



Hawthorne Municipal Airport

14 CFR Part 150 Noise Compatibility Planning Study 2020 and 2025 Noise Exposure Maps Update



*Prepared for the City of
Hawthorne, California*



14 CFR PART 150 NOISE COMPATIBILITY PLANNING STUDY

HAWTHORNE MUNICIPAL AIRPORT Hawthorne, California

Prepared for:
The City of Hawthorne

Prepared by:



And



June 2021

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under the Airport and Airway Improvement Act of 1982, as amended. The contents of this report do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.



Hawthorne Municipal Airport

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Hawthorne Municipal Airport

Sponsor's Certificate



SPONSOR'S CERTIFICATION

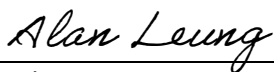
The Noise Exposure Maps (NEMs) for Hawthorne Municipal Airport, hereby submitted in accordance with Title 14 CFR Part 150, were prepared with the best available information and are certified as true and complete under penalty of 18 U.S.C. 1001.

The Noise Exposure Maps contained herein represent the noise exposure from aircraft operations at Hawthorne Municipal Airport in 2020 and 2025 and have been prepared with the best available information and are hereby certified as true. The data used to develop the 2020 Noise Exposure Map are representative of existing conditions (2020) and the data used to develop the 2025 Noise Exposure Map are representative of the five-year aircraft operations forecast condition (2025).

The NEMs were prepared in consultation with officials of the state and public and planning agencies whose area, or any portion of whose area, or jurisdiction is within the CNEL contour depicted on the NEMs. The consultation also included Federal officials having local responsibility and regular aeronautical users of the Airport. It is further certified that adequate opportunity has been afforded interested persons to submit their views, data, and comments concerning the correctness and adequacy of the NEMs and the supporting documentation and aircraft operations forecasts.

