

# HAWTHORNE MUNICIPAL AIRPORT

## VFR NOISE ABATEMENT

### ARRIVAL, DEPARTURE, and, PATTERN PROCEDURES

IN THE INTEREST OF SAFETY, TRAFFIC FLOW AND NOISE ABATEMENT DURING VFR CONDITIONS, AND UNLESS:

Considered Unsafe.

Required by applicable distance from cloud criteria, or

Required by the presence of other adverse weather phenomena, or

Otherwise directed by ATC,

#### YOU ARE REQUESTED TO OBSERVE THE FOLLOWING:

- 1) All take-offs shall be made, as much as practicable, from the end of the runway. Intersection take-offs prohibited.
- 2) Use best rate of climb performance when departing either runway.
- 3) Reduce to climb power as soon as safely possible.
- 4) Traffic pattern altitude shall be maintained at 1000 feet MSL for light twin engine and single engine aircraft, 1500 feet MSL shall be used for all other aircraft.
- 5) Formation take-offs and landings are prohibited unless approved in writing by the Hawthorne Airport Manager.
- 6) When departing on Runway 25, TURN CROSSWIND AT THE HAWTHORNE MALL, avoid over-flights west of Hawthorne Boulevard while staying in the pattern or when making a downwind departure.
- 7) FLY DOWNWIND OVER EL SEGUNDO BOULEVARD, avoid over-flying the residential neighborhood south of El Segundo Boulevard while staying in the pattern or making a downwind departure.
- 8) When departing on runway 7, turn crosswind at the golf course or 500 feet MSL whichever comes first, avoid over-flights east of Western Avenue.
- 9) When traffic permits, maintain base leg portion of the pattern as close as possible to the landing runway.
- 10) Pattern work prohibited between the hours of 10:00 PM and 7:00 AM daily, Aircraft may arrive and depart the area only.
- 11) Touch and Go's prohibited between the hours of 5:00 PM and 10:00 AM daily (see Touch and Go Landing Procedures).
- 12) Between the hours of 10:00 PM and 7:00 AM all twin engine and jet aircraft are requested to arrive on runway 25 and depart on runway 7.
- 13) Whenever possible, jet aircraft are requested to arrive on runway 25 and depart runway 7.
- 14) Twin engine aircraft are required to make full stop landings, practice single engine operations prohibited.
- 15) Large twin engine and jet aircraft SHALL FLY DOWNWIND OVER ROSECRANS AVENUE.

# HAWTHORNE MUNICIPAL AIRPORT VFR TOUCH AND GO LANDING PROCEDURES

IN THE INTEREST OF SAFETY, TRAFFIC FLOW AND NOISE ABATEMENT  
DURING VFR CONDITIONS AND UNLESS:

Considered Unsafe;  
Required by the presence of other adverse weather phenomena;  
Otherwise directed by ATC, or  
Canceled by the Airport Manager.\*

YOU ARE REQUESTED TO OBSERVE THE FOLLOWING:  
HOURS OF TOUCH AND GO OPERATIONS  
10:00 A.M. TO 5:00 P.M. DAILY

1. Touch and Go's require prior approval from Hawthorne Tower.
  2. Touch and Go's are restricted to single engine aircraft.
  3. **TWIN ENGINE AIRCRAFT MUST MAKE FULL STOP LANDINGS.**
  4. All aircraft are requested to use best climb performance.
- \* \* \* \* \*
5. On Runway 25, all aircraft must **TOUCH DOWN** before "CHARLIE" intersection, and **BECOME** airborne by "DELTA" intersection.
  6. On Runway 7, all aircraft must **TOUCH DOWN** before "ECHO" intersection, and **BECOME** airborne by "DELTA" intersection.

\* \* \* \* \*

*The above procedures are designed to keep aircraft at a "normal Altitude" over the residential areas surrounding the airport. If you or your aircraft can not conform to these procedures, please request full-stop taxi-back take off's and landings. DO NOT jeopardize the safe operation of your aircraft for the sake of TOUCH AND GO'S.*

\* \* \* \* \*

**ALL OTHER NOISE ABATEMENT PROCEDURES REMAIN IN EFFECT**

\* \* \* \* \*

\* Airport Management reserves the right to suspend the above procedures at anytime due to repeated unsafe operations or excessive noise complaints.

