

LOC I-HHR	APP CRS	Rwy Idg	4193
109.1	253°	TDZE	63
		Apt Elev	66

LOC RWY 25

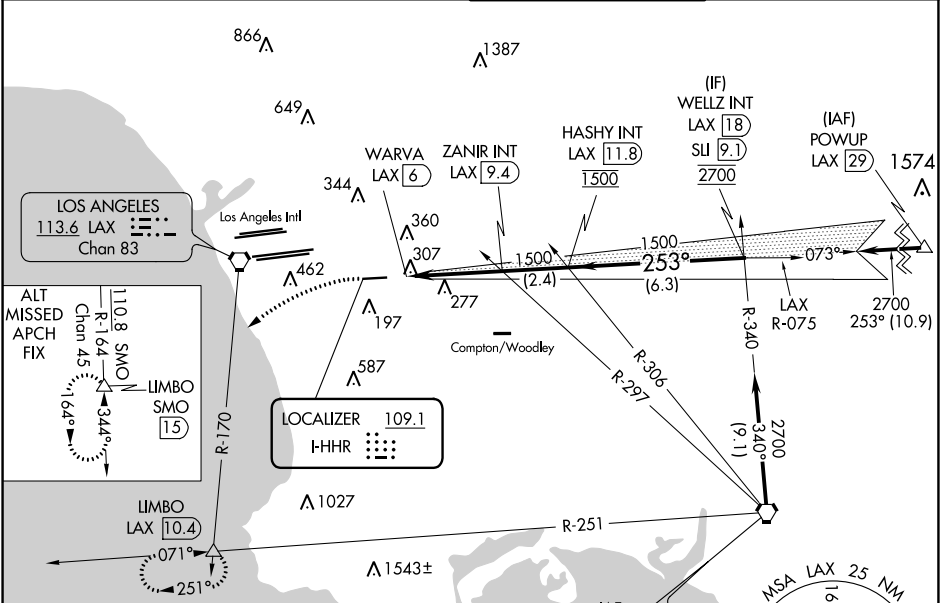
JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

⚠ Inop table does not apply to Cat C. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA when control tower closed. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Simultaneous approach authorized with LAX 25L/R 24L/R. Circling NA north of Rwy 7-25. DME from LAX VORTAC. Simultaneous reception of I-HHR and LAX DME required.

ODALS

MISSED APPROACH: Climbing left turn to 3000 on heading 210° and LAX VORTAC R-170 to LIMBO INT/LAX 10.4 DME and hold.

ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER* 121.1(CTAF) 0 257.8	GND CON 125.1
---------------	------------------------------	---	------------------



ELEV 66	D	TDZE 63
---------	---	---------

LOS ANGELES
113.6 LAX
Chan 83

ALT MISSED APCH FIX
110.8 SMO
Chan 45
R-164
164°

LOCALIZER
I-HHR
109.1

LIMBO
LAX 10.4

TWR
135
4884 X 100

REIL Rwy 25
MIRL Rwy 7-25

IAF SEAL BEACH
115.7 SLI
Chan 104

Procedure NA for arrivals at SLI VORTAC on V459-597 southeast bound.

MSA LAX 25 NM

3000
hdg 210°

LOC unusable from MAP inbound.

253° 4.2 NM from FAF

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).

WELLY INT LAX 18

WARVA LAX 6

ZANIR INT LAX 9.4

HASHY INT LAX 11.8

LAX 6.6

3.10 TCH 45

1500

1500

2700

0.8 NM

0.6 NM

2.8 NM

2.4 NM

6.3 NM

CATEGORY	A	B	C	D
S-25	580- $\frac{3}{4}$	517 (600- $\frac{3}{4}$)	580- $\frac{1}{8}$	517 (600- $\frac{1}{8}$)
CIRCLING	620-1	554 (600-1)	780-2 714 (800-2)	780- $\frac{1}{4}$ 714 (800- $\frac{1}{4}$)

SW-3, 03 DEC 2020 to 31 DEC 2020

SW-3, 03 DEC 2020 to 31 DEC 2020