# Federal Aviation Administration

**Memorandum**

**TO:** Los Angeles International Airport Stakeholders

**FROM:** Thomas C. Morgan, Deputy Director, System Operations, West-South

**SUBJECT:** Hawthorne, CA (HHR) and Los Angeles International Airport (LAX) Procedures

**DATE:** November 28, 2016

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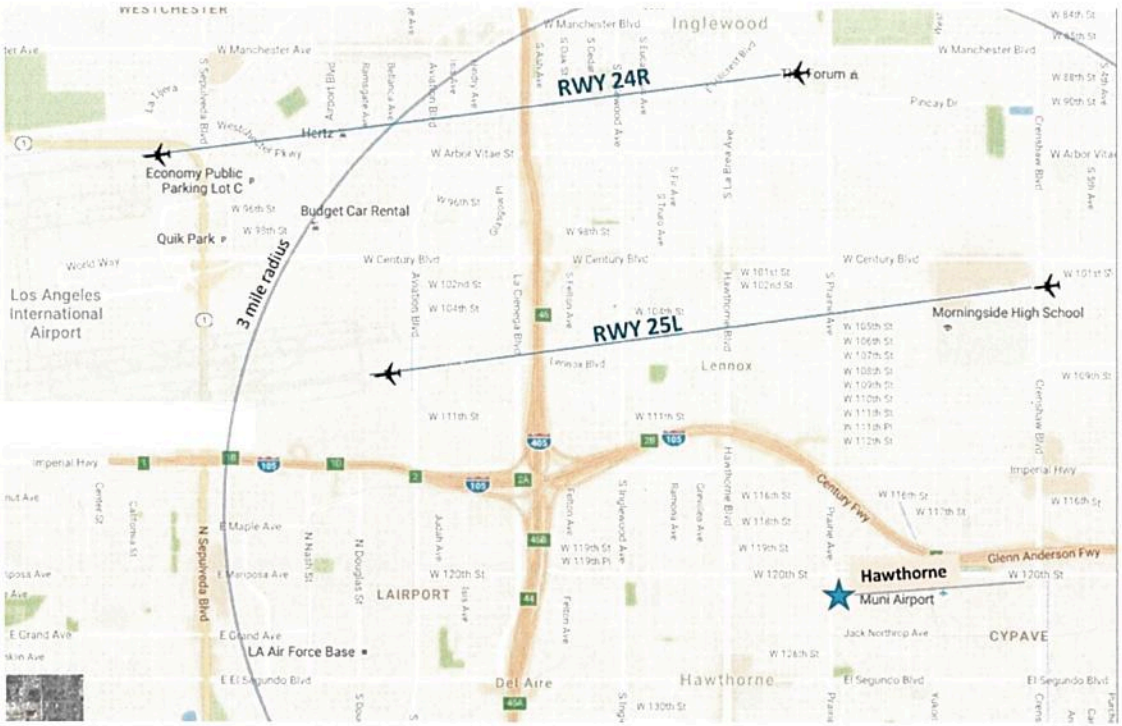
The Hawthorne, CA (HHR) airport is approximately 3 miles east-southeast of the Los Angeles International Airport (LAX). HHR Runway 07/25 is located 1.23 miles south of the LAX Runway 25L final approach course and 2.21 miles south of the LAX Runway 24R final approach course. Although the HHR departure procedure mandates a left turn heading 205 leaving 400', standard separation can be lost between LAX arrivals and HHR departures before the turn is made. To insure separation, new operational procedures have been developed that will affect both LAX and HHR.



A Waiver has been approved that allows the HHR Tower to provide Visual Separation between IFR arrivals to LAX and IFR departures at HHR. Realistically, the weather at HHR needs to be a ceiling of about 2000' or higher and 4 miles or more visibility before this procedure can be used. When this procedure is being used there will be no impact to LAX arrivals or HHR departures.

When prevailing weather does not allow Visual Separation, standard IFR separation must be applied. The Southern California TRACON (SCT) will provide a gap on the finals for both LAX Runway 24R and 25L to facilitate a HHR departure. This gap will be approximately 20 miles and will lower the Airport Acceptance Rate between 6 (one departure) and 9 (two consecutive departures) aircraft per hour. Los Angeles Air Route Control Center (ZLA) will also modify the feed to SCT to facilitate the gap. ZLA and SCT will coordinate the timing of the gap to minimize impact to LAX arrivals. Once SCT and HHR are confident with the new procedures adjustments may be made to reduce the impact.

The date for implementation of these new procedures is **December 7, 2016**.

Things to remember:

- In VMC to marginal VMC, when ceilings are above 2000' and at or above 4 miles, HHR will provide visual separation with LAX arrivals (landing west). The arrival rate at LAX will not be affected. Departures at HHR will not be affected.
- When conditions are below marginal VMC, SCT will be required to build gaps on both the 25L and 24R finals to accommodate a HHR departure. This translates to 15-20 mile gaps on both runways. A reduction of the arrival rate of 6 to 9 per hour is expected.
- HHR departures will be delayed until the gaps on the LAX runway finals are established.
- Historical weather averages from 2009-2016 indicate that IMC occurs 16% of the time between 7am and 7pm with the majority prior to 11am.
- HHR departures average 2 per hour, with the majority occurring before the morning arrival push to LAX or in the late afternoon before the evening arrival push. HHR operators will be encouraged to file for departures from HHR outside busier LAX arrival periods when IMC is forecast.

Construction on LAX RWY 25L/6R will begin in late January and is projected to end mid-May. The arrival rates for the full closure have been modeled and for a balanced flow are projected to be 58 IMC/60 VMC. Arrival rates are still being determined for the impact from HHR departures considering both IMC conditions and the runway closure. These should be similar to, or slightly lower than the runway closure rates.