



# 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*

## Part 150 Noise Compatibility Program (NCP) Overview

- Noise Compatibility Program (NCP) was adopted by the City of Hawthorne in 2017
- NCP includes measures to abate aircraft noise, control land development, and implement and update the program.
- Areas eligible for mitigation assistance are defined by the Noise Exposure Maps (NEMs)
- NCP measures are submitted to FAA for review and approval
- Once approved by FAA, grant funding may be pursued to implement mitigation measures

## Part 150 History at Hawthorne Municipal Airport

- Late 80s/Early 90s – Part 150 Noise Exposure Maps prepared for HHR (dated 1988 and 1993)
- 1994 – Part 150 Noise Compatibility Program approved by FAA
- 2014 – Noise Exposure Maps Update accepted by FAA
- 2017 – Noise Compatibility Program Update approved by FAA  
*As part of the Record of Approval, FAA stated, “Due to the aircraft operational and fleet mix changes since 2014...**FAA recommends the City of Hawthorne review, revise, and update as appropriate the future NEMs...at the earliest opportunity.**”*
- 2019 – Process to update Noise Exposure Maps begins



## NOISE EXPOSURE MAP UPDATE WORK FLOW

### PUBLIC INVOLVEMENT

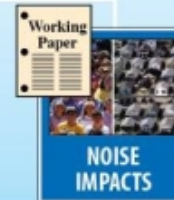
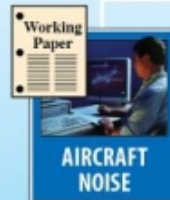
November  
2019



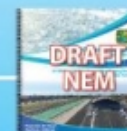
February  
2020



COVID  
FAA Reviews



February  
2021



## 2012 and 2020 65 CNEL Contour Comparison



- CNEL – Community Noise Equivalent Level
- 65 CNEL is FAA's required threshold of compatibility for residential land uses



## 2020 and 2025 65 CNEL Contour Comparison



- CNEL – Community Noise Equivalent Level
- 65 CNEL is FAA's required threshold of compatibility for residential land uses
- Per FAA, a baseline and five-year forecast contour are prepared

## Noise-Sensitive Land Use Impact Summary Hawthorne Municipal Airport

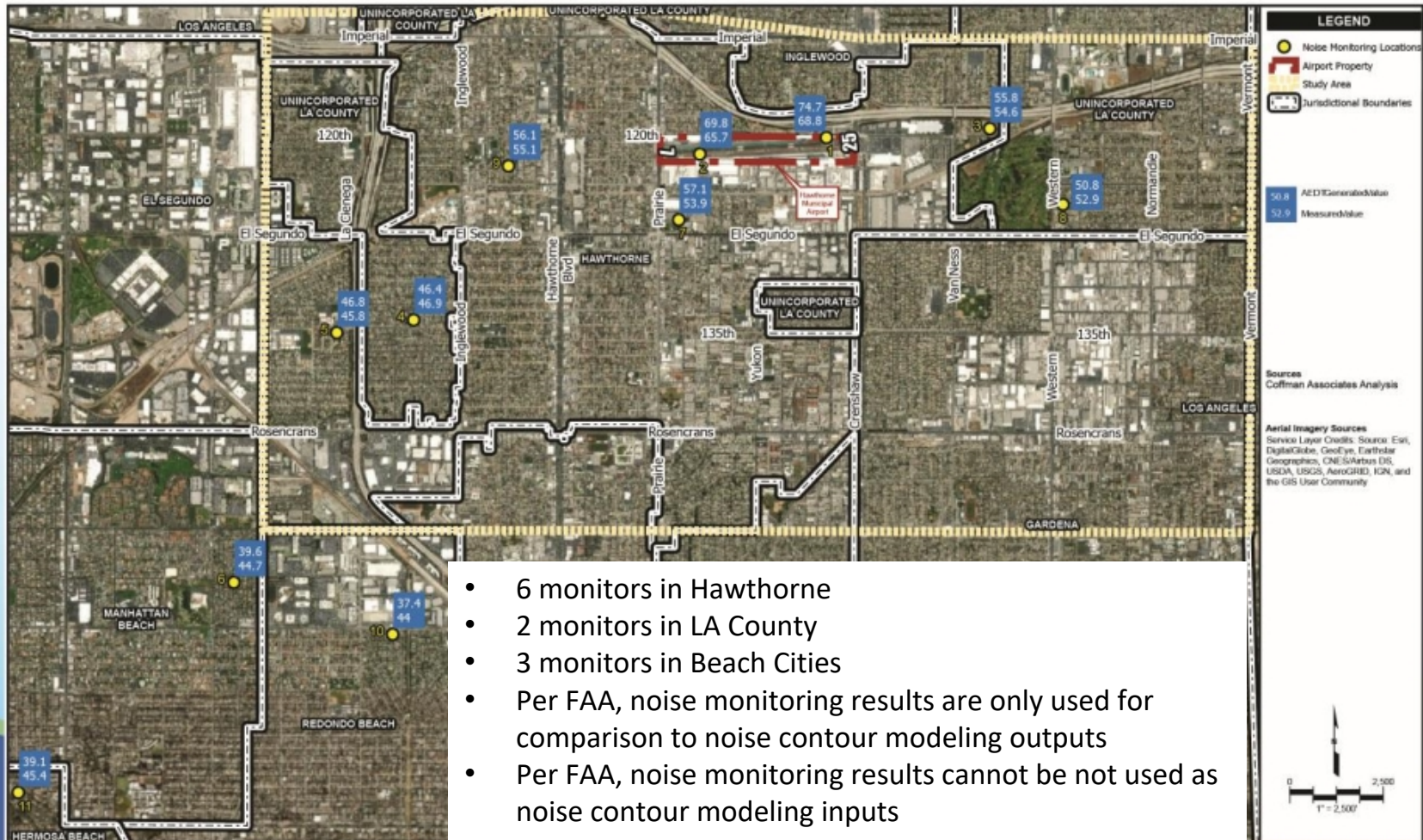
	65-70 CNEL	70-75 CNEL	75+ CNEL
<b>Parcels</b>			
2012	50	0	0
2017	13	0	0
2020	52	0	0
2025	91	1	0
<b>Dwelling Units</b>			
2012	104	0	0
2017	39	0	0
2020	103	0	0
2025	142	21	0
<b>Population (assumes 2.96 people per dwelling unit per U.S. Census Bureau)</b>			
2012	304	0	0
2017	115	0	0
2020	305	0	0
2025	421	62	0

