


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/03/2022	APWS Task ID: 6755D6D1CC6846E5BFD78E2773FA1D39	APWS Project ID: 90CD22B362A940A9B70F3C942E5122CD
Procedure: RNAV (GPS) RWY 7 ORIG		Enroute: NO	Specialist: Sarmiento, April		Agreement Number:
Airport ID: KHHR			Airport City: HAWTHORNE		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			

Procedure Comments:
ACTIVE DATA USED FOR KHHR

CONTACT CASIMIR TABAKA 405-954-7931



7/26/2022 THIS IS AN UPDATED COPY OF THE PROCEDURE DEVELOPED ON 6/27/2022.

1. TERMINAL ROUTES: CHANGED SEGMENT FROM "ZEFER TO RW07" TO "ZEFER TO (CFLBQ)" AND CHANGED COURSE FROM 069.76 TO 069.68, AND CHANGED DISTANCE FROM 7.30 TO 7.31
2. TERMINAL ROUTES: CHANGED SEGMENT FROM "RW07 TO 341 MSL" TO "(CFLBQ) TO 342 MSL" AND CHANGED COURSE FROM 069.76 TO 069.68
3. TERMINAL ROUTES: CHANGED SEGMENT FROM "341 MSL TO DOODY" TO "342 MSL TO DOODY"
4. MISSED APPROACH MAP: CHANGED FROM "LNAV: RW07" TO "LNAV: (CFLBQ)"
5. PROFILE LINE 3: CHANGED FAC FROM 069.76 TO 069.68, CHANGED DIST FAF TO MAP FROM 7.30 TO 7.31 AND CHANGED DIST FAF TO THLD FROM 7.30 TO 7.31
6. PROFILE LINE 5: CHANGED DIST TO THLD FROM "277 HAT: 0.59" TO "278 HAT: 0.59"
7. PROFILE LINE 7: CHANGED FROM "RW07 7700" TO "CFLBQ 7700"
8. ADDITIONAL FLIGHT DATA: ADDED "CHART IN PLANVIEW: FINAL APPROACH COURSE OFFSET 2.99 DEGREES"
9. ADDITIONAL FLIGHT DATA: ADDED "FICTITIOUS THRESHOLD POINT (CFLBQ)"
10. ADDITIONAL FLIGHT DATA: CHANGED NOTE FROM "CHART: KCPM IN PLAN AND PROFILE VIEWS" TO "CHART: KCPM IN PLANVIEW"
11. MINIMUMS: CHANGED LPV ALL CATS FROM "DA/341/VIS 1/HAT/277" TO "DA/342/VIS 1/HAT/278"
12. FAS DATA: LTP/FTP LATITUDE/LONGITUDE CHANGED FROM "335521.3925N/11820245205" TO "335521.9585N/11820245765W"
13. FAS DATA: FPAP CHANGED FROM "335530.9635N/1181838.0645" TO "335531.6445N/1181838.1355"
14. CRC REMAINDER CHANGED FROM "CF212A19" TO "3F029955"
15. ADDED (CFLBQ) 8260-2 FORM TO FILES

8/26/2022: THIS IS AN UPDATE COPY OF THE FORM DEVELOPED ON 7/26/2022
8260-2 SEAL BEACH VORTAC REV 35 REMOVED FROM THIS PACKAGE. REVISION 34 IS USED AS A REVIEW INQUIRY.

08/30/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/27/2022
ADDED 11/3/2022 AS THE REQUIRED EFFECTIVE DATE.

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/03/2022	APWS Task ID: 6755D6D1CC6846E5BFD78E2773FA1D39	APWS Project ID: 90CD22B362A940A9B70F3C942E5122CD
Procedure: RNAV (GPS) RWY 7, ORIG		Enroute: NO	Specialist: Sarmiento, April		Agreement Number:
Airport ID: KHHR			Airport City: HAWTHORNE		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATA USED FOR KHHR</div> <div>CONTACT CASIMIR TABAKA 405-954-7931</div> <div>Digitally signed by CASIMIR L TABAKA Jun 21, 2022</div> <div>QUALITY 10 CHECKED</div> <div>QUALITY 41 CHECKED</div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 7 ORIG			AIRPORT NAME: JACK NORTHROP FLD/HAWTHORNE		AIRPORT ID: KHHR	SPECIAL CONTROL NO: SG-07-315-22
FAC ID: KHHR07		CITY: HAWTHORNE			ST: CA	ORIG CHART DATE: 11/03/2022
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0598	PTS TASK ID: 6755D6D1CC6846E5BFD78E2773FA1D39		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					YES	NO
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>	
PROCEDURE RESULTS						
INSPECTION DATE: 08/23/2022	CREW #: VN502	N #: N79	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: troy e devine @ 08/23/2022 19:53			PRINTED NAME: DEVINE, TROY ELLEN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Holding for ATC delay due to traffic arriving into KHHR and KLAX KHHR RNAV (GPS) RWY 07 satisfactory with changes. CAT B circling obstacle unchanged. Should be reflected similarly to the KHHR25 approach. -9 needs to be updated. Numerous admin errors on the provided fig.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

HAWTHORNE, CALIFORNIA

AL-5120 (FAA)

