



HAWTHORNE MUNICIPAL AIRPORT

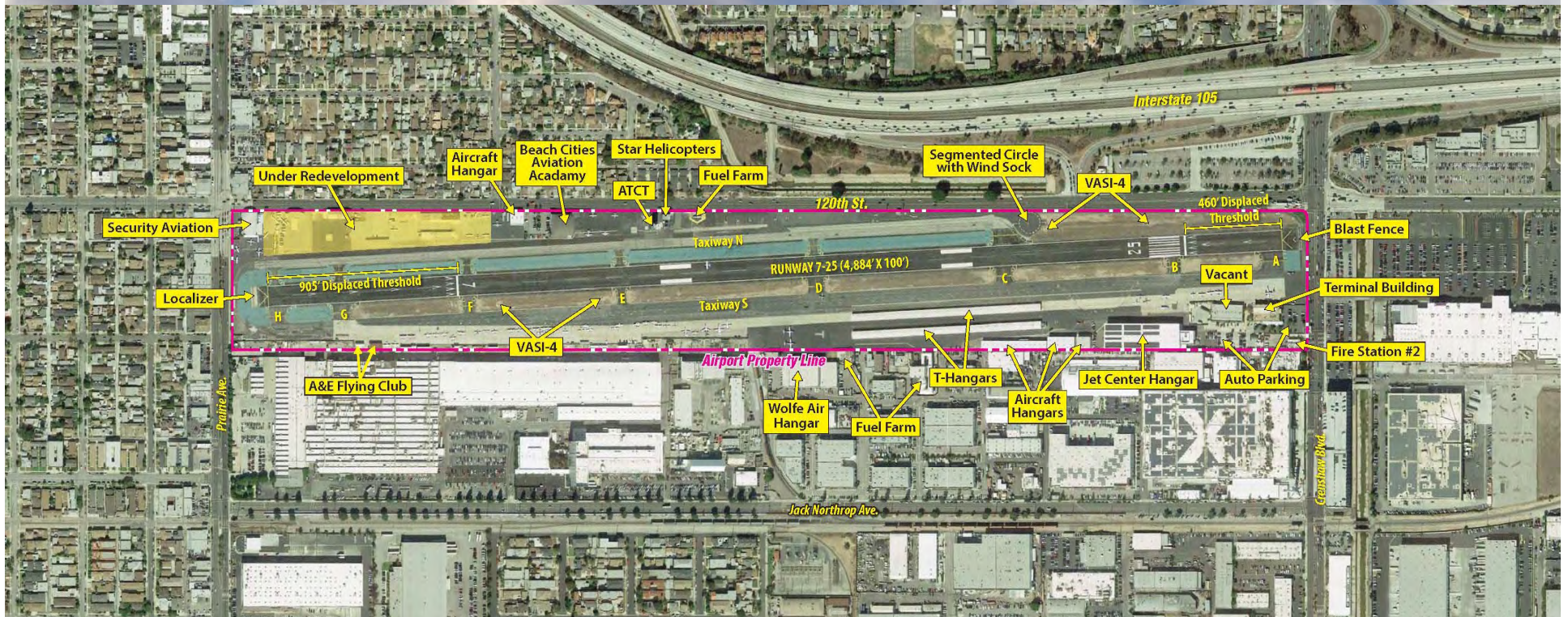
Questions and Answers

Who is responsible for the operation of Hawthorne Municipal Airport?

- The FAA is responsible for managing airspace and for ensuring the safe and efficient flow of aircraft traffic.
- FBOs (commercial entities) at the Airport, such as Advanced Air LLC, JetCenter Los Angeles LLC, Hawthorne Hangar Operations (HHO), Star Helicopters, Cal Air, Pacific Blue Air, Beach Cities Aviation Academy, and A&E Flight Club are responsible for their own operations and scheduling.
- Individuals (citizens/public) who own aircraft and own or rent hangars are responsible for the operation of their aircraft.

Who is responsible for the operation of Hawthorne Municipal Airport?

- The City is responsible for maintaining:
 - airfield (runway and taxiways), lighting, turf area, airport traffic control tower, perimeter fence/gates, and security and safety.



Who controls airspace navigation?

