General William J. Fox Airfield Land Use Compatibility Plan

Adopted by
Los Angeles County Airport Land Use Commission

December 1, 2004

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Introduction

OVERVIEW OF THE PLAN

This document, the *General William J. Fox Airfield Land Use Compatibility Plan*, sets forth land use compatibility policies applicable to future development in the vicinity of the airport. The policies are designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activity at the airport. As adopted by the Los Angeles County Airport Land Use Commission (ALUC), these policies provide the basis by which the Commission can carry out its land use development review responsibilities in accordance with the California State Aeronautics Act (Section 21670 et seq. of the Public Utilities Code).

The compatibility criteria defined by the policies are also intended to be reflected in the general plans and other policy instruments adopted by the entities having jurisdiction over land uses near the airport. Specifically, the *General William J. Fox Airfield Land Use Compatibility Plan* affects and requires action by the following jurisdictions:

- County of Los Angeles.
- City of Lancaster.

Only the policies directly associated with assessment of land use compatibility are contained within this document. These policies are enumerated in Chapter 2. A separate volume entitled *Los Angeles County Airport Land Use Commission Review Procedures*, also adopted by the ALUC, establishes the procedures to be followed by the commission and affected local land use jurisdictions. These procedural policies apply not only to compatibility planning for Fox Field, but also to other airports in or affecting Los Angeles County. The *Review Procedures* document is an integral part of the *Compatibility Plan* for General William J. Fox Airfield. The introduction to the *Review Procedures* document describes the authority and function of ALUCs as provided by state law, a description of the Los Angeles County ALUC, its relationship to county and city governments, and other general information. Also included are copies of current state laws concerning airport land use compatibility planning, federal regulations governing airspace protection, and other background material, all of which are significant to compatibility planning

in the Fox Field vicinity. In conjunction with use of the *General William J. Fox Airfield Land Use Compatibility Plan*, reference should be made to the *Review Procedures* document as necessary.

Background information specifically concerning Fox Field and its environs is found in Chapter 3 herein. This information serves to document the airport features and aircraft activity assumptions upon which the *Compatibility Plan* is based. The *General William J. Fox Airfield Master Plan*, adopted by the County of Los Angeles in July 1996, is the principal source of data. As required by state law, the *Compatibility Plan* is based upon the *Master Plan*. Assumptions in the *Compatibility Plan* regarding the future configuration of the airport's runway and the approach procedures are as indicated in the *Master Plan*. The future role of the airport and the characteristics of its use also are as identified in the *Master Plan* although the activity forecasts have been updated to extend at least 20 years as necessary under state law.

PLAN PREPARATION AND REVIEW

As adopted by the Los Angeles County Airport Land Use Commission, the *General William J. Fox Airfield Land Use Compatibility Plan* represented by this document replaces the previous compatibility plan for the airport environs. The earlier Fox Field plan, part of the countywide plan entitled *Los Angeles County Airport Land Use Plan*, was originally adopted by the ALUC in 1991.

The need for preparation of this new plan has been driven largely by two factors. One is the brevity of the earlier plan and the recognition by the ALUC and its staff that a more comprehensive approach to airport land use compatibility planning is needed in Los Angeles County. Second, and perhaps most significant, a 1994 state law established a requirement that ALUCs "be guided by" information in the *Airport Land Use Planning Handbook* published by the California Department of Transportation when formulating or amending compatibility plans.

The most recent edition of the *Handbook*, dated January 2002, provides extensive guidance on preparation and content of compatibility plans, on procedures for ALUC review of local actions, and on the responsibilities of local agencies. The second half of the document contains background information regarding noise and safety compatibility concepts, including data regarding general aviation aircraft accident location patterns and other characteristics. Another statute enacted in 1994 creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Lead agencies are now required to use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

Each of these factors has been taken into account in preparation of this *General William J. Fox Airfield Land Use Compatibility Plan*. Additional input has come from other sources. As noted above, the 1996 *General William J. Fox Airfield Master Plan Update* has been a key data source. People familiar with the airport and its activity have also provided contributed information. Lastly, community land use plans and contacts with Los Angeles County and City of Lancaster planning departments have served as the basis for local land use planning information.

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Compatibility Policies: General William J. Fox Airfield

1. General Applicability

1.1. Overview

1.1.1. *Purpose:* The policies in this *General William J. Fox Airfield Land Use Compatibility Plan* establish the criteria to be applied by the Los Angeles County Airport Land Use Commission (ALUC) and affected local jurisdictions in evaluating the compatibility of proposed development in the vicinity of General William J. Fox Airfield with the operations of the airport. Specifically:

(a) The Commission shall apply these policies when reviewing certain proposals for land use development in the vicinity of the airport with aircraft operations at the airport. The authority for conducting such reviews is established by the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.)

(b) The two general land use jurisdictions in the Fox Airfield area of influence as defined herein—the County of Los Angeles and the City of Lancaster—shall utilize these policies as the basis for:

(1) Modifying their respective general plans, zoning ordinances, and other local land use policies to assure that future land use development will be compatible with aircraft operations.

(2) Making planning decision regarding specific development proposals involving the lands impacted by aircraft activity.

(c) Special districts and school districts whose territories extend into the Fox Field area of influence shall apply these policies when creating plans and making other planning decisions regarding proposed facilities and other development affecting or affected by airport operations.

1.1.2. *Relationship to ALUC Review Procedures Document*: This Compatibility Plan is to be used in combination with the Los Angeles County Airport Land Use Commission Review Procedures policy document adopted by the Commission. The Review Procedures document:

(a) Establishes the procedures that the ALUC shall use in conducting land use reviews; and

(b) Defines the responsibilities of affected jurisdictions to modify their general plans and other policies for consistency with ALUC policies and to submit certain land use development actions to the ALUC for review.

1.1.3. *Definitions:* The definitions applicable to this *Compatibility Plan* are included in the *Review Procedures* document.

1.2. Actions Subject to ALUC Review

1.2.1. Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the applicable compatibility plan, or (2) the local agency has overruled the Commission's determination of inconsistency, state law provides that the ALUC may require the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (Public Utilities Code Section 21675.5(a)).

1.2.2. *Actions Which Always Require ALUC Review:* These actions, as defined by the Public Utilities Code, are listed in Policy 1.5.1 of the *Review Procedures* document.

1.2.3. *Major Land Use Actions:* As indicated in *Review Procedures* Policy 1.5.2, certain other actions are subject to mandatory or advisory ALUC review depending upon the status of local general plan consistency. For the purposes of the *General William J. Fox Airfield Land Use Compatibility Plan*, the following exceptions to the list of major land use actions included in *Review Procedures* Policy 1.5.3 are established:

(a) Within *Compatibility Zones A, B1, B2,* and *C,* proposed residential development, including land divisions, consisting of five or more dwelling units or parcels shall be regarded as major land use actions. Within *Compatibility Zones D* and *E*, proposed residential development must consist of 40 or more dwelling units or parcels to be considered a major land use action.

(b) Within *Compatibility Zones A, B1, B2* and *C*, any development proposal for nonresidential projects having a building floor area of 20,000 square feet or greater shall be regarded as major land use actions. Within *Compatibility Zones D* and *E*, proposed nonresidential development must consist of 40,000 square feet or more to be considered a major land use action.

1.3. Geographic Scope

1.3.1. *Nature of Compatibility Concerns:* As established by the Los Angeles County Airport Land Use Commission, the General William J. Fox Airfield Land Use Compatibility Plan encompasses:

(a) All lands on which the uses could be negatively affected by noise or safety impacts associated with present or future aircraft operations at General William J. Fox Airfield.

(b) Lands on which the uses could negatively affect the operation of aircraft at the airport.

1.3.2. *Boundaries of Area of Influence:* The specific limits of the General William J. Fox Airfield Area of Influence are depicted on Figure 2A.

(a) The *Area of Influence* is comprised of *Compatibility Zones A*, *B1*, *B2*, *C*, *D*, and *E*. The factors upon which the boundaries of the *Area of Influence* and the individual compatibility zones are based are described in Table 2B and in Chapter 3 of this document.

(b) The *Area of Influence* is the same as the ALUC planning area as referred to in Public Utilities Code Section 21675.

2. LAND USE COMPATIBILITY CRITERIA

2.1. Basic Criteria

2.1.1. *Land Use Compatibility Criteria and Map:* The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with General William J. Fox Airfield are set forth in the Basic Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the General William J. Fox Airfield Compatibility Map, Figure 2A. The factors considered in delineation of the compatibility zones depicted in Figure 2A are summarized in Table 2B.

2.1.2. *Function of Supporting Criteria:* The Basic Compatibility Criteria matrix represents a compilation of noise, safety, airspace protection, and overflight compatibility criteria as described in the *Review Procedures* document. For the purposes of reviewing proposed amendments to county or city land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice. However, certain complex land use actions may require more intensive review. The Commission may refer to the supporting criteria, as listed in Sections 2.2 through 2.5, to clarify or supplement its review of such actions.

2.1.3. *Countywide ALUC Review Policies:* The separate *Los Angeles County Airport Land Use Commission Review Procedures* policy document establishes additional criteria pertaining to ALUC review of general plans (Procedures Policy 3.2) as well as projects involving infill development, expansion of nonconforming uses, reconstruction, or other special conditions (Procedures Policy 3.3). When reviewing these types of projects involving lands within the *General William J. Fox Airfield Area of Influence*, the ALUC shall refer to the applicable procedural policies.

2.1.4. *Residential Development:* The following criteria shall be applied to evaluation of the compatibility of proposed residential development.

(a) Any subdivision of land for residential uses within *Compatibility Zones A*, *B1*, *B2*, and *C* shall not result in a density greater than that indicated in the Basic Compatibility Criteria matrix, Table 2A. Clustering of development shall be limited in accordance with Policy 2.3.5(a)(2).

(b) Secondary units, as defined by state law, shall be excluded from density calculations.

Zone	Locations	Maximum Densities / Intensities				Additional Criteria	
		Residential (du/ac) [1]	Other Uses (people/ac) [2]		Req'd Open Land [3]	Prohibited Uses [4]	Other Development Conditions [5]
			Average [6]	Single Acre [7]			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [8]	› Mostly on existing or future airport property or other public lands › Avigation easement dedication on remainder
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Buildings with >2 habitable floors above ground › Highly noise-sensitive uses (e.g., outdoor theaters) › Aboveground bulk storage of hazardous materials [9] › Critical community infrastructure facilities [10] › Hazards to flight [8]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residentces (including mobile homes) and office buildings [11] › Airspace review required for objects >35 feet tall [12] › Avigation easement dedication
B2	Adjacent to Runway	0.05 (average parcel size ≥20.0 ac.)	100	200	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residentces (including mobile homes) and office buildings [11] › Airspace review required for objects >35 feet tall [12] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	20%	› Children's schools, libraries › Hospitals, nursing homes › Buildings with >3 habitable floors above ground › Highly noise-sensitive uses (e.g., outdoor theaters) › Hazards to flight [8]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [11] › Airspace review required for objects >50 feet tall › Deed notice required
D	Primary Traffic Patterns	No Limit	150	300	10%	› Highly noise-sensitive uses › Hazards to flight [8]	› Airspace review required for objects >100 feet tall › Deed notice required › Children's schools, hospitals, nursing homes discouraged [13]
E	Other Airport Environs	No Limit	No Limit [14]		No Req't	› Hazards to flight [8]	› Airspace review required for objects >100 feet tall › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [14]

Table 2A

Basic Compatibility Criteria

NOTES:

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 2.3.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as non-residential development. See Policy 2.1.4(d).

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

[3] Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 2.3.4 for definition of open land.

[4] The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

[5] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 2.5.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development.