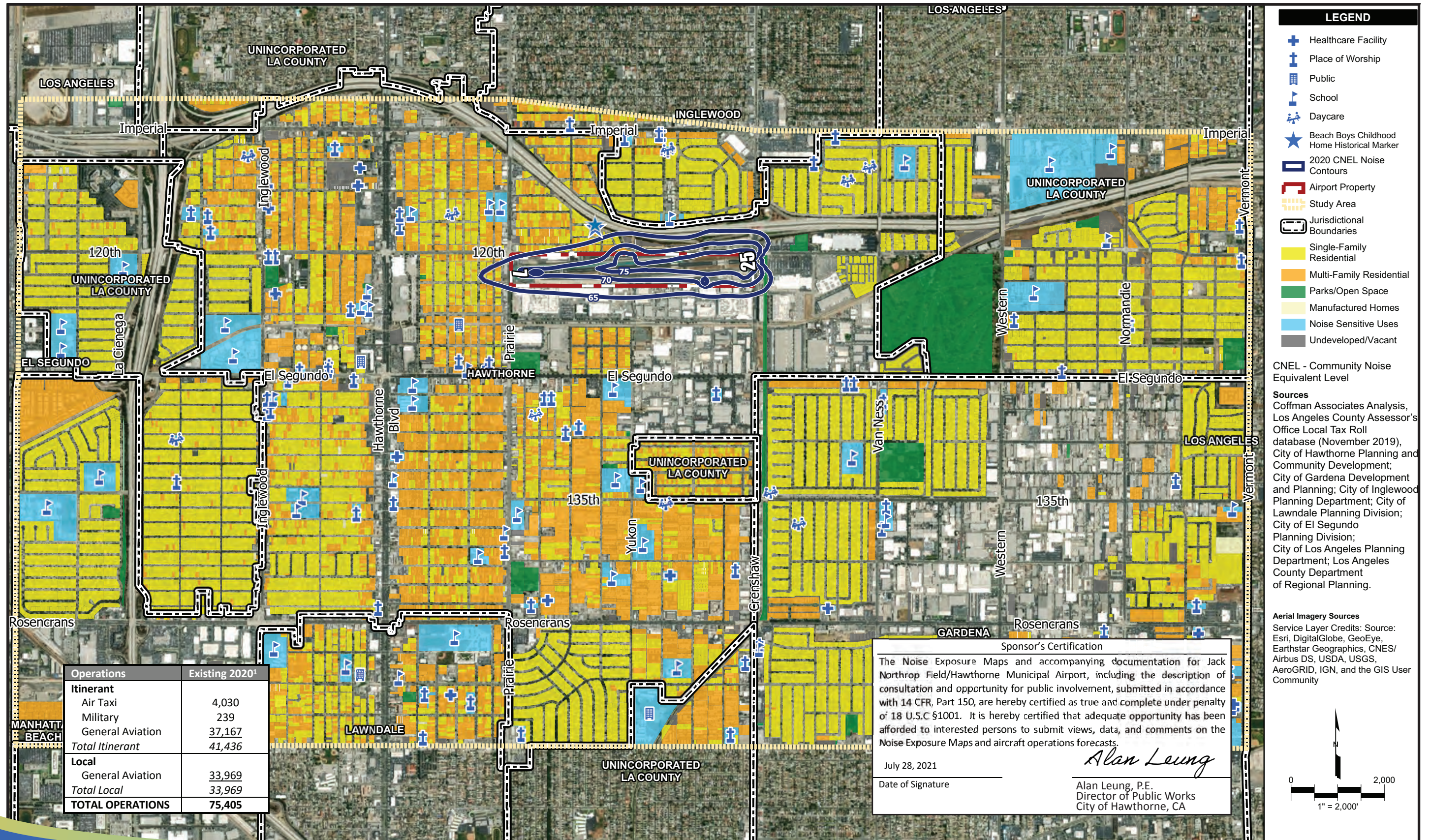
July 28, 2021

Date of Signature

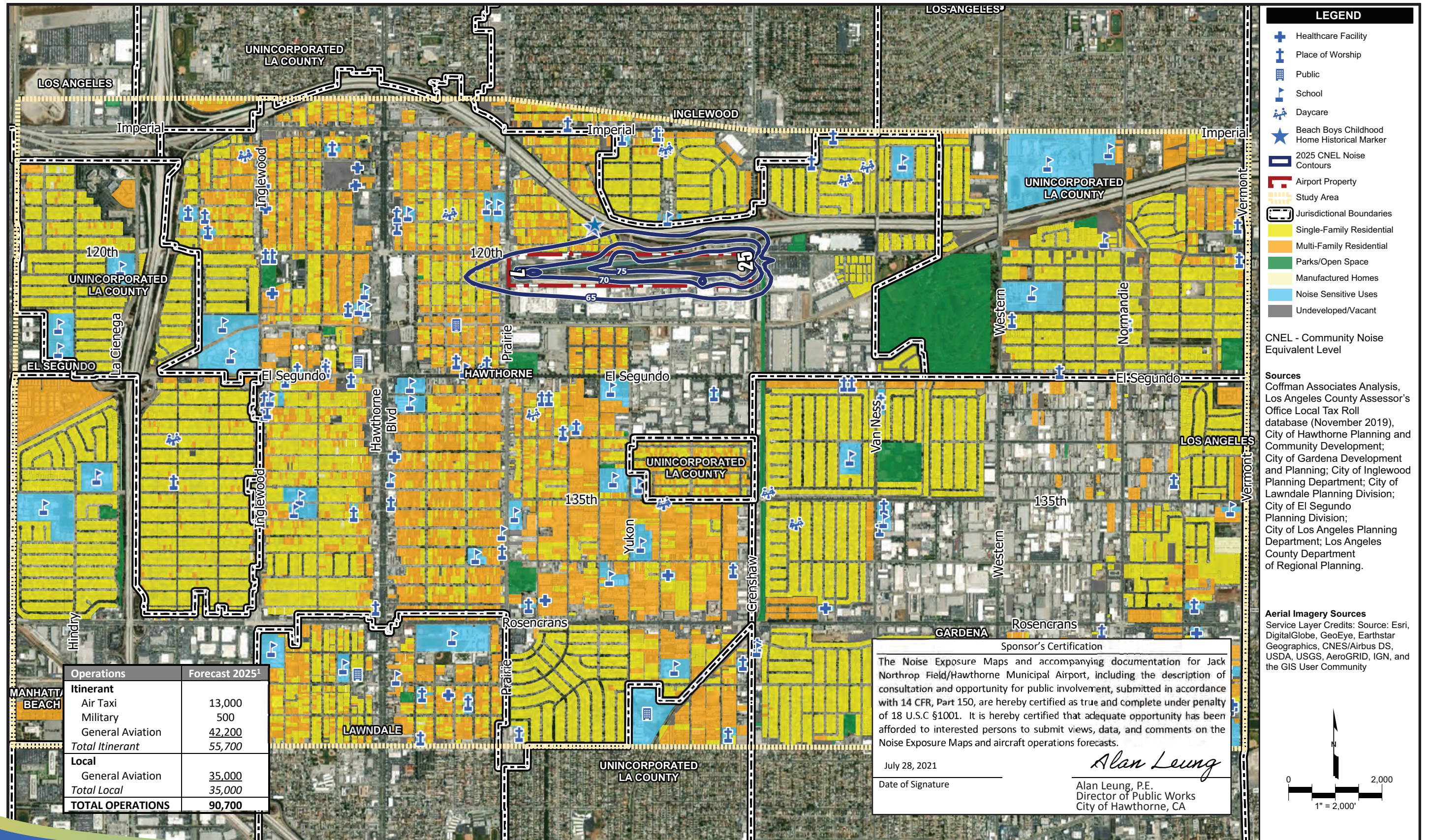


Alan Leung, P.E.
Director of Public Works
City of Hawthorne, CA

