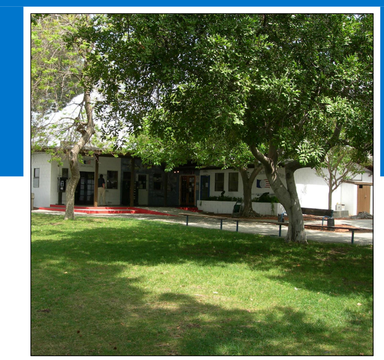
AECOM



WHITEMAN AIRPORT
COUNTY OF LOS ANGELES

Master Plan

Funded by the Federal Aviation Administration

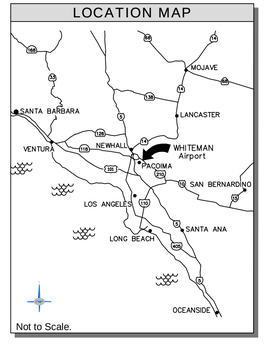
AIP Nos. 03-06-0134-10/11

Prepared by:
AECOM

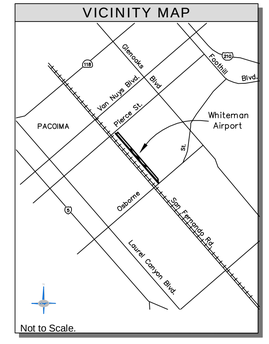
DRAWING INDEX

SHEET NO.	DWG. TITLE
1.	Cover Sheet
2.	Airport Layout Plan
3.	Building Area Plan
4.	FAR Part 77 Airspace Plan
5.	Inner Portion of the Approach Surface Plan
6.	Land Use Plan
7.	Exhibit "A" - Property Map

LOCATION MAP



VICINITY MAP



ABBREVIATIONS:

APP	Approach
ARP	Airport Reference Point
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observing System
BRL	Building Restriction Line
DEP	Departure
Disp.	Displaced
(E)	Existing
Elev.	Elevation
ENTR.	Entrance
Est.	Estimated
(A)	Future
LOS	Line of Sight
NDB	Non-Directional Beacon
OFZ	Obstacle Free Zone
PAPI	Precision Approach Path Indicator
Pt.	Point
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RW	Runway
TDZE	Touchdown Zone Elevation
TSS	Threshold Siting Surface
TW	Taxiway

OBSTACLE FREE ZONE (OFZ) PENETRATIONS

#	DESCRIPTION	REQUIRED	EXISTING	ACTION
1	AIRPORT PROPERTY FENCE/ PIERCE STREET	200'	55'	RELOCATE RUNWAY THRESHOLD 183'/ ELIMINATE DECLARED DISTANCES
2	AIRPORT PROPERTY FENCE/ OSBORNE STREET	200'	73'	RELOCATE RUNWAY THRESHOLD 169'/ ELIMINATE DECLARED DISTANCES

DEVIATIONS FROM FAA DESIGN STANDARDS

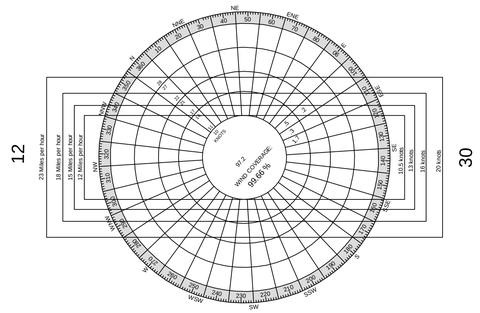
	DESCRIPTION	REQUIRED	EXISTING	ACTION
A	RSA LENGTH[1]	240'	55'	RELOCATE RUNWAY THRESHOLD 183'/ ELIMINATE DECLARED DISTANCES
	ROFA LENGTH[1]	240'	55'	
	OFZ LENGTH[1]	200'	55'	
B	RSA LENGTH[1]	240'	73'	RELOCATE RUNWAY THRESHOLD 169'/ ELIMINATE DECLARED DISTANCES
	ROFA LENGTH[1]	240'	73'	
	OFZ LENGTH[1]	200'	73'	

[1] Beyond runway end

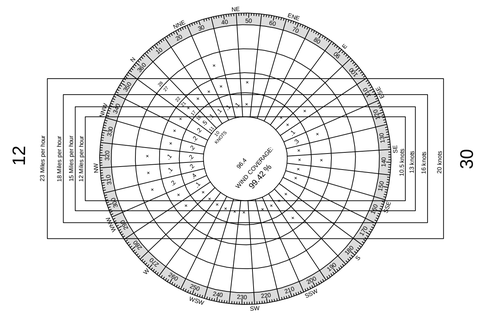
WIND COVERAGE

RUNWAY	CROSSWIND COVERAGE							
	ALL WEATHER				IFR			
	10.5 Kts.	13 Kts.	16 Kts.	20 Kts.	10.5 Kts.	13 Kts.	16 Kts.	20 Kts.
12	59.34%	59.63%	59.80%	59.83%	70.68%	70.68%	70.68%	70.68%
30	87.45%	87.48%	87.50%	87.51%	98.76%	98.90%	98.94%	98.94%
12-30	99.42%	99.74%	99.93%	99.97%	99.66%	99.80%	99.83%	99.83%

Source: National Climatic Data Center Asheville, NC. Based on 14,435 observations (1999 - 2007) taken at Whiteman, CA.



IFR WIND ROSE



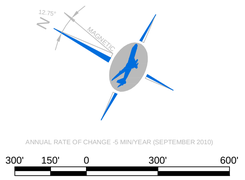
ALL WEATHER WIND ROSE

AIRPORT DATA

DESCRIPTION		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		1,005'	1,004'
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE	34°15'33.57"N	34°15'33.33"N
	LONGITUDE	118°24'48.36"W	118°24'48.30"W
NAVAIDS (i.e. ILS, BEACON)		BEACON, NDB	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH		89.1°(July)	SAME
AIRPORT REFERENCE CODE		B-I, SMALL	SAME
GPS AT AIRPORT		YES	SAME

DECLARED DISTANCES

	RUNWAY 12	RUNWAY 30
TAKEOFF RUN AVAILABLE (TORA)	3,442'	3,191'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,120'	4,120'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	3,910'	3,940'
LANDING DISTANCE AVAILABLE (LDA)	3,181'	3,462'
See Note 6.		



LEGEND

DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY		SAME
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT TO BE REMOVED	NONE	
BUILDING RESTRICTION LINE (BRL)		SAME
RUNWAY OBJECT FREE AREA (ROFA)/ OBSTACLE FREE ZONE (OFZ)		SAME
RUNWAY SAFETY AREA (RSA)		SAME
RUNWAY PROTECTION ZONE (RPZ)		
BUILDINGS		
BUILDINGS TO BE REMOVED	NONE	
GROUND CONTOURS	1000'	SAME
AIRPORT REFERENCE POINT (ARP)		
HELIPADS		SAME
THRESHOLD SITING SURFACE		SAME
FENCE	X	XX XX X
ROAD/PARKING		
ROTATING BEACON		SAME
MONUMENT		SAME
HOLDLINE		
RUNWAY LIGHTS/PAPI	/	NOT SHOWN
HELICOPTER OPERATING AREA	NOT SHOWN	
AVIGATION EASEMENT	NONE	
ATCT LOS		NOT SHOWN
GATE/TO BE REMOVED	/	/

MONUMENT DATA

	LATITUDE	LONGITUDE
1	34°15'47.84"N	118°25'03.34"N
2	34°15'43.01"N	118°24'58.24"N
3	34°15'43.09"N	118°25'00.73"N
4	34°15'33.29"N	118°24'47.96"N
5	34°15'23.57"N	118°24'37.69"N
6	34°15'19.03"N	118°24'35.58"N
7	34°15'18.42"N	118°24'32.24"N
8	34°15'48.83"N	118°24'29.87"N

For monument protection see note 8.

FACILITY TABLE

#	DESCRIPTION
1	PRIVATELY OWNED HANGARS
2	LA COUNTY OWNED HANGARS
3	FUEL ISLAND
4	TERMINAL (to be relocated)
5	AIRPORT TRAFFIC CONTROL TOWER
6	FUTURE HANGARS
7	FUTURE AWOS
8	FUTURE TERMINAL/RESTAURANT
9	WASH RACK

For more details see Sheet 3 - Building Area Plan.