[6] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[7] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 2.3.5 for details.

[8] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 2.4.7 for details.

[9] Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 2.3.3(c) for details.

[10] Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 2.3.3(d) for details.

[11] NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 2.2.6 for details.

[12] Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 2.4.6 and Procedures Policy 3.3.6 for details.

[13] Discouraged uses should generally not be permitted unless no feasible alternative is available.

[14] Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A *Runway Protection Zone and within Building Restriction Line*	*Noise Impact: Very High* ➤ Much of area is within 65-CNEL contour	*Risk Level: Very High* ➤ Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing ➤ Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing ➤ Some 56% of off-runway general aviation accidents near airports occur in this zone
B1 *Inner Approach/ Departure Zone*	*Noise Impact: High* ➤ Encompasses most of 60-CNEL contour ➤ Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open	*Risk Level: High* ➤ Encompasses areas overflown by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. ➤ Some 15% of off-runway general aviation accidents near airports take place here ➤ Object heights restricted to as little as 50 feet
B2 *Adjacent to Runway*	*Noise Impact: Moderate to High* ➤ Partly within 60-CNEL contour ➤ Exposed to loud single-event noise from takeoffs and jet thrust-reverse on landing; also from preflight run-ups	*Risk Level: Low to Moderate* ➤ Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff ➤ About 3% of off-runway general aviation accidents near airports happen in this zone ➤ Object heights restricted to as little as 35 feet
C *Extended Approach/ Departure Zone*	*Noise Impact: Moderate* ➤ Contains most of 55-CNEL contour ➤ Aircraft typically at or below 1,000-foot traffic pattern altitude; individual events occasionally loud enough to intrude upon indoor activities	*Risk Level: Moderate* ➤ Includes areas where aircraft turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude ➤ Zone also includes areas where departing aircraft normally complete transition from takeoff power and flap settings to climb mode and have begun to turn to their en route heading ➤ Some 11% of off-runway general aviation accidents near airports occur here ➤ Object heights restricted to as little as 50 feet
D *Primary Traffic Patterns*	*Noise Impact: Moderate* ➤ Noise more of a concern with respect to individual loud events than with cumulative noise contours ➤ Portions of 55-CNEL contour extend into this zone ➤ Includes areas where aircraft are less than 1,000 feet above runway elevation while on an instrument approach	*Risk Level: Low* ➤ About 13% of general aviation accidents take place in this zone, but the large area encompassed means a low likelihood of accident occurrence in any given location ➤ Risk concern is primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area) ➤ Object height limits generally 100 feet above runway elevation
E *Other Airport Environs*	*Noise Impact: Low* ➤ Beyond 55-CNEL contour ➤ Occasional overflights intrusive to some outdoor activities	*Risk Level: Low* ➤ Only 2% of near-airport accidents here ➤ Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)

Table 2B

Compatibility Zone Delineation

(c) Other development conditions as also listed in Table 2A apply to sites within certain compatibility zones.

(d) Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be separately evaluated in accordance with Table 2A.

2.1.5. *Nonresidential Development:* The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.

(a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

(1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

(2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

(b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 2.3.5(b) and listed in Table 2A.

(c) The noise exposure limitations cited in Policy 2.2.5 and listed in Table 2C shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 2.2.6 shall also be considered.

2.1.6. *Prohibited Uses:* Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an airport influence area. See Policy 2.3.3 and Table 2A. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

2.1.7. *Other Development Conditions:* All types of proposed development shall be required to meet the additional conditions listed in Table 2A for the respective compatibility zone where the development is to be located. Among these conditions are the following:

(a) Avigation Easement Dedication: See Policy 2.4.5.

(b) Deed Notice: See Policy 2.5.3.

(c) Real Estate Disclosure: See Policy 2.5.2.

(d) Noise Level Reduction: See Policy 2.2.6.

(e) Airspace Review: See Policy 2.4.3.

2.2. Supporting Criteria: Noise

2.2.1. *Policy Objective:* The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

2.2.2. *Noise Contours:* The Community Noise Equivalent Level (CNEL) contours prepared for this *Compatibility Plan* (Figure 2B) shall be the primary determinant of the whether proposed development in the airport vicinity will be compatible with the noise impacts of General William J. Fox Airfield.

(a) The noise contours depicted in Figure 2B represent the maximum noise levels calculated for any given location regardless of whether that level is reached at present or in the future. The future time frame evaluated is long term—20 or more years in the future.

(1) Over time, most of the older model, relatively noisy, business jets and fire attack aircraft now in use at the airport will eventually be retired from the aircraft fleet. Counterbalancing this noise-reducing effect is the anticipated growth in aircraft operations at the airport. These two trends have somewhat different consequences in different parts of the airport environs. The net result is that existing noise levels are slightly higher than future noise impacts in some locations and slightly lower in others.

(2) The airport activity levels upon which the contours are based are summarized in Chapter 3 (Exhibit 3C).

(b) Because activity at the airport is seasonal in character—primarily because most of the fire attack aircraft operations occur during the summertime—noise contours reflecting the busy season shall be the basis for land use compatibility analyses.

(c) The Airport Land Use Commission should periodically review the projected noise contours and the activity projections on which they are based and update them if appropriate.

2.2.3. *Application of Noise Contours:* The locations of CNEL contours are among the factors used to define the compatibility zone boundaries (Figure 2A) and associated criteria (Table 2A). Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not intended to serve as absolute determinants of the compatibility or incompatibility of a given land use on a specific site or portion thereof. Noise contours can only quantify noise impacts in a general manner. Except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours depicted in Figure 2B are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 2.2.6.)

2.2.4. *Noise Exposure in Residential Areas:* The maximum CNEL considered normally acceptable for new residential land uses in the vicinity of General William J. Fox Airfield is 55 dB, calculated for future busy-season aircraft activity levels (Figure 2B). New residential uses are deemed marginally acceptable within the 55-60 dB CNEL range.

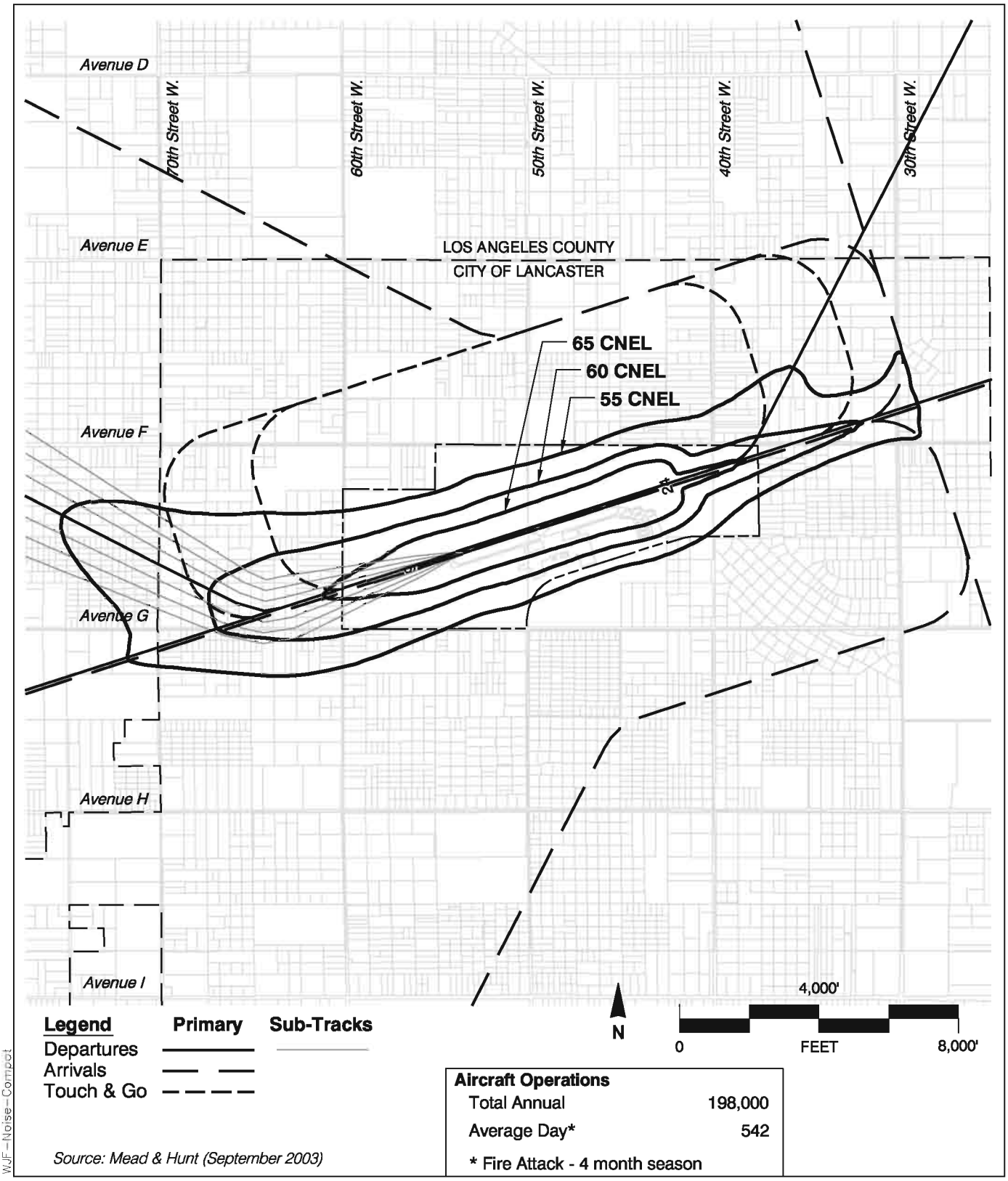

Figure 2B

Noise Contours for Compatibility Planning

General William J. Fox Airfield

2.2.5. *Noise Exposure for Other Land Uses:* Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2C.

2.2.6. *Interior Noise Levels:* Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Any habitable room of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, office buildings, and mortuaries; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Figure 2B of this plan shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within the airport's 55-dB CNEL contour. [A typical mobile home has an exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

(2) Any single- or multi-family residence situated within the airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with the airport's 65-dB CNEL contour.

2.2.7. *Engine Run-Up and Testing Noise:* ALUC consideration of noise from aircraft engine run-ups and testing activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC regulatory authority.

(1) Noise from these sources can be, but normally is not, represented in airport noise contours. It is not included in the noise contours prepared for this *Compatibility Plan*. Nevertheless, when reviewing the compatibility of proposed land uses in locations near the airport where such noise may be significant, the Commission may seek additional data and may take into account noise from these ground-based sources.

Land Use Category	CNEL (dB) 50–55	55–60	60–65	65–70	70–75
Residential					
single-family, nursing homes, mobile homes	++	o	–	– –	– –
multi-family, apartments, condominiums	++	+	o	– –	– –
Public					
schools, libraries, hospitals	+	o	–	– –	– –
churches, auditoriums, concert halls	+	o	o	–	– –
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade, restaurants	++	+	o	o	–
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	–
parks, playgrounds, zoos	++	+	+	o	–
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	–
amphitheaters	+	o	–	– –	– –

Land Use Acceptability		Interpretation/Comments
++	*Clearly Acceptable*	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	*Normally Acceptable*	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	*Marginally Acceptable*	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
–	*Normally Unacceptable*	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
– –	*Clearly Unacceptable*	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Table 2C

Noise Compatibility Criteria

(2) Noise from aircraft ground operations should be considered by the Commission when reviewing future airport master plans or development plans in accordance with Section 4.2 of the *Review Procedures* document..

(b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not included in the noise contours prepared for this plan.)

2.2.8. *Airport Expansion:* Noise criteria indicated in Procedures Policy 4.2.1 shall be used in the evaluation of any proposed expansion of facilities at General William J. Fox Airfield.

