



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

15000 Aviation Boulevard
Lawndale, CA 90261

December 18, 2017

Mr. Alec Mackie
1134 W 126th Street
Los Angeles, CA 90044

Dear Mr. Mackie:

Hawthorne Municipal Airport
Title 14, Code of Federal Regulations Part 150 Study
Noise Compatibility Program Comments

Thank you for your August 20, 2017, e-mail providing comments on the Hawthorne Municipal Airport Title 14, Code of Federal Regulations (C.F.R.) Part 150 Noise Compatibility Program (Part 150 Study). The Part 150 Study was initiated in 2011 and throughout the study timeframe, residents in the surrounding area (including the community of West Athens) had eight opportunities to attend public meetings and provide comments on the Noise Exposure Maps (NEMs) and Noise Compatibility Program (NCP). All meetings were advertised in a newspaper of general circulation and are acknowledged in Appendix G, Coordination, Consultation and Public Involvement of the Hawthorne Municipal Airport Noise Compatibility Study.

A significant amount of your comments along with your accompanying research document while are of local concern to your community, are not related to the Part 150 Study. As stated in the Federal Register notice (82 Fed. Reg 29974 (June 30, 2017)) which prompted your comments, the primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses. 14 C.F.R. Sec. 150.33.

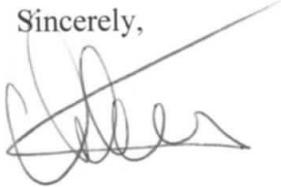
However, we will attempt to address your comments in the attached document based on the factors described above. For clarity, we have repeated your comment and provided the Federal Aviation Administration's (FAA) response.

The City of Hawthorne is making plans to coordinate a meeting with you and residents of the West Athens community and several representatives of the Hawthorne Municipal Airport (pilots, ATCT, flight schools) to meet and to address your community questions.

Thank you for your comments on the Hawthorne Municipal Airport Part 150 Study. Please continue to work with the City of Hawthorne to address many of your other concerns regarding the Hawthorne Municipal Airport.

I've attached a copy of the Hawthorne Municipal Airport Part 150 Record Approval which was signed on December 18, 2017. I hope this information proves helpful.

Sincerely,

A handwritten signature in black ink, appearing to read "Victor Globa", with a long horizontal stroke extending to the right.

Victor Globa
Environmental Protection Specialist

Attachment

ATTACHMENT

Comment 1. West Athens has a problem with low flying aircraft over our neighborhood landing at Hawthorne. Including the potential for crashes into tall electrical towers along Raymond Ave. Hawthorne Airport and the FAA claim the other organization is responsible for planes over West Athens, neither is taking on the responsibility to help us. **Question: Who can help West Athens address these noise and safety issues?**

Response: This comment is not related to the Part 150 Study. There are no minimums when aircraft are departing or approaching the runway surface. See 14 CFR Part 91. The FAA's Flight Standard District Office would be the appropriate contact for flight safety related issues. For additional information, please contact the local Flight Standards District Office (FSDO) at (310) 725-6600 or at https://www.faa.gov/about/office_org/field_offices/fsdo/lax/contact/. The City of Hawthorne has contacted the Los Angeles Department of Water and Power (LA DWP) with your concerns and requested the installation of Aircraft Warning Lights for eight (8) electrical transmission towers on Raymond Avenue, Berendo Avenue, Budlong Avenue and Normandie Avenue.

Comment 2. Webtrak shows several near collisions during landing over the West Athens neighborhood. It's unclear who can assure the West Athens neighborhood is safe. **Question: Who can tell us how many near-misses there have been over our neighborhood and the steps taken to ensure our safety?**

Response: This comment is not related to the Part 150 Study. It's unclear which airport is the source of your "Webtrak" data. If it is Los Angeles World Airports, please review the "Liability Statement" regarding the accuracy of the data provided http://www.lawa.org/welcome_LAX.aspx?id=792. The immediate airspace surrounding the Hawthorne Airport is controlled by Airport Traffic Control Tower (ATCT) personnel. The ATCT is a service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace. The primary purpose of ATCT is to prevent collisions, enforce traffic separation rules, organize and expedite the flow of air traffic, and provide information and other support for pilots. I suggest you contact the Hawthorne ATCT Manager and share your concerns regarding near misses and safe traffic separation. The Hawthorne Municipal Airport ATCT manager can be reached at 310-675-1010.

Comment 3. I am measuring Surf Air planes and helicopters in the 70-85 db range over my house all hours of the day and night, and the airport representatives have not taken any action to resolve the problem. Hawthorne's report claims noise contours shrank (Exhibit 5E) even though the noise study was completed BEFORE Surf Air started flying. Surf Air is known to the FAA and Hawthorne's consultant Coffmann [*sic*] Associates as a noise problem at other California airports. **Question: How can West Athens be involved in researching and analyzing noise from landing Surf Air aircraft and resolve that issue? What lessons has the FAA learned from**

managing Surf Air flights at other airports? And how can West Athens address late night flights that wake us up?