RUNWAY END DATA

RUNWAY		EXISTING	FUTURE
12	LATITUDE	34°15'48.70"N	34°15'47.34"N
	LONGITUDE	118°25'04.53"W	118°25'03.10"W
	ELEVATION[1]	1,005.4'	1,004.0'[1]
30	LATITUDE	34°15'18.06"N	34°15'19.33"N
	LONGITUDE	118°24'32.15"W	118°24'33.49"W
	ELEVATION[1]	962.0'	964.0'[1]

[1] See Note 2.

TAXIWAY DETAILS

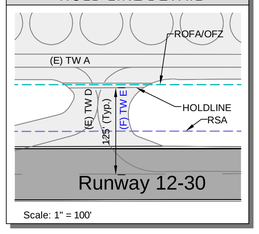
DESIGNATOR		WIDTH
EXISTING	FUTURE	
TAXIWAY A PARALLEL	TAXIWAY A PARALLEL	35'
TAXIWAY A ENTR.	-	41'
-	TAXIWAY A ENTR.	41'
-	TAXIWAY B	80'
TAXIWAY B	TAXIWAY C	80'
TAXIWAY C	TAXIWAY D	80'
TAXIWAY D	TAXIWAY E	80'
-	TAXIWAY F	80'

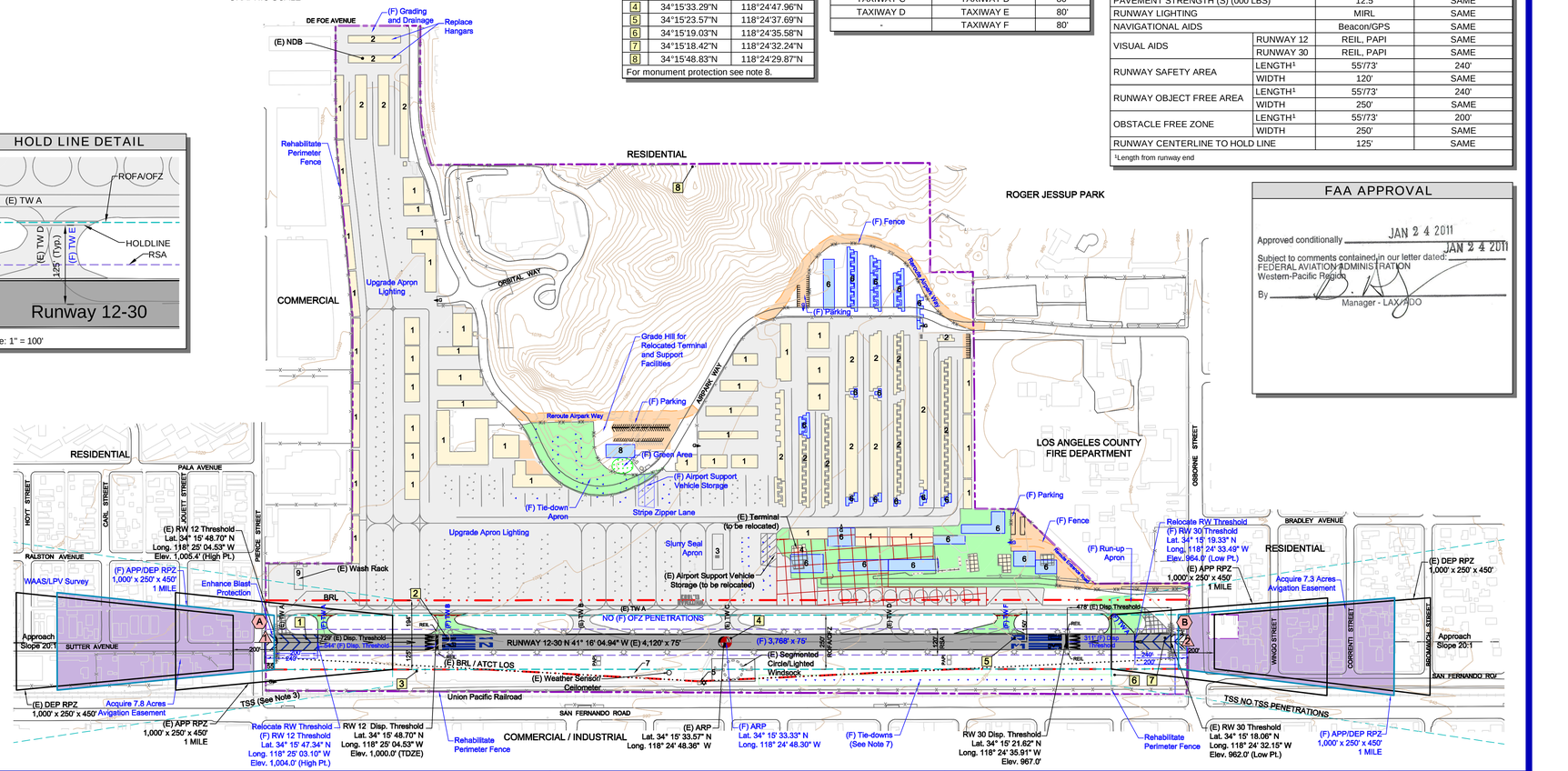
RUNWAY DATA

DESCRIPTION		RUNWAY 12 - 30	
		EXISTING	FUTURE
EFFECTIVE GRADIENT (IN %)		1.04	1.10
MAXIMUM GRADIENT (IN %)		2.04	SAME
RUNWAY BEARING		N 41° 16' 04.94" W	SAME
WIND COVERAGE % (10.5 KNOTS)		99.42	SAME
APPROACH VISIBILITY MINIMUMS		1 MILE	SAME
DESIGN AIRCRAFT	MAKE AND MODEL	BEECH KING AIR B100	SAME
	WINGSPAN (FEET)	45.8	SAME
	UNDERCARRIAGE WIDTH	14.92	SAME
	APPROACH SPEED (KNOTS)	111	SAME
	MAX. TAKEOFF WEIGHT (LBS)	11,800	SAME
RUNWAY MARKING		VISUAL	NON-PRECISION
APPROACH CATEGORY (FAR PART 77)	RUNWAY 12	NON-PRECISION	SAME
	RUNWAY 30	NON-PRECISION	SAME
RUNWAY ℄ TO PARALLEL TAXIWAY ℄		150'	SAME
TAXIWAY ℄ TO FIXED OR MOVABLE OBJECT		44.5'	SAME
TAXIWAY OBJECT FREE AREA WIDTH		89'	SAME
TAXIWAY SAFETY AREA WIDTH		49'	SAME
TAXIWAY WINGTIP CLEARANCE		20'	SAME
RUNWAY ELEVATIONS (NAVD 88) (See Note 2)	TOUCHDOWN ZONE (TDZ)	1,000'	SAME
	HIGH POINT	1,005.4'	1,004.0'
	LOW POINT	962.0'	964.0'
	END POINT (RUNWAY 12/30)	1,005.4'/962.0'	1,004.0'/964.0'
BLAST PAD (ASPHALT) (WIDTH X LENGTH)	RUNWAY 12	78' x 48'	80' x 60'
	RUNWAY 30	77 x 60'	80 x 60'
LINE OF SIGHT REQUIREMENT MET		YES	SAME
RUNWAY LENGTH		4,120'	3,768'
RUNWAY WIDTH		75'	SAME
RUNWAY/TAXIWAY PAVEMENT MATERIAL		ASPHALT	SAME
APPROACH SLOPE		20:1	SAME
PAVEMENT STRENGTH (S) (000 LBS)		12.5	SAME
RUNWAY LIGHTING		MIRL	SAME
NAVIGATIONAL AIDS		Beacon/GPS	SAME
VISUAL AIDS	RUNWAY 12	REIL, PAPI	SAME
	RUNWAY 30	REIL, PAPI	SAME
RUNWAY SAFETY AREA	LENGTH[1]	55'/73'	240'
	WIDTH	120'	SAME
RUNWAY OBJECT FREE AREA	LENGTH[1]	55'/73'	240'
	WIDTH	250'	SAME
OBSTACLE FREE ZONE	LENGTH[1]	55'/73'	200'
	WIDTH	250'	SAME
RUNWAY CENTERLINE TO HOLD LINE		125'	SAME