## Fly Quietly Program

IN THE INTEREST OF SAFETY, TRAFFIC FLOW, AND NOISE ABATEMENT DURING VFR CONDITIONS, EXCEPT WHEN OTHERWISE DIRECTED BY ATC, THE FOLLOWING PROCEDURES SHALL BE FOLLOWED:

### Hours

1. No pattern work from 2200 to 0800 weekdays and 2200 to 1000 weekends.
2. No touch and go landings from 1700 to 1000 daily.
3. From 2200 to 0800, jet powered aircraft must unless wind conditions prohibits:
  - Use RWY 25 for landing and RWY 7 for takeoff.
  - When the tower is not in operation, contact SOCAL Approach for IFR or VFR flight following on 124.9 prior to using 121.1 for common-traffic advisory.

### Traffic pattern

1. The traffic pattern altitude is 1,100 ft. MSL for single engine and light twin engine aircraft, and 1,500 ft. MSL for high performance aircraft and all jet powered aircraft.
2. All takeoffs shall be made when practical at the beginning of the active runway. Intersection takeoffs are prohibited unless required by ATC for traffic flow. Helicopters can expect nonstandard departure instructions.
3. Pilots should always climb at best rate performance to a safe traffic pattern altitude when departing either runway. When at a safe altitude and as soon as possible after takeoff, pilots are requested to adjust propeller pitch to reduce propeller noise.
4. Jet powered aircraft should climb at V2 to at least 400 ft. AGL when practical, and use manufacturers recommended noise abatement procedures at all times.
5. From 2200 to 0800, jet aircraft are required to depart from RWY 7 when conditions permit.
6. Formation takeoffs and landings are prohibited unless approved in writing by the Hawthorne Airport Manager.
7. When departing from RWY 25, TURN CROSSWIND OVER THE MALL 1/4 MILES WEST OF THE RUNWAY AND FLY CROSSWIND OVER HAWTHORNE BLVD. Avoid flying over homes east or west of Hawthorne Blvd.
8. When departing from RWY 7, adjust upwind to the right to remain over the industrial area east of the airport, and then turn crosswind over the golf course.
9. From either runway, fly all downwind legs over or as near to El Segundo Blvd. as possible, and avoid the residential areas north and south of El Segundo Blvd.
10. When landing on RWY 25 and traffic permitting, turn base leg as close as possible to the runway. Remain west of the east boundary of the golf course east of the airport.
11. When landing RWY 7 and traffic permitting, turn base leg over Hawthorne Blvd. and final over the Hawthorne Mall.

### "Touch and go" landings

1. Hours of operations: 1000 to 1700 daily
2. "Touch and go" landings:
  - Require clearance from the Hawthorne Control Tower.
  - Are restricted to single engine aircraft (MULTIENGINE AIRCRAFT MUST MAKE FULL STOP LANDINGS).
3. Pilots are requested to use best climb performance for all takeoffs.
4. "Touch and go" traffic on:
  - RWY 25, must TOUCH DOWN before "CHARLIE" intersection and BECOME AIRBORNE before "DELTA" intersection.
  - RWY 7, must TOUCH DOWN before "ECHO" intersection and BECOME AIRBORNE before "DELTA" intersection.

### Arrivals

1. From the southwest, report over King Harbor and plan to cross over and report Alondra Park at or above 1,500 ft. MSL.
2. From the Special Flight Rules Area, fly directly to Alondra Park and do not descend below 2,500 ft. MSL until east of the 405 FWY. Immediately upon departing the SVFR area, contact Hawthorne Tower on 121.1 for traffic control, or use 121.1 as a CTAF. The tower may clear aircraft for a modified direct downwind entry when traffic and altitude permit.
3. From over the 405 and 110 interchange, fly north over the 110 FWY at 1,500 ft. MSL to turn final at or above 1,500 ft. MSL prior to the 105 FWY and approach straight in parallel to the FWY.
4. From over the Los Angeles River and just south of the 105 FWY, fly straight-in to cross the 110 FWY at or above 1,500 ft. MSL.

