Atlantic Aviation FBO Hangar & Office Development Project
at Los Angeles International Airport

Project Description

Proposed Project

Atlantic Aviation proposes to construct a hangar and office building on its leasehold located within the airport airside at Los Angeles International Airport (LAX). The proposed project is located at 6411 West Imperial Highway, Los Angeles, CA 90045. The proposed hangar is 36,550 SF with an adjoining 4,900 SF one story office building and a 2,000 SF one story hangar support building.

Project Location

The project site is located within the southern portion of the airport, on the northwest corner of Sepulveda Boulevard and Imperial Highway. The site is located south of the south airfield at LAX and north of Imperial Highway and Interstate 105. Nearby land uses to the west of the site include cargo and freight tenants and a LAWA police facility. Sepulveda Boulevard lies to the east of the site and separates the site from the Fixed Base Operation (FBO) and cargo facilities located east of Sepulveda. The site is designated as Airport Airside in the LAX Plan and as LAX – A Zone (Airport Airside Sub-Area) in the LAX Specific Plan. The proposed hangar and office building are consistent with these designations and compatible with surrounding land uses. Access to the site is provided by an airport access road via Imperial Highway and California Street.

Project Background

On December 29, 2003, Mercury Air Group, Inc. (Mercury) executed a land lease with the City of Los Angeles to develop a Fixed Base Operation (FBO) at the project site. In 2007, Atlantic Aviation purchased Mercury Air Group, Inc's LAX interest and is now doing business as Atlantic Aviation, Inc.

When Mercury executed its land lease, Mercury agreed to demolish and remove the B4 hangar and Air Freight Building 12 (AF12) which were located on the site and replace it with an airline maintenance building. The B4 hangar was 165 ft. by 300 ft. with a total area of 49,500 SF and the AF12 warehouse was 100 ft. by 100 ft. with a total area of 10,000 SF for a total of 59,500 SF.

In 2004, Mercury completed demolition of the B4 and AF12 improvements and constructed a 10,059 SF FBO customer service and customs building, a vehicle parking lot, and a concrete aircraft parking apron. Initially, Mercury contemplated construction of a 3,400 SF airline maintenance building to support their airline maintenance service to commercial airliners. This building, however, was never built as Mercury sold off that portion of their business and

discontinued commercial airliner maintenance on their FBO ramp. Atlantic Aviation does not provide any services to the airlines on its leasehold, including heavy aircraft maintenance.

The proposed hangar and office building would enable Atlantic Aviation to provide a greater level of service to the users of its FBO, enabling them to store their aircraft inside a hangar rather than park them outside. Some of these users currently base their aircraft at other airports, requiring the aircraft to fly into LAX to pick up and drop off passengers before returning the aircraft to their home airport. Relocating these aircraft to LAX would reduce the number of aircraft operations (i.e. takeoffs and landings) from four per customer trip to two. Basing the aircraft in the proposed hangar would also allow FBO users to be more responsive to their customers and operate more cost effectively, by eliminating unnecessary flights to and from LAX from a distant home base.

Project Description

Atlantic Aviation now proposes to construct a 36,550 SF hangar, a 4,900 SF office building, and a 2,000 SF hangar support building for total new improvements of 43,450 SF.

The hangar would be a metal building that is 215 ft. by 170 ft. and 42 ft. tall at its maximum, with horizontal wall panels on the sides and a hangar door located on the east side that is 195 ft. by 28 ft. tall. The hangar door would be a traditional powered, bi-directional metal rolling door. There would be no heavy aircraft maintenance performed within the proposed hangar.

The office building would be a 27 ft. by 195 ft. steel-frame building with an exterior stucco side finish to match the FBO customer service building. The building would be located on the west side of the hangar and would share a common wall with the hangar. There would be four office suites included in the office building for the use of the tenants who store their aircraft in the hangar. The office building itself would be located outside the airport operations area (AOA) boundary line, which would be located between the office building and the hangar. There would be one security door from the office building into the hangar that would be controlled by card key access.

The hangar support building would be located on the south side of the hangar and would have an exterior stucco finish to match the FBO customer service building and proposed office building. This building would contain a foam fire suppression system, electrical room, hangar rest rooms, and tenant storage areas.

On the west side of the office building, a vehicle parking lot would be included for hangar and office building tenants with 25 vehicle parking stalls. The access gate from Atlantic Aviation's current parking lot would be adjusted to fit with the proposed site plan. The entire vehicle parking lot would be outside of the AOA.

On the north side of the hangar, a vehicle emergency access security gate would be constructed to allow access to the AOA and would be controlled by card key access from the vehicle parking lot.

The total existing and proposed improvements are 5,991 SF less than the B4 and AF12 improvements that were demolished in 2004. Refer to the attached site plan for details on the proposed improvements.

The proposed project would result in minimal changes to the existing uses at the Atlantic Aviation FBO. The aircraft that would be housed in the hangar currently fly into the FBO, although their home bases are at other airports. As noted above, by basing these aircraft at LAX, the total number of operations at the FBO would decrease. The aircraft are currently serviced at LAX (e.g., flight kitchen services, fueling); no increase in services would occur with project implementation. No heavy aircraft maintenance would be conducted at the FBO. The office building would be used by Atlantic Aviation customers, specifically aircraft crew and support staff. It is expected that between 6 and 8 people would use the office space. These staff are currently located at the aircraft home bases and would represent new employees on the site. Aircraft crew travel to and from the site would be based on flight schedules, and would not ordinarily occur on a daily basis and could occur in both peak and non-peak travel times. The other employees would typically travel to and from the site during normal business hours.