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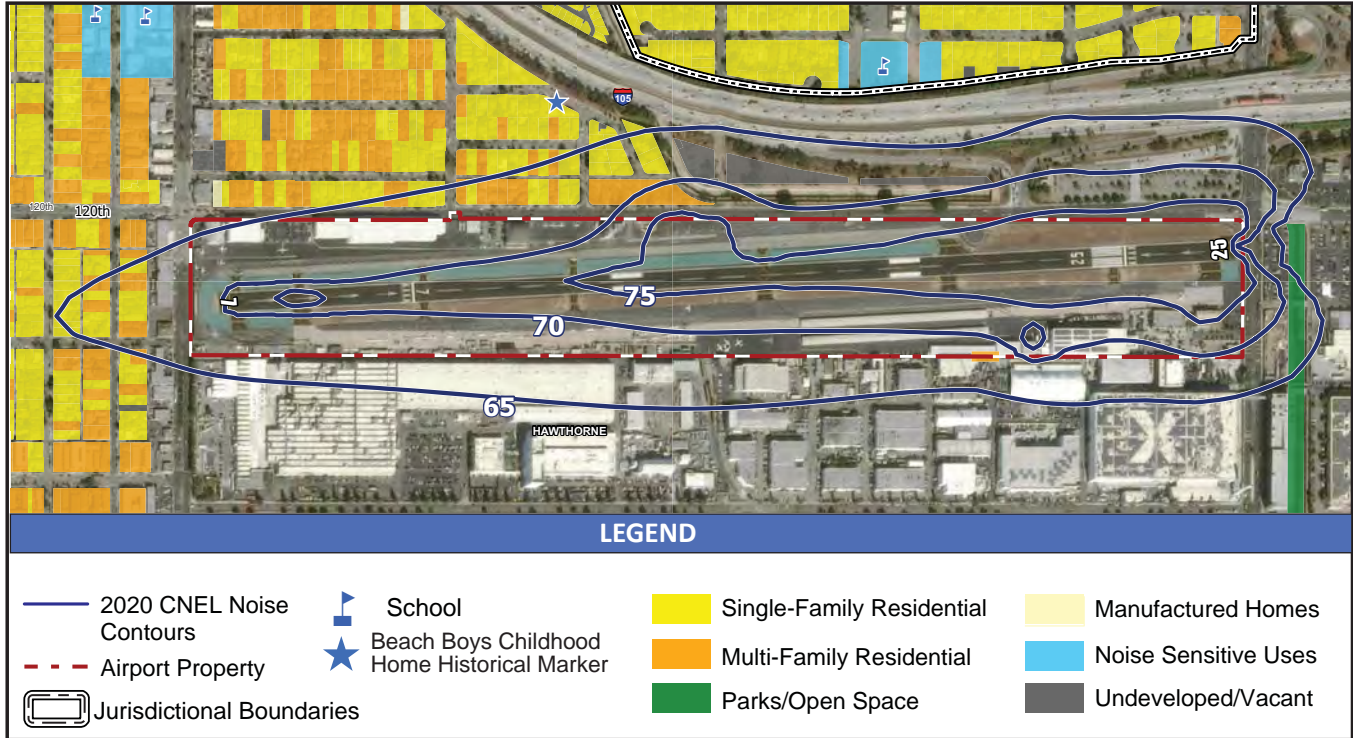
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2020 NOISE EXPOSURE MAP WITH LAND USE

