

Notice of Public Hearing - Hawthorne Airport

Post Date:11/05/2025

NOTICE OF PUBLIC HEARING — CITY OF HAWTHORNE CITY COUNCIL

Public Hearing: Tuesday, December 9, 2025 at 6:00 p.m.

Location: City Hall Council Chambers, 4455 W. 126th St., Hawthorne, CA 90250

Subject: Consideration of a Resolution adopting the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Hawthorne Airport Hangars Project at Jack Northrop Field (12101 Crenshaw Blvd), which would demolish outdated structures and construct 13 new aircraft hangars with related airfield and site improvements. The Initial Study/MND concludes that, with mitigation, potential impacts would be reduced to less than significant.

Summary: The City is considering adoption of a Final Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program for the Hawthorne Airport Hangars Project at Jack Northrop Field (12101 Crenshaw Blvd). The project would demolish outdated structures, remove ~55,000 sq ft of impervious surface, and construct 13 new aircraft hangars with associated taxiways, parking, utilities, grading, and stormwater improvements, with modern safety and energy-efficiency features. The Initial Study/MND identifies mitigation reducing potentially significant impacts to less than significant, including measures for cultural resources, hazards/hazardous materials (well coordination with DTSC/Northrop Grumman/CDM Smith), and tribal cultural resources; a full MMRP is available for review.

How to review materials: The Final IS/MND and MMRP are available at City Hall and online at <https://hawthorneca.box.com/s/tasfxptjkc96pwhc56vpwcr2v1bfk487>

Public comment: All interested persons are invited to attend and provide comment at the hearing.

2. PRESENTATION

The Chair, Mr. Donny Sandusky, gave a presentation on the new hangar development by Hawthorne Airport LLC (HA LLC). He provided a sheet showing the proposed location for new hangars at the Hawthorne Airport. He stated that hangar numbers 21, 22, 23, 24 will be developed next to the Air Traffic Control Tower. He added that 95% of the new hangars will be for someone to come and lease them but they do have 1 hangar that already has a tenant and a couple of others that are interested.

Donny also spoke about a hangar currently located at the corner of Prairie and 120th St. The problem with this hangar is its shape that is round and limits what you can put in it. That hangar is slated for demolition and replaced with a boxed hangar.

He also spoke about the proposed hangars 36 to 40 and then 41 and 42 which are larger hangars in the south side of the airport. They are reclaiming some of the land that Northrop Grumman had for the last 60 to 70 years that is inside the airport property and pushing the fence back to the actual property line for the airport. He explained that hangar 43 is not slated to happen. He said that the t-hangars will stay as they are.

They are building 11 new hangars and replacing 1 hangar for a total of 130,000 square feet of new hangar space. Hangar 42 is going to be a tenant who has 2 planes, a Challenger 350 and a Bombardier Global.

Mr. Sandusky stated that a sign of the times is that there is no hangar space available in Van Nuys or LAX and the other option is Long Beach and that is pretty full. Santa Ana doesn't have hangar space. There is desire and demand for hangars.

He said that they have another tenant that is already in one of their other hangars who is probably going to move into one of the larger hangars so he can have his own hangar versus being in a shared hangar with us.

The other hangars 36 to 40 we have talked to a couple of aerospace companies that are interested in having hangar space on the airport. The hangars by the Control Tower are smaller so I can see a flight school or a maintenance shop being there. We have talked to a maintenance shop that is currently in Santa Monica. They work on Cirrus aircraft and we have Cal Air already at the airport and they fly Cirrus and they are interested in potentially moving to Hawthorne since Santa Monica is closing.

Being that we already have aircraft in these spaces we are not necessarily increasing the count of aircraft but it is more desirable for people to have their airplane in a hangar. You are close to