2.3. Supporting Criteria: Safety

2.3.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of the airport and to people on board the aircraft shall be considered.

(b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.

2.3.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C of the *Review Procedures* document.)

2.3.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:

(a) Uses Having Vulnerable Occupants: Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within *Compatibility Zones A*, *B1*, *B2*, and *C* and are discouraged in *Zone D*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.

(1) Hospitals are medical facilities which include provision for overnight stays by patients.

(2) Medical clinics are permitted in *Compatibility Zone C* provided that these facilities meet the maximum intensity standards listed in the Basic Compatibility Criteria matrix, Table 2A.

(3) Uses that are discouraged should generally not be permitted unless no feasible alternative is available.

(b) Multi-Story Buildings: In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:

(1) Within *Compatibility Zone A,* no new occupied structures are permitted.

(2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.

(3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.

(c) Hazardous Materials Storage: Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:

(1) Within *Compatibility Zone A,* manufacture or storage of any such substance is prohibited.

(2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:

- Fuel or hazardous substances stored in underground tanks.
- On-airport storage of aviation fuel and other aviation-related flammable materials.
- Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes).

(3) Within *Compatibility Zone C*, manufacture or storage of hazardous materials other than the types listed in Sub-policy (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

(d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:

(1) Within *Compatibility Zone A,* all such uses are prohibited.

(2) Within *Compatibility Zones B1* and *B2*, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

2.3.4. *Open Land:* In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area should be:

(1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

(2) Have minimum dimensions of approximately 75 feet by 300 feet.

(b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

(c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

(d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the General William J. Fox Airfield influence area. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

2.3.5. *Limitations on Clustering:* Policy 2.3.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.

(a) Clustering of new residential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zones B1*, *B2*, and *C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.

(b) Usage intensity of new nonresidential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 80 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.

(3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

(c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.

(d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix A herein lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

2.4. Supporting Criteria: Airspace Protection

2.4.1. *Policy Objective:* Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts "aeronautical studies" of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

2.4.2. *Basis for Height Limits:* The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. An airspace plan depicting the critical areas for airspace protection around General William J. Fox Airfield is depicted in Figure 2C.

2.4.3. *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

(a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.

(b) Within *Compatibility Zones B1* and *B2*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within *Compatibility Zone C*, ALUC review is required for any proposed object taller than 50 feet.

(d) Within *Compatibility Zones D* and *E*, ALUC review is required for any proposed object taller than 100 feet. Such objects also require Federal Aviation Administration (FAA) review in accordance with the provisions of FAR Part 77.

2.4.4. *Height Restriction Criteria:* The height of objects within the airport influence area shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the Compatibility Map, Figure 2A.

(a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

(b) Within Compatibility Zones B1 and B2,

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within *Compatibility Zone C*, generally, there is no concern with regard to any object up to 50 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(d) Within *Compatibility Zones D* and *E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground.

2.4.5. *Avigation Easement Dedication:* As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A*, *B1*, or *B2* shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix E of the *Review Procedures* document.

2.4.6. *FAA Notification:* Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the Public Utilities Code, Sections 21658 and 21659. The requirements for such notification and the relationship to requirements for ALUC review of these projects are described in Procedural Policy 3.3.6 in the *Review Procedures* document.

2.4.7. *Other Flight Hazards:* New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within the General William J. Fox Airfield influence area. Specific characteristics to be avoided include:

(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports.)*

2.5. Supporting Criteria: Overflight

2.5.1. *Policy Objective:* Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

2.5.2. *State Law Requirements Regarding Real Estate Transfer Disclosure:* Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.

(a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

(b) The statutes define an *airport influence area* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." The influence area for General William J. Fox Airfield is indicated on the Compatibility Map, Figure 2A herein.

(c) Where disclosure is required, the following statement shall be provided:

> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(d) For the purposes of this *Compatibility Plan*, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, each

land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such local jurisdiction policies also should be applied to lease or rental agreements for existing residential property.

2.5.3. *Deed Notices:* In addition to the preceding real estate transfer disclosure requirements, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action affecting property within the General William J. Fox Airfield influence area. (Note that the *avigation easement* required by Policy 2.4.5 to be dedicated in conjunction with development in *Zones A*, *B1*, and *B2* serves as a deed notice in those locations.) The notice shall include the language indicated above with respect to real estate transfer disclosures.

2.5.4. *Land Use Conversion:* The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, open space, industrial, or commercial use to residential uses within *Compatibility Zones A*, *B1*, *B2*, and *C* is strongly discouraged.

(b) In *Compatibility Zone D*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

3

Background Data: General William J. Fox Airfield and Environs

INTRODUCTION

General William J. Fox Airfield, a Los Angeles County airport facility, is situated in the Antelope Valley at an elevation of 2,347 feet. The airport is a major regional general aviation facility serving the cities of Lancaster and Palmdale as well as unincorporated communities in northern Los Angeles County. Other significant roles include serving as a flight training facility for aircraft and pilots from the Los Angeles Basin and as an air attack base for U.S. Forest Service firefighting aircraft.

Covering an area of some 1,039 acres, major facilities at Fox Field include a single 7,200-foot long runway, oriented east-northeast/west-southwest, along with aircraft hangars, apron areas, and other supporting uses. The airport has an air traffic control tower corporately operated under contract to the Federal Aviation Administration. Another corporation provides day-to-day management of the airport under contract to Los Angeles County. No significant changes to the runway configuration are planned although the *Airport Master Plan*, adopted in July 1996, contemplates future establishment of precision instrument approaches to both ends of the runway.

The airport and other property within 1 mile of the airport boundary lie fully within the boundaries of the City of Lancaster. Nearby areas to the west, north, and east are in unincorporated Los Angeles County jurisdiction. No other land use jurisdictions are in the vicinity.

Despite being inside the city limits, development in the immediate vicinity of the airport is minimal. The urbanized area of Lancaster lies some 3 miles southeast of the runway end. Various public facilities, including a state prison, a youth center, a hospital, and an animal shelter are located some 2+ miles to the south. Houses are widely scattered although much of the area was subdivided many years ago. All of the land within a mile of the airport boundary has been rezoned for industrial use.

The exhibits on the following pages of this chapter summarize information about the General William J. Fox Airfield and the surrounding community. Together with state laws and guidelines, this information served as the basis for preparation of this *General William J. Fox Airfield Land Use Compatibility Plan*.

Exhibits 3A through 3F focus on the airport facilities and use, including noise impacts. Exhibits 3A and 3B describe and depict the existing and planned airport facilities.

The next two exhibits portray airport noise impact data. As part of the compatibility planning study, noise contours were calculated for both current (2002-03) and long-range future (beyond 20 years) activity levels. Because Fox Field does not have a dominant peak season, both sets of contours reflect airport activity for an average day of the year. The one exception to this annual average day depiction is with respect to air attack aircraft operations. This activity is averaged over an assumed four-month fire season.

As can be seen, the two sets of contours are nearly identical even though the long-range scenario represents more than twice as many aircraft operations as at present. The reason for this lack of change is that future models of air attack aircraft and business jets are anticipated to be noticeably quieter than those now operated at the airport.

Exhibit 3F maps a variety of information that led to the delineation of compatibility zones set forth in Figure 2A. In addition to noise and flight track locations, this map illustrates a set of accident risk contours. Taken from the 2002 *California Airport Land Use Planning Handbook* published by the California Division of Aeronautics—the basic guiding document for preparation of airport land use compatibility plans—these risk contours show the areas most susceptible to general aviation aircraft accidents. The contours are based upon accident data from airports throughout the United States and thus were used only as general guidance in the preparation of the compatibility zones for General William J. Fox Airfield. The effects of Fox Field's specific flight track locations compared to the flight tracks at average airports were considered, for example.

Information regarding land uses in the airport environs is portrayed in Exhibits 3G through 3J. The status of local land use plans and compatibility planning measures is outlined in Exhibit 3G. Exhibit 3H depicts the extent of major existing development in the airport environs. Future land uses as indicated in the general plans of the county and city (as of 2003) are mapped in Exhibit 3I and 3J, respectively. A final exhibit, 3K, evaluates the local land use plans to determine the extent to which they are consistent or conflict with the land use compatibility criteria contained in this *Compatibility Plan*.

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GENERAL INFORMATION

- *Airport Ownership*: County of Los Angeles
- *Year Opened:* 1959
- *Property Size*
  - Fee Title: 1,039 acres
  - Avigation Easements: None
- *Airport Classification:* General Aviation
- *Airport Elevation:* 2,347 ft. MSL

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan Update*
  - Adopted by the County of Los Angeles Board of Supervisors, July 1996
- *Airport Layout Plan Drawing*
  - Last updated, October 2000

RUNWAY/TAXIWAY DESIGN

Runway 6-24

- *Critical Aircraft*: C-130
- *Airport Reference Code:* C-IV
- *Dimensions*: 7,200 ft. long, 150 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 50,000 lbs (single wheel)
  - 68,000 lbs (dual wheel)
  - 117,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.2% (rising to the west)
- *Runway Lighting:* Medium-intensity edge lights
- *Primary Taxiways:* Full-length parallel on south

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - Runway 6: Left traffic (45° departure)
  - Runway 24: Right traffic (45° departure)
  - Pattern altitude: 800 feet AGL
- *Instrument Approach Procedures (best minimums*)
  - RNAV / GPS-A
    - Circling (1-mi. visibility; 429-ft. descent height)
  - Also two other circling approach procedures
  - No straight-in approach procedures
- *Visual Navigational Aids*
  - Airport: Rotating beacon
  - Runway 6: REILs, PAPI (3.0˚)
  - Runway 24: REILs, PAPI (3.0°)
- *Operational Restrictions / Noise Abatement Procedures*
  - None

APPROACH PROTECTION

- *Runway Protection Zones (RPZ*)
  - Runway 6: 1,000-ft. long; all on airport property
  - Runway 24: 1,000-ft. long; all on airport property
- *Approach Obstacles*
  - None

BUILDING AREA

- *Location:* South of runway
- *Aircraft Parking Capacity*
  - Hangars: 85 individual units
  - Tiedowns: 332
- *Other Major Facilities*
  - Air Traffic Control Tower (contract operated)
  - Terminal Building
  - U.S. Forest Service Air Attack Base
  - Air Museum
  - Apollo Co. Park in southeast corner of airport
- *Services*
  - Fuel: 100LL, Jet-A (self-serve)
  - Other: Aircraft rental & charter; flight training; airframe, power plant, and avionics repair

POTENTIAL FACILITY IMPROVEMENTS

- *Airfield*
  - Precision approach procedures for both runway ends; RPZ size increase to 2,500 ft. length
- *Building Area*
  - Ultimate potential for up to 400 additional hangar units
- *Property*
  - Acquire avigation easements on 20± acres within expanded RPZs

Exhibit 3A

Airport Features Summary

General William J. Fox Airfield

BASED AIRCRAFT

	Current [a] *2003 data*	*Future* [b] *20+ years*
Aircraft Type		
Single-Engine	177	
Twin-Engine, Piston	12	
Twin-Engine, Turboprop	1	
Business Jet	6	
Helicopters	1	
Total	*197*	*365*

AIRCRAFT OPERATIONS

	Current *2002-03*	*Future* *20+years*
Total		
Annual	83,000 [a]	198,000 [c]
Average Day	227	542
Distribution by Aircraft Type [a]		
Single-Engine	75%	64%
Twin-Engine Piston	10%	14%
Twin-Engine, Turboprop	7%	8%
Business Jet	2%	9%
Helicopter	3%	3%
Multi Engine (USFS)	2%	1%
Military	1%	1%
Distribution by Type of Operation [a]		
Local (incl. touch-and-goes)	54%	47%
Itinerant	46%	53%