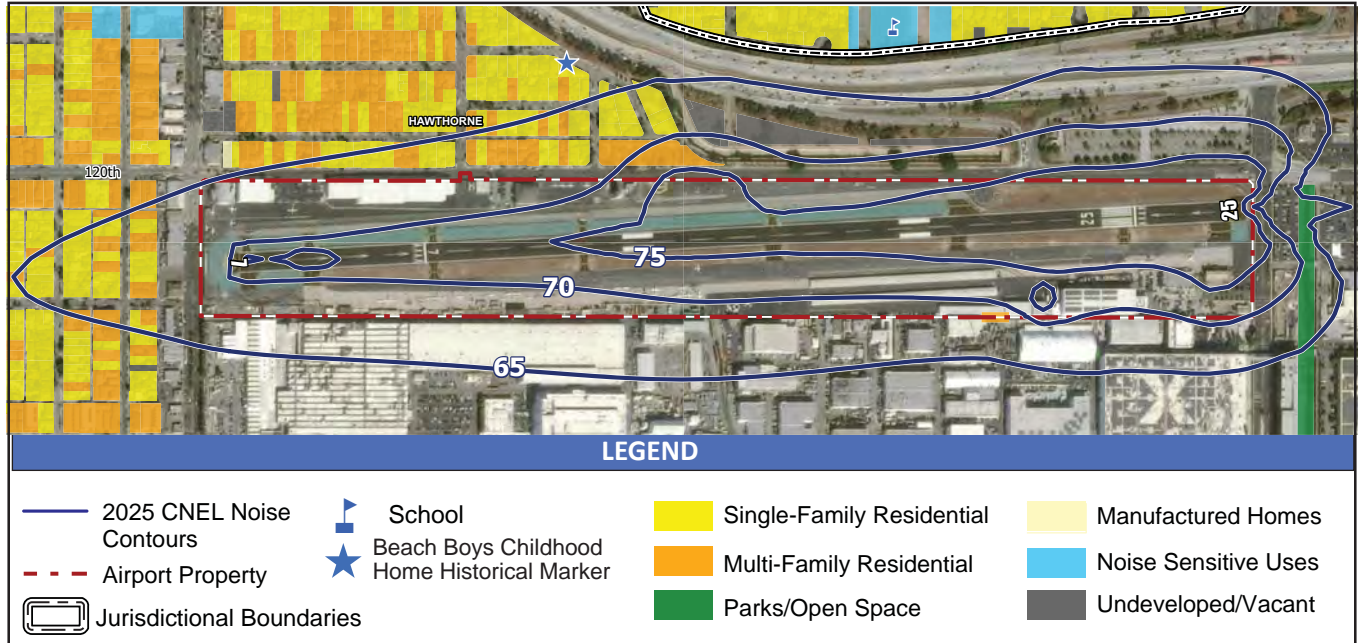


	65-70 CNEL	70-75 CNEL	75+ CNEL
Parcels/Dwelling (d.u.)			
Single Family Residential	34 parcels, 34 d.u.	0	0
Multi-Family Residential	18 parcels, 69 d.u.	0	0
Noise-Sensitive Institutions	0	0	0
Total Parcels/ Dwelling Units	52 parcels, 103 d.u.	0	0
Estimated Population			
Single Family Residential	101	0	0
Multi-Family Residential	204	0	0
Total Estimated Populated	305	0	0
<p>Source: Coffman Associates' analysis</p> <p>Es. mated populated is calculated by multiplying the number of dwelling units for residential land uses by the number of persons per household. Persons per household information is based on U.S. Census Bureau, American Community Survey, 5-year Estimates, 2014-2018 for Hawthorne, CA which is reported as 2.96 persons per household. https://www.census.gov/quickfacts/-fact/table/hawthornecitycalifornia/HSD310218, accessed May 2020.</p>			





