U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150

NOISE COMPATIBILITY PROGRAM

HAWTHORNE MUNICIPAL AIRPORT

HAWTHORNE, CALIFORNIA

Regional Counsel, AWP-7	12/6/2017 Date	✓ CONCUR	NONCONCUR
Director, Office of Airports, AWP-600	12/18/17 Date	✓ APPROVED	DISAPPROVED

Record of Approval
Hawthorne Municipal Airport
Hawthorne, California
Noise Compatibility Program

INTRODUCTION

The Hawthorne Municipal Airport (Airport), Hawthorne, California, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning.* The 2017 NCP Update replaces the various NCP measures approved by the Federal Aviation Administration (FAA) on May 31, 1994. The 2017 NCP Update recommends a total of 11 (eleven) measures to reduce the effect of noise generated at the Airport. The recommendations include 2 (two) Noise Abatement measures, 5 (five) Land Use measures,1 (one) Noise Mitigation measure, and 3 (three) Program Management measures. The recommended program measures are summarized in Table 7D, and described in detail in Chapter 7 of the 2017 NCP Update.

The FAA accepted the Noise Exposure Maps (NEMs) for the Airport on April 11, 2014. The NEMs are based on operational data that is now over five years old. FAA received certification, in accordance with 14 CFR §150.21, that the NEMs are representative of conditions at the Airport for the existing and forecast timeframe as of the date of March 2014. Due to the aircraft operational and fleet mix changes since 2014, at the Airport, FAA recommends the City of Hawthorne (City) review, revise, and update, as appropriate the future NEMs under 14 CFR §150.21 at the earliest opportunity. One public comment was received by FAA during the public comment period between June 23, 2017 and August 22, 2017. The comment received was not related to Airport noise compatibility planning. It was related to safety of flight issues near electrical power transmission lines east of the Airport.

The approvals listed herein include approvals of actions that the City recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide Federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the City's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

1. Continue to Implement Hawthorne Municipal Airport Fly Quietly pilot and public education program.

Description: This measure recommends the continuation of an existing pilot education program and expanding an educational program to raise the awareness of current and potential residents about the existence of the Airport. The Hawthorne Municipal Airport Fly Quietly pilot education program has been in place since the 1994 NCP was approved. A handout was prepared to provide clarification and wider publication of existing departure, arrival, and pattern procedures and would lead to greater compliance with existing noise abatement actions through greater pilot awareness. The handout is passed out to pilots and students operating at Hawthorne Municipal Airport. Following adoption of the NCP, the pilot guide should be re-evaluated to ensure that all components of the NCP are properly incorporated. Additionally, the handout should be re-formatted to allow the materials to be inserted in a seven-ring binder commonly used by pilots to organize charts and procedures. Once the pilot guide has been updated, an electronic copy should be uploaded to the airport's website to ensure the most current publication is available. The airport should also use a subscription service to distribute noise abatement materials accessible through portable electronic devices, such as an iPad, which are commonly used by pilots when gathering flight planning information. Distributing noise abatement information through an internet-based platform is particularly useful for transient pilots not familiar with operating procedures at Hawthorne Municipal Airport.

This education program could be expanded to include local residents. The expanded educational program should have several components, some of which are directed at reducing noise through pilot education and others that are intended to raise the awareness of current and potential residents about the existence of the Airport.

These programs should be a cooperative approach that includes the following efforts:

- Continue to distribute Fly Quietly Program information brochures and maintain on airport noise abatement signage.
- Meetings with pilots and students to discuss safety and noise abatement issues at the Airport as needed.
- A real estate agent outreach program to educate real estate agents and potential home buyers about Hawthorne Municipal Airport operations and its presence in the community.

This measure was previously approved by the FAA as an element of the 1994 NCP and has been updated to include the community awareness program. (2017 NCP Update page 7-3, Table 7D).

FAA Action: Approved.