[1]Length from runway end

HOLD LINE DETAIL





FAA APPROVAL

Approved conditionally JAN 2 4 2011

Subject to comments contained in our letter dated JAN 2 4 2011

FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By _____
Manager - LAX ADO

NOTES:

1. California Coordinate System, Zone 5 NAD 83.
2. All elevations are in NAVD 88. All future elevations are estimated.
3. Threshold Siting Surfaces are shown in plan view on Sheet 4 and in profile view on Sheet 5. There are penetrations to the Runway 12 Threshold Siting Surface.
4. Hangar layouts shown are conceptual to depict potential future capacities. The ultimate configurations may vary based on actual demand.
5. The airport is part of Lot 37 San Fernando Road and has not been sectioned. The nearest section corner is over two miles northeast of the airport.
6. Declared distances published in the Airport/Facility Directory (23 September 2010 - 18 November 2010) will not apply after the relcoation of runway thresholds. Approval date of existing declared distances are unknown.
7. Future tie-downs parallel to San Fernando are only for non-airworthy aircraft. Movement of aircraft in this area requires closure of the runway.
8. Monuments are either protected by a 4" brass disk embedded in 12 square inches of concrete mass or by a monument well.

AECOM

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Fax: 714.567.2441

Designed By: LDF
Drafted By: LDF
Checked By: AWS
Approved By: DPS

No.	Revision	By	App.	Date
1	1990 Master Plan	Hodges & Shutt		December 1990
2	Update and Revise Per FAA Letter Dated Jan. 29, 1996	P&D	TAG	October 21, 1996
3	Added Proposed Acquisition and Fuel Pit, and New Hangars	P&D	TAG	May 26, 1999
4	ALP Revalidation	P&D	TAG	June 2002
5	2009 Master Plan	AECOM	RLS	October 2010

Approved: County of Los Angeles

Richard L. Smith, Chief, Aviation Division — Date 10-20-10

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan 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.

Whiteman Airport
Pacoima, California

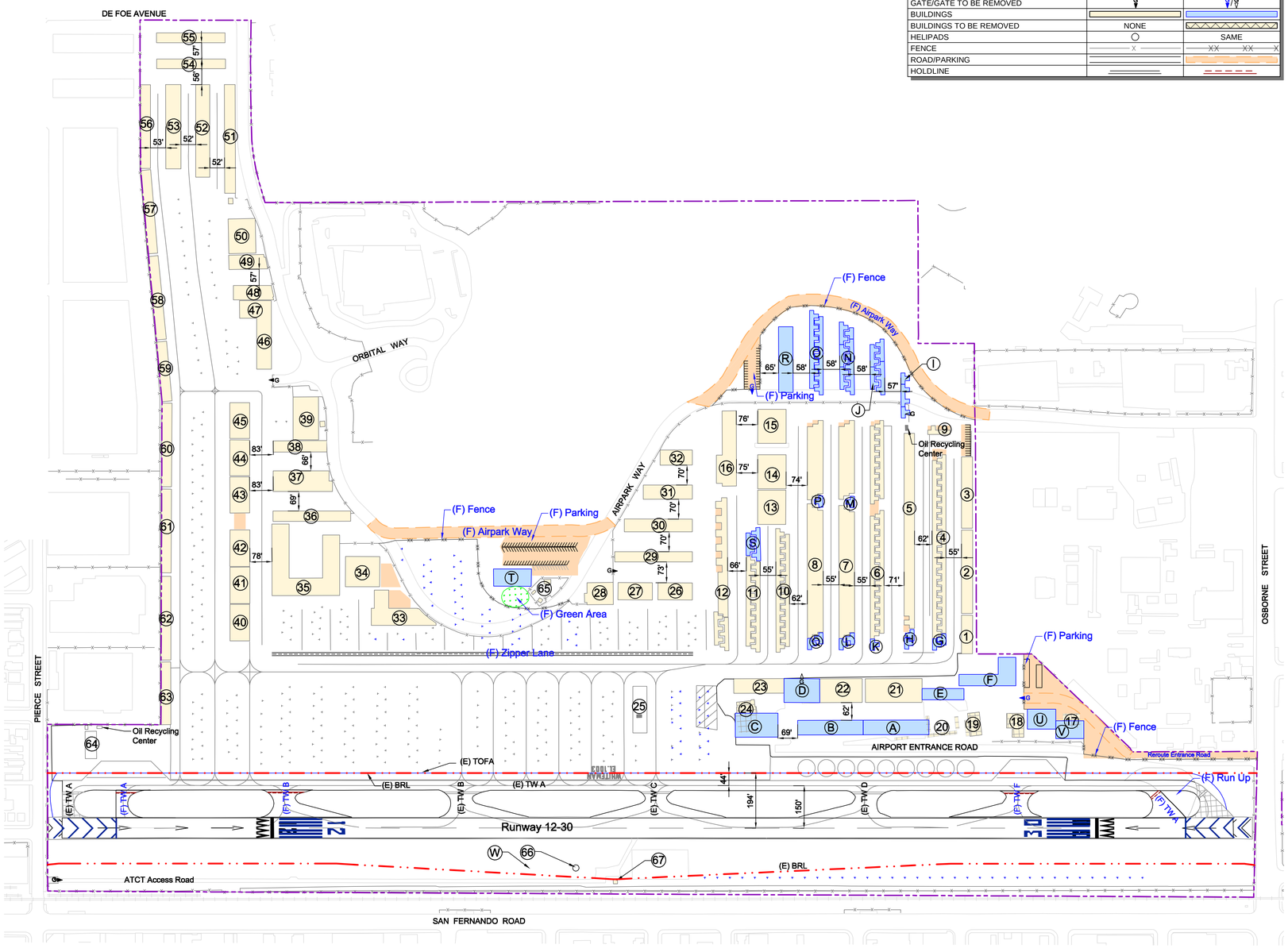
Airport Layout Plan

County of Los Angeles
Department of Public Works

AIP Project Nos. 03-06-0134-10/11

Scale 1" = 300'
October 2010

Sheet No. 2 of 7



LEGEND

DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY		SAME
AIRFIELD PAVEMENT		SAME
AIRFIELD PAVEMENT TO BE REMOVED	NONE	
BUILDING RESTRICTION LINE (BRL)		SAME
TAXIWAY OBJECT FREE AREA (TOFA)		SAME
GATE/GATE TO BE REMOVED	G	G G
BUILDINGS		
BUILDINGS TO BE REMOVED	NONE	
HELIPADS		SAME
FENCE	X	XX XX X
ROAD/PARKING		
HOLDLINE		

FUTURE BUILDING TABLE

#	DESCRIPTION	TOP ELEVATION
A	NESTED T-HANGARS	993'*
B	NESTED T-HANGARS	997'*
C	CONVENTIONAL HANGAR	1,023'*
D	CONVENTIONAL HANGAR	1,021'*
E	BOX HANGARS	993'*
F	PRIVATE 4-HANGAR DEVELOPMENT	993'*
G	HANGAR ROW B EXTENSION	995'*
H	HANGAR ROW C EXTENSION	999'*
I	T-HANGARS	1,005'*
J	NESTED T-HANGARS	1,007'*
K	HANGAR ROW D EXTENSION	999'*
L	HANGAR ROW E EXTENSION	1,001'*
M	HANGAR ROW E INFILL	1,007'*
N	NESTED T-HANGARS	1,007'*
O	NESTED T-HANGARS	1,009'*
P	HANGAR ROW F INFILL	1,009'*
Q	HANGAR ROW F EXTENSION	1,003'*
R	NESTED T-HANGARS	1,011'*
S	HANGAR ROW J INFILL	1,011'*
T	TERMINAL/RESTAURANT (2 STORY)	1,038'*
U	CONVENTIONAL HANGAR	1,007'*
V	CONVENTIONAL HANGAR	1,005'*
W	AWOS	1,020'*

* Estimated

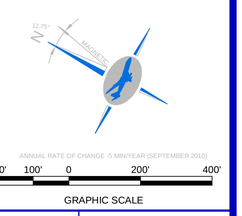
NOTES:

1. All elevations are in NAVD 88. All future elevations are estimated.
2. Building elevations are based on the Topographical Survey conducted in August 2008.
3. Hangar layouts shown are conceptual to depict potential future capacities. Future configurations will be determined based on actual demand.

