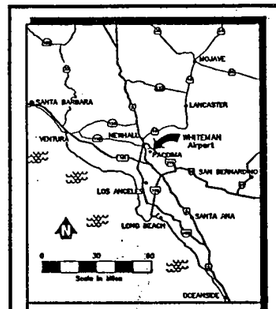
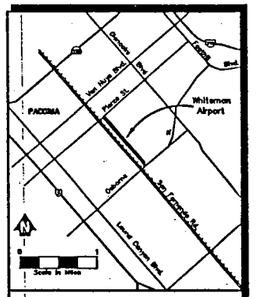


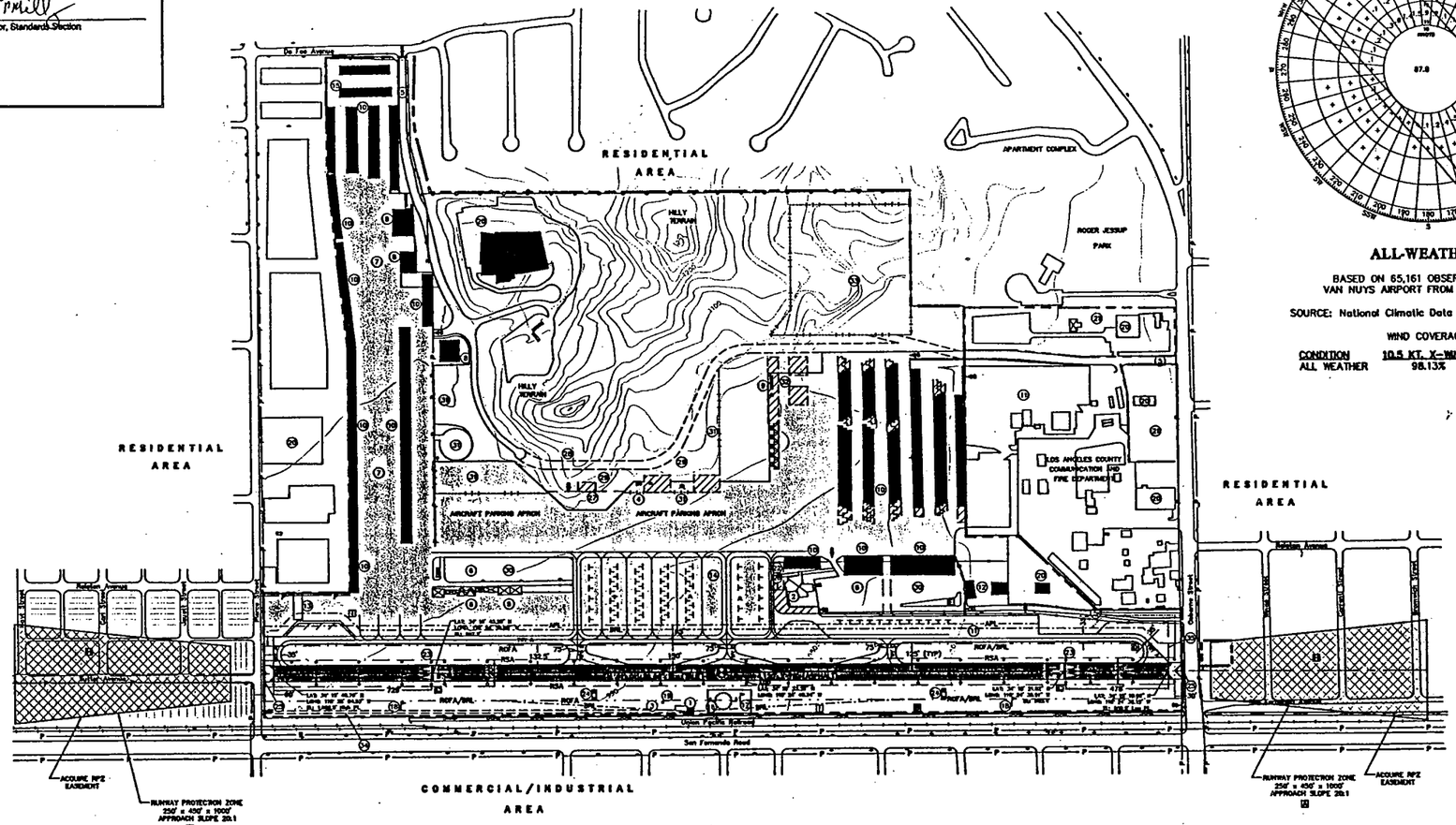
LOCATION MAP

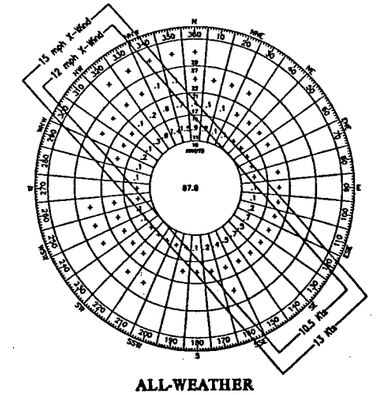


VICINITY MAP

FAA APPROVAL

NOV 7 1996
Approved
Revalidated SEP - 3 2002
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By
Supervisor, Standards Section





ALL-WEATHER

BASED ON 65,161 OBSERVATIONS AT VAN NUYS AIRPORT FROM 1992 TO 2001

SOURCE: National Climatic Data Center Asheville, NC.

WIND COVERAGE

CONDITION	10.5 KT. X-WIND	13 KT. X-WIND
ALL WEATHER	98.13%	99.23%

BUILDING KEY

1. Air Traffic Control Tower (Rotating beacon on top)
2. Terminal Building/Restaurant
3. Future Automated Weather Observing System [F]
4. Electrical Power Vault
5. Airport Entrance Road
6. Vehicle Parking Area
7. Aircraft Parking Apron
8. FBO Hangar/Office
9. Office/Shop/Trailer
10. Aircraft Storage Hangars
11. Helicopter Operating Area
12. Helicopter FBO Hangar/Office
13. Aircraft Washing Facility
14. Underground Fuel Storage Facility
15. NDB Transmission Antenna
16. Segmented Circle
17. Lighted Wind Cone
18. Supplemental Wind Cone
19. Weather Sensors/Ceilometer
20. Commercial/Industrial Buildings
21. Future Commercial/Industrial Development Area
22. Future NDB Transmission Antenna
23. Runway End Identification Lights
24. Visual Glide Slope Indicators
25. Chain Link Fence with Slats
26. Future Air Traffic Control Tower (Rotating beacon on top)
