorne Class D southwest bound.
- No south-bound turns before reaching the runway end.

Downwind:

- Climb downwind until reaching 1,500 ft. MSL or the east boundary of the airport.
- No turns before passing the east boundary of the airport.

TRAFFIC PATTERN

Procedure:

- Fly runway heading until reaching 500 ft. AGL or the Hawthorne Mall 1/4 mile west of the airport.
- Crosswind, remain over Hawthorne Blvd.
- Downwind, remain over El Segundo Blvd. at 1,100 ft. MSL.
- Turn base to fly and remain over golf course within 1 mile of the east boundary of the airport (traffic permitting).

ARRIVAL

From 2:

- Cross Alondra Park at or above 1,500 ft. MSL.
- Descend to 1,100 ft. MSL prior to entering downwind.

From 3 and 4:

- Proceed directly to Alondra Park and remain at or above 2,500 ft. MSL until east of the 405 Fwy. During Tower hours of operation, contact HHR Tower as soon as practical after leaving the transition routes over LAX and departing King Harbor.

From 5:

- Remain east of the 110 Fwy at or above 1,500 ft. MSL until turning final.

From 6:

- Remain at or above 1,500 ft. MSL until crossing the 110 Fwy. Remain south of the 105 Fwy.

DEPARTURE

Standard:

IFR

- The IFR obstacle departure procedure for Runway 7 includes a published immediate right turn to the heading issued in the IFR clearance. Turns should be made at 400 ft. AGL. If possible and still in visual conditions, plan to turn mid golf course.

VFR

- After takeoff, adjust upwind to the right to remain over the Lowe's parking lot east of the airport.
- Above 500 ft. AGL and over the golf course, turn right 45° and depart southeast-bound to avoid possible IFR arrivals from the east. Closed traffic should turn downwind upon reaching El Segundo Blvd. to a course of 250° and fly parallel to Runway 25.

Downwind:

- Departing the pattern on the downwind should begin midfield southwest-bound on a course of 210°.
- Above 1,500 ft. MSL, resume own navigation or as directed by the Hawthorne Tower. Avoid flying over the homes in the southwest corner of the golf course. Use caution for aircraft transiting the 110 Fwy at 1,500 ft. MSL.
- Climb downwind to 1,500 ft. MSL at best rate of climb.
- Abeam midfield, depart southwest toward King Harbor (210).

TRAFFIC PATTERN

Procedure:

- After takeoff, adjust upwind to the right to remain over the Lowe's parking lot east of the airport and remain south of 120th Street until mid golf course.
- Turn crosswind over the golf course and fly on the east edge of the golf course.
- Closed traffic should turn downwind upon reaching El Segundo Blvd. to a course of 250° and fly parallel to Runway 25.
- Right base should be flown over Hawthorne Blvd. to mask noise, and turn should not be over Hawthorne High School located 1 mile west of Hawthorne Blvd.
- If unable to fly over Hawthorne Blvd. and align with Runway 7, pilots should climb immediately and go around east-bound over Runway 7, continue in the traffic pattern, and return for another attempt.
- Under no circumstances should pilots fly over Hawthorne High School 1 mile west of the Airport.
- Fly downwind after crossing El Segundo Blvd. parallel to the runway.
- Turn base leg to fly over Hawthorne Blvd. and the Hawthorne Mall 1/4 mile west of the airport.



NOISE ABATEMENT PROCEDURES SHOULD BE USED ONLY WHEN CONSISTENT WITH THE SAFE OPERATION OF AIRCRAFT.

ARRIVAL

From 2:

- Cross Alondra Park at or above 1,500 ft. MSL.
- Expect to fly east to arrive on a 45° entry leg.
- Descend to 1,100 ft. MSL prior to entering downwind.

From 3 and 4:

- Proceed directly to Alondra Park and remain at or above 2,500 ft. MSL until east of the 405 Fwy.

From 5:

- Proceed on a 45° entry leg to midfield downwind.
- Descend to 1,100 ft. MSL prior to entering a right downwind over El Segundo Blvd. south of the airport.