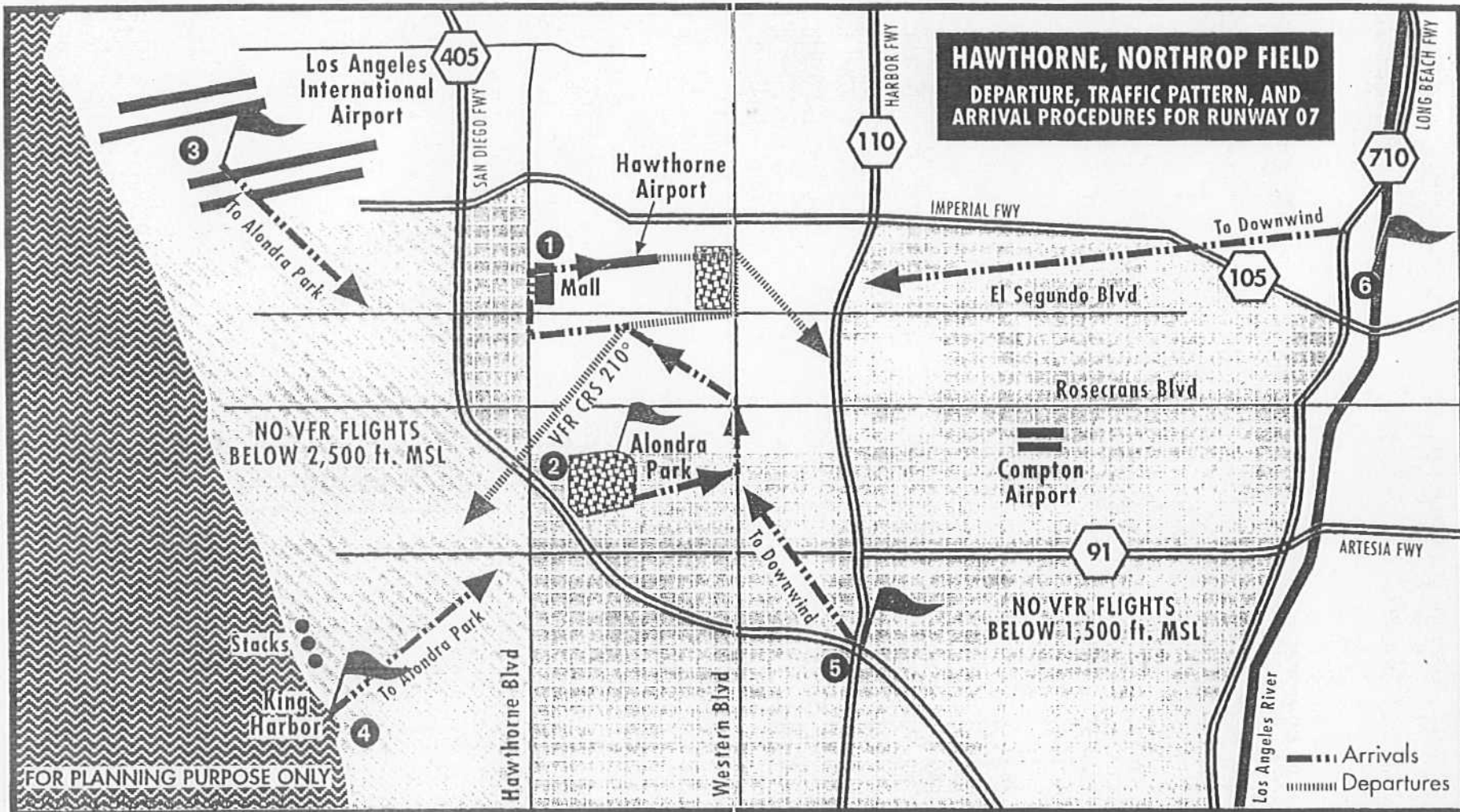
### Departures

1. **Standard departure from RWY 25:** Make a left turn over the Hawthorne Mall 1/4 miles west of the runway. Pilots should remain over Hawthorne Blvd. and traffic permitting, never fly over homes east or west of Hawthorne Blvd. Aircraft should remain over the Hawthorne Blvd. until above 1,500 ft. MSL or at least 2 miles south of the Mall before turning to a heading of approximately 210° to fly direct to King Harbor. THERE ARE NO STRAIGHT OUT OR LEFT 45° DEPARTURES FROM RWY 25.
2. **Downwind departure from RWY 25:** Make a left turn over the Hawthorne Mall 1/4 miles west of the runway and fly south over Hawthorne Blvd. Turn east over El Segundo Blvd. just south of the airport. Fly eastbound over El Segundo Blvd. After passing abeam the east boundary of the airport, continue east or depart southeast on course. Aircraft should climb to at least 1,500 ft. MSL when departing downwind.
3. **Standard departure from RWY 7:** Make a slight right turn on upwind to remain over the industrial area east of the airport. Above 500 ft. AGL and over the golf course east of the airport, make a right 45° departure. Pilots may resume own navigation after climbing above 1,500 ft. MSL. Use caution for aircraft transiting along the 110 FWY at 1,500 ft. MSL.