27. Future Terminal Development Area
28. Future Public Viewing Area
29. Future Vehicle Parking Area
30. Future Aircraft Parking Area
31. Future FBO Development Area
32. Future Hangar Development Area
33. Future Terraced Development Area
34. Future ATCT Access
35. Future Runup Area

NOTES:

[A] Runway Protection Zone depicted 200 feet from end of runway pavement. Obstructions to be mitigated in accordance with Master Plan recommendations. Existing RPZs are not controlled by the County.

[B] Complete airport perimeter is fenced.

[C] Runway displaced threshold locations established on the basis of 20:1 threshold siting surface over permanent objects (AC 150/5300-13, Appendix 2).

[D] Hold lines are depicted at standard FAA setback distances.

[E] On-airport access to be restricted to authorized users only.

[F] Future AWOS site to be determined by special study.

[G] Airport coordinates data source: Los Angeles County Public Works, County Surveyor. Horizontal datum is NAD 1983 & vertical datum is NGVD 1929.

[H] Off-airport land use in Runway Protection Zones comprised of a mixture of residential and commercial/industrial.

[I] Building Restriction Line (BRL) established per paragraph 210 of AC 150/5300-13.

[J] The airport is part of Lot 37 San Fernando Rancho and has not been sectioned. The nearest section corner is over 2 miles northeast of the airport.