EXISTING BUILDING TABLE

#	DESCRIPTION	TOP ELEVATION
1	HANGARS A1-3	995'
2	HANGARS A4-8	996'
3	HANGARS A9-16	992'
4	LA COUNTY HANGARS ROW B	988'
5	LA COUNTY HANGARS ROW C	994'
6	LA COUNTY HANGARS ROW D	997'-998'
7	LA COUNTY HANGARS ROW E	1,003'
8	LA COUNTY HANGARS ROW F	1,0005'
9	LA COUNTY HANGARS G18-19	985'
10	LA COUNTY HANGARS ROW G	1,000'
11	LA COUNTY HANGARS ROW H	1,002'
12	LA COUNTY HANGARS ROW J	1,001'-1,010'
13	HANGAR GM	1,018'
14	HANGAR GM	1,018'
15	HANGAR AVIATION	1,019'
16	HANGAR JM	1,018'
17	FBO HANGAR/OFFICE BUILDING	984'
18	FBO HANGAR/OFFICE BUILDING	988'
19	FBO HANGAR/OFFICE BUILDING	992'
20	OFFICE BUILDING	987'
21	HANGARS 544-547	1,000'
22	HANGARS 541-543	1,001'
23	HANGARS 651-653	1,009'
24	TERMINAL/RESTAURANT	998.5'
25	FUEL ISLAND	1,003'
26	FBO MAINTENANCE HANGAR	1,013'*
27	FBO MAINTENANCE HANGAR	1,015'*
28	FBO OFFICE	1,029.3'
29	FBO BASED AIRCRAFT HANGARS	1,017'*
30	FBO BASED AIRCRAFT HANGARS	1,017'*
31	FBO BASED AIRCRAFT HANGARS	1,017'*
32	FBO BASED AIRCRAFT HANGARS	1,017'*
33	PRIVATE 5-HANGAR DEVELOPMENT	1,029'*
34	MARSHALLS HANGAR	1,031.1'
35	HANGARS M1-8	1,030.4'
36	HANGARS 5115-5120	1,029'
37	HANGARS 5105-5114	1,032.5'
38	HANGARS 5101-5104	1,033.2'
39	HANGAR 31	1,035.7'
40	MD HANGARS 1-4	1,030'
41	MD HANGARS 5-8	1,031.7'
42	MD HANGARS 9-12	1,033'
43	MD HANGARS 13-18	1,030.4'
44	MD HANGARS 19-24	1,032.1'
45	MD HANGARS 25-30	1,033.0'
46	HANGARS 654-656	1,039.5'
47	HANGAR 657	1,039.5'
48	FBO BASED AIRCRAFT HANGARS	1,047.8'
49	FBO BASED AIRCRAFT HANGARS	1,047.8'
50	FBO BASED MAINTENANCE HANGAR	1,035.2'
51	LA COUNTY HANGARS ROW BB	1,043.1'
52	LA COUNTY HANGARS ROW CC	1,042.0'
53	LA COUNTY HANGARS ROW DD	1,044.8'
54	LA COUNTY HANGARS ROW T	1,044.7'
55	LA COUNTY HANGARS ROW U	1,045.3'
56	HANGARS HH 1-7	1,044.2'
57	HANGARS HH 8-14	1,042.0'
58	HANGARS HH 15-21	1,040.5'
59	HANGARS HH 22-26	1,038.1'
60	HANGARS HH 27-33	1,034.4'
61	HANGARS HH 34-40	1,030.5'
62	HANGARS HH 41-47	1,027.2'
63	HANGARS HH 48-52	1,023.9'
64	WASH RACK	1,008'
65	ELECTRICAL VAULT	1,017'*
66	WEATHER EQUIPMENT	1,025'
67	AIRPORT TRAFFIC CONTROL TOWER	1,047.2'

* Estimated



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Designed By: LDF
Drafted By: LDF
Checked By: AWS
Approved By: DPS

No.	Revision	By	App.	Date
1	1990 Master Plan	Hodges & Shutt		December 1990
2	2009 Master Plan	AECOM	RLS	October 2010

Approved: County of Los Angeles

Richard L. Smith, Chief, Aviation Division — Date

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Whiteman Airport
Pacoima, California

Building Area Plan

County of Los Angeles
Department of Public Works

AIP Project Nos.
03-06-0134-10/11

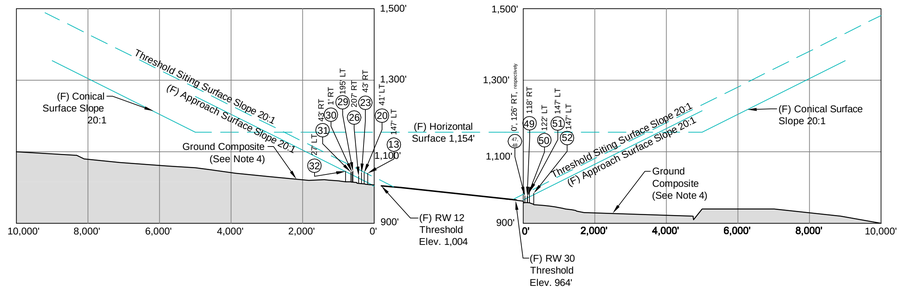
Scale 1" = 200'
October 2010

ABBREVIATIONS:

ATCT	Airport Traffic Control Tower
(F)	Future
FAR	Federal Aviation Regulations
OL	Obstruction Light
RW	Runway
TSS	Threshold Siting Surface

RUNWAY 12 INSERT

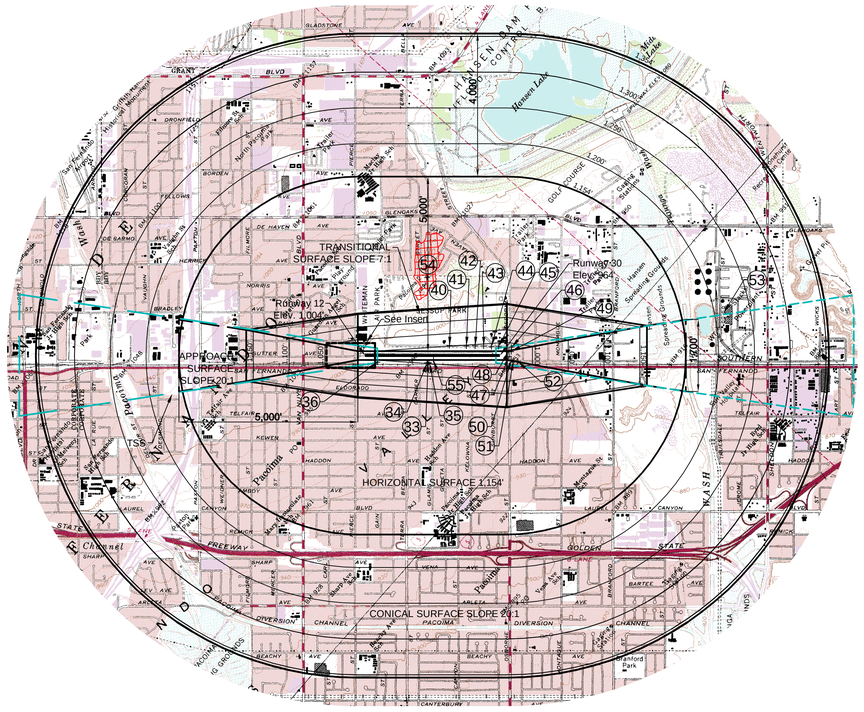
Scale 1" = 100'



RUNWAY 12-30

Vertical Scale: 1" = 200'

Horizontal Scale 1" = 2,000'



