



Flight Procedures Cover Page	Task Action: P-NOTAM	Task Type: IAP	Estimated Chart Date: 01/27/2022	APWS Task ID: 1D0F4C88F1F243A4B56A2CEDFB5C670F	APWS Project ID: 0C3CE7CAED5E4233A1BD9B91E4456B3C
Procedure: LOC RWY 25 AMDT 12C		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KHHR			Airport City: HAWTHORNE		State: CA
Facility ID: HHR	Facility Type: LOC	Flight Inspection Remark Type:			
<p><b>Procedure Comments:</b>          CLEARS FDC NOTAM 1/7562.</p> <p>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.</p> <p>CONTACT CASIMIR TABAKA 405-954-7931.</p>					



9/30/21 J. DuBois

*Digitally signed by*  
**MARY MCDONALD**  
 Sep 30, 2021



*Digitally signed by*  
**CASIMIR L TABAKA**  
 Oct 01, 2021

LOC I-HHR	APP CRS	Rwy Idg	4193
<b>109.1</b>	<b>253°</b>	TDZE	63
		Apt Elev	66

**OLD****LOC RWY 25**

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

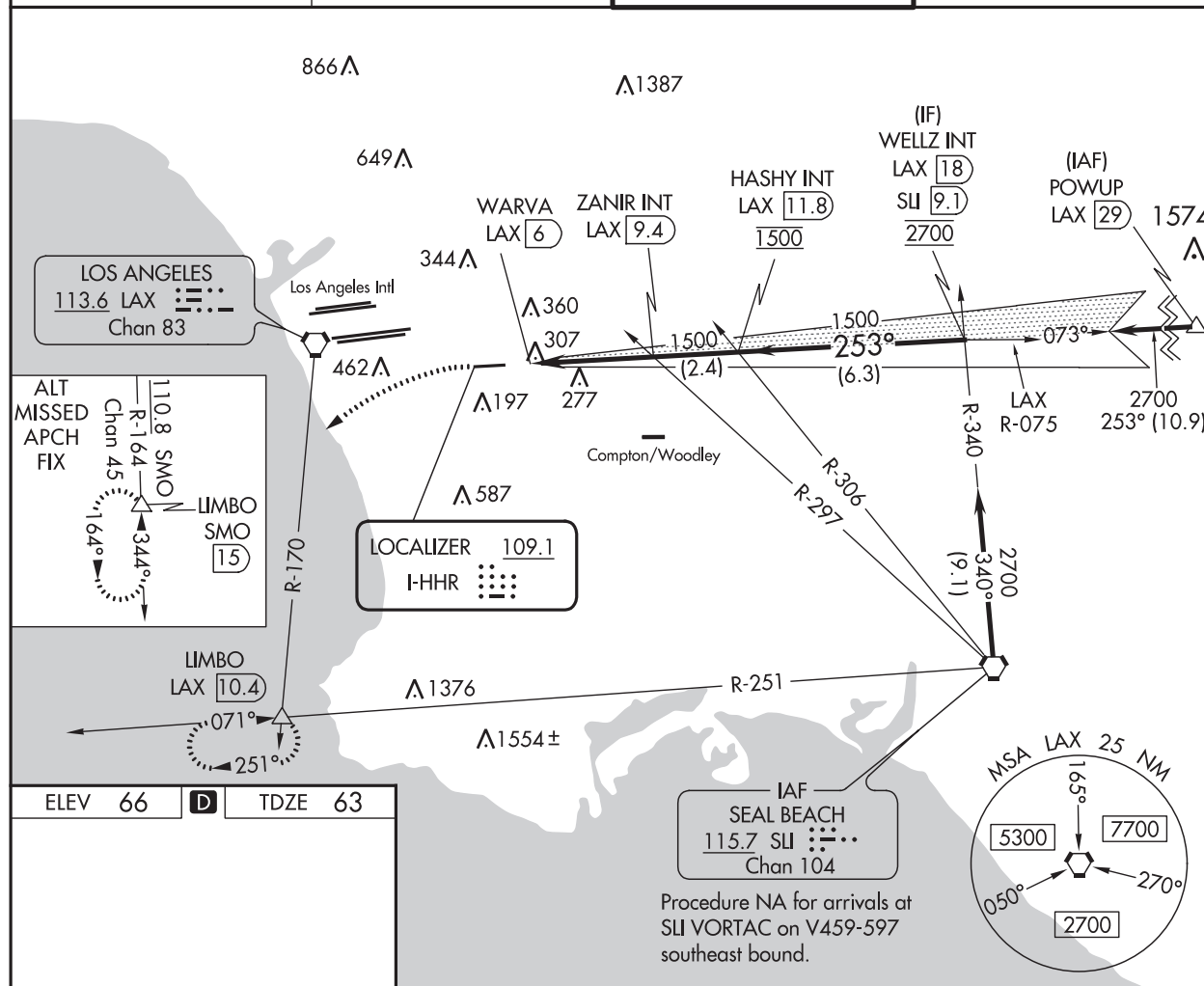
**T** Inop table does not apply to Cat C. Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling NA when control tower closed. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Simultaneous approach authorized with LAX 25L/R 24L/R. Circling NA north of Rwy 7-25. DME from LAX VORTAC. Simultaneous reception of I-HHR and LAX DME required. Procedure NA at night.