FIG

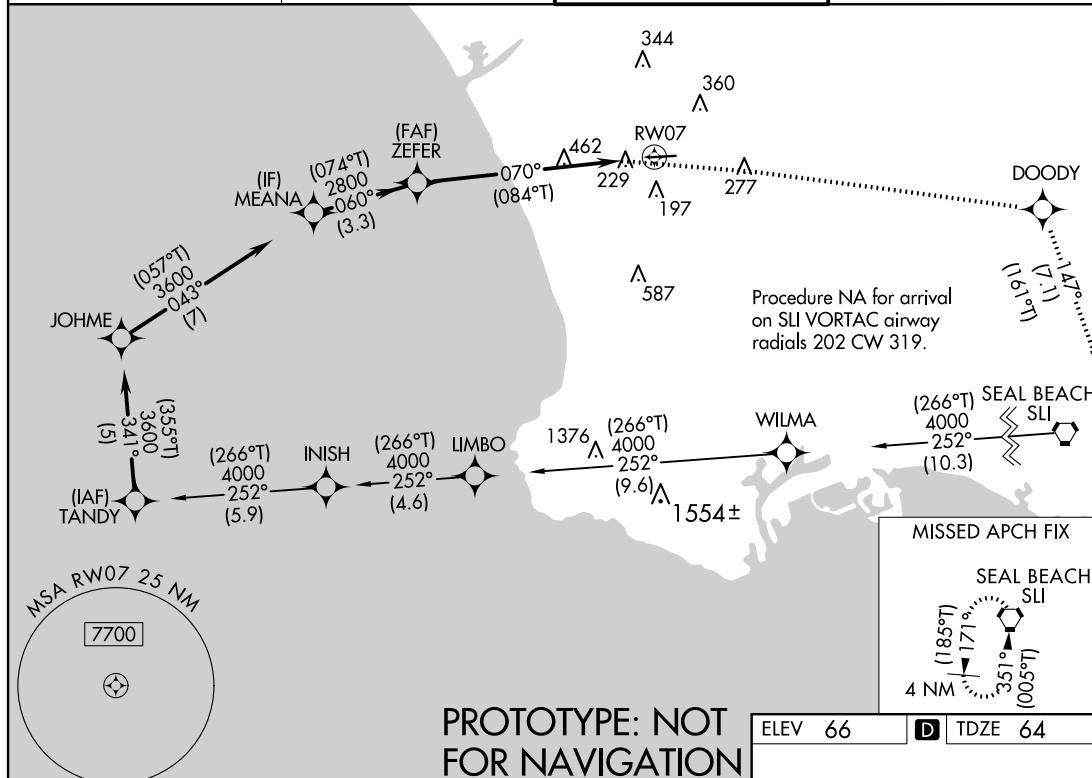
WAAS CH 40344 W07A	APP CRS 070°	Rwy Idg TDZE Apt Elev	3765 64 66
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RNAV (GPS) RWY 7

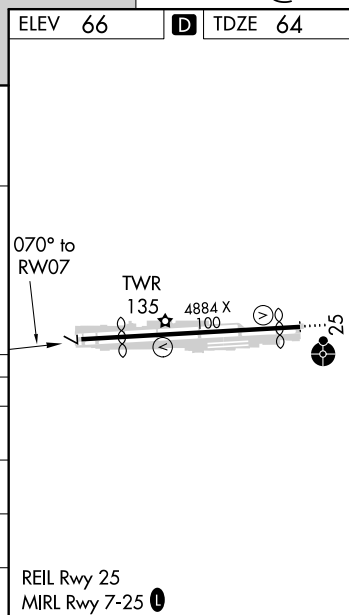
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SLI VORTAC and hold, continue climb-in-hold to 4000.
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ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 125.1
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 25).		4000	SLI	
		147° trk		
CATEGORY	A	B	C	D
LPV DA	341-1 277 (300-1)			
LNAV/ VNAV DA	500-1¼ 436 (500-1¼)			
LNAV MDA	780-1 716 (800-1)	780-2 716 (800-2)		
CIRCLING	780-1 714 (800-1)	780-2 714 (800-2)	780-2¼ 714 (800-2¼)	