THE PROCEDURES LISTED ABOVE ARE FOR VFR OPERATIONS ONLY. IFR PROCEDURES MUST FOLLOW IFR CLEARANCES. EVERY EFFORT SHOULD BE MADE BY THOSE AIRCRAFT DEPARTING AND ARRIVING IFR TO OPERATE THEIR AIRCRAFT AS QUIETLY AS POSSIBLE USING GOOD JUDGEMENT AND GOOD NOISE ABATEMENT TECHNIQUES.

ALL PILOTS SHOULD BE AWARE OF THE NOISE SENSITIVE AREAS AROUND HAWTHORNE AIRPORT AND AVOID THEM. WHEN IN DOUBT CONTACT THE AIRPORT MANAGER AT (310) 970-7215 OR A HAWTHORNE AIRPORT FAA SAFETY PROGRAM COUNSELOR FOR ADVICE ON COMPLIANCE WITH THIS POLICY.

*We appreciate your cooperation!*



**DEPARTURE**

**Standard:**

- After takeoff, adjust upwind to the right to remain over the industrial area to the east of the airport.
- Above 500 ft. AGL and over the golf course, turn right 45° and depart to the southeast.
- 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

**Downwind:**

- Climb downwind to 1,500 ft. MSL at best rate of climb.
- Abeam mid-field, depart southwest toward King Harbor (210°).

**TRAFFIC PATTERN**

**Procedure:**

- After takeoff, adjust upwind to the right to remain over the industrial area to the east of the airport.
- Turn crosswind over the golf course and fly on the east edge of the golf course.
- Fly downwind after crossing El Segundo Blvd. parallel to the runway.
- Turn base leg to fly over Hawthorne Blvd. and the Hawthorne Mall west of the airport.

**Restrictions:**

- Pattern work prohibited 2200 to 0800 weekdays, 2200 to 1000 weekends.
- Touch and go landings are restricted to single-engine aircraft only, and are prohibited 1700 to 1000 daily.
- From 2200 to 0800, multi-engine aircraft and jets are required to arrive Rwy 25 and depart Rwy 7 (when conditions permit).

**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:**

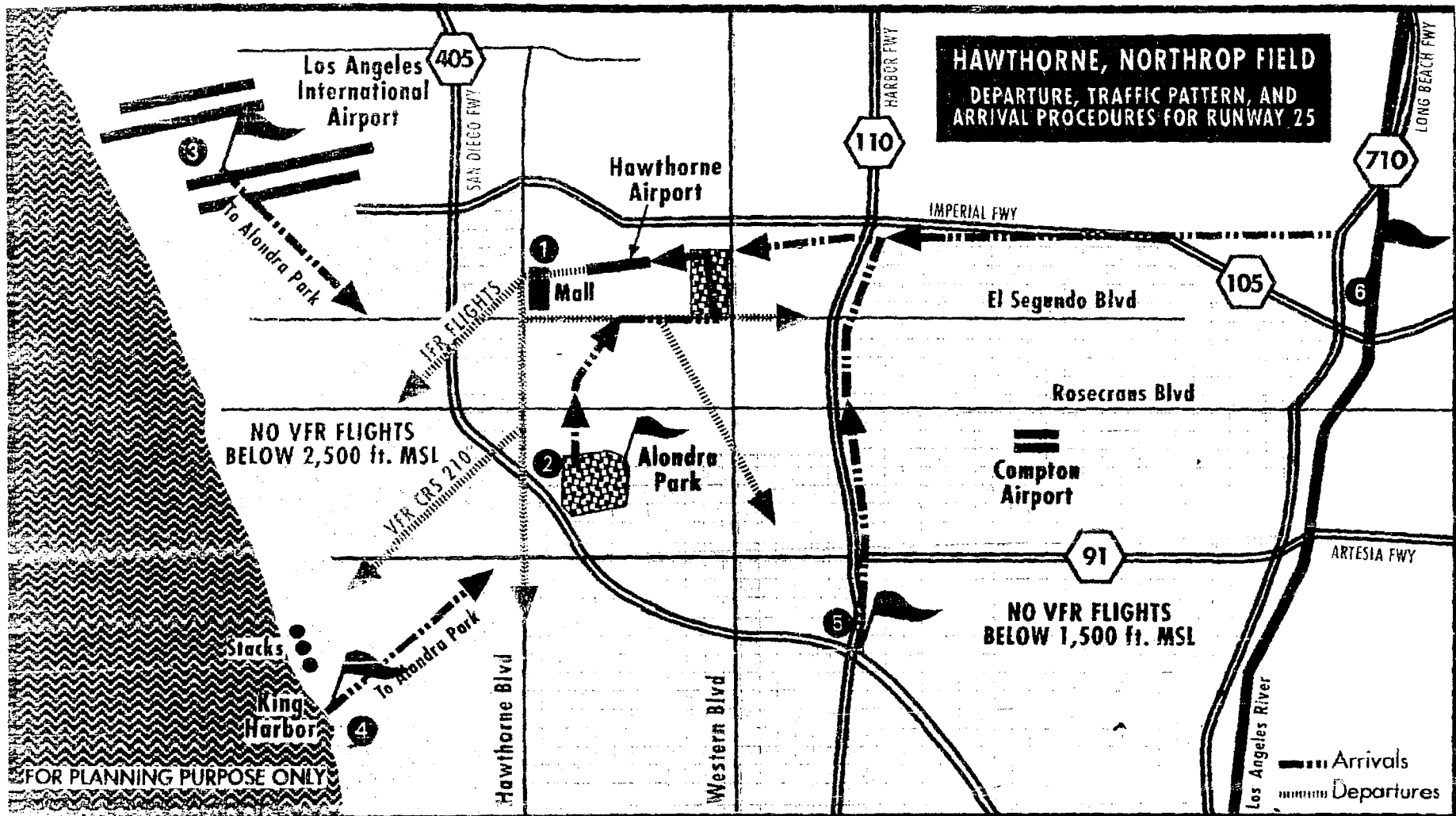
- Proceed direct to Alondra Park and remain at or above 2,500 ft. MSL until east of the 405 Fwy.

