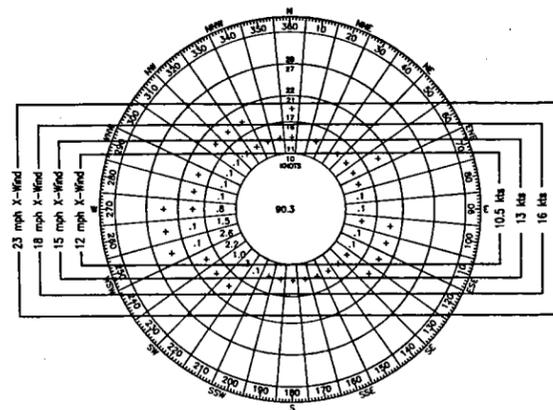


BUILDING KEY

- ① Terminal Building
- ② Underground Fuel Storage/Dispensing Facility
- ③ Public Airport Entrance Road
- ④ Restricted Access Airport Entrance Road
- ⑤ Vehicle Parking Area
- ⑥ Transient Aircraft Parking Area
- ⑦ FBO Hangar/Office
- ⑧ FBO Aircraft Parking
- ⑨ Airport Maintenance Facility
- ⑩ Permanent T-Hangars
- ⑪ Portable T-Hangars
- ⑫ Aircraft Painting Facility
- ⑬ Based Helicopter Operating Area
- ⑭ Helicopter Pad
- ⑮ Based Aircraft Parking Area
- ⑯ Aircraft Washing Facility
- ⑰ Airport User Lounge
- ⑱ Segmented Circle and Lighted Wind Cone
- ⑲ NDB Antenna
- ⑳ Compass Rose
- ㉑ Precision Approach Path Indicator
- ㉒ Runway End Identification Lights
- ㉓ Restricted Internal Access Road
- ㉔ Noise Barrier
- ㉕ Future Perimeter Wall
- ㉖ Future Restricted Access Airport Entrance Road
- ㉗ Future Aircraft Maintenance Facility
- ㉘ Airport Security Ramp Lighting - North Side
- ㉙ Future Automated Weather Observing Station

FAA APPROVAL

Approved SEP 11 2003
 FEDERAL AVIATION ADMINISTRATION
 Western-Pacific Region
 By [Signature]
 Supervisor, Standards Section

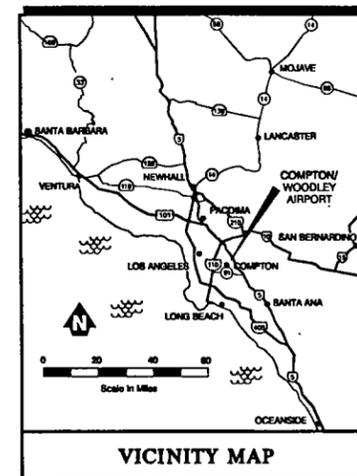


ALL-WEATHER WIND ROSE

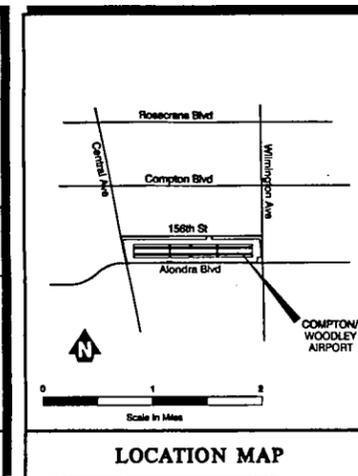
BASED ON 46,093 OBSERVATIONS AT
 HAWTHORNE MUNICIPAL AIRPORT FROM 1992 TO 2001
 SOURCE: National Climatic Data Center Asheville, NC.