AUTOMATED AL-5120 RNAV (GPS) RWY 7

SW-3

24 JUN 2022

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

HAWTHORNE, CALIFORNIA

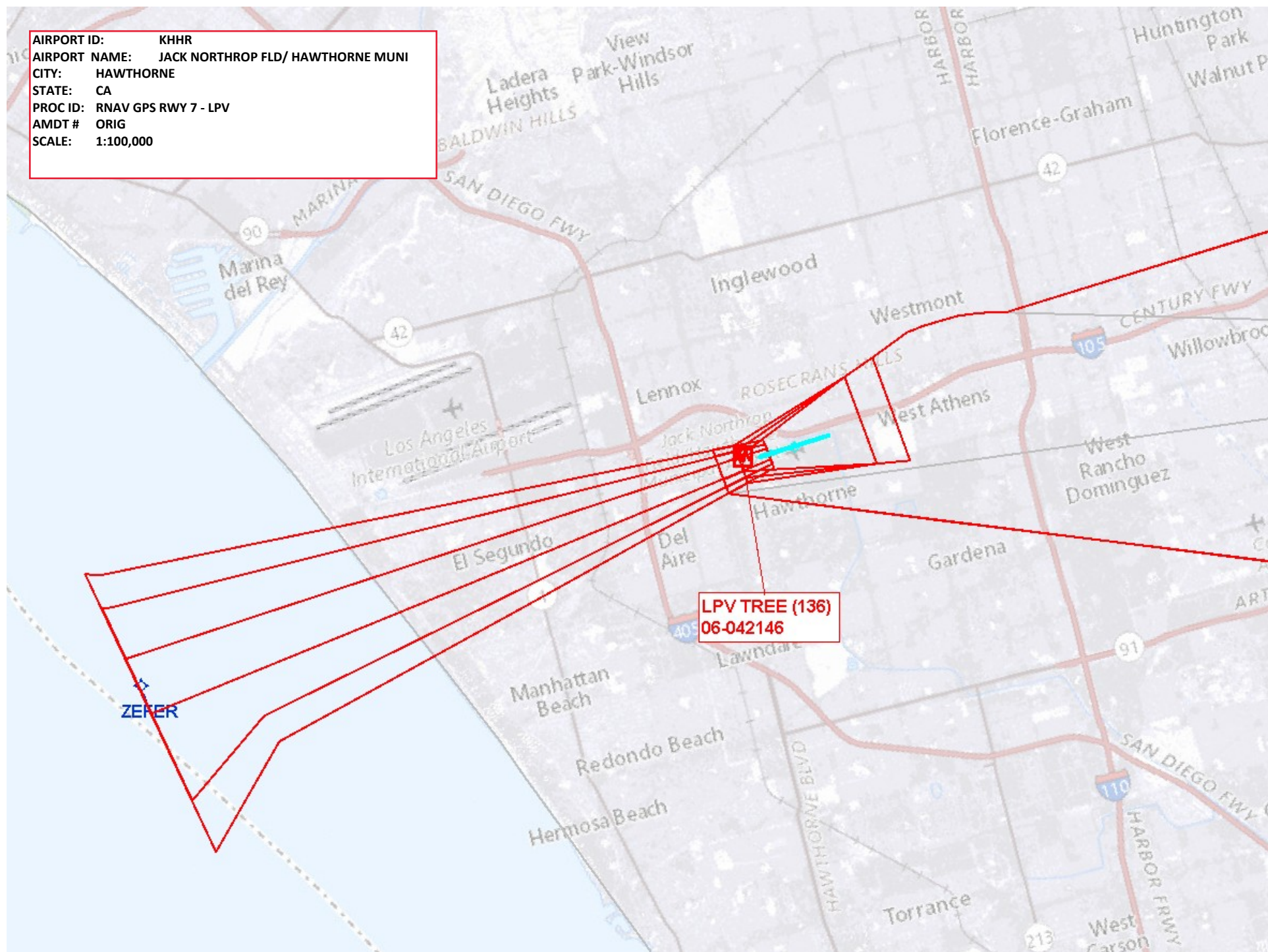
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