2. Continue to use the existing ground run-up area on the south side of the airport.

Description: This measure recommends the continuation of an existing ground run-up location. The current run-up location on the south side of the airport continues to be effective for reducing run-up noise impacts over noise-sensitive land uses. This area places run-up activity at the farthest possible location from any noise-sensitive land uses. Two operators perform heavy maintenance run-ups at the airport. Airport staff will coordinate with these operators to ensure they are aware of the designated run-up area. This measure was previously approved by the FAA as an element of the 1994 NCP. (2017 NCP Update page 7-4, Table 7D).

FAA Action: Approved.

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.

Description: The Cities of Hawthorne and Inglewood have adopted Noise Elements of their General Plans that identify land use compatibility guidelines for evaluating noise impacts to proposed land uses. The noise and land use compatibility criteria of both jurisdictions are identical and consistent with state and federal guidelines. The City of Hawthorne and City of Inglewood's Noise Elements include the following goals: reduce noise impacts from transportation
noise sources, incorporate noise considerations into land use planning decisions, and provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions. This measure is a continuation of Measure 4 that was previously approved by the FAA as an element of the 1994 NCP. (2017 NCP Update pages 7-4 and 7-5, Table 7D).

FAA Action: Approved. This measure would assist the City and City of Inglewood in preventing the introduction of incompatible land uses around the Airport.

2. The City of Hawthorne should amend its Noise Element to include monitoring and updating the Part 150 Noise Compatibility Study.

Description: To ensure that airport land use compatibility is given consideration within the City of Hawthorne's General Plan, the City should amend its Noise Element to state that the airport should monitor and update its Part 150 Noise Compatibility Study. To accomplish this, the following text should be added to the City of Hawthorne General Plan, Noise Element, Section IV, Goal 1.0, Policy 1.1:

> *The City of Hawthorne completed a 14 CFR Part 150 (Part 150) Noise Compatibility Study in 1990; the Part 150 Study was updated in 2016. A complete study update is needed periodically to respond to changing conditions in the local area and in the aviation industry. The Hawthorne*

Municipal Airport Part 150 study should be updated every 7 to 10 years or as noise conditions warrant.

This is a new measure. (2017 NCP Update page 7-5, Table 7D).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the City. The NEMs are based on operational data that is over five years old. FAA received certification, in accordance with 14 CFR §150.21, that the NEM's are representative of conditions at the Airport for the existing and forecast timeframe as of the date of March 2014. Due to the aircraft operational and fleet mix changes since 2014, at the Airport, FAA recommends the City review, revise, and update, as appropriate the future NEMs under 14 CFR §150.21 at the earliest opportunity.

3. Incorporate the Hawthorne Municipal Airport 65 CNEL noise contour into the City of Hawthorne General Plan Map.

Description: The City of Hawthorne should consider incorporating the 2012 and 2017 65 CNEL noise contour as part of the general plan map to aid decision-makers when considering potential general plan map revisions. The City of Hawthorne should replace the City of Hawthorne General Plan, Noise Element, Figure Five with Exhibits 7A and 7B. Additionally, adopting a compatibility threshold, expressed in CNEL, would allow the City to establish long range airport noise compatibility policies in the general plan that are consistent with the Part 150 Noise Compatibility Program. To accomplish this, the following text should be added to the City of Hawthorne General Plan, Noise Element, Section IV, Goal 3.0, as Policy 3.5:

The City shall evaluate the development of noise-sensitive uses within the vicinity of Hawthorne Municipal Airport using noise exposure contours developed as part of the airport's 14 CFR Part 150 study and the compatibility criteria presented in the land use compatibility guidelines presented in Exhibit 7C.

This is a new measure. (2017 NCP Update page 7-6, Table 7D**).**

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the City. The NEMs are based on operational data that is over five years old. FAA received certification, in accordance with 14 CFR §150.21, that the NEM's are representative of conditions at the Airport for the existing and forecast timeframe as of the date of March 2014. Due to the aircraft operational and fleet mix changes since 2014, at the Airport, FAA recommends the City review, revise, and update, as appropriate the future NEMs under 14 CFR §150.21 at the earliest opportunity.