TIME OF DAY DISTRIBUTION [a]

	Current	*Future*
All Aircraft		
Day	85%	no
Evening	14%	change
Night	1%	

RUNWAY USE DISTRIBUTION [a]

	Current	*Future*
All Airplanes – Day/Evening/Night		
Takeoffs & Landings		
Runway 6	20%	no
Runway 24	80%	change

FLIGHT TRACK USAGE [a]
(Current and Future)

- Runway 6
  - Takeoffs:
    - 80% 45° left turn to north
    - 20% 45° right turn to south
  - Landings (not including touch-and-go operations):
    - 50% left turn from north
    - 50% right turn from south
  - Pattern:
    - 100% left traffic
- Runway 24
  - Takeoffs:
    - 80% 45° right turn to north
    - 20% 45° left turn to south
  - Landings (not including touch-and-go operations):
    - 25% left traffic from south
    - 10% left traffic from southeast
    - 20% straight-in approach from east
    - 20% right traffic from north
    - 25% right traffic from northwest
  - Pattern:
    - 100% right traffic

Notes:

[a] Source: Estimated from information provided by airport management and control tower personnel

[b] Source: *General William J. Fox Airfield Master Plan Update* (1996)

[c] Source: Aircraft operations forecast are as indicated in the *Master Plan*, but are taken here to represent an indefinite time frame assumed to be 20 years or more in the future

Exhibit 3C

Airport Activity Data Summary

General William J. Fox Airfield

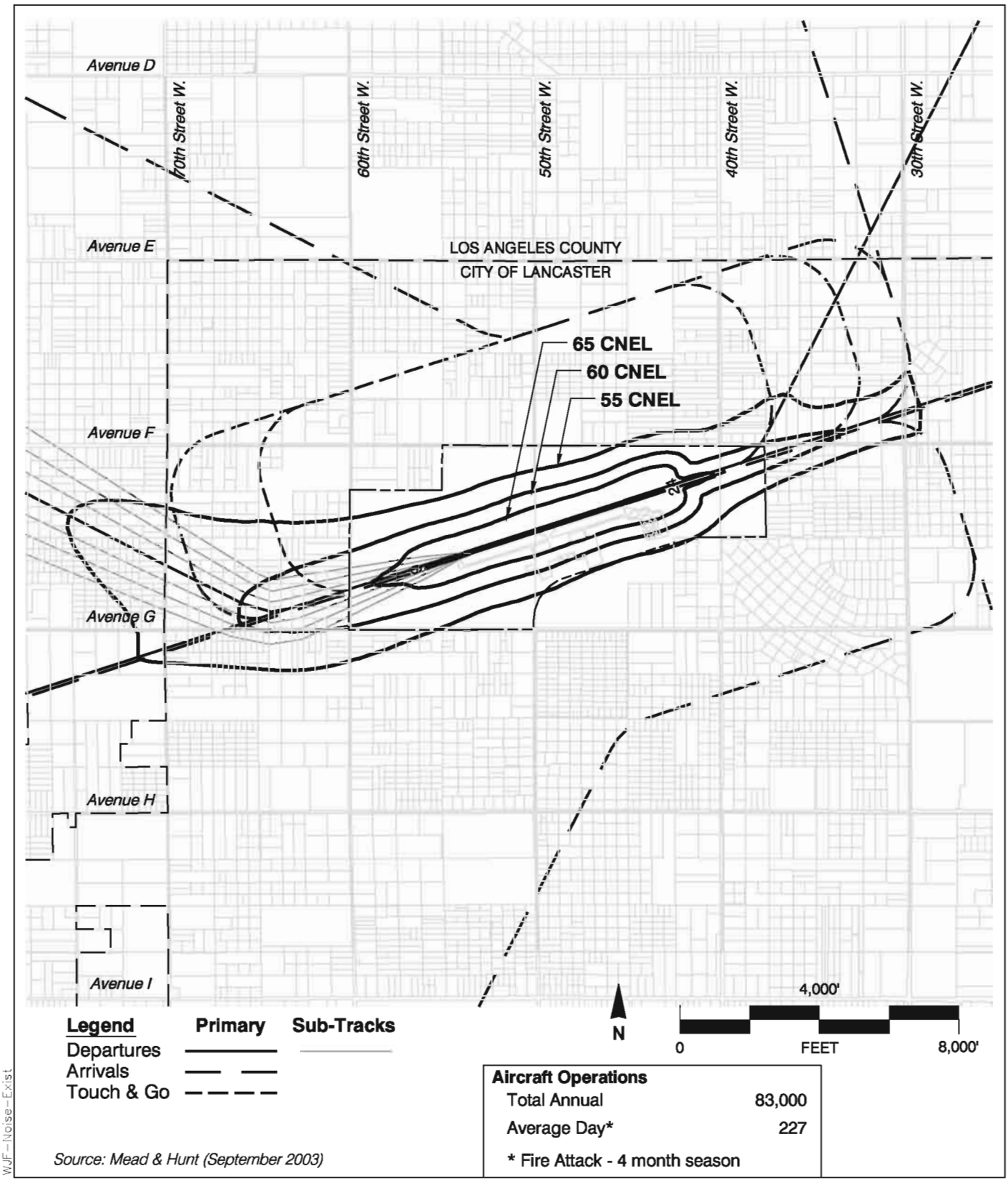

Exhibit 3D

Existing Noise Impacts

General William J. Fox Airfield

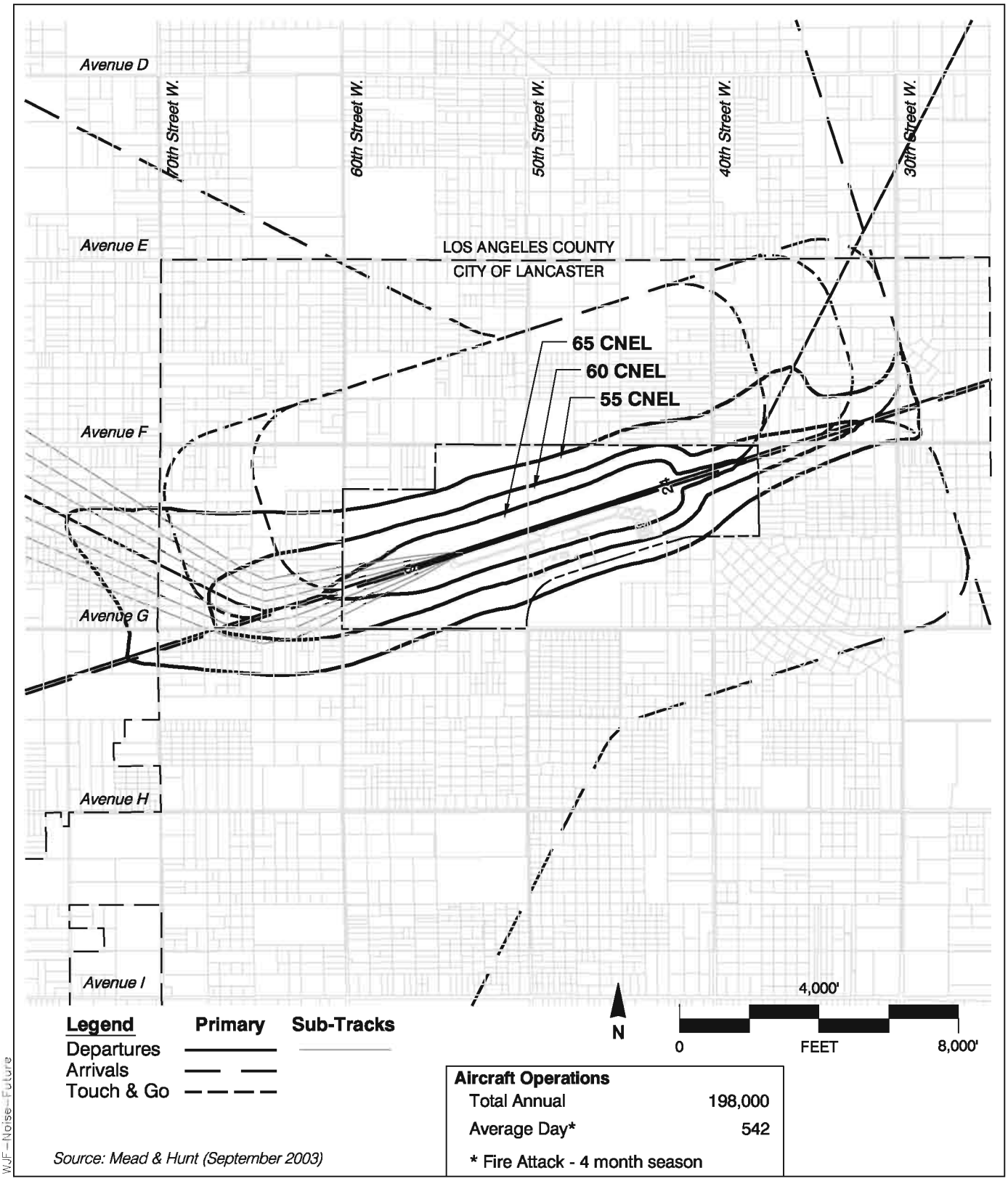

Exhibit 3E

Future Noise Impacts

General William J. Fox Airfield

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AIRPORT SITE

- *Location*
  - Northern Los Angeles County, 5 miles south of Kern County line
  - Northwest corner of Lancaster city limits, 5 miles from city center
- *Nearby Topography*
  - Situated Antelope Valley floor at ±2,300 ft. elevation
  - Land in Immediate vicinity is relatively flat
  - Base of San Gabriel Mountains 8± mi. southwest (elevations 8,000–10,000 ft.)
  - Base of Tehachapi Mountains 15± northwest (elevations to 6,900± ft.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Los Angeles*
  - Outlying lands north, east, and west within unincorporated county jurisdiction
- *City of Lancaster*
  - Entire airport property and much of surrounding area inside city limits

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Primarily desert land divided into multitude of undeveloped small parcels
  - Scattered rural residential and industrial uses
- *Runway Approaches*
  - West (Rwy 6): Open desert land; scattered houses (Antelope Acres development)
  - East (Rwy 24): Apollo County Park; undeveloped desert land; Hwy 14 (2 miles from runway end); mobile home park (3 miles); Edward AFB boundary (4 miles)
- *Traffic Pattern*
  - North: Open desert land; scattered rural residential
  - South (not standard traffic pattern): scattered rural residential; state prison 2 miles south

STATUS OF COMMUNITY PLANS

- *County of Los Angeles*
  - *Antelope Valley Areawide General Plan:* Adopted December 1986
- *City of Lancaster*
  - *General Plan:* Adopted October 1997; revised December 2001
  - Fox Field Industrial Corridor Specific Plan: Adopted by City Council in March 1996

PLANNED AIRPORT AREA LAND USES

- *County of Los Angeles*
  - Unincorporated land designated as Non-Urban Residential (maximum 0.5 d.u./acre)
  - 880-acre Del Sur Ranch development approved 3± miles west of airport
- *City of Lancaster*
  - Incorporated land within 1 mile of airport and east to Hwy 14 designated Light Industrial Specific Plan (e.g., office, research & development, commercial, manufacturing, etc.)
  - Implementation of Specific Plan designations requires reassembly of existing small, vacant parcels
  - Other areas south and west, designated non-urban residential (0.4–2.0 d.u./ac.) or urban residential (2.1–6.5 d.u./ac.)