Orig FIG

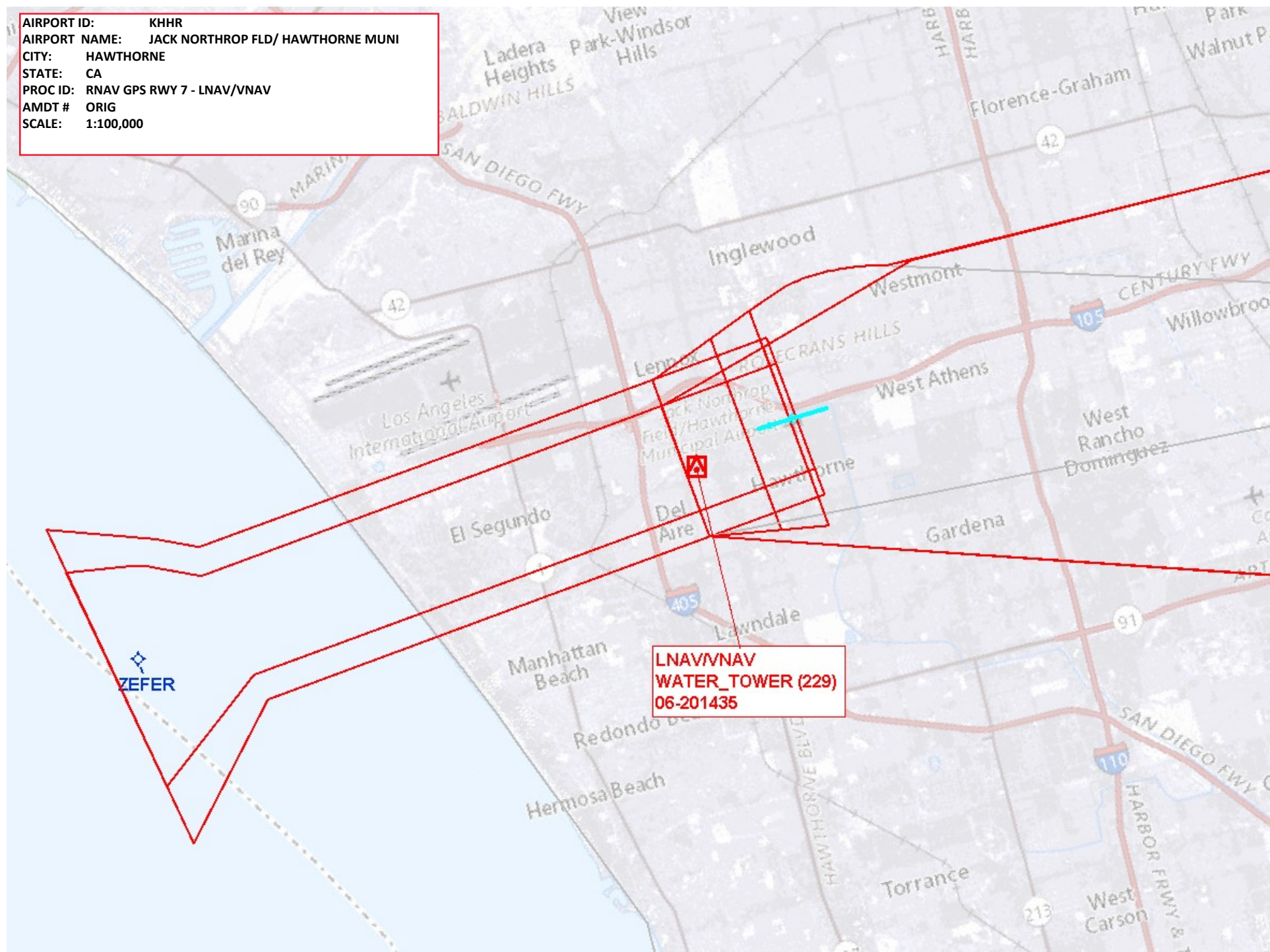
33°55'N-118°20'W

RNAV (GPS) RWY 7

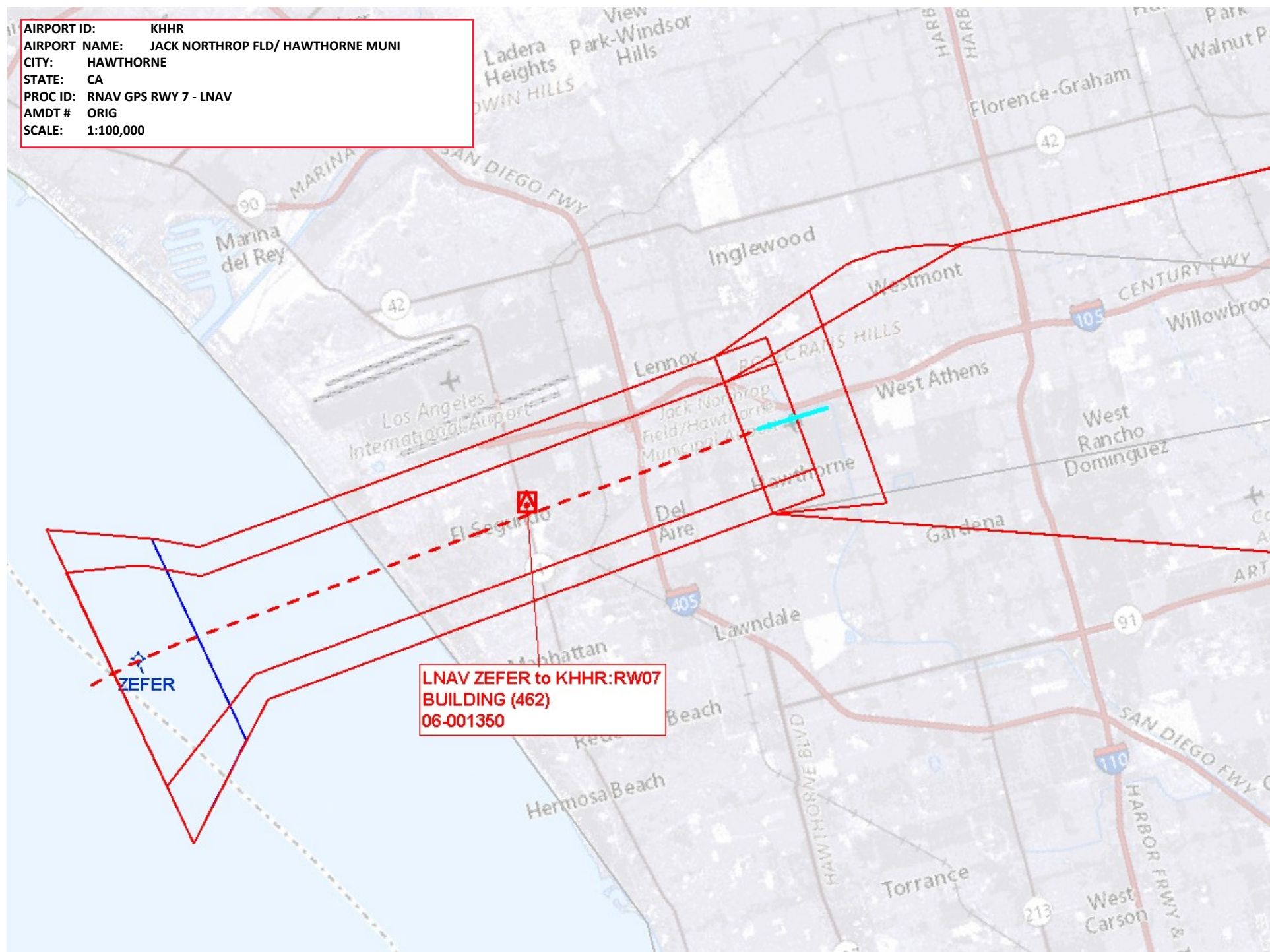
AIRPORT ID: KHR
AIRPORT NAME: JACK NORTHROP FLD/ HAWTHORNE MUNI
CITY: HAWTHORNE
STATE: CA
PROC ID: RNAV GPS RWY 7 - LPV
AMDT # ORIG
SCALE: 1:100,000