4. The City of Hawthorne should adopt formal project review guidelines addressing noise compatibility issues.

Description: The City of Hawthorne does not have formal project review guidelines to address noise compatibility issues. A checklist addressing the following criteria could be adopted for proposed projects within the airport vicinity:

- Advise the airport management of development proposals that include noise-sensitive uses within the airport vicinity.
- Determine the sensitivity of the subject land use to aircraft noise based on their location within the overlay zones or noise exposure contours.
- Locate noise-sensitive public facilities outside the 65 CNEL noise contour and away from approach and departure paths whenever possible.
- Discourage the approval of rezonings, exceptions, variances, and conditional uses which introduce noise-sensitive development into areas located near noise-impacted areas.

This is a new measure. (2017 NCP Update pages 7-6 and 7-7, Table 7D).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the City.

5. The City of Hawthorne should establish an Airport Overlay Zone.

Description: The City of Hawthorne should establish an Airport Overlay Zone to create a cohesive noise and land use compatibility policy which is consistent with state laws and FAA regulations.

As discussed in Chapter Six, the State of California has adopted a sound insulation standard for interior room noise attributable to outside noise sources for residential buildings. These minimum noise insulation performance standards require that the CNEL shall not exceed 45 dB in any habitable room, with all doors and windows closed. Additionally, the State of California has adopted a fair disclosure law which states that when a property is located within an Airport Influence Area (AIA), a disclosure notice must be provided as part of the real property transaction. Both of these measures were considered independently in Chapter Six, but have been combined with the Airport Overlay Zone alternative for implementation purposes.

If the Overlay Zone described above is adopted, it is also recommended that the City of Hawthorne coordinate with the Los Angeles County Airport Land Use Commission to update the Airport Influence Area map to reflect the overlay zone map as the official AIA for Hawthorne Municipal Airport. The recommended change to the AIA is shown on Exhibit 7D of the 2017 NCP Update.

This is a new measure. (2017 NCP Update pages 7-7 and 7-8, Table 7D).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the City.

NOISE MITIGATION MEASURES

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

Description: The intent of this voluntary property acquisition and redevelopment program (RPARP) is to remove residences from noise-impacted areas north of airport. As discussed in Chapter Six, there are 43 dwelling units eligible within the 2017 65 CNEL noise contours and proposed voluntary acquisition boundary. There are 39 dwelling units within the 2017 65 CNEL noise exposure contours and four additional dwelling units identified within the squared-off voluntary acquisition boundary.

Several components of a voluntary acquisition program must be worked out, including the pace and phasing of the acquisition, what to do about residents who want to stay, and the proper care and management of vacant lots. This is a new measure. (2017 NCP Update pages 7-9 and 7-10, Table 7D).

FAA Action: Approved. Approved for residential land uses that were constructed before October 1, 1998. The NEMs are based on operational data that is over five years old. FAA received certification, in accordance with 14 CFR §150.21, that the NEM's are representative of conditions at the Airport for the existing and forecast timeframe as of the date of March 2014. Due to the aircraft operational and fleet mix changes since 2014, at the Airport, FAA recommends the City review, revise, and update, as appropriate the future NEMs under 14 CFR §150.21 at the earliest opportunity. Approval of this measure is limited to those residential land uses identified in the 2017 NEM.

The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for federal funding. This element would improve land use compatibility in the vicinity of the Airport. Noise level reductions (NLR) must meet guidelines included in the land use compatibility table in Part 150, Appendix A. At some time in the future, if the City of Hawthorne determines other residential land uses are to be acquired that are outside of the 2017 NEM, the City must prepare a new NEM consistent with current operational and fleet mix at the Airport at that time.