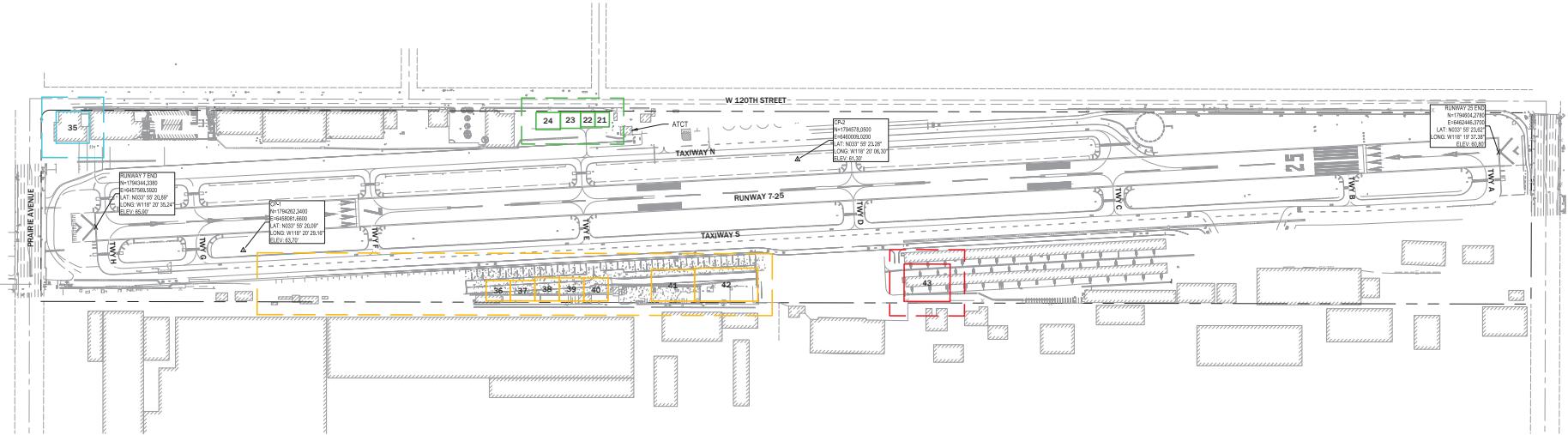
the ocean and someone spends millions on that airplane and they want to keep it out of the elements.

The aircraft that are going in hangar 42 are brand new airplanes so they are as quiet as they get but it is still a jet. No denying what it is going to be.

The completion dates are next summer for the first phase (hangars 36 to 42) and then it rolls into close to the end of the year. By the end of 2026 we expect to have all these completed.

Donny stated that our noise study had projected growth but he was talking about these specific airplanes that are the newer and quietest. He said that they have definitely made a difference in the footprint of the noise but sure you are still going to hear it. He believes that what is going to impact operations and noise are these events coming to LA. FIFA World Cup 2026, Super Bowl in 2027 and Olympics in 2028.

That is going to impact the whole basin. You are going to have more aircraft flying in. We don't have customs in Hawthorne. There are no international flights coming directly to Hawthorne but there will be aircraft coming to Hawthorne more than normal during those periods.



GENERAL NOTES

GENERAL CONSTRUCTION NOTES

- THESE DRAWINGS HAVE BEEN PREPARED, IN PART, BASED UPON RECORD DRAWINGS AND/OR CAD FILES FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, THOSE UTILIZING THE INFORMATION ON THESE DRAWINGS ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE USING IT FOR ANY PURPOSE.
- EXISTING UTILITIES WERE TAKEN FROM PLANS OF RECORD. THEY HAVE BEEN SHOWN TO THE EXTENT KNOWN AND ARE OFFERED IN GOOD FAITH SOLELY FOR INFORMATIONAL PURPOSES. THEY MAY NOT REFLECT ACTUAL LOCATIONS AND MAY NOT BE INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION.
- THE ACTUAL LOCATION AND ELEVATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- IN THE EVENT OF DAMAGE TO EXISTING UTILITIES OR CABLES, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
- THE CONTRACTOR SHALL REPAIR ALL DAMAGE TO UTILITIES OR CABLES, AS DIRECTED BY THE ENGINEER, IMMEDIATELY AND AT THE CONTRACTOR'S EXPENSE.
- ALL AREAS DISTURBED AS A RESULT OF THE CONTRACTOR'S STAGING AND CONSTRUCTION OPERATIONS SHALL BE RESTORED EQUAL TO OR BETTER THAN ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- ALL DIRT, DUST, STONES AND LOOSE DEBRIS SHALL BE CONTINUOUSLY REMOVED FROM ALL PAVED SURFACES DURING THIS CONTRACT.
- THIS CONTRACT DOES NOT ALLOW FOR PRICE INCREASES DUE TO ESCALATION IN COST OF UNIT BID ITEMS. THE CONTRACTOR SHALL TAKE THIS INTO CONSIDERATION WHEN PREPARING UNIT PRICES FOR BID.
- THE OWNER RESERVES THE RIGHT TO ELIMINATE ANY ITEMS OF THE CONTRACT AND PERFORM THESE ITEMS WITH ITS FORCES AND MATERIALS. IT IS ESTIMATED THAT UP TO 8% OF THE PROJECT MAY BE COMPLETED BY THE OWNER. THE ITEMS TO BE COMPLETED BY THE OWNER WILL BE SPECIFIED PRIOR TO AWARD.
- THE OWNER RESERVES THE RIGHT TO SALVAGE FENCE MATERIALS. THE MATERIAL TO BE SALVAGED IS IDENTIFIED IN THE SPECIFICATION. SALVAGED MATERIAL SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE OWNER IN GOOD CONDITION. ALL OTHER FENCE MATERIAL SHALL BE SPOILED OFF AIRPORT PROPERTY AT A PROPER DISPOSAL SITE SELECTED BY THE CONTRACTOR.