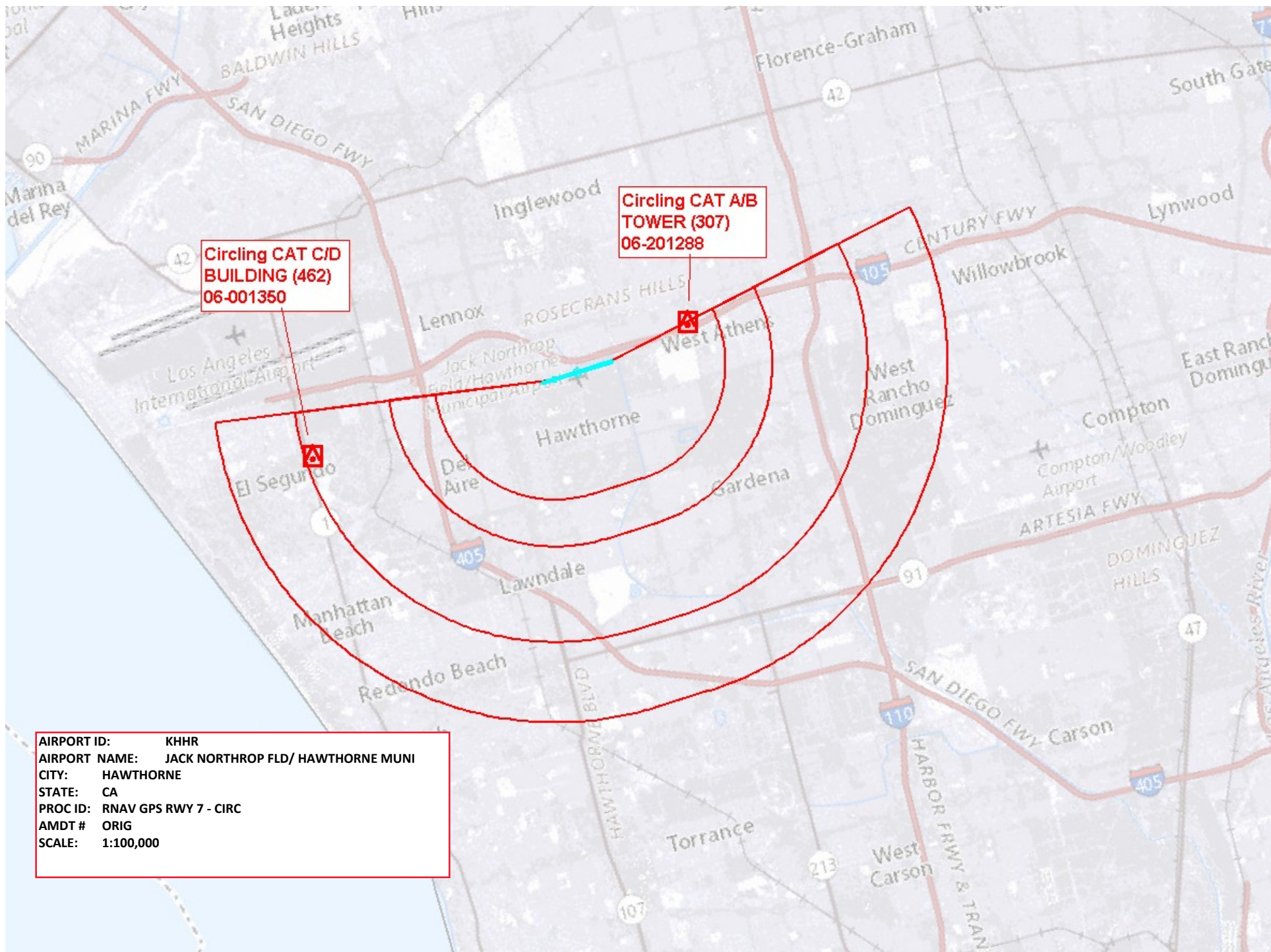


AIRPORT ID: KHR
AIRPORT NAME: JACK NORTHROP FLD/ HAWTHORNE MUNI
CITY: HAWTHORNE
STATE: CA
PROC ID: RNAV GPS RWY 7 - LNAV/VNAV
AMDT # ORIG
SCALE: 1:100,000