AIRCRAFT & AIRSPACE REGULATIONS

Above 1,500' is Class "B" airspace controlled by San Francisco Int'l tower



PILOT

- Responsible for safe operation of aircraft in the air and on the ground



FAA

- Per USC Title 49 Section 40103 the United States has exclusive sovereignty of airspace of the United States
- Sets aircraft noise standards
- Certifies aircraft and pilots



CITY OF HAWTHORNE

- No control over aircraft in flight
- May establish run-up times and voluntary noise abatement procedures



LAND USE REGULATIONS



MUNICIPALITIES

- Promote compatible land use through zoning
- Sets noise ordinances, but aircraft are exempt



COUNTIES

- Responsible for maintaining a safe airport
- Coordinate with local communities to promote land use compatibility



STATE OF CALIFORNIA

- Requires real estate disclosure within the Airport Influence Area (AIA)
- Requires sound insulation for new residential construction
- Enables local land use planning through adoption of zoning General Plan



UNITED STATES

- Establishes the Part 150 Land Use Compatibility Planning Process
- No land use authority



Class "D" airspace up to 1,500'



Do pilots or the FAA need any permission to fly aircraft over our homes?

- **No.** The United States Government has exclusive sovereignty of airspace of the United States Per United States Code Title 49, Section 40103.
- A citizen of the United States has a public right of transit through the navigable airspace.

Is there a minimum altitude airplanes can fly over residential areas?

- Per Part 91.119 of the Code of Federal Regulations, fixed wing airplanes must maintain a minimum altitude of 1,000 feet when operating over congested or densely populated areas.
- This does not apply when aircraft are landing or taking off.
- According to FAA, helicopters have no minimum altitude requirements when weather, safety, and other air traffic permit.

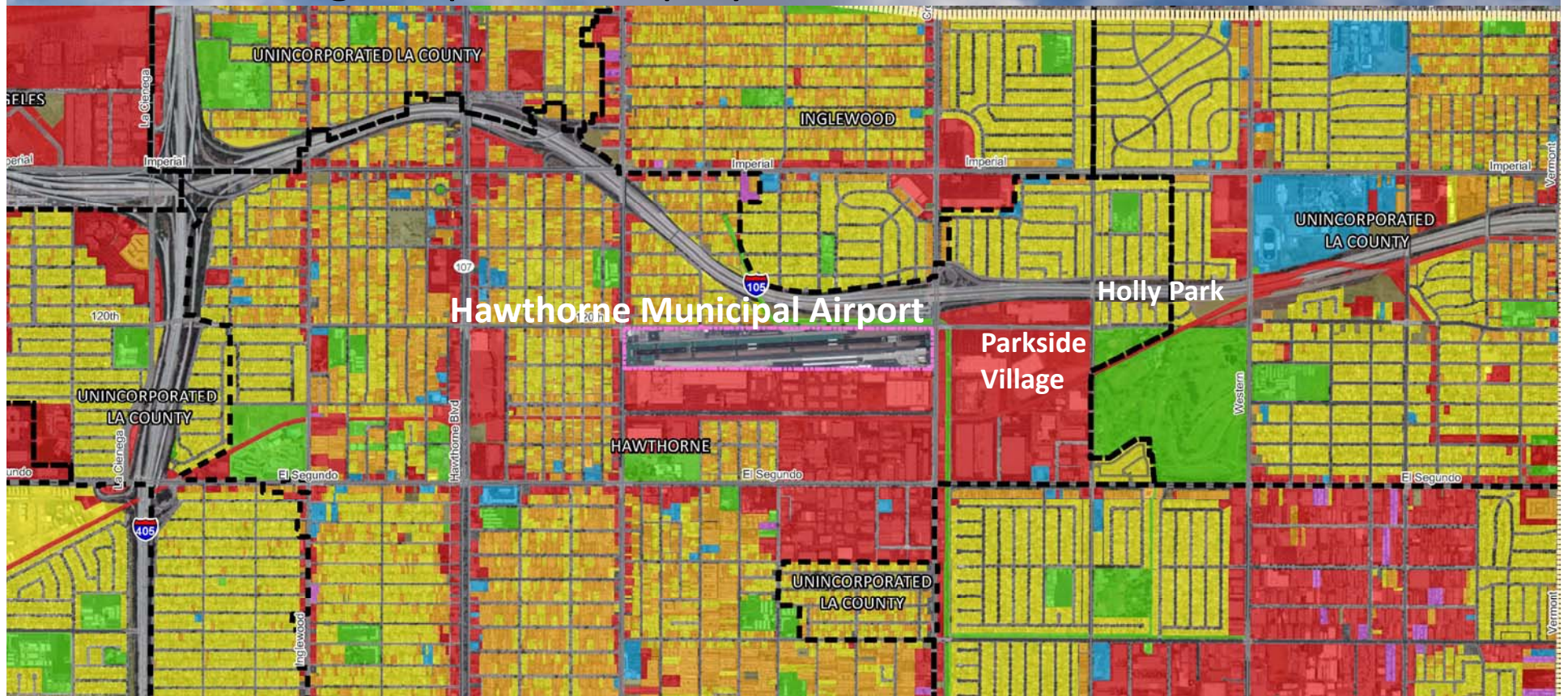
Can you provide safety data on flight paths, altitudes, and near misses from the last 12 months to analyze the problem?