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'

RUNWAY DATA

		RUNWAY 12-30 EXISTING	RUNWAY 12-30 ULTIMATE
EFFECTIVE GRADIENT (IN %)		1.04%	SAME
PAVEMENT STRENGTH (000 LBS)		12.5(S)	SAME
PAVEMENT MATERIAL		ASPHALT	SAME
RUNWAY LIGHTING		MIRL	SAME
RUNWAY MARKING		BASIC	SAME
NAVIGATIONAL AIDS		GPS, NDB	SAME
WIND COVERAGE % (13 KNOTS)		99.23	SAME
VISUAL AIDS		VASI, REIL	SAME
APPROACH CATEGORY (FAR PART 77)		VISUAL/VISUAL	SAME
APPROACH SURFACES		20:1/20:1	SAME
MAXIMUM ELEVATION ABOVE MSL		1,003'	SAME
RUNWAY LENGTH		4,120'	SAME
RUNWAY WIDTH		75'	SAME
RUNWAY SAFETY AREA	LENGTH	30/60	SAME
	WIDTH	120	SAME

LEGEND

	EXISTING	ULTIMATE
AIRCRAFT PARKING LIMIT LINE		SAME
AIRFIELD LIGHTS: SINGLE/DIRECTED		
AIRFIELD PAVEMENT		
AIRPORT BOUNDARY		
AIRPORT REFERENCE POINT (ARP)		SAME
BUILDING RESTRICTION LINE (BRL)		
BUILDINGS (ON-AIRPORT)		
BUILDINGS TO BE REMOVED	NONE	
FENCE		
GROUND CONTOURS	995'	SAME
LEASE OR RIGHT-OF-WAY		
OTHER PROPERTY LINES		SAME
POWER LINE	-P- -P-	SAME
POWER POLE		SAME
ROAD/VEHICLE PARKING		
ROADSIDE BILLBOARDS		SAME
RPZ EASEMENT	NONE	
RUNWAY OBJECT FREE AREA (ROFA)		SAME
RUNWAY SAFETY AREA (RSA)		SAME
VEHICLE GATE		
WATER COURSE AND BRIDGE/CULVERT		SAME

RUNWAY END DATA

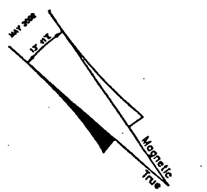
RUNWAY		EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
12	LATITUDE	34°15'48.70" N	SAME	1,002.8'	SAME
	LONGITUDE	118°25'04.53" W	SAME		
30	LATITUDE	34°15'18.06" N	SAME	959.9'	SAME
	LONGITUDE	118°24'32.15" W	SAME		

DEVIATIONS FROM FAA DESIGN STANDARDS

DESIGN STANDARD		REQUIRED	EXISTING	ACTION
OBJECTS PENETRATE 7:1 TRANSITIONAL SURFACE ALONG SOUTHWEST SIDE OF RUNWAY		NONE	NONE	TO REMAIN
OBJECTS PENETRATE 20:1 APPROACH SURFACE AT BOTH RUNWAY ENDS		NONE	NONE	TO REMAIN
RSA AND OFA LENGTH BEYOND RUNWAY END	12	240'	30'	USE OF DECLARED DISTANCES
	30	240'	60'	

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT ELEVATION		1,003'	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES	LATITUDE	34° 15' 33.38"N	SAME
	LONGITUDE	118° 24' 48.34"W	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH		89.3° AUGUST	SAME
AIRPORT AND TERMINAL NAVAIDS		NDB/VOR OMNI VOR-A(GPS)	SAME
AIRPORT REFERENCE CODE		B-I/SMALL	SAME
AIRPORT WIND COVERAGE % (13 KNOTS)		99.23	SAME
MISCELLANEOUS FACILITIES		NONE	NONE
DESIGN AIRCRAFT		BEECH KING AIR	SAME
GPS AT AIRPORT		YES	SAME



ANNUAL RATE OF CHANGE -2 MIN/YEAR

SCALE IN FEET
0 300 600
1" = 300'

APPROVED BY THE COUNTY OF LOS ANGELES — DATE 6/17/02

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	6-14-02	Revised for ALP Revalidation as Requested by FAA	DPS	TAG
2	05-26-99	Added Proposed Acquisition & Fuel Pit, and New Hangars		TAG
1	10-21-96	Update & Revise Per FAA Letter Dated Jan. 29, 1996		TAG

AIRPORT LAYOUT PLAN

WHITEMAN AIRPORT
PACOIMA, CALIFORNIA

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

P&D Aviation
A Division of P&D Consultants, Inc.
999 Town & Country Rd., 4th Floor
Orange, CA 92868

DESIGNED: AWS | CHECKED: DPS | SHEET 1 OF 1
DRAWN: AWS | DATE: JUNE, 2002