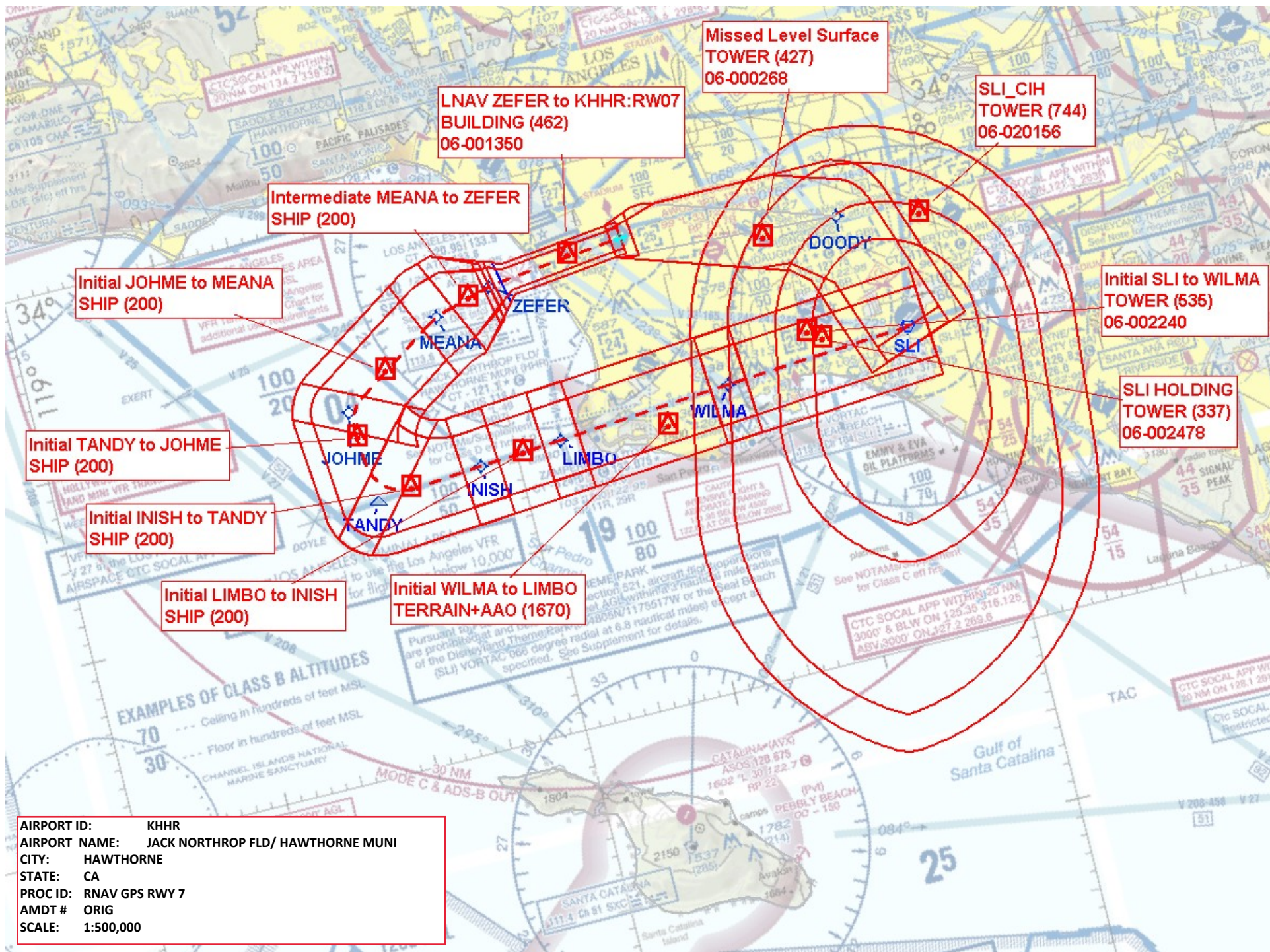


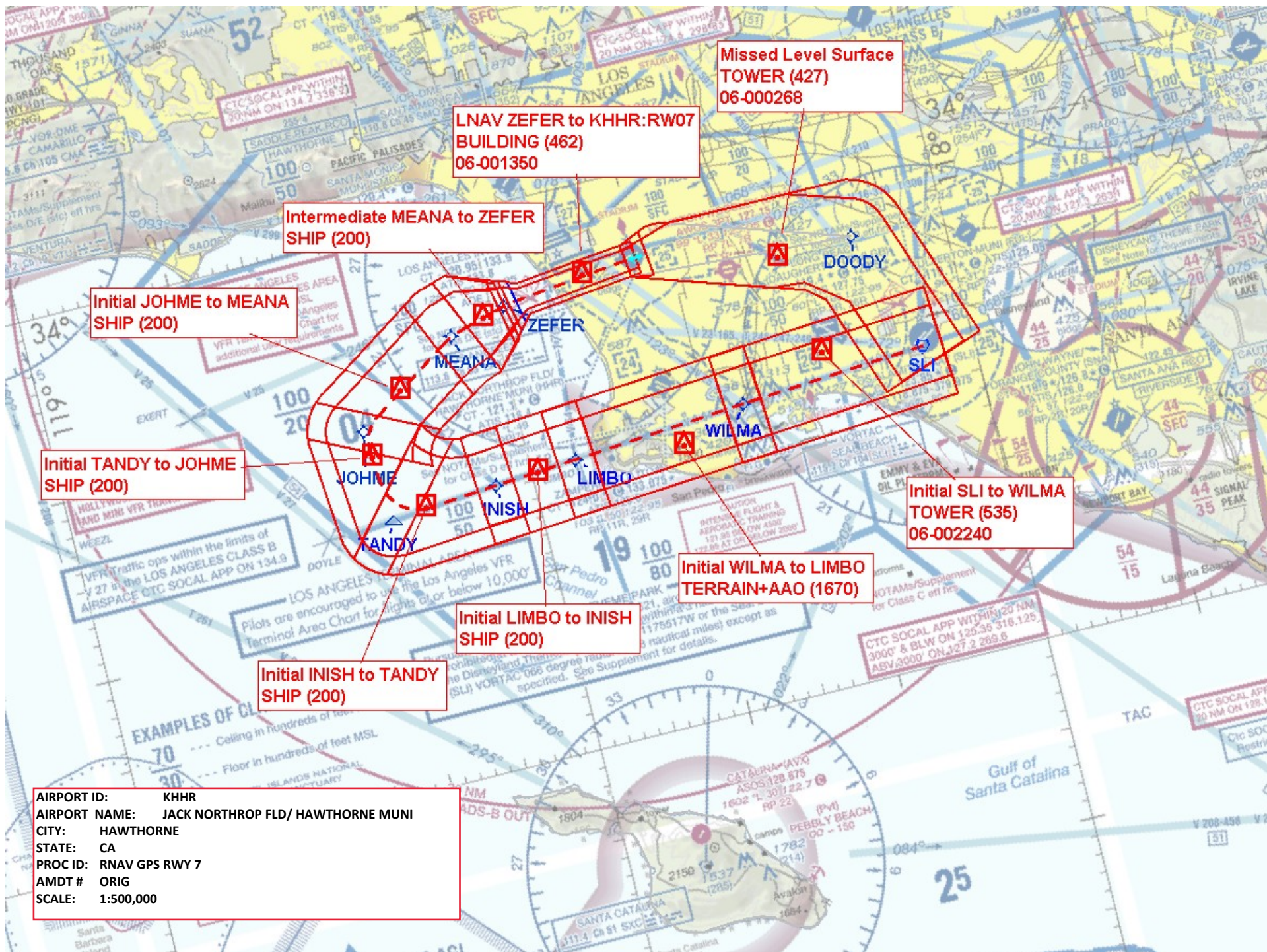
AIRPORT ID: KHR
AIRPORT NAME: JACK NORTHROP FLD/ HAWTHORNE MUNI
CITY: HAWTHORNE
STATE: CA
PROC ID: RNAV GPS RWY 7 - LNAV
AMDT # ORIG
SCALE: 1:100,000