- This data is not kept or monitored by the Hawthorne Municipal Airport.
- This data would need to be requested from the FAA.

ANNUAL AIRCRAFT OPERATIONS				
2013	2014	2015	2016	2017
78,293	89,407	104,410	95,542	79,725

Will the city add a community liaison representative to Airport Staff to answer questions on issues?

- Staff already researches noise complaints and provides feedback to residents. This small Municipal Airport does not have the luxury to afford hiring a separate employee for that matter.



Call Log from Holly Park

- XXXXXXXXXXXX XXXXXX Cimarron Ave. 3/27/17 and 5/8/17
Too loud, too frequent. Especially complained about Surf Air.
- XXXXXXXXXXXX XXXXX S. Haas Ave. 4/5/2017
Too loud, too frequent, low flying. Increased traffic. Mentioned Surf Air.
Citizen notified that Guido (Admin) would speak to Surf Air and Advanced Air to discuss flying over south of 120th over golf course.
- XXXXXXXXXXXX XXXXX Tarron Ave. 7/17/2017
Too loud, low flying. Citizen notified that Guido spoke with Surf Air chief pilot and also Advanced Air pilots to determine if aircraft can fly south of 120th over golf course and also asked for possible modification to flight path for arrival but response was negative as pilots had to line up with the runway for landing and any modification to their landing pattern would jeopardize safe landing.
- XXXXXXXXXXXX XXXXX S. Wilton Place 8/14/2017
Too loud, too frequent. Surf Air & private jets are loudest. Requested soundproof windows. No date or time provided by citizen. Citizen notified that city does not have a soundproof window program at this time
- XXXXXXXXXXXXXXXX no address 116th St. 1/10/2018
Too loud, low flying, air pollution. Based on time and date given by the resident and our subsequent research on Webtrak, we notified him that LAX diverted air traffic to our airspace from 12:00 am - 6:30 am. Not an aircraft from Hawthorne Municipal Airport.
- **Total 6**

Call Log from Parkside Village

- XXXXX Fairmont Court 6/29/2017
Low flying, banked hard at Lowe's, single engine. Citizen notified that ATCT is aware that Pilot had flown a "Short Approach," which is a standard procedure.
- XXXXX Rockcreek Court 8/8/17
Low flying, landings, single engine. Citizen notified that Webtrak showed 500' - 600' over 120th St. & Golf Course on arrival.
- XXXXX XXXXX Fairmont Dr. 4/24/2017
Low flying, circled around home, single engine. Citizen notified that planes would drop off Webtrak close to Airport, not able to read altitude. Notified ATC Tower that resident was concerned aircraft was very low; however, ATCT said that their record didn't show any aircraft too low or in violation.

Parkside Village/Central Park

Central Park SP: The following are excerpts from the adopted Central Park Specific Plan that address airport disclosures and mitigation actions.

(Page 5) 2.1.2 Airport Proximity

The Specific Plan addresses issues associated with airport proximity by: providing residential noise standards (Section 4.6), including noise attenuating construction (Section 4.6.2); providing for noise disclosures (Section 4.6.3); providing for airport navigation easements (Section 4.6.4); and requiring City review of any changes to building locations or uses which impact the RPZ or other airport proximity issues, including changes to the building footprint in the commercial portion of the Specific Plan area (Sections 4.2 and 5.2.1).

(Page 22) 4.6.2 Noise Attenuating Construction

All residential structures shall be constructed with noise attenuating measures, including, but not limited to, window glazing, central air conditioning, carpeting, and insulation designed to ensure interior noise levels of no more than 45 dBA CNEL.

