Pilot Guide and Noise Abatement Procedures

FOR NOISE ABATEMENT:

* Touch- and-go hours of operation: 10:00 to 17:00 daily. No touch- and-go's or stop- and-go's after 17:00.
* Touch- and-go landings require the approval of Hawthorne Tower on a workload basis.
* 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.)
* When practical, all takeoffs shall be made from the beginning of the active runway.
* Helicopter hover practice on the runway or North Taxiway, when approved by the tower, should be conducted east of Delta and west of Bravo intersection.
* 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 600 ft. AGL.
* No pattern work 2200 to 0800 weekdays, 2200 to 1000 weekends.
* Jet and high performance turboprop aircraft are requested to use manufacturer's best noise abatement take-off performance measures.
* Intersection take-offs are prohibited unless required by ATC.
* When possible, and at a safe altitude, pilots are requested to adjust propeller pitch to reduce propeller noise.
* Formation take-offs and landings are prohibited unless approved 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 assigned to Obstacle Departure Procedure must turn to the assigned heading at 400 ft. AGL, and climb at best rate until 1,200 ft. AGL.

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 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.
• No turns before passing the east boundary of the airport.
• Climb downwind until reaching 1,500 ft. MSL or the east boundary of the airport.
• After crossing Rosecrans or 2 miles south of the airport, climbing above 1,000 ft. prior to turning.
• Turn 90° left, remain over Hawthorne Blvd.
• Fly runway heading until reaching 500 ft. AGL or the Hawthorne Mall.
• The IFR obstacle departure procedure for Runway 25 is a published immediate left turn to the east of the airport. Practical after leaving the transition routes over LAX and departing King Harbor.

If possible and still in visual conditions, plan to turn mid golf course. 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. Right turn to the heading issued in the IFR clearance. Turns should be made at 400 ft. AGL.

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

TRAFFIC PATTERN
Procedure:
• Fly runway heading until reaching 100 ft. AGL or the Hawthorne Mall.
• Cross over the airport.
• Crosswind, remain over Hawthorne Blvd.
• Descend, remain over El Segundo Blvd. at 1,300 ft. MSL.
• Turn base within 1 mile of the east boundary of the airport (traffic permitting).
• Above 1,500 ft. AGL and over the golf course, turn right 45° and depart southwest bound to avoid possible IFR arrivals from the west. Closed traffic should turn downwind upon reaching El Segundo Blvd. to a course of 250° and fly parallel to Runway 25. Departing the pattern on the base leg should begin at Hawthorne Blvd towards a course of 210°. At and above 1,000 ft. right base should be flown over Hawthorne Blvd to mask noise, and altitude should not be over Hawthorne High School located 1 mile west of Hawthorne Blvd.
• Above 1,300 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 crossing the 105 Fwy at 1,500 ft. MSL.
• Climb downwind after crossing El Segundo Blvd. parallel to the runway.
• Fly downwind over Hawthorne Blvd. and the east side of the airport.

ARRIVAL
From 1:
• Cross Alondra Park at or above 1,500 ft. MSL.
• Expect to fly east to arrive on a 45° entry leg.
• Descend to 1,300 ft. MSL, prior to entering downwind.
• Proceed directly to Alondra Park and remain at or above 2,500 ft. MSL until east of the 405 Fwy.

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 1,300 ft. MSL, prior to entering downwind.

Below 2,500 ft. MSL
• Remain at or above 2,500 ft. MSL, or the west boundary of the airport.

From 3:
• Proceed on a 45° entry leg to mid field downwind.
• Descend to 1,300 ft. MSL, prior to entering a right downwind over El Segundo Blvd. south of the airport.

From 4:
• Remain at or above 1,300 ft. MSL until crossing the 105 Fwy.
• Enter downwind directly parallel to the runway.
• IFR traffic should proceed to from over the 710 and 105 intersection and contact HHR Tower to enter standard procedures.

TRAFFIC PATTERN (continued)
• Fly downwind over Hawthorne Blvd. parallel to the runway.
• Turn base within 1 mile of the east boundary of the airport (traffic permitting).
• Turn right to the heading issued in the IFR clearance. Turns should be made at 400 ft. AGL.