WIND COVERAGE

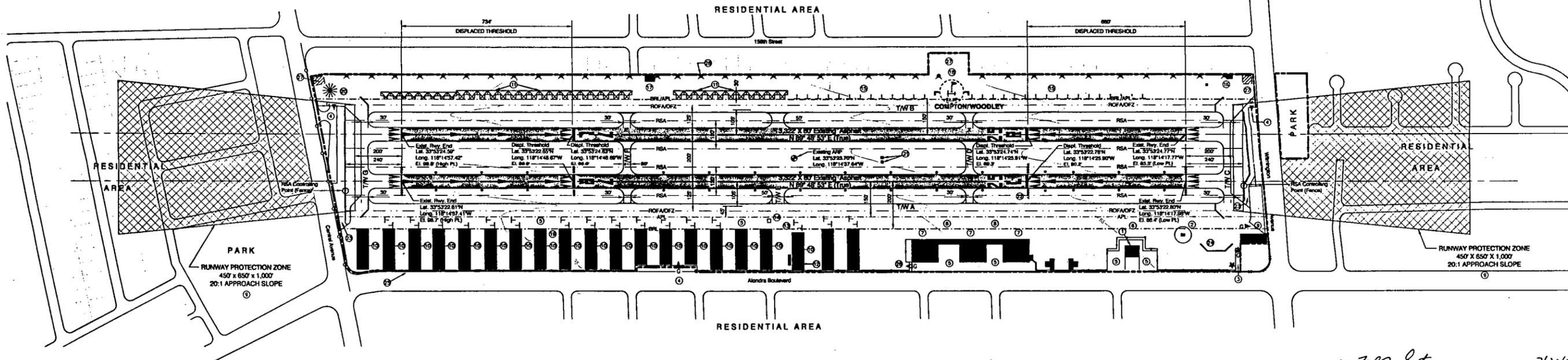
CONDITION	10.5 KT. X-WIND	13 KT. X-WIND	16 KT. X-WIND	20 KT. X-WIND
ALL WEATHER	99.46%	99.87%	99.98%	99.99%



VICINITY MAP



LOCATION MAP



AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	99'	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES	LATITUDE 33° 53' 23.70" N LONGITUDE 118° 14' 37.64" W	SAME
MEAN MAX TEMP. OF HOTTEST MONTH	82.0° JULY	SAME
AIRPORT AND TERMINAL NAVAIDS	NDB (VFR ONLY)	SAME
AIRPORT REFERENCE CODE	B-1/SMALL	SAME
AIRPORT WIND COVERAGE % (13 KNOTS)	99.87	SAME
MISCELLANEOUS FACILITIES	NONE	NONE
DESIGN AIRCRAFT	BEECH KING AIR	SAME
GPS AT AIRPORT	NO	YES

LEGEND

	EXISTING	ULTIMATE
AIRCRAFT PARKING LIMIT LINE	---	SAME
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	•/---/x	SAME
AIRFIELD PAVEMENT	=====	SAME
AIRPORT BEACON	*	SAME
AIRPORT BOUNDARY	-----	SAME
AIRPORT REFERENCE POINT (ARP)	⊙	SAME
APRON LIGHTING	A	SAME
BUILDING RESTRICTION LINE (BRL)	---	SAME
BUILDINGS		SAME
BUILDINGS TO BE REMOVED		SAME
FENCE	=====	SAME
GROUND CONTOURS	---	SAME
OTHER PROPERTY LINES	---	SAME
ROAD/VEHICLE PARKING	=====	SAME
RPZ EASEMENT	---	SAME
RUNWAY OBJECT FREE AREA (ROFA)	---	SAME
RUNWAY SAFETY AREA (RSA)	---	SAME
UTILITY POLE / POWER LINE	o	SAME
VEHICLE GATE	←	SAME