(Page 22) 4.6.3 Noise Disclosure

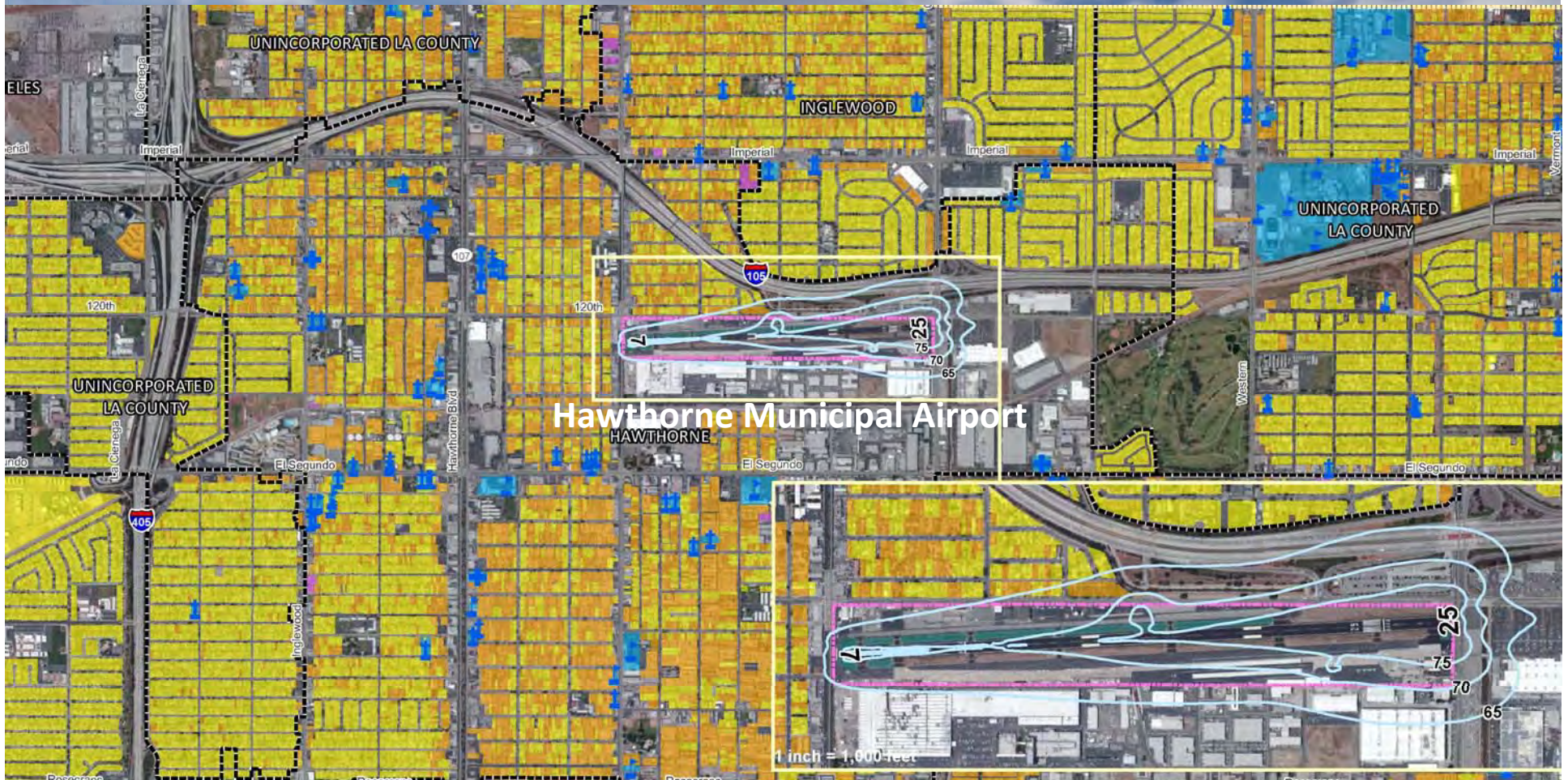
All residential sale contracts will include sufficient disclosures to alert buyers of the proximity of the dwelling units to Hawthorne Municipal Airport and the railroad right-of-way and the potential noise impacts from aircraft and trains.

(Page 22) 4.6.4 Navigation Easement

Prior to the recordation of the final tract map, a navigation easement protecting the flight paths over the site for the benefit of Hawthorne Municipal Airport (approved by the City Attorney) shall be recorded.

Is there a program for windows and soundproofing?

- There is currently no soundproofing program in effect.



Why doesn't Hawthorne Municipal Airport institute a curfew?

- When Airports receive Federal assistance, they also must agree to accept certain obligations and conditions associated with that assistance called grant assurances.
- Grant assurances require that Airports remain open to the public 24 hours a day, seven days a week.
- Some Airports adopted noise ordinances prior to 1990 (that were grandfathered in) to restrict airport operation hours. But since the passage of the *Airport Noise and Capacity Act (ANCA) of 1990*, the FAA has not approved a curfew or the limitation on hours of operation at any airport.