Source: Coffman Associates' analysis

Reductions from 2012 to 2017 are due to FAA's elimination of Stage 2 aircraft operations



## NOISE MONITOR LOCATIONS



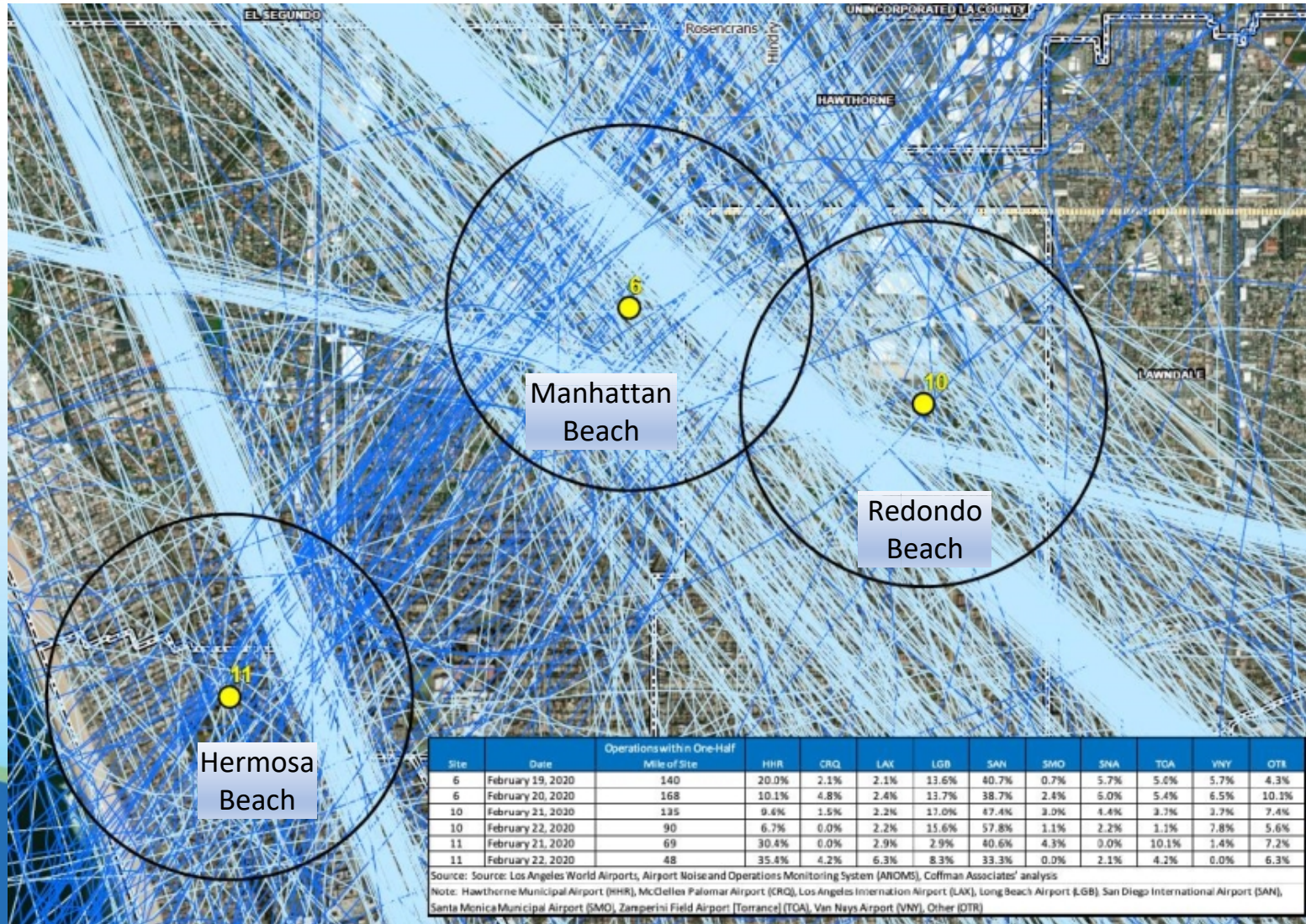
- 6 monitors in Hawthorne
- 2 monitors in LA County
- 3 monitors in Beach Cities
- Per FAA, noise monitoring results are only used for comparison to noise contour modeling outputs
- Per FAA, noise monitoring results cannot be not used as noise contour modeling inputs