In order to be eligible for federal funding, the project is subject to compliance with FAA Order 5100.38D, *Airport Improvement Program Handbook*. The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

PROGRAM MANAGEMENT MEASURES

1. Continue Use of Airport's Noise Complaint Handling System.

Description: Hawthorne Municipal Airport staff has a formal system to receive, track, record, and respond to airport noise complaints. The complaint handling process is initiated when a telephone call is received regarding airport noise. The airport administrator receives the complaint and records the details of the call on a noise complaint form. The noise complaint report (see Appendix I), includes any follow-up actions taken. This system helps identify problem aircraft and noise-sensitive areas for the purpose of implementing noise mitigation measures. It also helps to ensure that the noise abatement procedures are being followed. To expand on this system, the airport should coordinate with the City of Hawthorne to produce an internet-based complaint submittal system. This would allow area residents to submit noise complaints through the airport's website and will also provide an option, in addition to the voicemail system, to submit complaints during times when the airport administrative offices are closed. This measure is a continuation of Measure 5 that was previously approved by the FAA as an element of the 1994 NCP. (2017 NCP Update pages 7-10 and 7-11, Table 7D).

FAA Action: **Approved.** For reasons of aviation safety, this approval does not extend to use of the noise monitoring equipment for enforcement purposes by in situ measurement of any pre-determined noise thresholds.

2. Update Noise Exposure Maps and Noise Compatibility Program.

Description: The Airport management should review the Noise Compatibility Program and consider revisions and refinements as necessary. A complete plan update will be needed periodically to respond to changing conditions in the local area and in the aviation industry. By law (49 USC 47503), FAA must rely on only those noise exposure maps that reflect current or reasonably projected conditions. FAA Order 5100-38D, *Airport Improvement Program Handbook*, September 2014, addresses the requirements for current valid noise exposure contours. In general, NEMs less than five years old are considered current, unless conditions have created a significant change that would affect noise contours. NEM noise exposure contours older than five years must be certified by the sponsor and updated as required in FAA Order 5100-38D. An update may be needed sooner, however, if major changes occur. An update may not be needed until later if conditions at the Airport and in the surrounding area remain stable. The FAA interprets this to mean an increase in noise levels of 1.5 CNEL or more above 65 CNEL, over non-compatible areas that had formerly been compatible (1050.1E, Section 14.3 to 1050.1F, Appendix B, Section B-1.5). Proposed changes to the NCP should be reviewed by the FAA and all affected aircraft operators and local agencies. Proposed changes should be submitted to the FAA for approval after local consultation and a public hearing to comply with Part 150. This is a new measure. (2017 NCP update page 7-11, Table 7D).

FAA Action: **Approved**. The program should be updated to respond to changing conditions in the local area and in the aviation industry. Any update, or changes to the NCP should be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with 14 CFR Part 150, the proposed changes should be submitted to FAA for approval after local consultation and an opportunity for a public hearing has been offered pursuant to 14 CFR §150.23(d). The NEMs are based on operational data that is over five years old. FAA received certification, in accordance with 14 CFR §150.21, that the NEM's are representative of conditions at the Airport for the existing and forecast timeframe as of the date of March 2014. Due to the aircraft operational and fleet mix changes since 2014, at the Airport, FAA recommends the City review, revise, and update, as appropriate the future NEMs under 14 CFR §150.21 at the earliest opportunity.

3. Monitor Implementation of updated Part 150 Noise Compatibility Program.

Description: The Airport management must monitor compliance with the Noise Abatement Element. This will involve checking periodically with Airport users and the local Tower Manager regarding compliance with the procedures. An annual summary report should be prepared to indicate the status of each item on the checklist. A monitoring checklist is included in Appendix I. This is a new measure. (2017 NCP Update page 7-12, Table 7D, Appendix I - page I-2).

FAA Action: **Approved.**

END OF RECORD OF APPROVAL