Will permanent noise monitors and a reporting system be implemented like some other airports?

- Although FAA may approve a grant application to purchase noise monitoring equipment if it is an approved measure in a 14 CFR Part 150 Study. The current 14 CFR Part 150 Study does not include a measure for purchasing a noise monitoring system.
- The City is not in a position to take on the extensive follow-up costs of maintaining the equipment/software, data storage, data interpretation, and salary and benefits of a new full-time employee that is not eligible for FAA grant funding.
- It should also be noted that noise monitoring and flight tracking systems funded by FAA are for informational and reporting purposes only and not for noise restriction implementation.
- Therefore, Hawthorne Municipal Airport could not use the noise monitoring system as an enforcement tool, such as other airports that were grandfathered in under ANCA.

Will neighbors/residents be notified to attend noise study meetings?

- When the City applies for and receives a grant for the Part 150 Noise Study, we will actively schedule noise workshops and public meetings.
- The timing will be reliant upon authorization from the FAA and the availability of federal airport improvement funds.

What is the impact of jet pollution on children and schools?

- The information in the table below represents the percentage of each of the 31 airports in the South Coast Air Quality Management District (SCAQMD). For example: $\text{HHR emissions} / \text{sum of SCAQMD airport emissions} = \text{HHR percentage of SCAQMD emissions}$.
- Any comparison to these numbers should be converted to tons per year and include total SCAQMD emissions.