From 6:

- Remain at or above 1,500 ft. MSL until crossing the 110 Fwy.
- Enter downwind directly parallel to the runway.
- VFR arrivals from the east should plan to arrive from over the I-710 and I-105 intersection and contact HHR Tower prior to the intersection, using caution to avoid IFR arrivals on the HHR LOC and RNAV 25 approaches. HHR Tower will sequence VFR and IFR traffic from the east during Tower hours of operation.
- When the Tower is closed, VFR traffic should proceed to the I-405 and I-110 intersection and plan to enter right standard traffic, landing to the east on Runway 7, and follow uncontrolled airport procedures.

Please... Fly Friendly, Fly Quietly

HAWTHORNE MUNICIPAL AIRPORT

Pilot Guide and Noise Abatement Procedures



LOCATION:

12101 S. Crenshaw Boulevard
Hawthorne, CA 90250
(310) 349-1635
www.cityofhawthorne.org/airport/

Latitude/Longitude:

33-55-22.2230N / 118-20-06.6740W
Elevation: 66 ft. / 20.1 m (surveyed)
Runway 7-25: 4,884' x 100' (asphalt)
Load: 63,000 lbs. DWL (maximum 170 takeoffs annually)

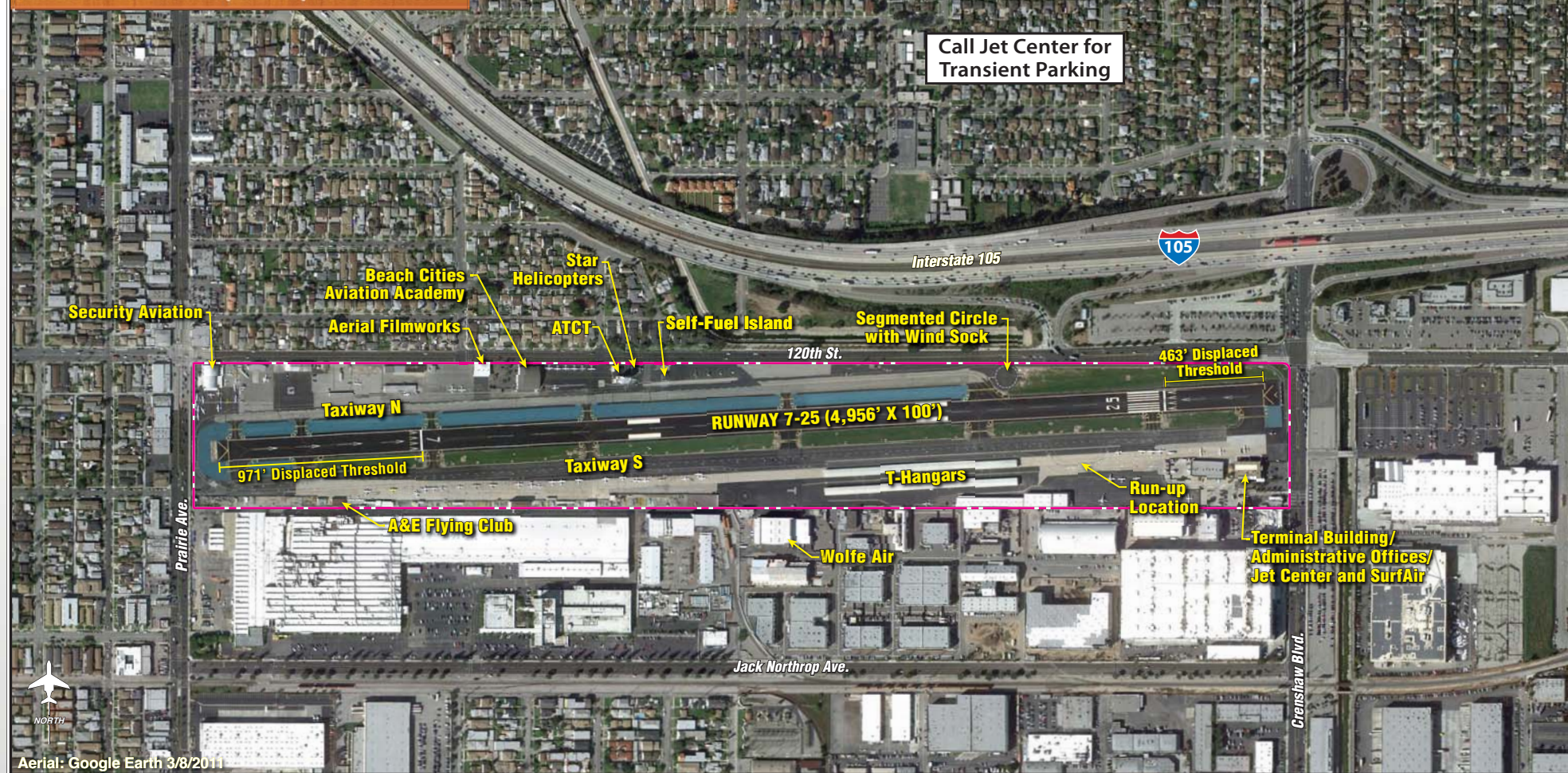
THE FLY QUIETLY PROGRAM:

