ABBREVIATIONS

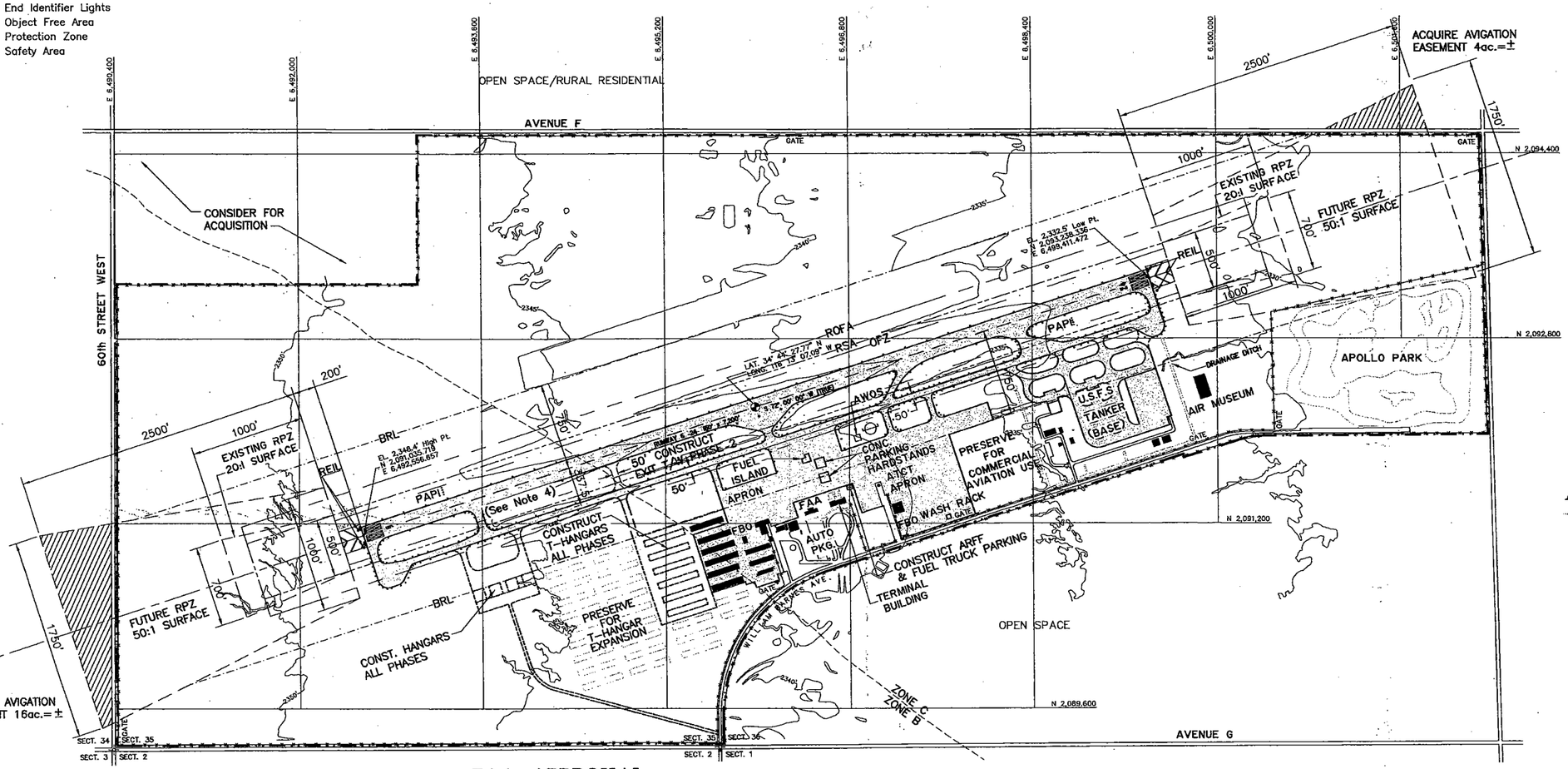
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BRL	Building Restriction Line
GPS	Global Positioning System
MIRL	Medium Intensity Runway Edge Lights
OFZ	Obstacle Free Zone
PAPI	Precision Approach Path Indicator
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area

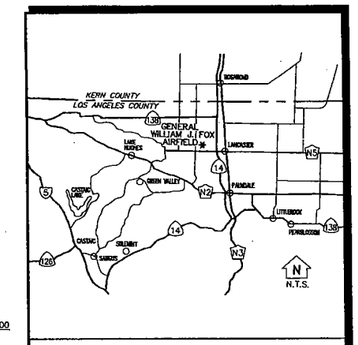
NOTES:

1. All elevations are in feet above mean sea level (MSL).
2. Zones B and C shown refer to zones designated on FEMA Flood Insurance Rate Maps.
3. Future precision approaches assume development of GPS at the airport.
4. Runway – taxiway separation is adequate for critical design group IV aircraft (C–130).
5. Taxiway width of 50 feet accommodates C–130.
6. California Coordinate System, Zone 5, NAD 83.