GRADING AND EXCAVATION NOTES

- QUALITY ASSURANCE TESTS WILL BE MADE BY AND AT THE EXPENSE OF THE OWNER, UNLESS OTHERWISE NOTED. THE COST OF ALL FAILING TESTS SHALL BE BORNE BY THE CONTRACTOR.
- THE EXACT LOCATIONS AND DIMENSIONS OF PAVEMENT TO BE RECONSTRUCTED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- ALL SPOIL SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTORS EXPENSE.
- THE COMBINATION OF SILT/CLAY SOILS AND HIGH NATURAL MOISTURE CONTENTS CREATE THE POTENTIAL FOR LOSS OF STRENGTH UNDER REPETITIVE LOADINGS OR VIBRATION. THE CONTRACTOR SHOULD TAKE THESE FACTORS INTO CONSIDERATION WHEN SELECTING EQUIPMENT, METHODS AND MEANS FOR CONSTRUCTION OF THIS PROJECT, AS WELL AS HAULING EQUIPMENT THAT WILL OPERATE IN THE AREA THROUGHOUT CONSTRUCTION. ANY DAMAGE TO THE SUBGRADE CONDITION AS A RESULT OF CONSTRUCTION OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION, AS DIRECTED BY THE ENGINEER AND ALL AT THE CONTRACTOR'S EXPENSE.
- TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL WORK PERFORMED FOR PROTECTION OF CONSTRUCTION AREAS OUTSIDE THE CONSTRUCTION LIMITS, SUCH AS BORROW AREAS AND WASTE AREAS, HAUL ROADS, EQUIPMENT AND MATERIAL STORAGE SITES, AND TEMPORARY PLANT SITES, WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT SHALL BE CONSIDERED AS A SUBSIDIARY OBLIGATION OF THE CONTRACTOR.

- ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MATERIALS SHALL BE IN PLACE PRIOR TO BEGINNING EARTHWORK OPERATIONS AND SHALL BE MAINTAINED UNTIL THE NEW SLOPES ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION.

SURVEY NOTES

- ALL ELEVATIONS REFER TO NAVD 88 VERTICAL DATUM. COORDINATES REFER NAVD 83 HORIZONTAL DATUM.
- THE TOPOGRAPHIC FEATURES SHOWN HEREON WERE COMPILED FROM FIELD SURVEY PERFORMED BY GSI DATED AUGUST 25 2024.