Noise abatement is both a safety program and a quality of life program. The procedures outlined in this document are intended to promote compatibility between Los Angeles International Airport, Hawthorne Municipal Airport, the communities surrounding both airports, and the pilots/flight crews using these airports. Safety is paramount while quality of life is critical to a successful program.

FOR NOISE ABATEMENT:

- ✈ Touch-and-Go Operations available 1000 to 1700 Local daily, and on a Hawthorne Tower workload basis. Tower Authorization required. **No Touch-and-go's or Stop-and-go's for any reason after 1700 Local.**
- ✈ Touch-and-go's are restricted to single engine aircraft. RWY 7 and 25 pilots should be airborne prior to Delta intersection. (MULTI-ENGINE AIRCRAFT MUST MAKE FULL STOP LANDINGS.)
- ✈ All takeoffs shall be made from the beginning of the active runway using the approved takeoff surface prior to the displaced threshold.
- ✈ Runway 25 intersection takeoffs are only authorized from Bravo and Charlie intersections and only available at Tower's discretion.
- ✈ No intersection takeoffs are authorized from Runway 7.
- ✈ Helicopter hover practice on the runway or North Taxiway, when approved by the Tower, should be conducted east of Delta and west of Charlie intersections.
- ✈ Helicopter takeoffs and landings should be from the area prior to the fixed distance markers of each runway. Exceptions must be approved by the Tower.
- ✈ During non-Tower hours of operation, the helicopter traffic should be flown over the 105 Freeway north of the airport to avoid the flow of fixed-wing aircraft, and at an altitude of at least 700 ft MSL (634 ft. AGL).
- ✈ No pattern work 2200 Local to 0800 Local Weekdays, and 2200 to 1000 Local Weekends and Holidays.
- ✈ Jet and high performance turboprop aircraft are requested to use manufacturer's best noise abatement takeoff performance procedures.
- ✈ When possible, and at a safe altitude, pilots are requested to adjust propeller pitch to reduce propeller noise.
- ✈ Formation takeoffs and landings are prohibited unless authorized in writing by the Hawthorne Airport Manager.
- ✈ On crosswind departures RWY 25, avoid flying over homes west or east of Hawthorne Blvd. until above 1,500 ft. AGL.
- ✈ All IFR departures on the HHR ODP must turn to the assigned heading at 400 ft. AGL, and should climb at best angle, or Blue Line until above 1,000 ft. AGL.

Hawthorne Municipal Airport Facilities



COMMUNICATIONS:

CTAF: 121.1
ATIS: 118.4
WX ASOS: PHONE 310-973-8930
Hawthorne Ground: 125.1 [0600-2200]
Hawthorne Tower: 121.1 257.8 [0600-2200]
SOCAL Approach: 124.3(146-245) 124.9(069-145) 125.2(246-342) 128.5(343-068)
SOCAL Departure: 124.3

OPERATIONS:

Traffic Pattern Altitude:
TPA FOR LIGHT ACFT 1,100 FT MSL (1,034 FT AGL)
HELICOPTER 700 FT MSL (634 FT AGL)
TURBINE/HIGH PERFORMANCE ACFT 1,600 FT MSL (1,534 FT AGL).
Wind indicator: Lighted
Segmented circle: Yes
Lights: WHEN ATCT CLSD ACTVT MIRL RY 07/25 & ODALS RY 25 - CTAF.
Charts: Los Angeles TAC and Sectional
Control Tower: Yes
ARTCC: Los Angeles Center