ESTABLISHED COMPATIBILITY MEASURES

- *Antelope Valley Areawide General Plan (1986)*
  - No specific reference to Fox Field
  - General reference to meeting "state mandated [interior] noise reduction requirements" based on projected noise levels for 2000
- *City of Lancaster General Plan (2001)*
  - New residential development and schools deemed acceptable up to 65 dB CNEL
  - State 60-CNEL interior noise level standard enforced
  - Policy to work with ALUC on compatibility guidelines and to solicit comments from Fox Field staff on proposed development near airport
  - Avigation easements required for new development inside projected 65-dB CNEL contour
- *Fox Field Industrial Corridor Specific Plan (1996)*
  - Plan includes set of compatibility zones (inner & outer safety zones, extended runway centerline zones, overflight zone) based on 1983 State *Airport Land Use Planning Handbook*

Exhibit 3G

Airport Environs Summary

General William J. Fox Airfield

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COUNTY OF LOS ANGELES:
ANTELOPE VALLEY AREAWIDE GENERAL PLAN (1986) AND ZONING CODES

Land Use Designations

- *Compatibility Zone A*
  - Almost entirely airport property although in city limits
  - Park usage (Apollo County Park) conflicts with *Zone A* criteria, but is existing use
- *Compatibility Zone B1*
  - Any development of Apollo County Park that would result in increased usage intensity could conflict with 40 people/acre intensity limitations
  - Limitations on usage intensities within light industrial areas need to be set
- *Compatibility Zone B2*
  - Only airport property is affected; no inconsistencies noted, but limitations on usage intensities need to be established
- *Compatibility Zone C*
  - No inconsistencies noted
- *Compatibility Zone D*
  - No inconsistencies noted
- *Compatibility Zone E*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - Plan contains no reference to ALUC, the need to coordinate development criteria, or the requirements for submitting certain development actions for ALUC review
- *Zoning Codes*
  - No specific reference to ALUC role noted
  - No airport-related (airspace protection) height limit zoning established
- *Overall*
  - All areas with 1½ miles of the Fox Field runway are in Lancaster city limits; outer portions of runway approaches are in county jurisdiction and potentially could have higher densities than desirable
  - Procedures for coordination with ALUC as required need to be set forth somewhere in county policies

Exhibit 3K

General Plan Consistency Review (Preliminary)

General William J. Fox Airfield Environs

CITY OF LANCASTER:
GENERAL PLAN (2001); FOX FIELD INDUSTRIAL CORRIDOR SPECIFIC PLAN (1996)

Land Use Designations

- *Compatibility Zone A*
  - Only airport property, including Apollo County Park, is affected (see comments on county plans)
- *Compatibility Zone B1*
  - Light industrial designation is basically consistent with *Zone B1* criteria, but usage intensity and other development restrictions need to be indicated
  - No other inconsistencies noted
- *Compatibility Zone B2*
  - Light industrial designation is basically consistent with *Zone B2* criteria, but usage intensity and other development restrictions need to be indicated
  - No other inconsistencies noted
- *Compatibility Zone C*
  - Light industrial designation is consistent with *Zone C* criteria; projects should be developed in conformance with the usage intensities of this plan.
- *Compatibility Zone D*
  - Light industrial designation is consistent with *Zone D* criteria; projects should be developed in conformance with the usage intensities of this plan.
- *Compatibility Zone E*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - Public Health and Safety Element (Table III-1) sets 65 dB CNEL as the maximum exterior noise level standard for new residential development; this is inconsistent with *Compatibility Plan* criterion for Fox Field environs which is set at 55 dB CNEL
- *Specific Plan*
  - Although industrial uses are basically compatible with airport activity, some restrictions apply; none are noted in the *Specific Plan*
- *Zoning Codes*
  - Uncertain if zoning codes include airport-related height limits
- *Overall*
  - The *General Plan* calls for working with the County Regional Planning Commission (ALUC) to bring city zoning into conformance with state guidelines, but does not indicate the requirement for consistency with *Compatibility Plan* for Fox Field
  - No reference to need for referring certain proposed land use actions to ALUC is noted in city policies

Exhibit 3K, continued

APPENDIX A

Compatibility Guidelines for Specific Land Uses

The compatibility evaluations listed below for specific types of land uses can be used by affected jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted ALUC policies or criteria. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapter 2 of this document, the contents of Chapter 2 shall prevail.

	Compatibility Zones					
Land Use	**A**	**B1**	**B2**	**C**	**D**	**E**
Agricultural Uses						
Truck and Specialty Crops	0	+	+	+	+	+
Field Crops	0	+	+	+	+	+
Pasture and Rangeland	0	+	+	+	+	+
Vineyards	0	+	+	+	+	+
Orchards	–	0	0	+	+	+
Dry Farm and Grain	0	+	+	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	–	0	0	+	+	+
Fish Farms	–	0	0	+	+	+
Feed Lots and Stockyards	–	0	0	+	+	+
Poultry Farms	–	0	0	0	+	+
Dairy Farms	–	0	0	+	+	+
Natural Uses						
Fish and Game Preserves	0	0	0	0	0	0
Land Preserves and Open Space	0	+	+	+	+	+
Flood and Geological Hazard Areas	0	+	+	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	0	0	+
Residential						
Rural Estate (2.0-10.0 acre parcels)	–	–	–	0	+	+
Rural Residential (0.5-1.0 du / acre)	–	–	–	–	+	+
Low-Density Residential (1.1-5.0 du / acre)	–	–	–	–	+	+
Medium-Density Residential (5.1-15.0 du / acre)	–	–	–	–	+	+
High-Density Residential (>15.0 du / acre)	–	–	–	–	+	+
Mobile Home Parks	–	–	–	–	0	+

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Land Use	Compatibility Zones A	B1	B2	C	D	E
Institutional						
Schools, Colleges and Universities	–	–	–	–	0	+
Day Care Centers	–	–	0	0	+	+
Hospitals and Residential Care Facilities	–	–	–	–	0	+
Churches	–	–	–	0	0	+
Memorial Parks / Cemeteries	–	0	+	+	+	+
Recreational						
Golf Courses (except clubhouse)	0	0	0	+	+	+
Golf Course Clubhouses	–	0	0	0	+	+
Parks low intensity; no group activities	0	+	+	+	+	+
Playgrounds and Picnic Areas	–	0	0	0	+	+
Athletic Fields (with small or no bleachers)	–	0	0	0	+	+
Spectator-Oriented Sports Complexes or Stadiums	–	–	–	–	–	0
Riding Stables	–	0	0	+	+	+
Marinas and Water Recreation	–	0	0	+	+	+
Health Clubs and Spas	–	–	0	0	0	+
Tennis Courts	–	0	0	+	+	+
Swimming Pools	–	0	0	0	0	+
Fairgrounds and Race Tracks	–	–	–	–	–	0
Resorts and Group Camps	–	–	–	0	0	+
Shooting Ranges	–	0	0	0	0	+
Industrial						
Research and Development Laboratories	–	0	0	0	+	+
Warehouses and Distribution Facilities	–	0	+	+	+	+
Manufacturing and Assembly	–	0	0	0	+	+
Cooperage and Bottling Plants	–	0	+	+	+	+
Printing, Publishing and Allied Services	–	0	+	+	+	+
Chemical, Rubber and Plastic Products	–	–	0	0	0	+
Food Processing	–	–	0	0	0	+
Commercial Uses						
Low-Intensity Retail (e.g., auto, furniture sales)	–	0	0	+	+	+
Retail Stores (1 floor)	–	0	0	0	+	+
Retail Stores (2 or 3 floors)	–	–	–	0	0	+
Large Shopping Malls (500,000+ sq. ft.)	–	–	–	–	0	+
Restaurants and Drinking Establishments (no drive-thru)	–	0	0	0	+	+
Fast Food Restaurants	–	–	0	0	0	+
Auto and Marine Services	–	0	0	+	+	+
Building Materials, Hardware and Heavy Equipment	–	0	0	+	+	+
Office Buildings (1 or 2 floors)	–	0	0	+	+	+
Office Buildings (3 floors)	–	–	–	0	0	+
Banks and Financial Institutions (1 or 2 floors)	–	0	0	+	+	+
Repair Services	–	0	0	+	+	+

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Land Use	Compatibility Zones A	B1	B2	C	D	E
Commercial Uses, continued						
Gas Stations	–	0	0	0	+	+
Government Services / Public Buildings (1 or 2 floors)	–	0	0	0	+	+
Motels (1 or 2 floors)	–	–	–	0	+	+
Hotels and Motels (3 floors)	–	–	–	0	0	+
Theaters, Auditoriums, Large Assembly Halls	–	–	–	–	0	0
Outdoor Theaters	–	–	–	–	0	0
Truck Terminals	–	0	+	+	+	+
Any Uses with more than 3 habitable floors aboveground	–	–	–	–	0	+
Transportation, Communications and Utilities						
Aircraft Storage	0	+	+	+	+	+
Automobile Parking	0	+	+	+	+	+
Highway and Street Right-of-Ways	0	+	+	+	+	+
Railroad and Public Transit Lines	0	+	+	+	+	+
Taxi, Bus, and Train Terminals	–	0	0	+	+	+
Electrical Substations	–	0	0	0	0	+
Power Plants	–	–	–	0	0	+
Power Lines	–	0	0	0	0	+
Reservoirs	–	0	0	0	0	+
Sewage Treatment and Disposal Facilities	–	0	0	0	0	+
Sanitary Landfills	–	–	–	–	–	0

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Project Referral Form

GENERAL WILLIAM J. FOX AIRFIELD ENVIRONS
APPLICATION FOR MAJOR LAND USE ACTION REVIEW
LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner _____ Phone Number _____

Mailing Address _____

_____

_____

Agent (if any) _____ Phone Number _____

Mailing Address _____

_____

_____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address _____

_____

Assessor's Parcel No. _____ Parcel Size _____

Subdivision Name _____ Zoning Classification _____

Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) _____

_____

_____

Proposed Land Use (describe) _____

_____

_____

For Residential Uses — Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses — Hours of Use _____

Number of People On Site… — Maximum Number _____

Method of Calculation _____

Height Data — Height above Ground or Tallest Object (including antennas and trees) _____ ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards — Does the project involve any characteristics which could create electrical Interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? ❑ Yes ❑ No

If yes, describe _____

_____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received _____

Agency Name _____

_____

Staff Contact _____

Phone Number _____

Agency's Project No. _____

_____

Type of Project

- ❑ General Plan Amendment
- ❑ Zoning Amendment or Variance
- ❑ Subdivision Approval
- ❑ Use Permit
- ❑ Public Facility
- ❑ Other _____

ALUC SECRETARY'S REVIEW (TO BE COMPLETED BY ALUC SECRETARY)

Application Receipt

Date Received _____ By _____

Is Application Complete? ❑ Yes ❑ No

If no, cite reasons _____

Primary Criteria Review

Compatibility Zone(s) ❑ A ❑ B1 ❑ B2 ❑ C ❑ D ❑ E

Allowable (not prohibited) Use? ❑ Yes ❑ No _____

Density/Intensity Acceptable? ❑ Yes ❑ No _____

Open Land Requirement Met? ❑ Yes ❑ No _____

Height Acceptable? ❑ Yes ❑ No _____

Easement/Deed Notice Provided? ❑ Yes ❑ No _____

Special Conditions

Describe: _____

_____

Supplemental Criteria Review

Noise _____

_____

Safety _____

_____

Airspace Protection _____

_____

Overflight _____

_____

_____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC SECRETARY)

ALUC Secretary's Action

- ❑ Approve — Date _____
- ❑ Refer to ALUC

ALUC Action

- ❑ Consistent — Date _____
- ❑ Consistent with Conditions (list conditions/attach additional pages if needed)