PART 77 OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION
1	PERIMETER FENCE	1,012'	6'	APPROACH	TO REMAIN
2	PIERCE STREET	1,021'	14'	APPROACH	TO REMAIN
3	TREE	1,009'	2'	APPROACH	TRIM/REMOVE
4	TREE	1,014'	5'	APPROACH	TRIM/REMOVE
5	BUILDING	1,028'	18'	APPROACH	PROVIDE OL
6	TREE	1,021'	11'	APPROACH	TRIM/REMOVE
7	TREE	1,019'	8'	APPROACH	TRIM/REMOVE
8	BUILDING	1,020'	10'	APPROACH	PROVIDE OL
9	TREE	1,021'	9'	APPROACH	TRIM/REMOVE
10	BUILDING	1,020'	8'	APPROACH	PROVIDE OL
11	BUILDING	1,020'	8'	APPROACH	PROVIDE OL
12	BUILDING	1,029'	15'	APPROACH	PROVIDE OL
13	POWER POLE	1,040'	27'	APPROACH	PROVIDE OL
14	BUILDING	1,020'	6'	APPROACH	PROVIDE OL
15	TREE	1,021'	6'	APPROACH	TRIM/REMOVE
16	TREE	1,021'	5'	APPROACH	TRIM/REMOVE
17	LIGHT POLE	1,027'	10'	APPROACH	LOWER/PROVIDE OL
18	BUILDING	1,020'	2'	APPROACH	PROVIDE OL
19	POWER POLE	1,041'	23'	APPROACH	LOWER/PROVIDE OL
20	BUILDING	1,019'	1'	APPROACH	PROVIDE OL
21	TREE	1,021'	2'	APPROACH	TRIM/REMOVE
22	TREE	1,021'	1'	APPROACH	TRIM/REMOVE
23	POWER POLE	1,041'	19'	APPROACH	LOWER/PROVIDE OL
24	LIGHT POLE	1,028'	4'	APPROACH	LOWER/PROVIDE OL
25	LIGHT POLE	1,030'	5'	APPROACH	LOWER/PROVIDE OL
26	RAILROAD	1,032'	6'	APPROACH	TO REMAIN
27	LIGHT POLE	1,029'	2'	APPROACH	LOWER/PROVIDE OL
28	POWER POLE	1,042'	13'	APPROACH	LOWER/PROVIDE OL
29	POWER POLE	1,045'	11'	APPROACH	LOWER/PROVIDE OL
30	POWER POLE	1,043'	8'	APPROACH	LOWER/PROVIDE OL
31	POWER POLE	1,043'	6'	APPROACH	LOWER/PROVIDE OL
32	POWER POLE	1,045'	1'	APPROACH	LOWER/PROVIDE OL
33	ATCT	1,047'	53'	TRANSITIONAL	TO REMAIN
34	TREE	1,003'	4'	TRANSITIONAL	TRIM/REMOVE
35	TREE	1,004'	5'	TRANSITIONAL	TRIM/REMOVE
36	ACCESS ROAD	1,013'	3'	TRANSITIONAL	TO REMAIN
37	PERIMETER FENCE	1,014'	2'	TRANSITIONAL	TO REMAIN
38	RAILROAD	1,025'	6'	TRANSITIONAL	TO REMAIN
39	POWER POLE	1,037'	9'	TRANSITIONAL	PROVIDE OL
40	AIRPORT ROAD	1,010'	10'	TRANSITIONAL	TO REMAIN
41	POWER POLE	1,009'	13'	TRANSITIONAL	PROVIDE OL
42	POWER POLE	1,005'	11'	TRANSITIONAL	PROVIDE OL
43	POWER POLE	1,001'	10'	TRANSITIONAL	PROVIDE OL
44	POWER POLE	998'	12'	TRANSITIONAL	PROVIDE OL
45	POWER POLE	994'	9'	TRANSITIONAL	PROVIDE OL
46	POWER POLE	989'	5'	TRANSITIONAL	PROVIDE OL
47	OSBORNE STREET	971'	4'	APPROACH	TO REMAIN
48	LIGHT POLE	976'	9'	APPROACH	LOWER/PROVIDE OL
49	LIGHT POLE	976'	6'	APPROACH	LOWER/PROVIDE OL
50	LIGHT POLE	976'	5'	APPROACH	LOWER/PROVIDE OL
51	POWER POLE	987'	14'	APPROACH	LOWER/PROVIDE OL
52	POWER POLE	984'	55'	APPROACH	LOWER/PROVIDE OL
53	FOUR STACKS	1,180'	-31'	CONICAL	TO REMAIN
54	TERRAIN	1,294'	140'	HORIZONTAL	TO REMAIN
55	WIND SOCK	993'	6'	PRIMARY	TO REMAIN

THRESHOLD SITING SURFACE PENETRATIONS

#	DESCRIPTION	RW	PENETRATION	PROPOSED ACTION
1	PERIMETER FENCE	12	4'	TO REMAIN
13	POWER POLE	12	4'	VERIFY HEIGHT/LOWER POLE
36	ATCT ACCESS ROAD	12	11'	TO REMAIN
38	RAILROAD TRACKS	12	14'	TO REMAIN

SURFACE ELEVATION

SURFACE	ELEV.
END OF RUNWAY 12	1,004.0'
END OF RUNWAY 30	964.0'
HORIZONTAL SURFACE	1,154'
CONICAL SURFACE (UPPER LIMIT)	1,354'
APPROACH SURFACE (12)-UPPER LIMIT	1,254.2'
APPROACH SURFACE (30)-UPPER LIMIT	1,214.5'

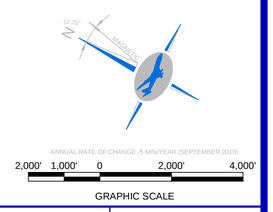
USGS MAPS USED FOR BASE

7.5 MIN. QUAD
BURBANK (1966)
SAN FERNANDO (1966)
SUNLAND (1966)
VAN NUYS (1966)

NOTES:

1. All elevations are in feet above mean sea level (MSL).
2. Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
3. The existing width of the FAR Part 77 Primary Surface and inner widths of the Approach Surfaces, which are 250 feet, have been applied to the airport historically and therefore have been retained. This is a deviation from the Part 77 standard of 500 feet for runways serving small aircraft only with a non-precision instrument approach procedure.
4. A composite ground profile is created by using the highest point at any given distance from the runway within the approach and threshold siting surface.
5. Ten feet were added to alley, fifteen feet to non-interstate road, and twenty-three feet to railroad track elevations.
6. For additional close in obstruction information for Runway 12 see Sheet 5.
7. Runway 12 insert is provided to enhance clarity of obstruction locations. no insert is provided for Runway 30 because there are only six obstructions within the approach surface.

Source of data for object elevations and locations: USGS maps Burbank, San Fernando, Sunland, and Van Nuys (1966) and Los Angeles and San Francisco Sectional Aeronautical Charts (December 18, 2008); Topographic Survey (August 2008); Digital Obstacle File (2008).



AECOM

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Orange, CA 92868
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Designed By:	No.	Revision	By	App.	Date
LDF	1	1990 Master Plan	Hodges		December 1990
Drafted By:	2	2009 Master Plan	AECOM	RLS	October 2010
LDF					
Checked By:					
AWS					
Approved By:					
DPS					

Approved: County of Los Angeles

Richard L. Smith, Chief, Aviation Division — Date

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Whiteman Airport
Pacoima, California