RUNWAY END DATA

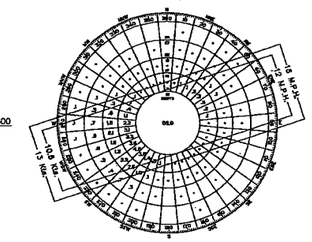
RUNWAY		EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
6	LATITUDE	34°44'16.80"N	SAME	2,348.4	SAME
	LONGITUDE	118°13'48.14"W	SAME		
24	LATITUDE	34°44'38.74"N	SAME	2,332.5	SAME
	LONGITUDE	118°12'26.05"W	SAME		





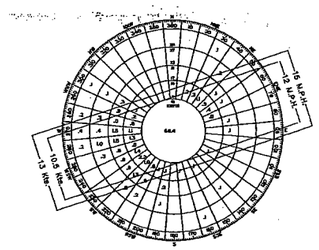
LOCATION MAP

Based on 81,193 observations at Station No. 72381 Lancaster, CA for the period 1990 – 2000



Calms = 21.36%
Wind Coverage (15 M.P.H. X–Wind) = 98.01%
Wind Coverage (12 M.P.H. X–Wind) = 94.91%

ALL WEATHER WIND ROSE



Calms = 33.13%
Wind Coverage (15 M.P.H. X–Wind) = 93.00%
Wind Coverage (12 M.P.H. X–Wind) = 90.24%

IFR WIND ROSE

(IFR CONDITIONS OCCUR 1.2% OF THE TIME)

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.

FAA APPROVAL

Approved NOV 21 2000
Revalidated March 31, 2005
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By _____
Supervisor, Standards Section

APPROVED BY THE COUNTY OF LOS ANGELES — DATE 2/24/05

SCALE IN FEET
1000 500 0 500 1000
1 INCH = 500 FEET

RUNWAY DATA

	RUNWAY 6–24	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (IN %)	0.22	SAME
PAVEMENT STRENGTH (000 LBS)	50(S),68(D),117(DT)	SAME
PAVEMENT MATERIAL	ASPHALTIC CONCRETE	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING	NON–PRECISION	PRECISION
INSTRUMENTATION/NAVIGATIONAL AIDS	VORTAC, NDB(6&24)	GPS, VORTAC, NDB(6&24)
WIND COVERAGE % (13 KTS./15 MPH)	98.01	SAME
VISUAL AIDS	PAPI(6&24),REIL(6&24)	SAME
APPROACH CATEGORY (FAR PART 77)	NON–PRECISION>3/4 (6&24)	PRECISION (6&24)
APPROACH SURFACES	20:1, 20:1	50:1, 50:1
MAXIMUM ELEVATION ABOVE MSL	2,348.4'	SAME
RUNWAY LENGTH	7,200'	SAME
RUNWAY WIDTH	150'	SAME
RUNWAY SAFETY AREA LENGTH/WIDTH	1,000' (L)/500'(W)	SAME

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT ELEVATION		2,348.4' MSL	SAME
AIRPORT REFERENCE POINT	LATITUDE	34°44'27.77"N	SAME
(ARP) COORDINATES NAD 83	LONGITUDE	118°13'07.09"W	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH		99.4°F (AUG.)	SAME
AIRPORT AND TERMINAL NAVAIDS		VORTAC, NDB	GPS
AIRPORT REFERENCE CODE		C–IV	SAME
AIRPORT WIND COVERAGE % (13 KNOTS)		98.01	SAME
MISCELLANEOUS FACILITIES		ATCT, BEACON	SAME
		AWOS, WIND CONE	SAME
DESIGN AIRCRAFT		C–130	SAME

LEGEND

	EXISTING	ULTIMATE
AIRFIELD PAVEMENT		
AIRPORT BOUNDARY		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
BUILDINGS		
BUILDING RESTRICTION LINE (BRL)		SAME
GROUND CONTOURS		
FENCE		
OBSTACLE FREE ZONE		SAME
ROAD/VEHICLE PARKING		
RUNWAY OBJECT FREE AREA		SAME
RUNWAY SAFETY AREA		SAME
SECTION CORNER		SAME

OCT. 1999
14°0.5'E
True
Magnetic

ANNUAL RATE OF CHANGE
–0.8 MIN/YEAR

NO.	DATE	REVISION	BY	APP.
5	1/31/05	Revised and updated per L.A. County 1/31/05	MFS	TAG
4	10/3/00	Incorporate FAA comments of 6/23/00 and release of land.	DPS	TAG
3	1/17/00	Incorporate A.I.P. Proj. No. 3–06–0118–06+07 Improvements	DPS	TAG
2	7/7/99	Deleted potential area for motor vehicle testing.	DPS	TAG
1	4/13/99	Ultimate airport boundary & area to be released.	DPS	TAG

AIRPORT LAYOUT PLAN

GEN. WILLIAM J. FOX AIRFIELD LANCASTER, CALIFORNIA

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

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DESIGNED: M.F.S. | CHECKED: C.F.W.
DRAWN: M.F.S | DATE: JAN–31–2005