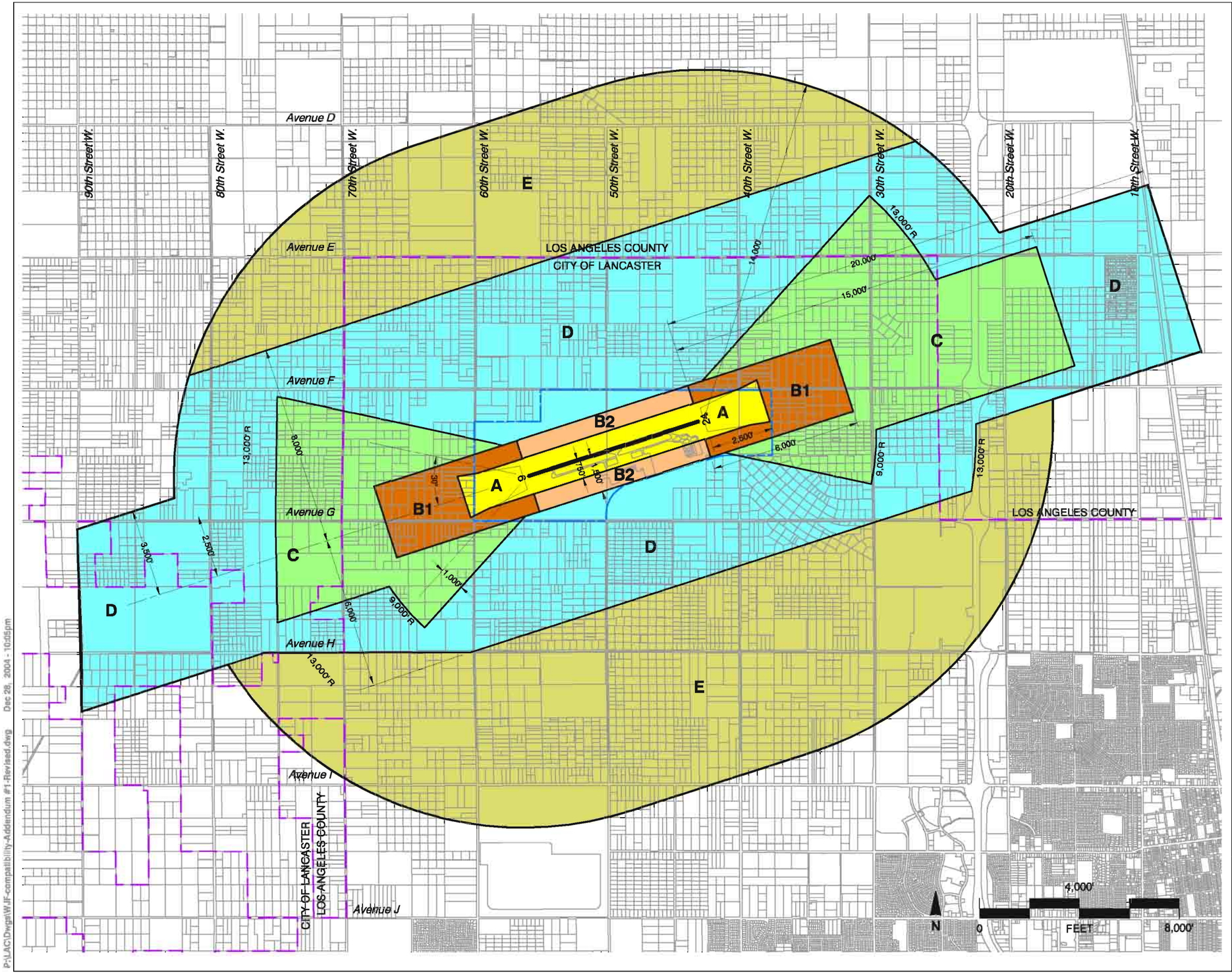
_____

_____

- ❑ Inconsistent (list reasons/attach additional pages if needed)

_____

August 2003



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- Lancaster City Limits

Note:

Airport influence over boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

Los Angeles County
Airport Land Use Commission

General William J. Fox Airfield
Land Use Compatibility Plan

(Adopted December 1, 2004)

Figure 2A

Compatibility Map

General William J. Fox Airfield

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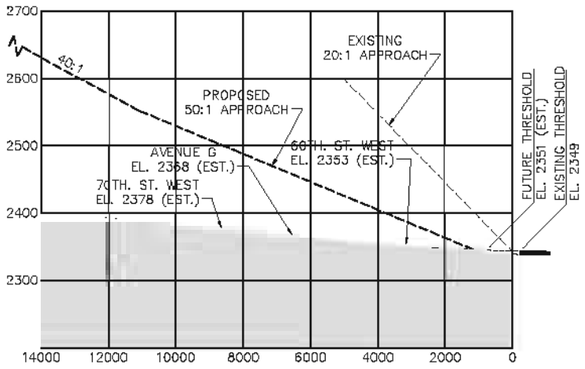
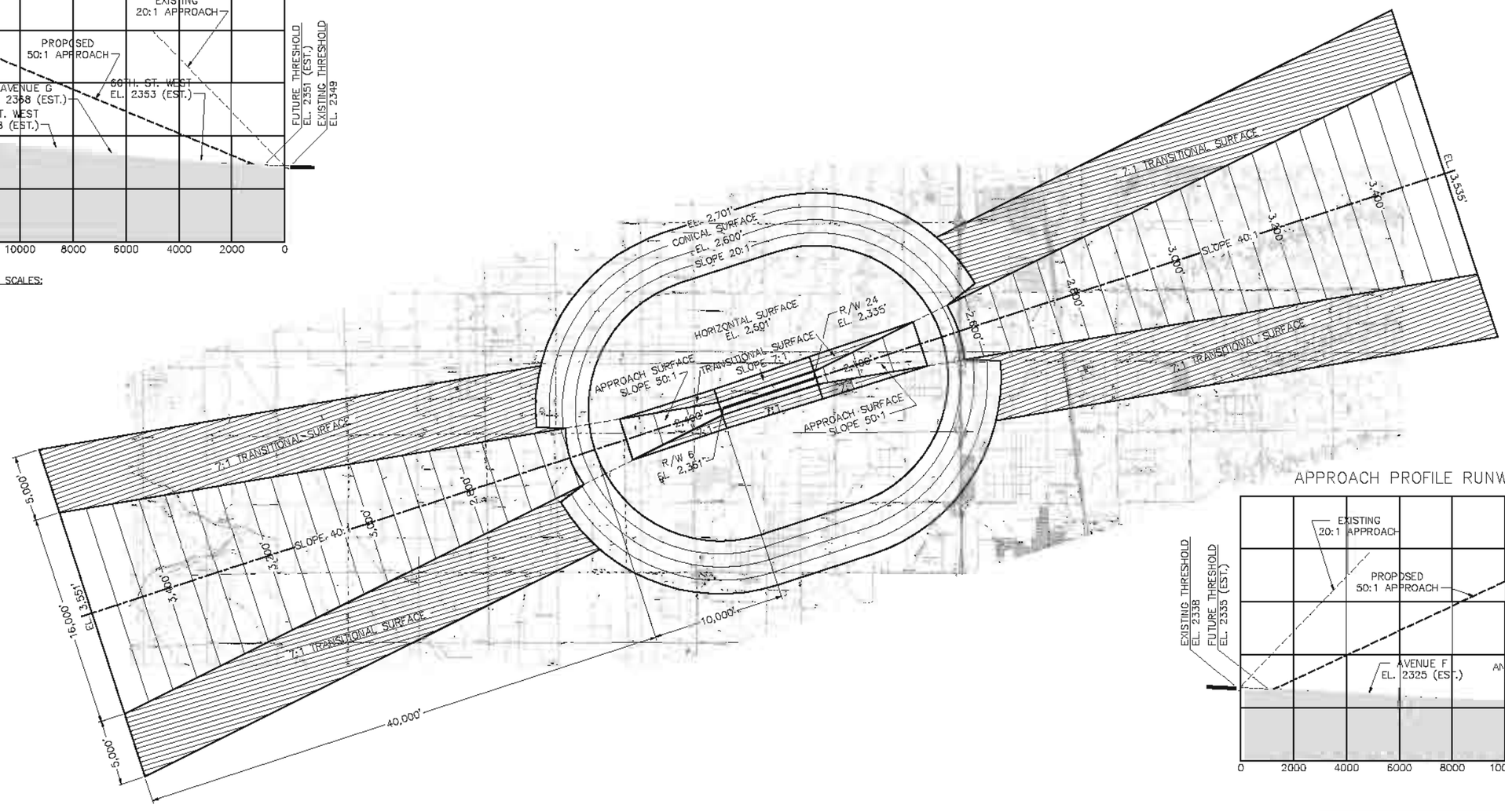
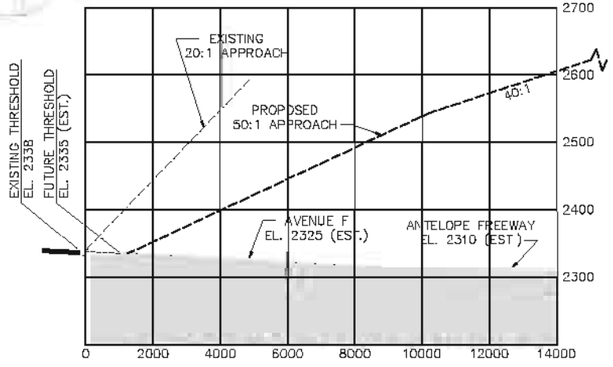
APPROACH PROFILE RUNWAY 6



APPROACH PROFILE SCALES:
HORIZ. 1"=2,000'
VERT. 1"=100'



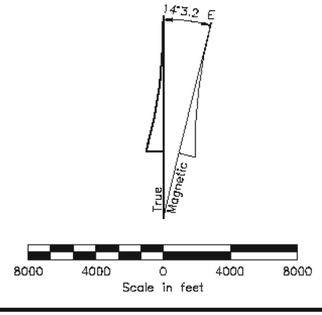
APPROACH PROFILE RUNWAY 24



NOTE.
1. All elevations are in feet above mean sea level (MSL).

SURFACE ELEVATION	
SURFACE	ELEV.
END OF RUNWAY 6	2,351'
END OF RUNWAY 24	2,335'
HORIZONTAL SURFACE	2,501'
CONICAL SURFACE–UPPER LIMIT	2,701'
APPROACH SURFACE (6)–UPPER LIMIT	3,551'
APPROACH SURFACE (24)–UPPER LIMIT	3,535'

USGS MAPS USED FOR BASE	
7.5 MIN. QUAD	DATE
LANCASTER WEST	1974
LANCASTER EAST	1974
DEL SUR	1974
ROSAMOND	1973
ROSAMOND LAKE	1973
LITTLE BUTTES	1974



APPROVED BY THE COUNTY OF LOS ANGELES DATE

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.

NO.	DATE	REVISION	BY	APP.