FAR Part 77 Airspace Plan

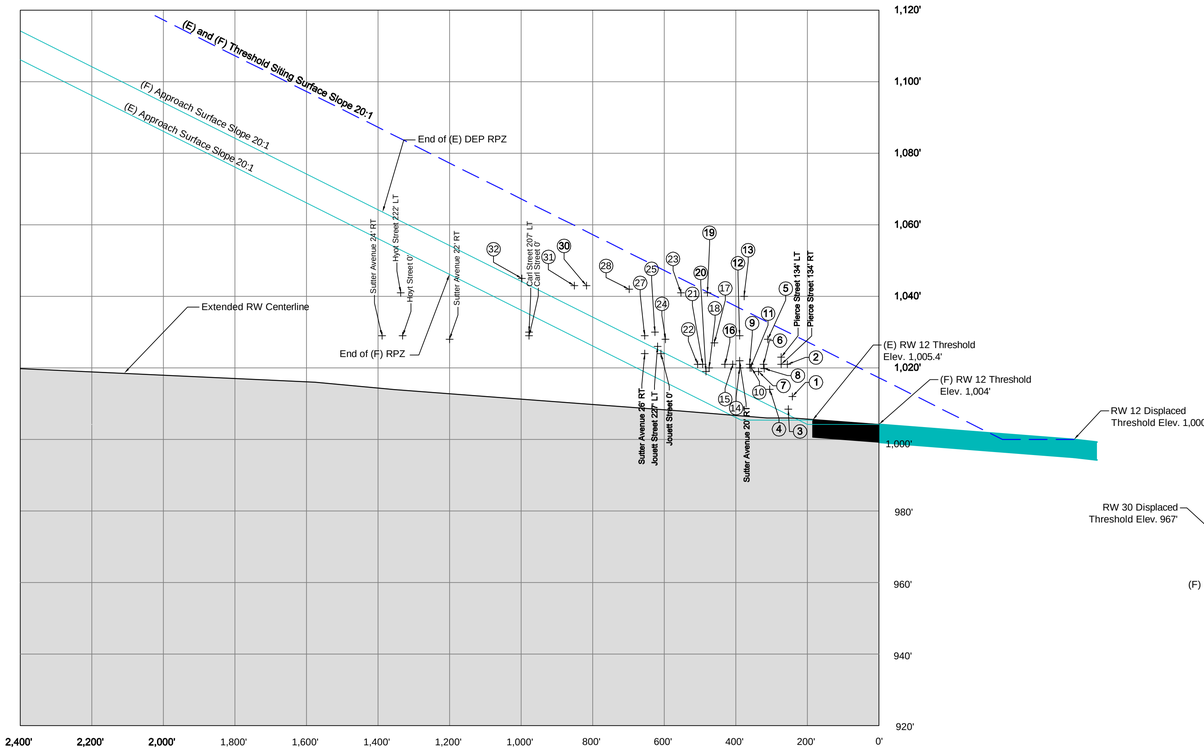
County of Los Angeles
Department of Public Works

AIP Project Nos.
03-06-0134-10/11

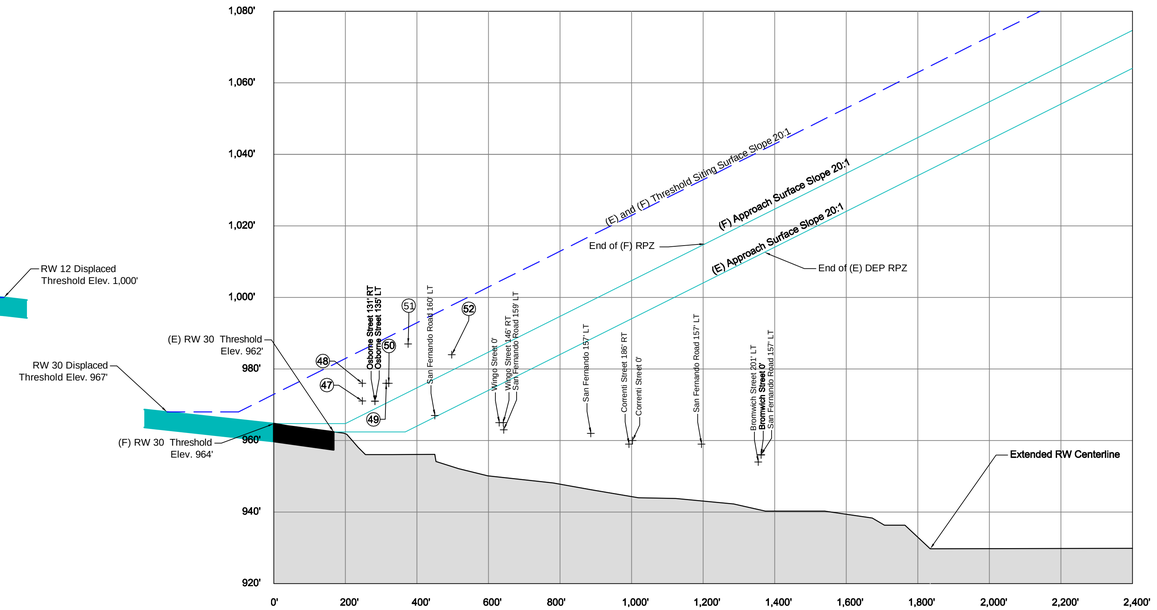
Scale 1" = 2,000'
October 2010

THRESHOLD SITING SURFACE PENETRATIONS

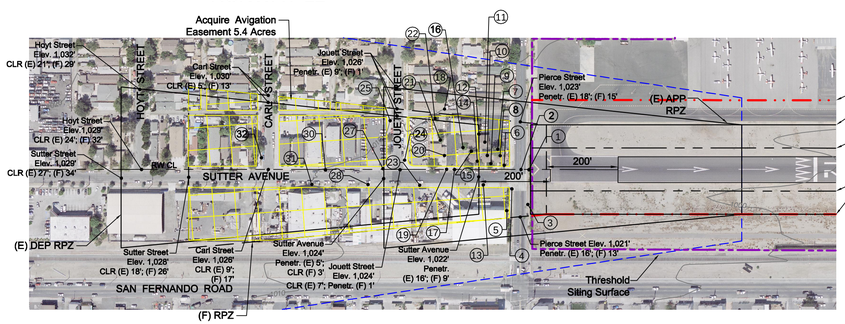
#	DESCRIPTION	RW	PENETRATION	PROPOSED ACTION
1	PERIMETER FENCE	12	4'	TO REMAIN
13	POWER POLE	12	4'	VERIFY HEIGHT/LOWER POLE
36	ATCT ACCESS ROAD	12	11'	TO REMAIN
38	RAILROAD TRACKS	12	14'	TO REMAIN

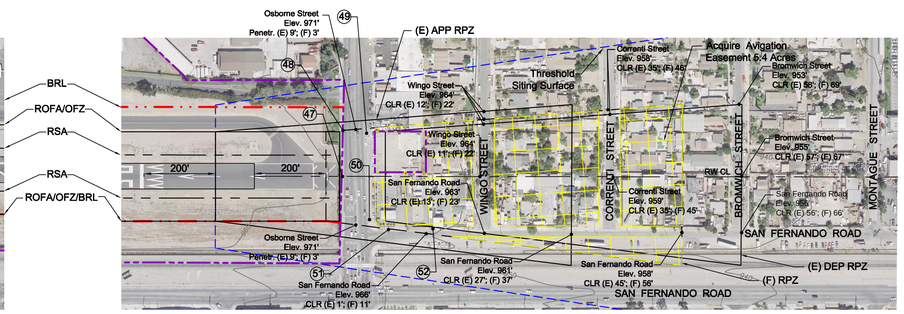


RUNWAY 12



RUNWAY 30





ABBREVIATIONS

APP	Approach
BRL	Building Restriction Line
CL	Centerline
CLR	Clear
DI	Distance
DEP	Departure
(E)	Existing
Elev.	Elevation
Est.	Estimated
(F)	Future
LT	Left
No.	Number
OBS.	Obstruction
OFZ	Obstacle Free Area
Penetr.	Penetration
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RT	Right
RW	Runway

PART 77 OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	DI TO RW CL	(E) PENETR.	(F) PENETR.	PROPOSED ACTION
1	PERIMETER FENCE	1,012'	0'	7'	6'	TO REMAIN
2	PIERCE STREET	1,021'	0'	16'	14'	TO REMAIN
3	TREE	1,009'	101' RT	3'	2'	TRIM/REMOVE
4	TREE	1,014'	62' RT	9'	5'	TRIM/REMOVE
5	BUILDING	1,028'	101' RT	23'	18'	PROVIDE OL
6	TREE	1,021'	14' LT	16'	11'	TRIM/REMOVE
7	TREE	1,019'	62' LT	14'	8'	TRIM/REMOVE
8	BUILDING	1,020'	24' LT	14'	10'	PROVIDE OL
9	TREE	1,021'	13' LT	16'	9'	TRIM/REMOVE
10	BUILDING	1,020'	24' LT	15'	8'	PROVIDE OL
11	BUILDING	1,020'	65' LT	15'	8'	PROVIDE OL
12	BUILDING	1,029'	104' LT	23'	15'	PROVIDE OL
13	POWER POLE	1,040'	42' RT	35'	27'	LOWER POLE