**From 5:**

- Proceed on a 45° entry leg to mid-field 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.



**HAWTHORNE, NORTHROP FIELD**  
DEPARTURE, TRAFFIC PATTERN, AND ARRIVAL PROCEDURES FOR RUNWAY 25

**DEPARTURE**

- Standard:
- Fly runway heading until reaching 500 ft. AGL or the Hawthorne Mall ① 1/4 mile west of the airport
  - Turn 90° left, remain over of Hawthorne Blvd.
  - After crossing Rosecrans or 2 miles south ② or at or above 1,500 ft. MSL, turn southwest (210°)
  - No southbound 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 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 within 1 mile of the east boundary of the airport (traffic permitting).
- Restrictions:
- Pattern work prohibited 2200 to 0800 weekdays, 2200 to 1000 weekends.
  - Touch and go landings are restricted to single-engine aircraft only, and are prohibited 1700 to 1000 daily.
  - From 2200 to 0800, multi-engine aircraft and jets are required to arrive Rwy 25 and depart Rwy 7 (when conditions permit).

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

FOR PLANNING PURPOSE ONLY

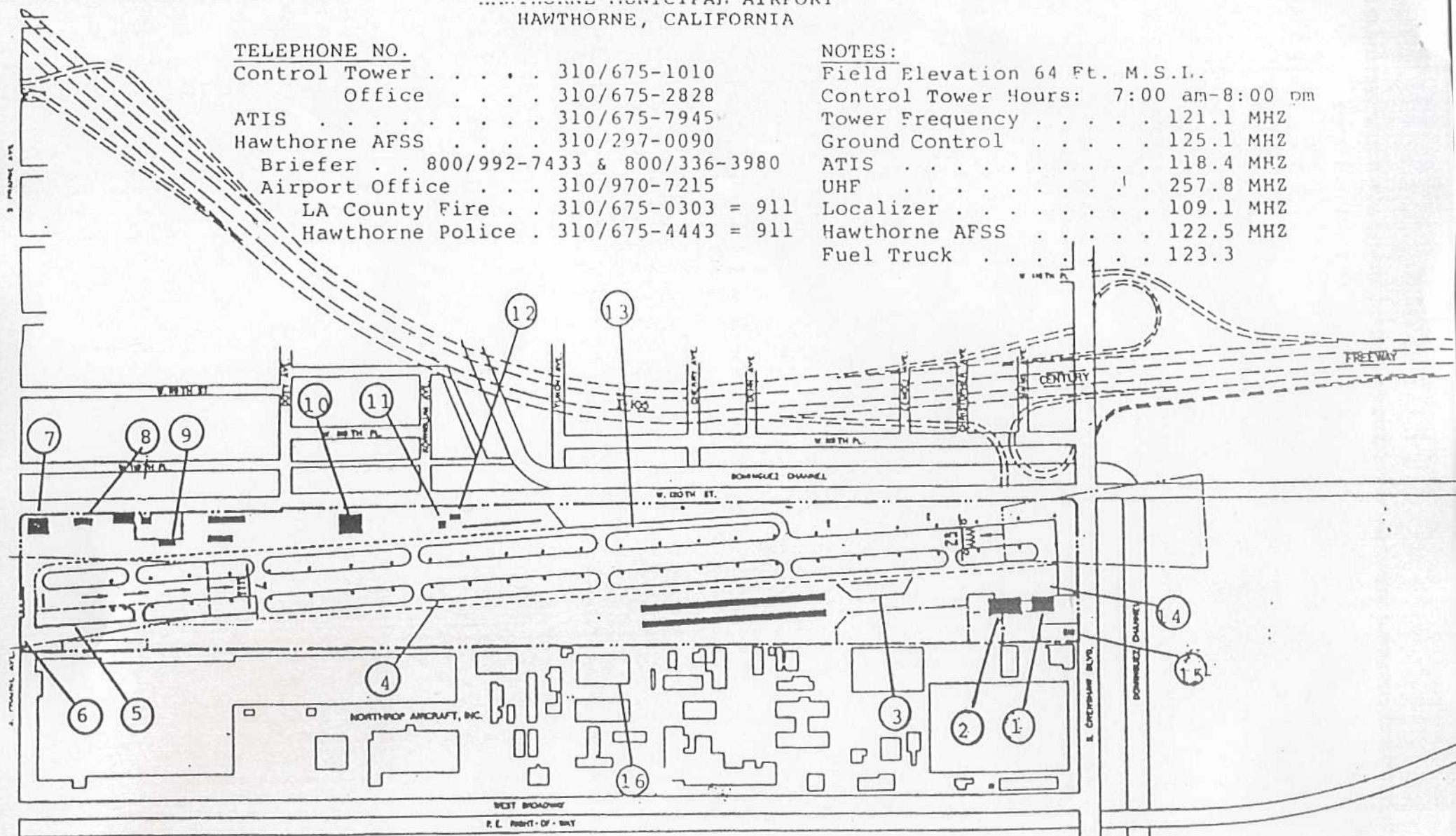
HAWTHORNE MUNICIPAL AIRPORT  
HAWTHORNE, CALIFORNIA

TELEPHONE NO.

Control Tower . . . . . 310/675-1010  
 Office . . . . . 310/675-2828  
 ATIS . . . . . 310/675-7945  