AIRPORT AIRSPACE PLAN

GEN. WILLIAM J. FOX AIRFIELD
LANCASTER, CALIFORNIA

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

P&D Aviation
A Division of
P&D Technologies
1100 Town & Country Rd., 300
Orange, CA 92868

DESIGNED: D.P.S.	CHECKED: R.E.A.	SHEET 3 OF 5
DRAWN: S.K.H.	DATE: JULY, 1995	

Figure 2C

ABBREVIATIONS

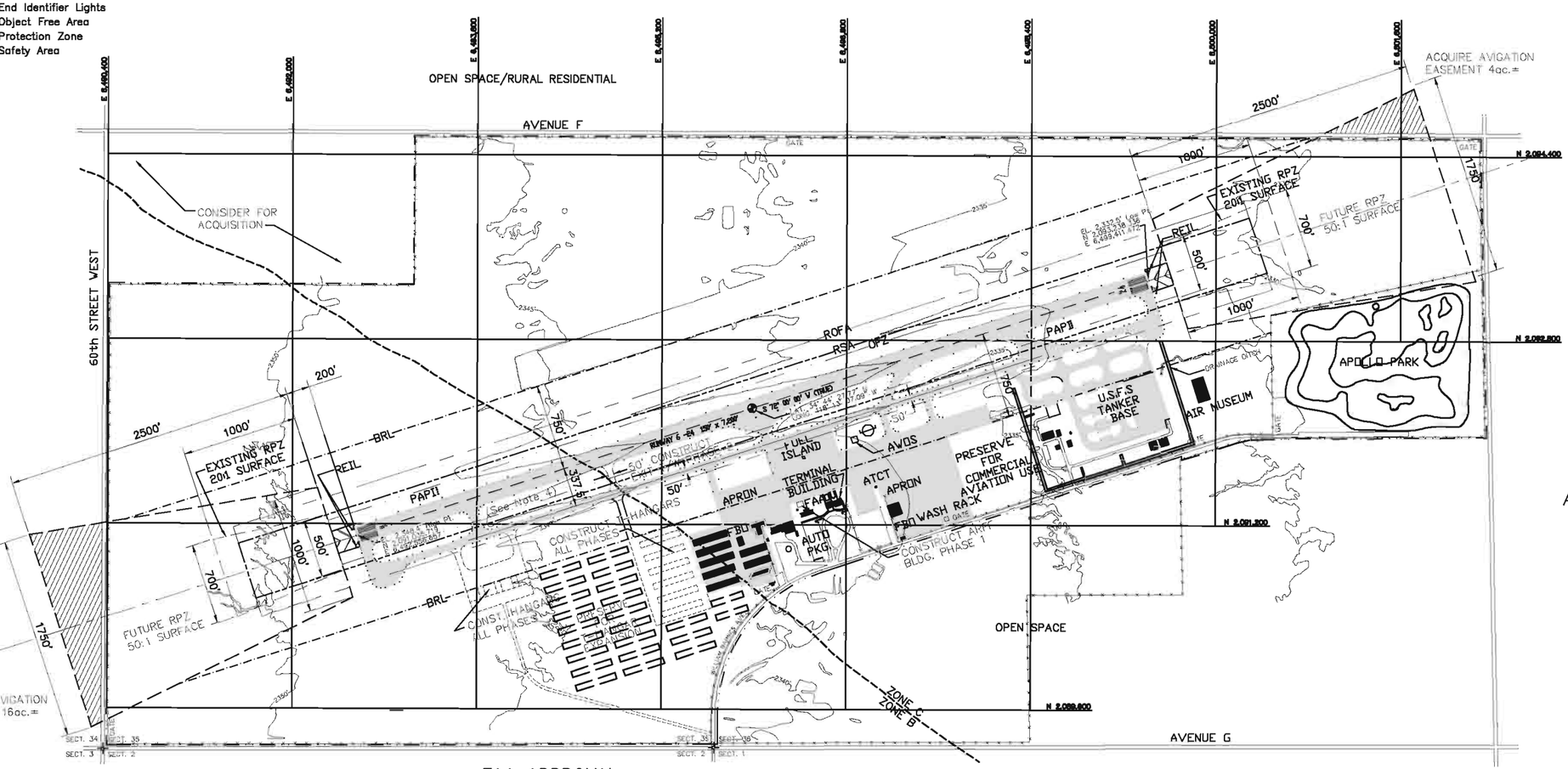
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BRL	Building Restriction Line
GPS	Global Positioning System
MIRL	Medium Intensity Runway Edge Lights
OFZ	Obstacle Free Zone
PAPI	Precision Approach Path Indicator
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area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

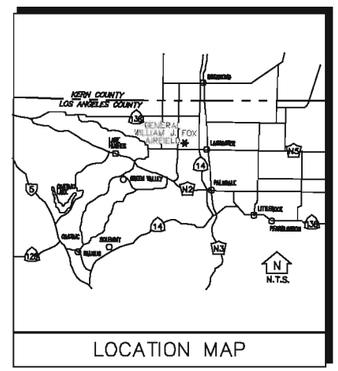
NOTES:

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

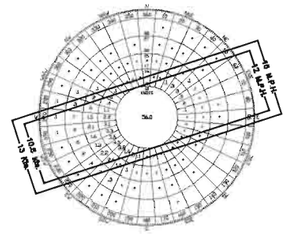
		EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
6	LATITUDE	34°44'16.80"N	SAME	2,348.4	SAME
	LONGITUDE	118°13'48.14"W	SAME		
24	LATITUDE	34°44'38.74"N	SAME	2,332.5	SAME
	LONGITUDE	118°12'26.05"W	SAME		





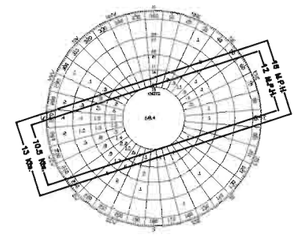
LOCATION MAP

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 BY THE COUNTY OF LOS ANGELES DATE

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

RUNWAY DATA

	RUNWAY 6–24 EXISTING	RUNWAY 6–24 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	2340'	2340'
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.
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

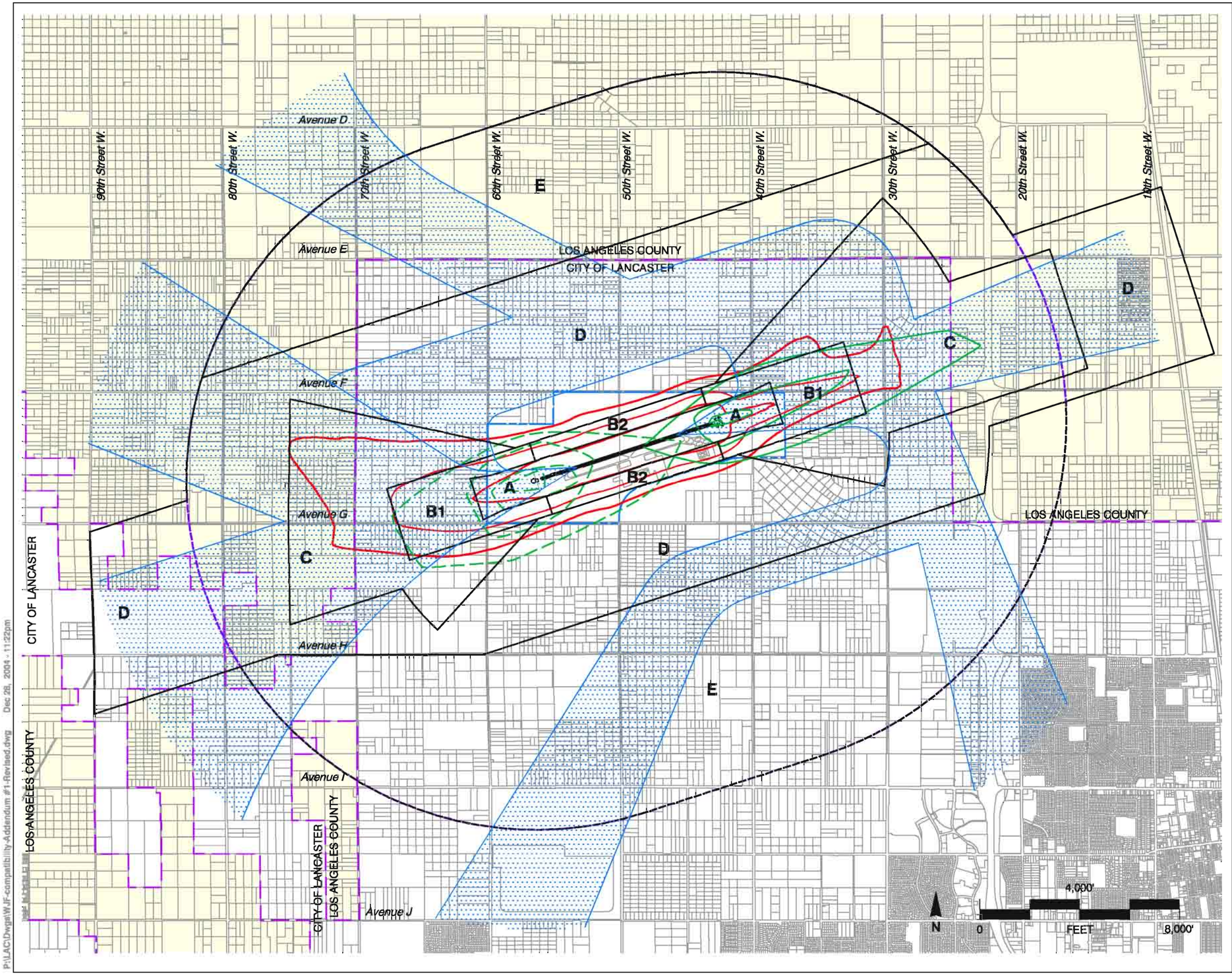
COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

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

DESIGNED: D.P.S.	CHECKED: R.E.A.	SHEET 2 OF 5
DRAWN: S.K.H.	DATE: JUNE, 1996	

12/28/04 22:31 P:\LAC\Dwgs\WJFalp03.dwg

Exhibit 3B



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL
- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours * (Shown Only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours * (Shown Only for Landings from the East)
- FAR Part 77 Conical Surface Limits

Boundary Lines

- Airport Property Line
- Lancaster City Limits
- Sphere of Influence (as of September 2003)

* Aircraft accident risk intensity contours are derived from accident location data in California Division of Aeronautics database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.

Los Angeles County
Airport Land Use Commission

General William J. Fox Airfield
Land Use Compatibility Plan

(Adopted December 1, 2004)