ODALS



**MISSED APPROACH:** Climbing left turn to 3000 on heading 210° and LAX VORTAC R-170 to LIMBO INT/LAX 10.4 DME and hold.

ATIS <b>118.4</b>	SOCAL APP CON <b>124.9 269.0</b>	HAWTHORNE TOWER★ <b>121.1(CTAF) 0 257.8</b>	GND CON <b>125.1</b>
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<p>ELEV 66 <b>D</b> TDZE 63</p> <p>TWR 135</p> <p>4884 X 100</p> <p>25</p> <p>253° 4.2 NM from FAF</p> <p>REIL Rwy 25</p> <p>MIRL Rwy 7-25 <b>0</b></p>	3000	LAX R-170	LIMBO	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).		WELLZ INT LAX 18
	hdg 210°					
	LOC unusable from MAP inbound.	WARVA LAX 6	ZANIR INT LAX 9.4	HASHY INT LAX 11.8		
		0.8 NM	0.6 NM	2.8 NM	2.4 NM	6.3 NM
CATEGORY	A	B	C	D		
S-25	580- $\frac{3}{4}$	517 (600- $\frac{3}{4}$ )	580-1 $\frac{3}{8}$	517 (600-1 $\frac{3}{8}$ )		
<b>C</b> CIRCLING	620-1	554 (600-1)	780-2	714 (800-2)	780-2 $\frac{1}{4}$	714 (800-2 $\frac{1}{4}$ )

**1. FLIGHT PROCEDURE IDENTIFICATION:**

LOC Rwy 25  
Jack Northrop Field/Hawthorne Muni (HHR)  
Hawthorne, CA

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Lighting of 20:1 OIS Obstacles within the Visual Portion of Final Approach- FAAO 8260.3 Para 3-3-2.c.(4)(b)

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

An assumed 17 ft AGL, unlit vehicle on 120th St causes a penetration of the 20:1 visual segment OIS for Rwy 25 approaches.

A waiver is required to allow mitigation of assumed vehicles on 120th St by using obstruction lighting along the perimeter fence. This would permit a restoration of critical night IFR operations to Rwy 25. The airport serves as a critical link to SoFi Stadium events, corporate aircraft service and maintenance through JetCenter of Los Angeles as well as home to the Space Exploration Technologies Corp. (SpaceX).

These are all vital functions that cannot be fully supported without a night IFR capability.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

An airport perimeter fence extends from near the southwest corner of the intersection of Crenshaw Blvd and 120th St. west along 120th St. separated from 120th traffic by a sidewalk approximately 10 feet wide. The fence has three 15 ft AGL, frangibly mounted, obstruction lights placed no more than 150 ft apart within the visual segment of the approach (see atch 1). The installation and placement of the lights is IAW guidance in A/C 70/7460-1 Para. 5.7. All lights have been placed at an MSL height greater than the assumed 17 ft vehicle on 120th St, abeam the light. The span of lights covers the entire length of the visual segment where a 17 ft vehicle would be a penetration of the 20:1 OIS.

A Letter of Agreement has been entered by the airport and the FBO to control overnight parking and movement within certain areas of the FBO ramp based on tail height (see atch 2). This agreement will assure that there are not any unlit 20:1 OIS penetrations on the south side of runway 25 (see atch 3).

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

VGSI mitigation of the 20:1 obstruction was determined not feasible due to equipment siting limitations and relocation constraints of a compact airfield environment. The current VASI cannot be sited at a VDA and TCH compatible with existing procedures. A PAPI installed to match current procedures would conflict with the segmented circle location. The VDA/GPA of existing procedures cannot be increased due to simultaneous operations constraints between the airport and Los Angeles Int'l.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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**8. AFS ACTIONS:**

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

Approved Based on the Equivalent Level of Safety in Block 4.

**DATE**

**ROUTING SYMBOL**

**SIGNATURE**

Wayne C Radicke  
Signed By: Wayne C Radicke Wed  
Jul 7 2021 17:55:59 GMT-05:00:00  
(Central Standard Time)

# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 07/16/21

**IFP:** Boitano, Tom (tom.boitano@faa.gov)

**Airport Contact:** -

**Request ID:** KHHR\_21714

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** RNAV (GPS) Rwy 25 Amdt 3 LOC Rwy 25 Amdt 13 VOR Rwy 25 Amdt 17

**Procedure Request Description:**

Procedure Description:

The Federal Aviation Administration is proposing to remove the note "Procedure NA at night" from the following instrument approach procedures serving Jack Northrop Field/Hawthorne Municipal Airport

Hawthorne, California:

- RNAV (GPS) Rwy 25 Amdt 3
- LOC Rwy 25 Amdt 13
- VOR Rwy 25 Amdt 17

Procedure Benefit:

The proposed action is the culmination of an extended effort to restore night minimums for the airport. The appropriate waivers have been approved and a NOTAM has been issued restoring night operations.

Procedure Need:

The airport needs night instrument flight rules operations in order to support airport activities.

The number of operations and flight tracks are not anticipated to change as a result of the proposed action.

## Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

## Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

**The applicable Categorical Exclusion is:**

**5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By: **VIKAS UBEROI** Digitally signed by VIKAS UBEROI  
Date: 2021.07.19 05:31:58 -07'00' Date: \_\_\_\_\_

Title: Environmental Protection Specialist - AJV W250

Approved By: **LONNIE DEL COVALT** Digitally signed by LONNIE DEL COVALT  
Date: 2021.07.19 10:20:54 -05'00' Date: \_\_\_\_\_

Title: Environmental Protection Specialist - AJV W250