 Hawthorne AFSS . . . . . 310/297-0090  
 Briefer . . 800/992-7433 & 800/336-3980  
 Airport Office . . . . . 310/970-7215  
 LA County Fire . . 310/675-0303 = 911  
 Hawthorne Police . 310/675-4443 = 911

NOTES:

Field Elevation 64 Ft. M.S.L.  
 Control Tower Hours: 7:00 am-8:00 pm  
 Tower Frequency . . . . . 121.1 MHZ  
 Ground Control . . . . . 125.1 MHZ  
 ATIS . . . . . 118.4 MHZ  
 UHF . . . . . 257.8 MHZ  
 Localizer . . . . . 109.1 MHZ  
 Hawthorne AFSS . . . . . 122.5 MHZ  
 Fuel Truck . . . . . 123.3



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|-------------------------------------|-------------------------------------|
| 1. Terminal Building                | 9. Aris Helicopter                  |
| 2. Automated Flight Service Station | 10. Security Aviation               |
| 3. Rwy 25 Run Up Area               | 11. Control Tower/Aux Entrance Gate |
| 4. South Taxiway                    | 12. Fuel Pit                        |
| 5. Rwy 7 Run Up Area                | 13. North Taxiway                   |
| 6. Main Entrance Gate               | 14. Transient Parking               |
| 7. Western Museum of Flights        | 15. LA County Fire Dept.            |
| 8. Skylink Charter L.L.C            | 16. Northrop Grumman Aviation       |

EXHIBIT A