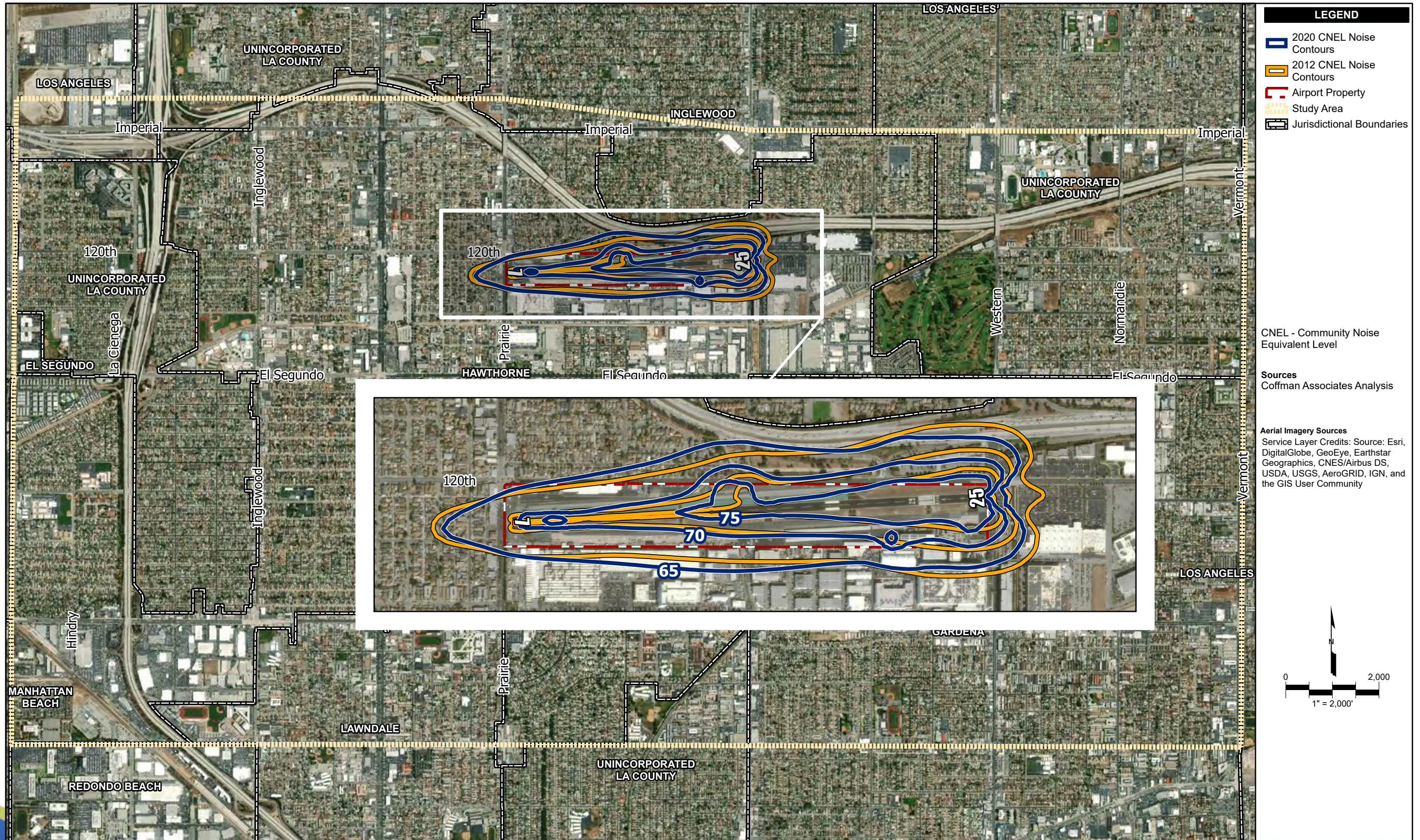
2025 NOISE EXPOSURE MAP WITH LAND USE



	65-70 CNEL	70-75 CNEL	75+ CNEL
Parcels/Dwelling (d.u.)			
Single Family Residential	60 parcels, 61 d.u.	0	0
Multi-Family Residential	31 parcels, 81 d.u.	1 parcel, 21 d.u.	0
Noise-Sensitive Institutions	0	0	0
Total Parcels/ Dwelling Units	91 parcels, 142 d.u.	1 parcel, 21 d.u.	0
Estimated Population			
Single Family Residential	181	0	0
Multi-Family Residential	240	62	0
Total Estimated Populated	421	62	0
Source: Coffman Associates' analysis Es. mated populated is calculated by multiplying the number of dwelling units for residential land uses by the number of persons per household. Persons per household information is based on U.S. Census Bureau, American Community Survey, 5-year Estimates, 2014-2018 for Hawthorne, CA which is reported as 2.96 persons per household. https://www.census.gov/quickfacts/fact/table/hawthornecitycalifornia/HSD310218 , accessed May 2020.			