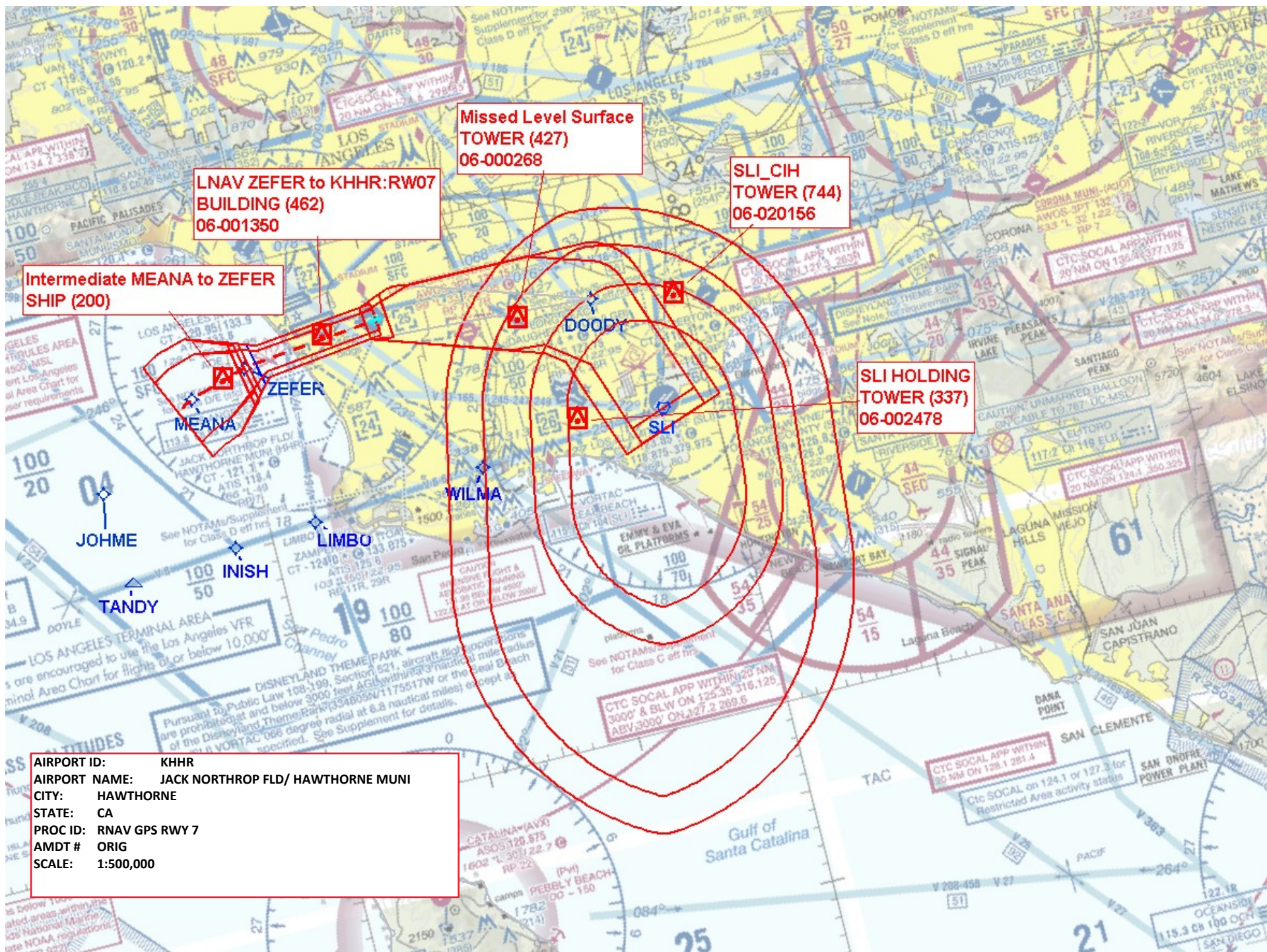




AIRPORT ID: KHR
AIRPORT NAME: JACK NORTHROP FLD/ HAWTHORNE MUNI
CITY: HAWTHORNE
STATE: CA
PROC ID: RNAV GPS RWY 7 - CIRC
AMDT # ORIG
SCALE: 1:100,000







**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Jack Northrop Field/Hawthorne Municipal Airport
Hawthorne, California**

**RNAV (GPS) RWY 7
RNAV (GPS) RWY 25**

Description of Proposed Action:

The Federal Aviation Administration (FAA) is proposing to implement one new instrument approach procedure (IAP) and amend one IAP at Jack Northrop Field/Hawthorne Municipal Airport (KHHH), Hawthorne, California. The proposed new IAP is the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 7 procedure and the amended IAP is the RNAV (GPS) RWY 25 procedure.

The purpose and need of the Proposed Action is to address operational efficiency and enhance safety. Due to the proximity of KHHH to Los Angeles International Airport (KLAX), the two airports operate under simultaneous operation constraints. There are no IAPs to RWY 7 at KHHH. The use of instrument approaches to KHHH are limited when KLAX is operating in an east flow configuration. The proposed new procedure would add an IAP that would be compatible with KLAX operations when in an east flow configuration, and amend the TCH from 57 ft to 59 ft on an existing RWY 25 IAP to remove a temporary waiver.

Proposed Procedures

Procedure Name	Proposed Changes
RNAV (GPS) RWY 7 (New)	<p>Aircraft would join the proposed procedure from the east.</p> <ul style="list-style-type: none">• From Seal Beach (SLI) very high frequency omnidirectional range and tactical air navigation (VORTAC) aircraft would proceed west to TANDY waypoint (WP) at or above (AOA) 4,000 feet (ft) mean sea level (MSL) (over water), followed by a turn north to WP376* WP AOA 3,600 ft MSL (over water) to the YY* intermediate fix (IF) AOA 3,600 ft MSL (over water) and continue to YY* precise final approach fix (PFAF) AOA 2,800 ft MSL (over water).• After YY* PFAF, aircraft would continue to fly eastbound to the missed approach point (MAP) and either land on RWY 7 or execute a missed approach.• The missed approach instructions would instruct the aircraft to continue to the SLI VORTAC climbing to 4,000 ft MSL (3,987 ft above ground level [AGL]).
RNAV (GPS) RWY 25 (AMDT 3)	<ul style="list-style-type: none">• The proposed amendment would increase TCH from 57 ft AGL to 59 ft AGL to remove a temporary waiver.

Categorical Exclusion

Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, California

