



Federal Aviation Administration

Informational Handout:

Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, California

New SPACX One Area Navigation Departure Procedure

Amendment to Area Navigation (Global Positioning System) Runway 25 Approach Procedure

Project Background

Jack Northrop Field/Hawthorne Municipal Airport (HHR) is located immediately southeast of Los Angeles International Airport (LAX). Aircraft from each airport depart on parallel routes that are about 1.5 nautical miles apart. Currently, there is a waiver for HHR departures to operate concurrently with LAX operations. The current waiver will be reviewed for renewal in March 2021. The proposed SPACX ONE Area Navigation (RNAV) Standard Instrument Departure (SID) procedure is one of the items needed to continue to obtain approval for the waiver.

Purpose of Changes

The close proximity of LAX and other airports in the vicinity of HHR limit HHR departure heading options and require HHR departures to stay south of LAX. Currently, to de-conflict simultaneous departures from HHR and LAX, air traffic controllers instruct aircraft that depart from HHR to the west to make a climbing left turn to 3,000 feet altitude and then follow a 205-degree heading. However, to efficiently de-conflict HHR departures, The Federal Aviation Administration proposed the SPACX RNAV SID that could be programmed into aircraft flight computers to automatically turn the aircraft to a 200-degree heading. SPACX SID will also enable a more precise and repeatable path for aircraft than existing departure procedures allow.

Add a formal route segment to the RNAV (Global Positioning System [GPS]) approach procedure that would eliminate the need to vector aircraft to runway 25 at HHR.

Project Description

The proposed SPACX ONE RNAV SID procedure for HHR is designed to use satellite technology to provide an automatic left turn away from aircraft that are departing from LAX. This will ensure continuously increasing separation from LAX aircraft. The proposed action allows appropriately equipped aircraft to utilize

the procedure and provide improved course guidance.

In conjunction, the FAA will also amend the existing satellite-based HHR approach by adding a formal route segment for aircraft that are inbound to the airport from the east and the southeast. This route segment would overlay where aircraft are currently being vectored by air traffic controllers.

An addition of a transition to the RNAV (Global Positioning System) approach procedure to runway 25 at HHR

What will Change

The SPACX ONE will only be used by aircraft that are Operating under Instrument Flight Rules (IFR) and equipped with satellite navigation capability. Pilots who are flying under Visual Flight Rules (VFR) would continue to depart as they do today

A route segment from the east will be added to eliminate the need to vector aircraft to runway 25 at HHR. This route segment would overlay where aircraft are currently being vectored by air traffic controllers.

The implementation of the new SID and amended approach is not expected to have any adverse environmental impacts. The changes are graphically depicted below:

Next Steps

The amendment to the RNAV (GPS) Approach to runway 25 is scheduled for October 10, 2019.

The new SPACX Departure Procedure is scheduled to be implemented on December 5, 2019.



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