NOISE-SENSITIVE LAND USE IMPACT SUMMARY

	65-70 CNEL	70-75 CNEL	75+ CNEL
Noise-Sensitive Land Uses			
2012	50 parcels, 104 d.u.	0	0
2017	13 parcels, 39 d.u.	0	0
2020	52 parcels, 103 d.u.	0	0
2025	91 parcels, 142 d.u.	1 parcel, 21 d.u.	0
Population			
2012	304	0	0
2017	115	0	0
2020	305	0	0
2025	421	62	0
Source: Coffman Associates' analysis			



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Hawthorne Municipal Airport

Introduction





Introduction

HAWTHORNE MUNICIPAL AIRPORT (HHR) NOISE EXPOSURE MAPS UPDATE

The goal of Title 14 of the Code of Federal Regulations Part 150 Noise Compatibility Study (14 CFR Part 150) for the Jack Northrop Field/Hawthorne Municipal Airport (KHHR) is to identify and reduce the impact of aircraft noise and encourage land use compatibility in the area immediately surrounding the airport. Before discussing the preparation of a Part 150 study, it is important to understand what this study does and does not do:

A Part 150 Study:

- Identifies the current and projected annualized aircraft noise levels at Hawthorne Municipal Airport using the Community Noise Equivalent Level (CNEL) noise metric.
- Identifies impacts to reduce the noise impacts from aircraft operating to and from Hawthorne Municipal Airport through changes in aircraft operations or airport facilities.

A Part 150 Study does not:

- Encourage future land uses which are compatible with aircraft noise, such as commercial or industrial in undeveloped areas.
- Determine methods to reduce the adverse impacts of noise above 65 CNEL in existing residential areas.
- Establish a procedure to implement, review, and update the program.
- Evaluate aircraft operations from other area airports.



- Consider other types of impacts (air quality, accidents, etc.).
- Use noise metrics other than CNEL to determine noise impacts.
- Provide justification for airport expansion.

Preparation of this Noise Compatibility Planning Study is guided by 14 CFR Part 150 regulations. These regulations outline the required components of such studies. Part 150 states that the study must:

- be developed in consultation with state and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the 65 CNEL contour, Federal Aviation Administration (FAA) regional officials, other Federal officials having local responsibility for land uses depicted on the map, and regular aeronautical users of the airport¹;
- afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the noise exposure map and noise compatibility program;
- use CNEL for the analysis and characterization of multiple aircraft noise events and for determining the cumulative exposure of individuals to noise around airports²;
- include future noise exposure contours based on forecast aircraft operations at the airport for a forecast period that is at least five years in the future;
- be based on reasonable assumptions concerning future type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout, including any planning airport development, planned land use changes, and demographic changes in the surrounding areas;
- include, to the extent practicable, an informal agreement from FAA based on proposed new or modified flight procedures;
- include analysis of the alternative measures considered in developing the program;
- include measures proposed to reduce or eliminate present and future noncompatible land uses and a description of the relative contribution of each of the proposed measures to the overall effectiveness of the program; and
- document the actual or anticipated effect of the program on reducing noise exposure to individuals and noncompatible land uses.³

The Noise Exposure Map (NEM) document is an evaluation of the existing and future noise conditions at the airport used as a baseline analysis for the study. This results in the development of Noise Exposure Maps that illustrate the existing and future noise exposure contours for Hawthorne Municipal Airport.

¹ §A150.101 Noise contours and land usages, (d) For the purpose of compliance with this part, all land uses are considered to be compatible with noise levels less than 65 DNL/CNEL. Local needs or values may indicate further delineation based on local requirements or determinations.

² In California, the Community Noise Equivalent Level (CNEL) metric is used in place of DNL.

³ §150.23 Noise compatibility programs, (e)(5) The actual or anticipated effect of the program on reducing noise exposure to individuals and noncompatible land uses and preventing the introduction of additional noncompatible uses within the area covered by the noise exposure map. The effects must be based on expressed assumptions concerning the type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout, including planned airport development, planned land use changes, and demographic changes within the 65 DNL/CNEL noise contours.