Exhibit 3F

Compatibility Factors Map

General William J. Fox Airfield

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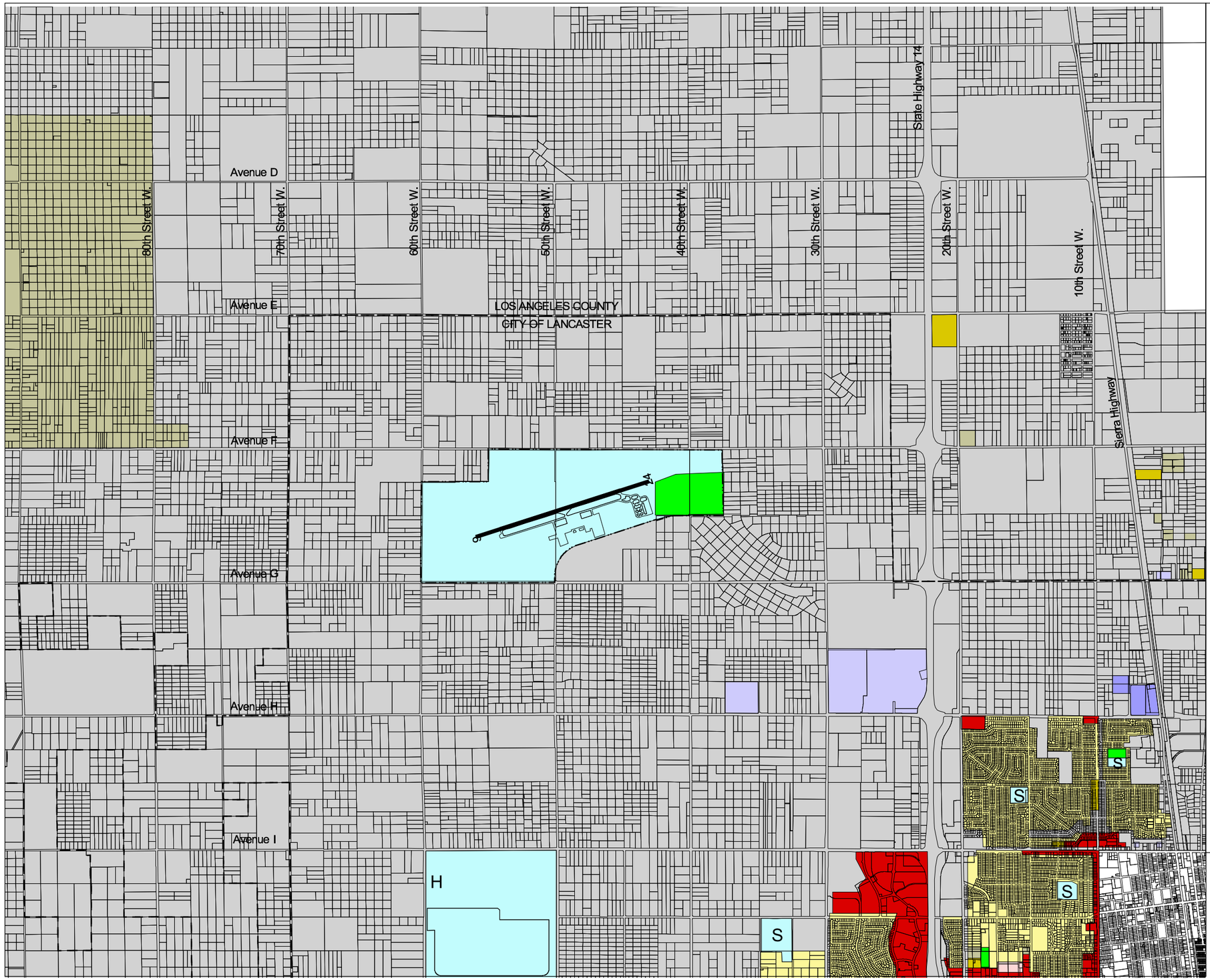


Legend

- Commercial
- Heavy Industry
- Light Industry
- Public
- Park
- Multi-Family Residential 2 (15.1-30.0 d.u./ac.)
- Urban Residential (2.1-6.5 d.u./ac.)
- Non-Urban Residential (0.4-2.0 d.u./ac.)
- Undeveloped Lands / Agriculture
- Airport Property Line
- Lancaster City Limits
- H Hospital
- S School

N

4000 0 4000

Feet

Los Angeles County
Airport Land Use Commission

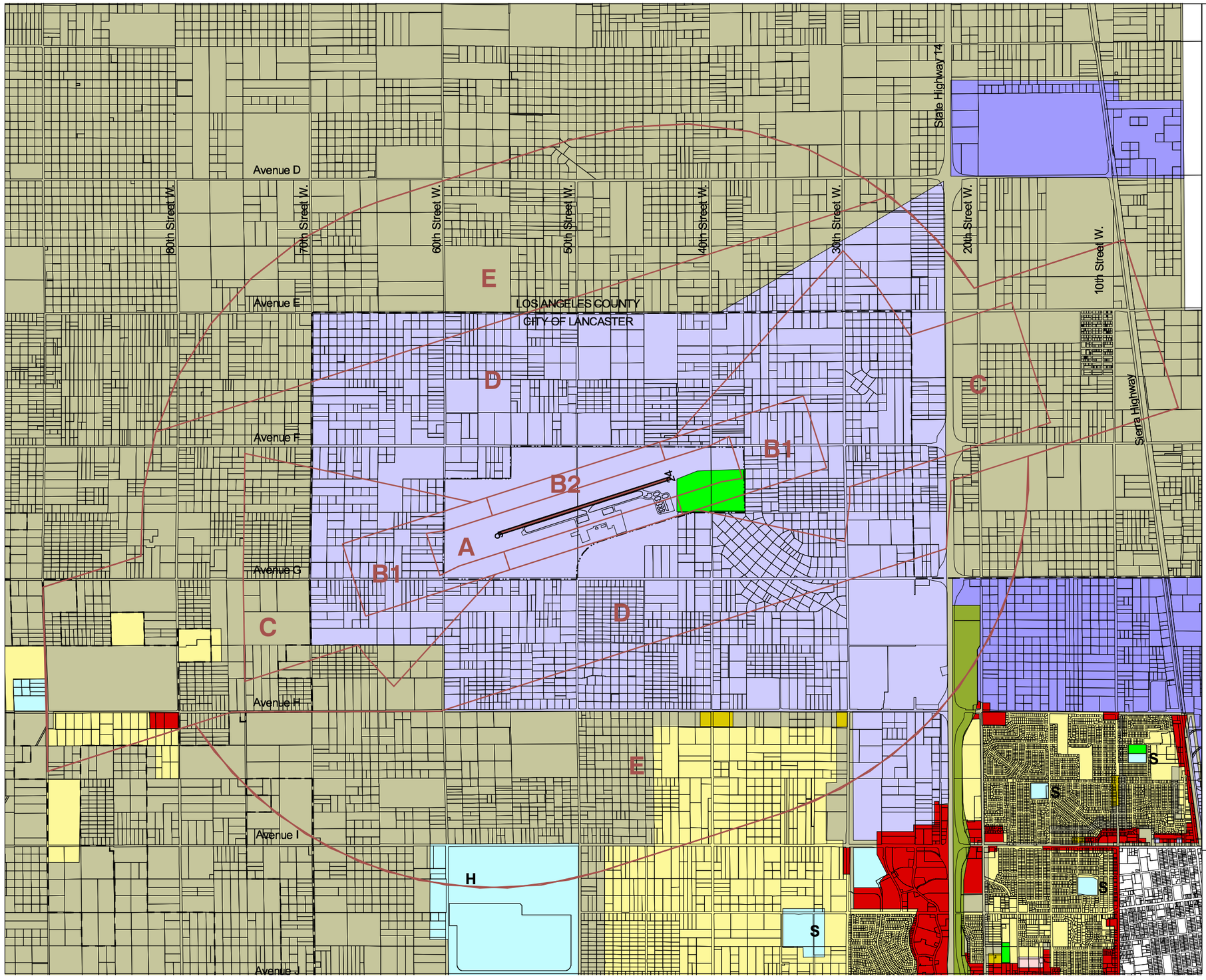
General William J. Fox Airfield
Land Use Compatibility Plan

(Adopted December 1, 2004)

Exhibit 3H

Existing Airport Area Land Uses

General William J. Fox Airfield



Legend

- Commercial
- Heavy Industry
- Light Industry
- Public
- Office / Professional
- Park
- Multi-Family Residential 2 (15.1-30.0 d.u./ac.)
- Urban Residential (2.1-6.5 d.u./ac.)
- Non-Urban Residential (0.4-2.0 d.u./ac.)
- Open Space

- Airport Property Line
- Lancaster City Limts
- Compatibility Zones

H Hospital
S School

Note: Map reflects City of Lancaster land use designations; all areas of map are within city sphere of influence.

N

4000 0 4000

Feet

Los Angeles County
Airport Land Use Commission

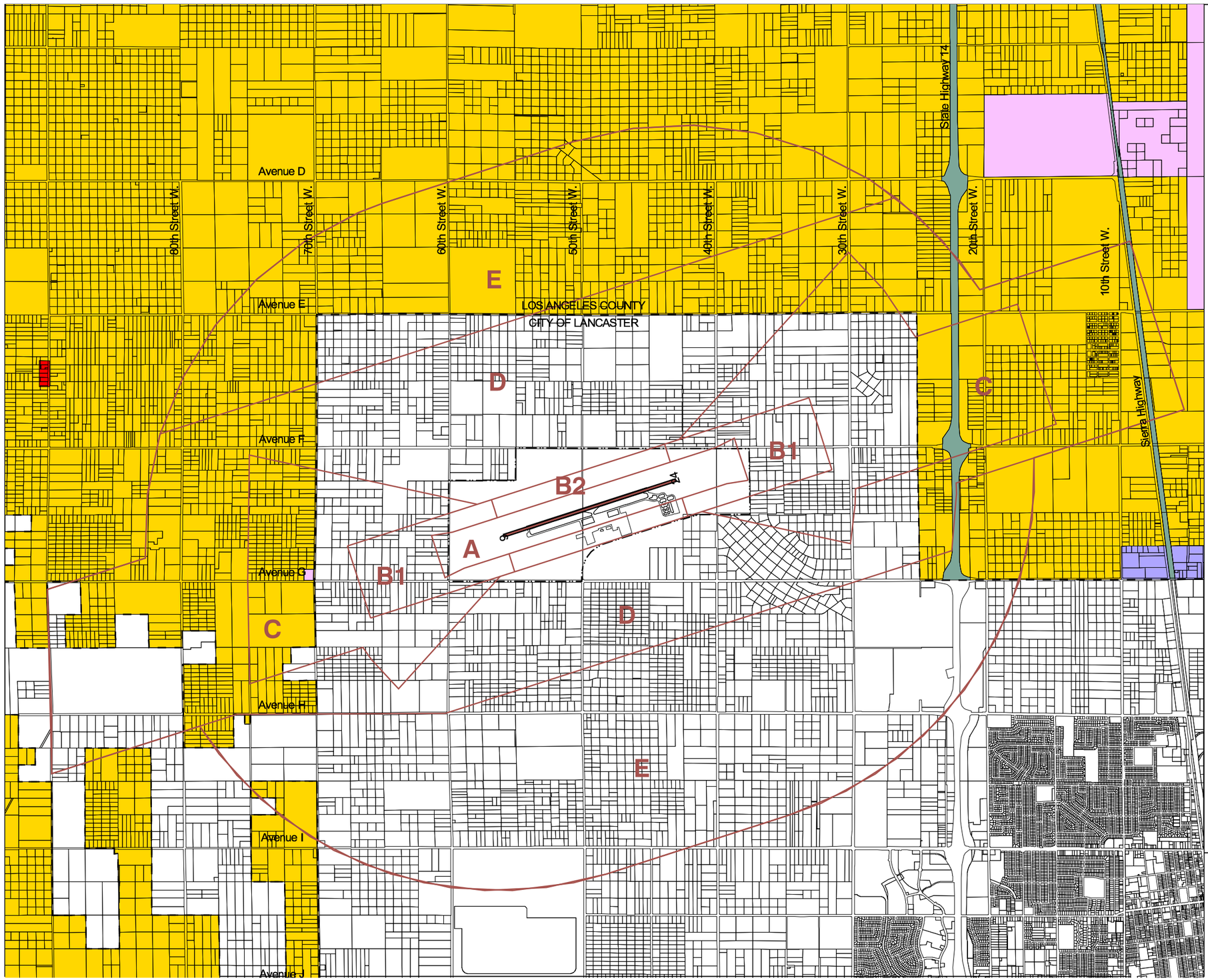
General William J. Fox Airfield
Land Use Compatibility Plan

(Adopted December 1, 2004)

Exhibit 3J

City of Lancaster General Plan Land Use Designations

General William J. Fox Airfield



Legend

- C - Commercial
- M - Industry
- N1 - Non-Urban 1 (0.5 du/ac)
- P - Public Service Facilities
- TC - Transportation Corridor

- Airport Property Line
- Lancaster City Limts
- Compatibility Zones

Note: Map reflects County of Los Angeles land use designations.

N

4000 0 4000

Feet

Los Angeles County
Airport Land Use Commission

General William J. Fox Airfield
Land Use Compatibility Plan

(Adopted December 1, 2004)

Exhibit 3I

Antelope Valley Areawide General Plan Land Use Designations

General William J. Fox Airfield