PART 77 OBSTRUCTION IDENTIFICATION TABLE

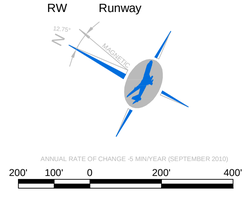
OBS. No.	DESCRIPTION	ELEV.	DI TO RW CL	(E) PENETR.	(F) PENETR.	PROPOSED ACTION
14	BUILDING	1,020'	24' LT	14'	6'	PROVIDE OL
15	TREE	1,021'	50' LT	14'	6'	TRIM/REMOVE
16	TREE	1,021'	67' LT	13'	5'	TRIM/REMOVE
17	LIGHT POLE	1,027'	7' RT	18'	10'	LOWER/PROVIDE OL
18	BUILDING	1,020'	169' LT	10'	2'	PROVIDE OL
19	POWER POLE	1,041'	0'	31'	23'	LOWER/PROVIDE OL
20	BUILDING	1,019'	41' RT	9'	1'	PROVIDE OL
21	TREE	1,021'	83' RT	10'	2'	TRIM/REMOVE
22	TREE	1,021'	139' LT	10'	1'	TRIM/REMOVE
23	POWER POLE	1,041'	43' RT	27'	19'	LOWER/PROVIDE OL
24	LIGHT POLE	1,028'	25' LT	12'	4'	LOWER/PROVIDE OL
25	LIGHT POLE	1,030'	138' LT	13'	5'	LOWER/PROVIDE OL
27	LIGHT POLE	1,029'	0'	10'	2'	LOWER/PROVIDE OL

PART 77 OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	DI TO RW CL	(E) PENETR.	(F) PENETR.	PROPOSED ACTION
28	POWER POLE	1,042'	43' RT	21'	13'	LOWER/PROVIDE OL
30	POWER POLE	1,043'	1' RT	16'	8'	LOWER/PROVIDE OL
31	POWER POLE	1,043'	43' RT	14'	6'	LOWER/PROVIDE OL
32	POWER POLE	1,045'	27' LT	9'	1'	LOWER/PROVIDE OL
47	OSBORNE STREET	971'	0'	7'	4'	TO REMAIN
48	LIGHT POLE	976'	126' RT	12'	9'	LOWER/PROVIDE OL
49	LIGHT POLE	976'	118' RT	12'	6'	LOWER/PROVIDE OL
50	LIGHT POLE	976'	122' LT	12'	5'	LOWER/PROVIDE OL
51	POWER POLE	987'	147' LT	23'	14'	LOWER/PROVIDE OL
52	POWER POLE	984'	147' RT	26'	55'	LOWER/PROVIDE OL

NOTES:
1. All elevations are in feet above mean sea level (MSL).
2. Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
3. Ten feet were added to alley/service roads, fifteen feet to non-interstate roads, and twenty-three feet to railroad track elevations.
4. Right and left designations of the runway centerline refer to direction of the object from runway centerline when approaching the runway.

Source of data for object elevations and locations: USGS maps Burbank, San Fernando, Sunland, and Van Nuys (1966) and Los Angeles and San Francisco Sectional Aeronautical Charts (December 18, 2008); Topographic Survey (August 2008); Aerial Photo (August 2008); Digital Obstacle File (2008).



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Designed By:	LDF
Drafted By:	LDF
Checked By:	AWS
Approved By:	DPS

No.	Revision	By	App.	Date
1	1990 Master Plan	Hodges		December 1990
2	2009 Master Plan	AECOM	RLS	October 2010

Approved: County of Los Angeles

Richard L. Smith, Chief, Aviation Division — Date

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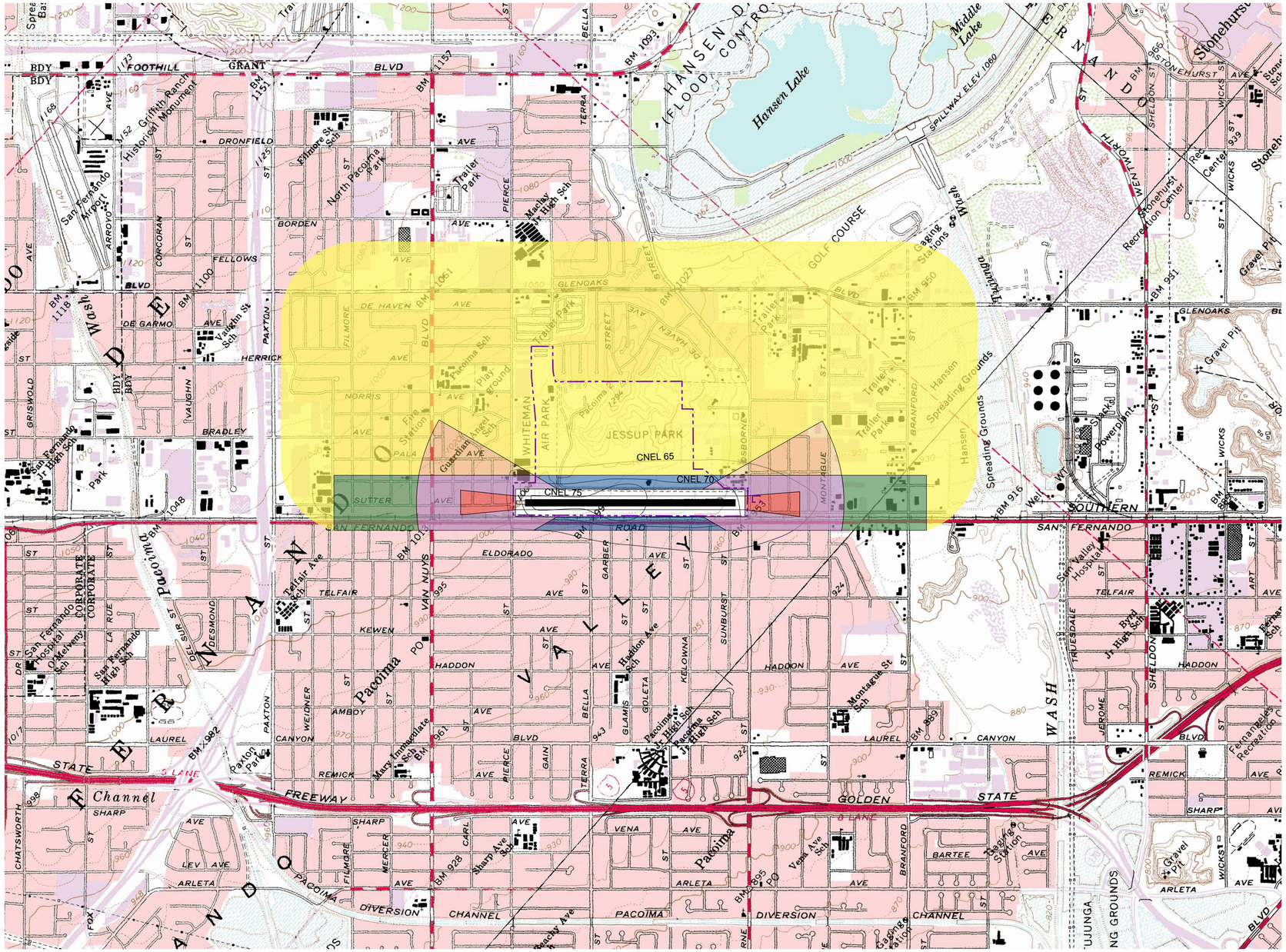
Whiteman Airport
Pacoima, California

Inner Portion of the Approach Surface Plan

County of Los Angeles
Department of Public Works

AIP Project Nos.
03-06-0134-10/11

Vertical Scale: 1" = 20"
Horizontal Scale 1" = 200"
October 2010



Source of data for maps: USGS maps Burbank, San Fernando, Sunland, and Van Nuys (1966).

