



# Hawthorne Municipal Airport

Appendix E

## Hawthorne Municipal Airport Aviation Demand Forecast Approval



## Appendix E

### AIRPORT AVIATION DEMAND FORECAST APPROVAL

#### Noise Exposure Map Update Jack Northrup Field/Hawthorne Municipal Airport

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Aviation activity can be affected by many influences on the local, regional, and national levels, making it virtually impossible to predict year-to-year fluctuations of activity over a five-year planning period with any certainty. Therefore, it is important to remember that forecasts are to serve only as guidelines, and planning must remain flexible enough to respond to a range of unforeseen developments.

One notable influence has been the COVID-19 pandemic, which struck after the Federal Aviation Administration's (FAA) approval of the airport aviation demand forecast in June 2018 (attached). Day-to-day aviation activity was impacted during the health crisis, in which the airport traffic control tower reported a decrease in airport operations from 73,432 in 2019 to 57,532 in 2020.<sup>1</sup> Airport operations are anticipated to recover to pre-COVID levels over the next five years.<sup>2</sup> However, based upon the types of aircraft using Hawthorne Municipal Airport, the proposed existing and ultimate airport operations approved by the FAA are still considered reasonable and valid for updating the Noise Exposure Maps.

The forecast analysis for Hawthorne Municipal Airport was produced following seven basic guidelines set forth in FAA Advisory Circular (AC) 150/5070-6C, *Airport Master Plans*.<sup>3</sup> Existing forecasts are examined and compared against current and historic activity. The historical aviation activity is then examined along with other factors and trends that can affect demand. The intent is to provide an updated set of aviation demand projections for the airport that will permit airport management to make planning adjustments as necessary to maintain a viable, efficient, and cost-effective facility.

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<sup>1</sup> Federal Aviation Administration *Air Traffic Activity System*. <https://aspm.faa.gov/opsnet/sys/Tower.asp> (February 2, 2021)

<sup>2</sup> Preparation of this NEM Update began in November 2019, and the forecasts used in the study are based on conditions at that time. The COVID-19 global pandemic led to reduced demand for aviation activity at the Airport. The aviation activity forecast included in this 2025 forecast contours is based on the best available data and valid assumptions. The forecast assumes that temporary downturns or upswings may occur during the forecast period. In the past, aviation activity has undergone significant, although temporary, reductions in response to economic downturns or security events such as the recession in 2008, the terrorist attacks on September 11, 2001, and the Persian Gulf War. Aircraft activity is reasonably expected to eventually resume over time as the economy recovers, even as leisure and business travels adapt to new norms after the COVID-19 global pandemic.

<sup>3</sup> Federal Aviation Administration Advisory Circular 150/5070-6C, *Airport Master Plans* (July 29, 2005). [https://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.current/documentnumber/150\\_5070-6](https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5070-6)



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

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

15000 Aviation Boulevard  
Los Angeles, CA 90009-2007

June 12, 2018

Mr. Arnold Shadbehrr  
Interim City Manager and Public Works Director  
City of Hawthorne  
4455 W. 126<sup>th</sup> Street  
Hawthorne, CA 90250

Dear Mr. Shadbehrr:

**Hawthorne Municipal Airport (HHR)  
Aviation Demand Forecast**

The Federal Aviation Administration (FAA) has completed the review of the Aviation Demand Forecast for Hawthorne Municipal Airport-Jack Northrup Field. The forecast is consistent with the FAA Terminal Area Forecast (TAF) and is approved.

The aircraft operations, calls for a growth forecast higher than the TAF for the 5-year, 10 year, and 15-year at 7.3 percent, 13.2 percent and 15.5 percent. These forecasts are within FAA's 10 percent and 15 percent allowance for the 5-year and 10-year periods. The approved Forecasts will not affect the timing or scale of any future airports projects.

If you have questions concerning this matter, please contact me at (310) 725-3630.

Sincerely,

Jaime Duran  
Lead Airport Planner  
Los Angeles Airports District Office



**Table T**  
**Annual Aircraft Operations Forecast Summary**  
**Hawthorne Municipal Airport (ATCT Count)**

Operations Type	Actual		Forecast	
	2017	2022	2027	2037
<b>General Aviation</b>				
Itinerant	38,522	42,000	45,000	52,000
Local	<u>28,570</u>	<u>31,000</u>	<u>34,000</u>	<u>38,000</u>
Total General Aviation	67,092	73,000	79,000	90,000
Air Taxi Operations	11,933	13,000	14,000	17,000
Military Operations	273	500	500	500
Total Annual Operations	79,298	86,500	93,500	107,500
<b>Annual Instrument Operations</b>				
<b>General Aviation</b>	2,700	2,940	3,150	3,640
<b>Air Taxi</b>	6,440	7,020	7,560	9,180
<b>Military</b>	10	20	20	20
<b>Total Instrument Operations</b>	9,150	9,980	10,730	12,840

### Military Operations Forecast

Military aircraft are a relative small part of the operations at the airport - recording both itinerant and local operations. Over the last 12 years, HHR has averaged approximately 500 military operations made up of 450 itinerant and 50 local operations annually. While the total military operations were lower in 2016, they were higher than this average in 2015. Without any changes in military missions, it is anticipated that HHR will continue to experience a similar level of military operations in the future. This forecast is summarized in **Table T**.

### Instrument Operations Forecast

Instrument operations include those operations conducted under an instrument flight plan. In recent years, approximately 54 percent of all air taxi operations have been counted as instrument operations. In addition, approximately seven percent of general aviation itinerant operations and four percent of military operations are counted as instrument operations. The instrument operation forecast included in **Table T** is based upon similar percentages maintained into the future.

### Operations Forecast Summary

**Table T** presents the aggregate total of current operational totals, as well as the operational forecasts through 2037.