Noise exposure contours identify those areas most adversely impacted by aircraft noise from Hawthorne Municipal Airport based on 14 CFR Part 150 requirements. Previous NEMs were completed in 1988, 1993, and 2012. This report is an update of the 2012 study. Three Chapters are included in this updated NEM document.

- *Chapter One, Inventory*, presents an overview of the airport, airspace, aviation facilities, existing land uses, and local land use policies and regulations.
- *Chapter Two, Aviation Noise*, explains the methodology used to develop aircraft noise contours. It also describes the key input assumptions used for noise modeling.
- *Chapter Three, Noise Impacts*, presents updated existing and forecast aircraft noise exposure contours based on the assumption of no additional noise abatement.

COORDINATION, CONSULTATION, AND PUBLIC INVOLVEMENT

As part of the planning process, the public, airport users, and local, state, and federal agencies were given an opportunity to review and comment on the Noise Exposure Map (NEM) and supporting documentation. Project materials were made available for local review and discussion throughout the process via physical hand-outs and a dedicated project website.

Consultation per the requirement of 14 CFR Part 150, Sections 150.21(b) and A150.105(a), were primarily conducted through a study committee, the Planning Advisory Committee (PAC), formed to provide input and feedback on the NEM. The PAC included local residents, airport users, community officials and planning staff with jurisdiction within or in the vicinity of the 65 CNEL noise exposure contours, local business representatives, California Department of Transportation (Caltrans), and the FAA. PAC members are listed in **Table 1** and **Appendix A**. The PAC reviewed and commented on the working papers throughout the study process.

The PAC met twice in-person during the preparation of the NEM: on November 14, 2019 and February 20, 2020. Due to the COVID-19 pandemic of 2020 and 2021, a third PAC meeting was held virtually on February 11, 2021. Following each PAC meeting, the public was invited to participate in a series of Public Information Workshops. These workshops were structured informally, in an open house format, using display boards to present information throughout the meeting room.

In-person community workshops were also held on November 14, 2019 and February 20, 2020. Due to the COVID-19 pandemic, the third public workshop was held virtually over a series of three days, allowing participants to log-in online to review the information and ask questions. These meetings convened on February 11, 2021, February 18, 2021, and February 25, 2021. Organized by the airport, the purpose of these meetings was to give the public additional opportunities to provide feedback on noise issues near the Hawthorne Municipal Airport, as well as provide comments to the consultants regarding the Part 150 Study.



TABLE 1
Planning Advisory Committee
Hawthorne Municipal Airport

Name	Representing
Ms. Edvige Mbakoup	Federal Aviation Administration , Environmental Protection Specialist, Western Pacific Region
Mr. Philip Crimmins	California Department of Transportation – Division of Aeronautics , Aviation Noise Regulations and Environmental Review
Mr. Greg Tsujiuchi	City of Hawthorne Planning and Community Development , Director of Planning
Ms. Olivia Valentine	City of Hawthorne , Mayor Pro Tem
Mr. Gary Avery	Hawthorne Control Tower , Air Traffic Manager
Mr. Phil Derner	National Business Aviation Association, Inc.
Ms. Melissa McCaffrey	Airport Owners and Pilots Association , Regional Manager
Ms. Amy J. Bodek	Los Angeles County Regional Planning , Director
Ms. Kathleen Teal	City of Gardena
Mr. Patrick Carey	Wolfe Air , Pilot Resource Manager
Mr. Drew Boyles	City of El Segundo , Mayor
Mr. Donny Sandusky	Hawthorne Airport, LLC/Jet Center LA
Mr. Richard Montgomery	City of Manhattan Beach , Mayor Pro Tem
Ms. Laura Emdee	City of Redondo Beach , City Council Member District 5
Mr. Melvin Wagner	Holly Park Homeowner's Association
Ms. Julie DeCoste	Hollyglen Neighborhood Association
Ms. Carolyn Ficklin	Ramona Neighborhood Association
Mr. Bob Hawks	Wiseburn Watch Neighborhood Watch Group

Written comments were received as part of the public consultation processes described above. These comments are on file with the FAA Western-Pacific Region Airports Division Manager. Additional information regarding coordination, consultation, and public involvement may be found in **Appendix B**, which includes copies of meeting notices, meeting notes, sign-in sheets, and written comments received.