PAVING NOTES

- THE CONTRACTOR'S ATTENTION IS DIRECTED TO ITEM P-101 "PREPARATION/REMOVAL OF EXISTING PAVEMENTS" AS IT RELATES TO FILLING JOINTS AND CRACKS IN EXISTING PAVEMENT. A MIXTURE OF EMULSIFIED ASPHALT AND SAND IS REQUIRED TO FILL JOINTS AND CRACKS IN EXISTING PAVEMENT. ITEM P-605, "JOINT SEALING FILLER" WILL NOT BE ALLOWED.
- EMULSIFIED ASPHALT TACK COAT, ITEM P-603, SHALL BE APPLIED PRIOR TO PLACING EACH LIFT OF PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- TRANSVERSE JOINTS IN ONE COURSE SHALL BE OFFSET BY AT LEAST 10 FEET (3 M) FROM TRANSVERSE JOINTS IN THE PREVIOUS COURSE. TRANSVERSE JOINTS IN ADJACENT LANES SHALL BE OFFSET A MINIMUM OF 10 FEET (3 M).
- THE LONGITUDINAL JOINT IN ONE COURSE SHALL OFFSET THE LONGITUDINAL JOINT IN THE COURSE IMMEDIATELY BELOW BY AT LEAST ONE FOOT (30 CM); HOWEVER, THE JOINT IN THE SURFACE TOP COURSE SHALL BE AT THE CENTERLINE OF CROWNED PAVEMENTS.
- PROPOSED BITUMINOUS SURFACE COURSE TO BE INSTALLED IN PAVEMENT RECONSTRUCTION AREAS, SHALL BE SUBJECT TO THE SAME MATERIAL ACCEPTANCE CRITERIA AS THE ASPHALT LEVELING COURSE.
- LONGITUDINAL JOINTS WHICH HAVE BEEN LEFT EXPOSED FOR MORE THAN FOUR (4) HOURS; THE SURFACE TEMPERATURE HAS COOLED TO LESS THAN 175°F (80°C); OR ARE IRREGULAR, DAMAGED, UNCOMPACTED OR OTHERWISE DEFECTIVE SHALL BE CUT BACK WITH A CUTTING WHEEL OR PAVEMENT SAW A MAXIMUM OF 3 INCHES (75 MM) TO EXPOSE A CLEAN, SOUND, UNIFORM VERTICAL SURFACE FOR THE FULL DEPTH OF THE COURSE. ALL CUTBACK MATERIAL AND ANY LANTAGE PRODUCED FROM CUTTING JOINTS SHALL BE REMOVED FROM THE PROJECT. ASPHALT TACK COAT IN ACCORDANCE WITH P-603 SHALL BE APPLIED TO THE CLEAN, DRY JOINT PRIOR TO PLACING ANY ADDITIONAL FRESH ASPHALT AGAINST THE JOINT. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE ASPHALT.

MARKING NOTES

- REMOVAL OF EXISTING MARKINGS SHALL BE IN ACCORDANCE WITH ITEM P-101.

GEOTECHNICAL NOTES

- BORINGS SHALL BE ADVANCED TO A CONTINUOUS DEPTH OF 10 FEET IN ACCORDANCE WITH ASTM D-1586.
- LABORATORY COMPACTION TESTS SHALL BE PERFORMED IN ACCORDANCE WITH ASTM D-1557.
- ALL SOILS SHALL BE CLASSIFIED ACCORDING TO THE UNIFIED SOIL CLASSIFICATION SYSTEM IN ADDITION TO VISUAL SOIL DESCRIPTIONS.
- THE LABORATORY SHALL PROVIDE LOGS OF PAVEMENT CORES TO INCLUDE THICKNESS, MIX TYPE, AGGREGATE TYPE, MAXIMUM AGGREGATE SIZE, ETC.

LEGEND

	SOUTHWEST HANGAR DEVELOPMENT
	SOUTHEAST HANGAR DEVELOPMENT
	NORTHWEST HANGAR DEVELOPMENT
	NORTHEAST HANGAR DEVELOPMENT
	BUILDING RESTRICTION LINE
	TAXIWAY OBJECT FREE AREA
	FIRE WATER PIPE
	CHAIN LINK FENCE
	ELECTRICAL PULLBOX OR STRUCTURE
	AREA LIGHT POLE
	STORM DRAIN CATCH BASIN
	FIRE HYDRANT
	WATER VALVE
	BOLLARD OR POST
	AIRCRAFT TIE-DOWN ANCHOR
	STORM DRAIN INLET PROTECTION
	SHEET FLOW ARROW
	GRAVEL BAG BARRIER PROTECTION
	STORM DRAIN PIPE
	SANITARY SEWER PIPE
	UNDERGROUND ELECTRICAL CONDUIT
	STORM DRAIN CATCH BASIN
	ASPHALT PAVEMENT REMOVAL
	CONCRETE PAVEMENT REMOVAL
	BUILDING AND FOUNDATION REMOVAL
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE PAVEMENT