CALTRANS ZONES

Symbol	Zone	Maximum Residential Density[1] (Dwelling Units per Gross Acre)			Maximum Non-Residential Density (Average number of People per Gross Acre)		
		Rural Farmland/ Open Space	Rural/ Suburban	Urban	Rural Farmland/ Open Space	Rural/ Suburban	Urban
	1. Runway Protection Zone	0	0	0	0[3]	0[3]	0[3]
	2. Inner Approach/ Departure Zone	Maintain[5]	1 d.u. per 10-20 ac.	0	10-25	25-40	40-60
	3. Inner Turning Zone	Maintain[5]	1 d.u. per 2-5 ac.	Infill[2]	60-80	60-80	80-100
	4. Outer Approach/ Departure Zone	Maintain[5]	1 d.u. per 2-5 ac.	Infill[2]	60-80	60-80	80-100
	5. Sideline Zone	Maintain[5]	1 d.u. per 1-2 ac.	Infill[2]	80-100	80-100	100-150
	6. Traffic Pattern Zone	No Limit	No Limit	No Limit	150	150	No Limit[4]

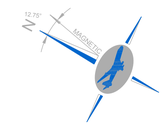
[1] Clustering to preserve open land encouraged in all zones.
[2] Allow infill at up to average of surrounding residential area only if non-residential uses are not feasible.
[3] Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.
[4] Large stadiums and similar uses should be prohibited.
[5] Maintain current zoning if less than density criteria for rural/suburban setting.

Source: California Airport Land Use Planning Handbook, State of California Department of Transportation Division of Aeronautics, January 2002.

Notes: 1. Safety zones are based on the proposed runway location.

LEGEND

DESCRIPTION	EXISTING
PROPOSED RUNWAY	
ZONE 1 - RUNWAY PROTECTION ZONE	
ZONE 2 - INNER APPROACH/DEPARTURE ZONE	
ZONE 3 - INNER TURNING ZONE	
ZONE 4 - OUTER APPROACH/DEPARTURE ZONE	
ZONE 5 - SIDELINE ZONE	
ZONE 6 - TRAFFIC PATTERN ZONE	
CNEL 65 dB	
CNEL 70 dB	
CNEL 75 dB	
PROPERTY LINE	



ANNUAL RATE OF CHANGE -5 MIN/YEAR (SEPTEMBER 2010)

1,000' 500' 0 1,000' 2,000'

GRAPHIC SCALE

AECOM

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Designed By: LDF
Drafted By: LDF
Checked By: AWS
Approved By: DPS

No.	Revision	By	App.	Date
1	2009 Master Plan	AECOM	RLS	October 2010

Prepared For: The County of Los Angeles

Richard L. Smith, Chief, Aviation Division — Date

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Whiteman Airport
Pacoima, California

AIP Project No. 03-06-0134-10

Land Use Plan

Scale 1" = 1,000'
October 2010

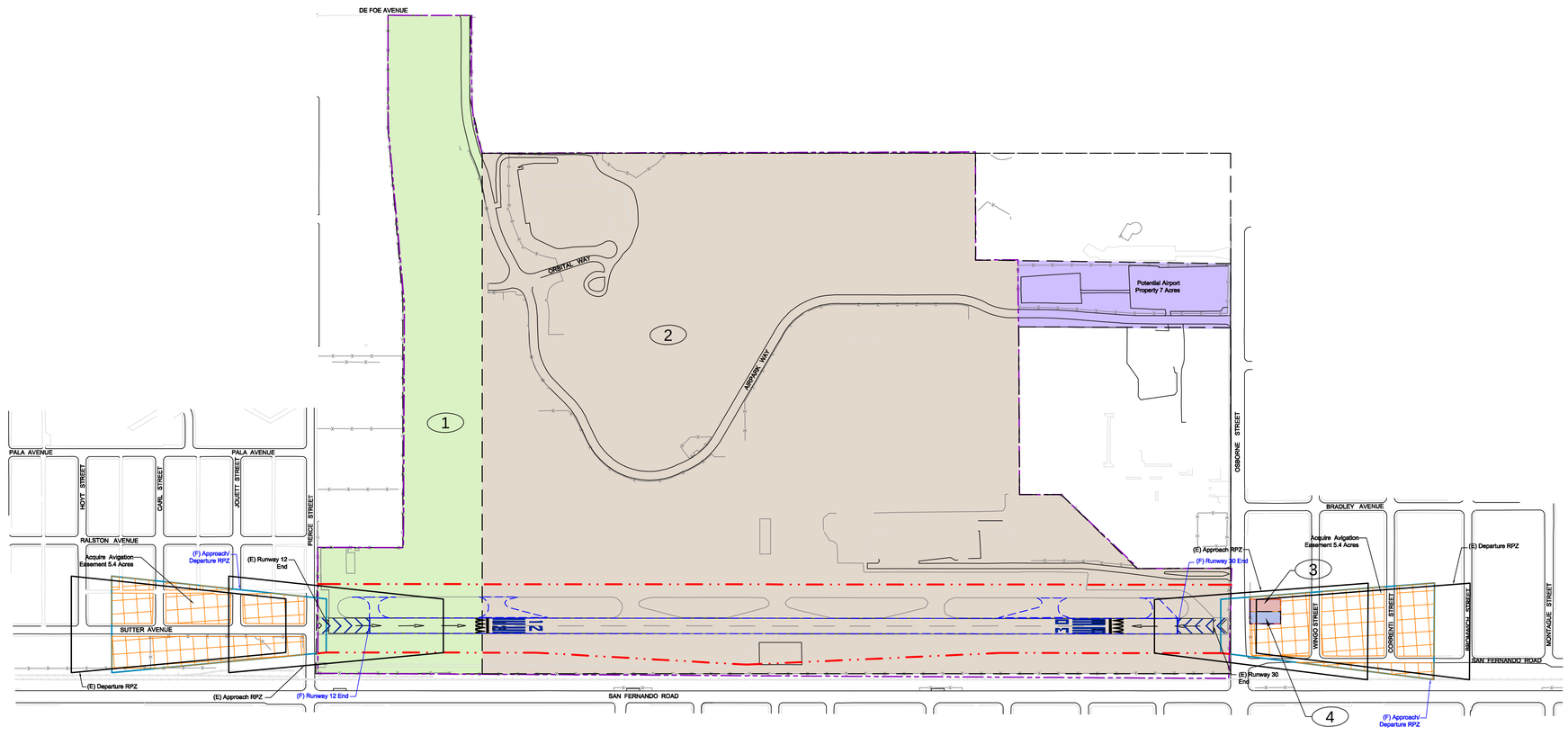
County of Los Angeles
Department of Public Works

Sheet No. 6 of 7

NOTES:

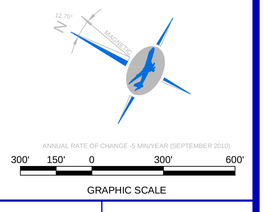
1. Boundary lines were established from: Office of the Assessor, Los Angeles County, California; 2001 2536:17 Sheet 1. Tract No. 43464.
2. Unless otherwise stated Book, Page, and Parcel information in the Property Table references Assessor Maps.
3. Proposed Acquisitions include Avigation Easements.
4. In researching assessor parcel maps for this exhibit, it was noted that the portion shown in purple may be part of airport property. It is recommended that the County conduct title searches to discover actual ownership of these 7 acres.

LEGEND	
DESCRIPTION	**EXISTING**
FUTURE AIRFIELD PAVEMENT	
BUILDING RESTRICTION LINE (BRL)	
FUTURE AVIGATION EASEMENT	



PROPERTY TABLE						
#	TYPE OF INTEREST	BOOK/PAGE	PARCEL	ACREAGE	DATE OF RECORDING	COMMENTS
1	FEE	2536/17	904	32.3*	UNKNOWN	
2	FEE	2536/17	906	151.14	UNKNOWN	
3	FEE	2537/10	900	0.19	4/20/1999	AIP 03-06-0134-04 and -05
4	FEE	2537/10	901	0.19	4/20/1999	AIP 03-06-0134-04 and -05

* ACREAGE IS CALCULATED



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Whiteman Airport
Pacoima, California

AIP Project Nos.
03-06-0134-10/11

Exhibit "A" - Property Map

Scale 1" = 300'
October 2010

County of Los Angeles
Department of Public Works

Sheet No.
7 of 7