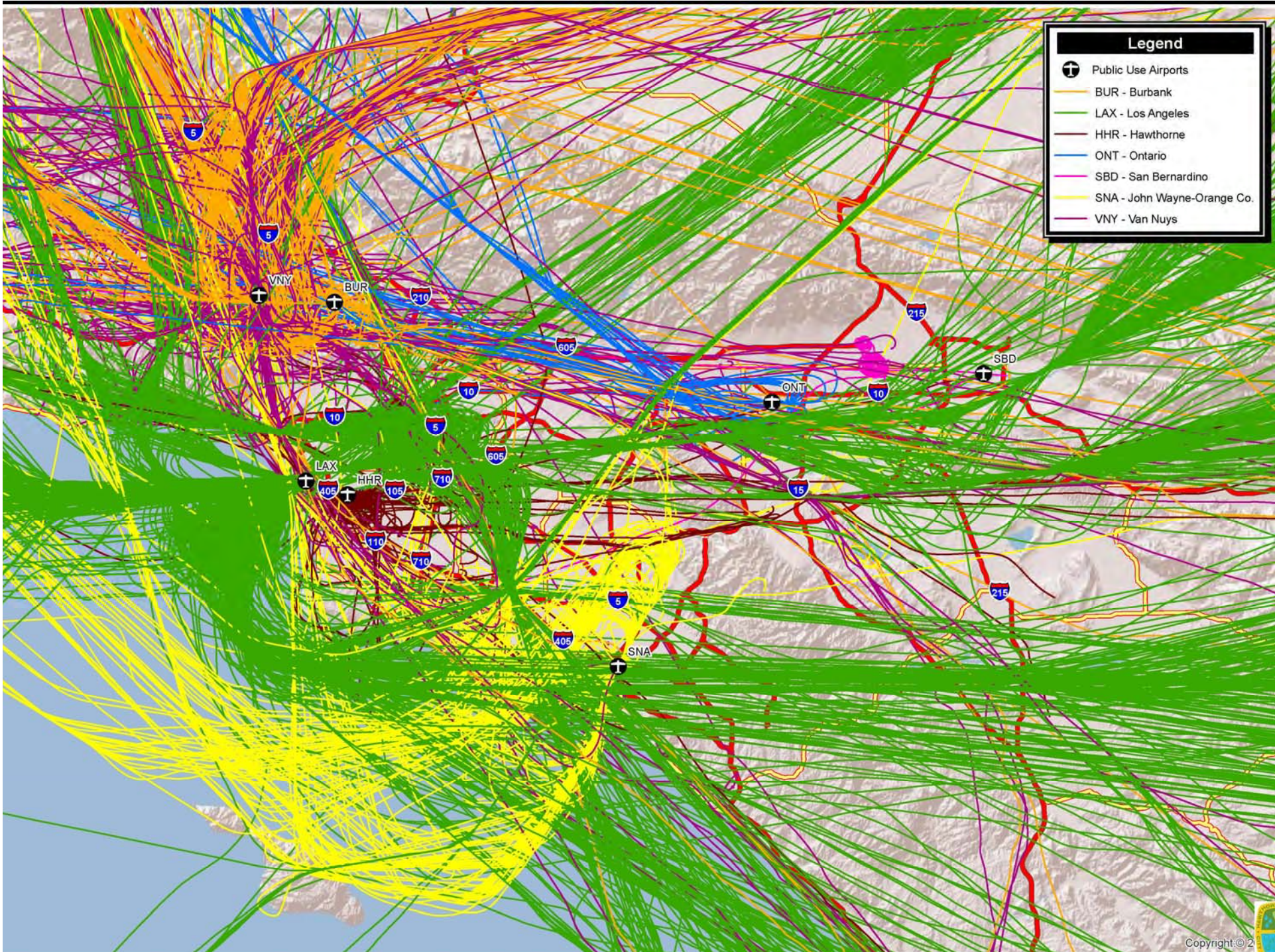


Table 1
Aviation Emissions Comparison for 31 Airports in the
South Coast Air Quality Management District
2012 Aircraft Emissions Inventory

Airport	VOC	SO_x	PM 10	PM 2.5	CO	NO_x
Tons Per Year¹						
Hawthorne Municipal Airport	6.9	0.8	4.6	3.6	206.7	5.0
Long Beach Airport	30.0	11.3	16.2	13.2	690.4	113.0
Los Angeles International Airport	586.1	376.7	67.3	67.3	3,908.0	3,64.0
Santa Monica Municipal Airport	9.1	1.0	6.8	5.4	286.5	5.2
Zamperini Field	16.4	2.1	8.9	7.1	402.8	16.7
Total	1,231.0	545.3	254.4	254.4	12,696.6	5,100.0
Road³						
105 Freeway (Crenshaw Blvd. to Hawthorne Blvd.)					42,656.0	176.0
110 Freeway (El Segundo Blvd. to 105 FWY)					43,894.0	182.0
405 Freeway (Rosecrans Ave. to El Segundo Blvd.)					51,320.0	212.3

Source:

¹ Table 2.3. 2012 Aircraft Emissions by Airport, Draft Aircraft Emissions Inventory – South Coast Air Quality Management District

² Coffman Associates analysis.

³ Based upon CALTRAN traffic count information and EPA emissions factors.

Note: Ozone emissions are not calculated by emissions models; however, volatile organic compounds (VOC) and nitrogen (NO_x) are precursors to ozone. Ground-level ozone is not emitted directly into the air but is created by chemical reactions between oxides of nitrogen (NO_x) and VOCs in the presence of sunlight. As a result, VOC and NO_x emissions are used to estimate ozone emissions.

Table 2
Aviation Emissions Comparison for 31 Airports in the
South Coast Air Quality Management District
2012 Aircraft Emissions Inventory

Airport	VOC	CO	NO_x	SO_x	PM 10	PM 2.5
Percentage²						
Hawthorne Municipal Airport	0.6%	1.6%	0.1%	0.1%	1.8%	1.6%
Long Beach Airport	2.4%	5.4%	2.2%	2.1%	6.4%	5.8%
Los Angeles International Airport	47.6%	30.8%	71.3%	69.1%	26.4%	29.4%
Santa Monica Municipal Airport	0.7%	2.3%	0.1%	0.2%	2.7%	2.4%
Zamperini Field	1.3%	3.2%	0.3%	0.4%	3.5%	3.1%
Remaining 26 Airports	47.4%	56.7%	26.0%	28.1%	59.2%	57.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source:

¹ Table 2.3. 2012 Aircraft Emissions by Airport, Draft Aircraft Emissions Inventory – South Coast Air Quality Management District

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Will the City redo the Part 150 Noise Study?

- The City of Hawthorne is currently updating the Airport Layout Plan (ALP) for the airport.
 - includes updated aeronautical surveys and aviation activity forecasts.
- The aeronautical survey will be used to determine if there are new obstructions to the approach to the airport and if any adjustments to the current approach and departure procedures are needed.
 - Aviation activity forecasts have also been prepared and are in the process of being submitted to FAA for review and approval.
- With the City Council's authorization, the City staff intend to apply for an FAA grant from the Airport Improvement Program (AIP) for fiscal year (FY) 2019/2020, if possible.
 - The City has to compete with other airports across the country for funding from the AIP and, therefore, funding is not guaranteed.