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HHR	CRQ	LAX	LGB	SAN	SMO	SNA	TOA	VNY	OTR
20.0%	2.1%	2.1%	13.6%	40.7%	0.7%	5.7%	5.0%	5.7%	4.3%
10.1%	4.8%	2.4%	13.7%	38.7%	2.4%	6.0%	5.4%	6.5%	10.1%
9.6%	1.5%	2.2%	17.0%	47.4%	3.0%	4.4%	3.7%	3.7%	7.4%
6.7%	0.0%	2.2%	15.6%	57.8%	1.1%	2.2%	1.1%	7.8%	5.6%
30.4%	0.0%	2.9%	2.9%	40.6%	4.3%	0.0%	10.1%	1.4%	7.2%
35.4%	4.2%	6.3%	8.3%	33.3%	0.0%	2.1%	4.2%	0.0%	6.3%

HHR – Hawthorne Municipal

CRQ – McClellan-Palomar

SMO – Santa Monica

LAX – Los Angeles

SNA – John Wayne

LGB – Long Beach

TOA – Torrance Municipal

SAN – San Diego

VNY – Van Nuys

OTR - Other



## What's Next?

- NEM approval by City Council
- Submit NEM to FAA for acceptance
- Amend or update NCP to address impacts (requires FAA grant)
- Pursue FAA funding to implement noise mitigation
- <http://hawthornenoise.airportstudy.com/>



*Questions?*



## 2012 and 2020 65 CNEL Contour Comparison



### LEGEND

-  2020 Draft Noise Contours
-  2012 Noise Contours

Program Measure	Description
<b>NOISE ABATEMENT MEASURES</b>	
1	Continue to implement Hawthorne Municipal Airport Fly Quietly pilot and public education program.
2	Continue to use the exiting ground run-up area on the south side of the airport.



## LAND USE PLANNING MEASURES

1	Support the land use compatibility guidelines for project review found in the City of Hawthorne and Inglewood Noise Elements of the General Plan.
2	The City of Hawthorne should amend its Noise Element to include monitoring and updating the Part 150 Noise Compatibility Study.
3	Incorporate the Hawthorne Municipal Airport 65 CNEL noise contour into the City of Hawthorne General Plan Map.
4	The City of Hawthorne should adopt formal project review guidelines addressing noise compatibility issues.
5	The City of Hawthorne should establish an Airport Overlay Zone.

## NOISE MITIGATION MEASURE

1

Establish a voluntary residential property acquisition and redevelopment program to remove noise-sensitive land uses within the 2017 65 CNEL contour.

## PROGRAM MANAGEMENT MEASURES

1

Continue use of the airport's noise complaint handling system.

2

Update noise exposure maps and Noise Compatibility Program.

3

Monitor implementation of updated Part 150 Noise Compatibility Program.

## **Why doesn't the City institute a curfew at Hawthorne Municipal Airport?**

- When Airports receive Federal assistance, they also must agree to accept certain obligations and conditions associated with that assistance called grant assurances.
- Grant assurances require that Airports remain open to the public 24 hours a day, seven days a week.
- Some Airports adopted noise ordinances prior to 1990 (that were grandfathered in) to restrict airport operation hours. But since the passage of the Airport Noise and Capacity Act (ANCA) of 1990, the FAA has not approved a curfew or the limitation on hours of operation at any airport.