RUNWAY DATA

	RUNWAY 7L/25R		RUNWAY 7R/25L	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (IN %)	0.4%	SAME	0.4%	SAME
PAVEMENT STRENGTH (000 LBS)	14.5(S)	SAME	14.5(S)	SAME
PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME
RUNWAY LIGHTING	NONE	SAME	MIRL	SAME
RUNWAY MARKING	BASIC	SAME	BASIC	SAME
NAVIGATIONAL AIDS	NDB	SAME	NDB	SAME/NDB, GPS
WIND COVERAGE % (13 KNOTS)	99.87	SAME	99.87	SAME
VISUAL AIDS	NONE	SAME	NONE/TAPP, REIL	SAME
APPROACH CATEGORY (FAR PART 77)	VISUAL/VISUAL	SAME	VISUAL/VISUAL	VISUAL/NON-PRECISION
APPROACH SLOPE	20:1	SAME	20:1	SAME
MAXIMUM ELEVATION ABOVE MSL	98.8'	SAME	98.7'	SAME
RUNWAY LENGTH	3,322'	SAME	3,322'	SAME
RUNWAY WIDTH	60'	SAME	60'	SAME
RUNWAY SAFETY AREA LENGTH/WIDTH	240/120	SAME	240/120	SAME

DEVIATIONS FROM FAA DESIGN STANDARDS

DESIGN STANDARD	REQUIRED	EXISTING	ACTION
RUNWAY (7R-25L AND 7L-25R) TO PARALLEL TAXIWAY SEPARATION	150'	105'	TO REMAIN
RUNWAY (7R-25L AND 7L-25R) TO HOLDLINE SEPARATION	125'	90'	TO REMAIN
OBJECTS PENETRATE THE PART 77 20:1 APPROACH SURFACES FOR RUNWAYS 7L-25R AND 7R-25L	CLEAR	OBSTRUCTED	TO REMAIN
PERMANENT T-HANGARS, STRUCTURES, AND PARKED AIRCRAFT PENETRATE THE 7:1 TRANSITIONAL SURFACE ALONG THE SOUTHERN SIDE OF RUNWAY 7R-25L	CLEAR	OBSTRUCTED	TO REMAIN
PORTABLE T-HANGARS AND PARKED AIRCRAFT PENETRATE THE 7:1 TRANSITIONAL SURFACE ALONG THE NORTHWEST SIDE OF RUNWAY 7L-25R	CLEAR	OBSTRUCTED	TO BE REMOVED

RUNWAY END DATA

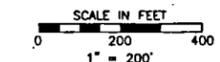
RUNWAY	EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
7L	LATITUDE 33°53'24.59" N LONGITUDE 118°14'57.42" W	SAME	98.8'	SAME
25R	LATITUDE 33°53'24.77" N LONGITUDE 118°14'17.77" W	SAME	85.5'	SAME
7R	LATITUDE 33°53'22.61" N LONGITUDE 118°14'57.41" W	SAME	98.7'	SAME
25L	LATITUDE 33°53'22.80" N LONGITUDE 118°14'17.96" W	SAME	86.4'	SAME

NOTES:

- ① Runway end coordinates and runway length are based on a survey performed on 6-19-03 by Los Angeles County Department of Public Works Survey Division.
- ② Airport perimeter is completely enclosed by security fencing and/or cinder block wall.
- ③ On-airport access restricted to authorized users only.
- ④ Off-airport land uses in Runway Protection Zones (RPZ) comprised of a mixture of single/multi-family residential and commercial.
- ⑤ Clear approach surface slopes estimated based on permanent obstacles. Controlling obstacles to be field verified by County.
- ⑥ Numerous obstacles penetrate the Part77 approach surface.
- ⑦ Individual RPZ's for Runways 7L/7R and 25L/25R combined into single RPZ at each runway end.
- ⑧ There are no section corners within the immediate vicinity of the airport. Airport is located in Township 3 South and Range 13 West.
- ⑨ AWOS site is conceptual and is to be determined by a special study.



ANNUAL RATE OF CHANGE -2 MIN/YEAR



APPROVED BY THE COUNTY OF LOS ANGELES [Signature] 7/22/03 DATE

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.
3	July 2003	Incorporate A.I.P. 03 Electrical Upgrade improvements	DPS	TAG
2	4-16-01	Updated to show relocated runway ends	TAG	TAG
1	8-7-85	Revalidation approval	TAG	TAG

AIRPORT LAYOUT PLAN

**COMPTON/WOODLEY AIRPORT
COMPTON, CALIFORNIA**

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**



DESIGNED: AWS CHECKED: DPS SHEET 1 OF 1
 DRAWN: AWS DATE: JULY, 2003