A noise analysis was completed to assess potential impacts resulting from proposed air traffic actions at KHHH using the TARGETS Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT). Historical radar track data from 2019 was used to create a baseline scenario. After the baseline scenario was built, aircraft operations were reassigned to the proposed procedure, which provides the alternative scenario. Once the baseline and alternative scenarios were built, the TARGETS Environmental Plug-in tool was used to generate noise outputs for both scenarios using AEDT. The scenarios were then compared to determine the potential for significant noise impacts. There were no significant and no reportable noise exposure impacts resulting from implementation of the Proposed Action.

The FAA conducted consultation under Section 106 with the California State Historic Preservation Office (SHPO) and received concurrence from SHPO supporting the FAA's finding that there are "no historic properties affected".

In accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Paragraph 5-2, Extraordinary Circumstances, the FAA has reviewed the Proposed Action for factors and circumstances in which a normally categorically-excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

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 1050.1F, *Environmental Impacts: Policies and Procedures*. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Instrument Flight Procedures Environmental Pre-Screening Filter tool was used for analysis purposes. This review was conducted by Western Service Center personnel in accordance with policies and procedures in Department of Transportation Order 5610.1C, Procedures for Considering Environmental Impacts, and FAA Order 1050.1F.

The applicable categorical exclusion is:

5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.

Categorical Exclusion

Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, California

Recommended by:**Facility Manager Review/Concurrence**

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Signature: _____ Date: _____

Name: Dale Ralph
Air Traffic Manager
Southern California TRACON

Concurrence by:**Western Service Area Environmental Protection Specialist**

SARA L
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Signature: _____ Date: _____

Name: Sara L. Massey, C.M.
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

BYRON G Y
CHEW

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Signature: _____ Date: _____

Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2

Categorical Exclusion

Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, California