Response: Please note that the noise measurements that you provide for Surf Air aircraft and the overflying helicopters are single event noise levels. At 85 dB, an aircraft overflight event would have to occur on average over 30 times in a 24-hour period every day of the year (equating to 65 Community Noise Equivalent Level) before it would be considered a significant impact. The Part 150 Study started in 2011 before Surf Air began service at HHR. Surf Air started service on or about December 2013 prior to FAA's acceptance of the Hawthorne Municipal Airport NEMs document in April 2014. Due to the aircraft operational and fleet mix changes since 2014, at the airport, FAA recommends the City review, revise, and update, as appropriate the future NEMs at the earliest opportunity. At that time, there will be opportunities for public review and comment. For more information on the measurement of and analysis of noise, please see Appendix E. Resource Library of the Hawthorne Municipal Airport NEMs.

It's unclear what is referenced by the community of West Athens being "involved in researching and analyzing noise from landing Surf Air aircraft and resolve that issue." The City of Hawthorne held six (6) public information workshops and two (2) public hearings during the preparation of the NEMs and the NCP between January 2012 and November 2016. The comment period ended on August 22, 2017. The workshops and hearings were advertised in the Hawthorne Press Tribune which is a local newspaper of general circulation. West Athens is in unincorporated Los Angeles County and was represented by County Planning (Carmen Sainz and Bruce Durbin) on the study's Planning Advisory Committee. For more information about the public coordination process, please see Appendix G, Coordination, Consultation and Public Involvement within the NEM's and NCP.

The City of Hawthorne is the airport's owner and operator and is solely responsible for managing the airport. The FAA does not manage Hawthorne Municipal Airport, or any other airport. As a public use airport that has taken federal funding, Hawthorne Municipal Airport is subject to Assurances for Airport Sponsors (See Appendix K, Airport Sponsor Assurances of the NCP). As such, the Airport must be available for public use (which includes Surf Air) on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport. Any nighttime curfew or operating restriction would be subject to a 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restriction Study. The City of Hawthorne evaluated a nighttime curfew and operating restrictions in Chapter 5, Noise Abatement Alternatives of the NCP and determined that pursuing a curfew or operating restrictions can be costly and difficult.

Comment 4. Hawthorne failed to mark sensitive school and residential neighborhoods on their 7 airport and land-use maps (Exhibits 5B, C, D, E F and 7B). This includes leaving off West Athens Elementary, Henry Clay Middle School and the residential neighborhood of Parkside Village at the eastern

end of the runway. These sensitive facilities were either overlooked or at worse ignored by Hawthorne's consultant. **Question: Should Hawthorne study noise at sensitive facilities, such as kids at school, along the landing path they failed to mark on maps in their final report?**

Response: It is important to note that these parcels are located outside the existing or future 65 CNEL noise exposure contours prepared during the Hawthorne Municipal Airport Part 150 study. The land use maps in the Part 150 study were derived from the Los Angeles County Local Tax Roll dated December 2011. The Tax Roll includes numeric codes which correspond to specific land uses. Based on the information received, the two schools were classified as "Miscellaneous Government Owned Properties," rather than "Elementary School" or "Public school, general" which are also options within the dataset. Regarding the Parkside Village property, this parcel was classified as "vacant industrial zoned lot." Based on these classifications, these parcels were not included in the noise-sensitive land uses datasets.

Comment 5. The new Hawthorne Airport Pilot's Guide ("Fly Quietly" education program on page 7-3) is not being followed by landing aircraft – ever. They do not maintain 1,500' over the 110 freeway when approaching from the east as shown in approach #6 in the Guide. Moreover, Hawthorne's representative told me over the phone the Fly Quietly program is to address concerns of Hawthorne residents in the take-off zone west of the airport. He was unsure if the guidelines will apply to West Athens. **Question: If Hawthorne Airport and its pilots never follow the guidance in the newly released "Fly Quietly" book, then what step can the FAA take to encourage airport and pilot adherence?**

Response: The Pilot Guide and Noise Abatement Procedures is a voluntary program and is being retained from the 1994 NCP. The City does not have the authority to mandate a particular flight path or flight procedures. The City will continue to meet with pilots and encourage them to use the noise abatement procedures. The City will also continue to advertise the pilot guide. The FAA actively works with local airport sponsors, where feasible. However, enforceability of local voluntary noise abatement procedures is not within its purview. Additionally, see 14 CFR Part 91.119 for minimum safe altitudes.