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 pitch 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 available from Bravo and Charlie intersections. No intersection takeoffs are available 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 1000 foot north of the airport to avoid the floor of fixed-wing aircraft, and at an altitude of at least 700 ft MSL (034 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 HIR Dop 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.

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

TRAFFIC PATTERN

ARRIVAL

From 1:
- Cross Alondra Park at or above 1,500 ft. MSL.
- Depart to fly on or over 210° east leg.
- Descend to 1,000 ft. MSL prior to entering downwind.

From 2 and 3:
- Proceed directly to Alondra Park and remain at or above 1,500 ft. MSL until the 405 Fwy.

From 4:
- Remain at or above 1,500 ft. MSL until crossing the 110 Fwy.

DEPARTURE

Standard:
- IFR
  - The IFR obstacle departure procedure for Runway 25 is a published immediate left turn to the holding point 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:
- Runway heading until reaching the Hawthorne Mall. 1 mile west of the airport. Closed traffic should turn downwind parallel and over El Segundo Blvd.
- Standard departures should turn southwest-bound prior to reaching Alondra Park.
- Contact the Hawthorne Tower as soon as practical after leaving the transition routes over LAX and departing King Harbor.
- No south-bound turns before reaching the runway end.
- Climbing departure:
  - 1 mile southeast of the airport.
  - Cross Rosecrans 2 miles south of Airport at or above 1,500 ft. MSL.
  - Crosswind, remain over Hawthorne Blvd.

Downwind:
- 1 mile southeast of the airport.
- Cross Rosecrans 2 miles south of Airport at or above 1,500 ft. MSL.
- Crosswind, remain over Hawthorne Blvd.
- Turn base leg to fly and remain over golf course within 1 mile of the east-bound side of the airport (traffic permitting).

ARRIVAL

From 2:
- Cross Alondra Park at or above 1,500 ft. MSL.
- Descend to 1,000 ft. MSL prior to entering downwind.

From 3 and 4:
- Proceed directly to Alondra Park and remain at or above 1,500 ft. MSL until the 405 Fwy.

From 5:
- Departing the pattern:
  - Above 2,500 ft. MSL, resume own navigation or as directed by the Hawthorne Tower.
  - Use caution for aircraft transiting the 110 Fwy at or above 1,500 ft. MSL.
  - Remain at or above 1,000 ft. MSL, remain south of 120th Street until mid golf course.

- Crosswind, remain over Hawthorne Blvd. at 1,100 ft. MSL.
- Turn base to fly and remain over golf course within 1 mile of the east-bound side of the airport (traffic permitting).

TRAFFIC PATTERN

Procedures:
- After taking off, adjust upwind to the right to remain over the LAX parking lot east of the airport. Closed traffic should turn downwind parallel to and over El Segundo Blvd.

VFR:
- After takeoff, adjust upwind to the right to remain over the LAX parking lot east 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.

CAUTION: NOT FOR NAVIGATIONAL USE

TRAFFIC PATTERN ALTITUDE (TPA)

Light aircraft 1,100 (1,034)
- Turbine/high-performance aircraft 1,600 (1,534)

Helicopter 700 (634)

Turbine/high-performance aircraft 1,600 (1,534)

•  Fly runway heading until reaching 100 ft. AGL or the Hawthorne Mall. 1 mile west of the airport.
•  Crosswind, remain over Hawthorne Blvd.
•  Turn base leg to fly and remain over golf course within 1 mile of the east-bound side of the airport (traffic permitting).

ARRIVAL

From 2:
- Cross Alondra Park at or above 1,500 ft. MSL.
- Depart to fly on or over 210° east leg.
- Descend to 1,000 ft. MSL prior to entering downwind.

From 3 and 4:
- Cross Alondra Park and remain at or above 1,500 ft. MSL until the 405 Fwy.

From 5:
- Departing the pattern:
  - Above 500 ft. AGL and over the Long Beach 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 210° and fly parallel to Runway 25.

Downwind:
- Departing the pattern:
  - Above 2,500 ft. AGL, resume own navigation or as directed by the Hawthorne Tower.
  - Use caution for aircraft transiting the 110 Fwy at or above 1,500 ft. MSL.

- Remain at or above 1,000 ft. MSL, remain south of 120th Street until mid golf course.

- Crosswind, remain over Hawthorne Blvd.
- Turn base to fly and remain over golf course within 1 mile of the east-bound side of the airport (traffic permitting).

ARRIVAL

From 2:
- Cross Alondra Park at or above 1,500 ft. MSL.
- Depart to fly on or over 210° east leg.
- Descend to 1,000 ft. MSL prior to entering downwind.

From 3 and 4:
- Cross Alondra Park and remain at or above 1,500 ft. MSL until the 405 Fwy.

From 5:
- Departing the pattern:
  - Above 2,500 ft. AGL, resume own navigation or as directed by the Hawthorne Tower.
  - Use caution for aircraft transiting the 110 Fwy at or above 1,500 ft. MSL.

- Remain at or above 1,000 ft. MSL, remain south of 120th Street until mid golf course.

- Crosswind, remain over Hawthorne Blvd.
- Turn base to fly and remain over golf course within 1 mile of the east-bound side of the airport (traffic permitting).

ARRIVAL

From 2:
- Cross Alondra Park at or above 1,500 ft. MSL.
- Depart to fly on or over 210° east leg.
- Descend to 1,000 ft. MSL prior to entering downwind.

From 3 and 4:
- Cross Alondra Park and remain at or above 1,500 ft. MSL until the 405 Fwy.