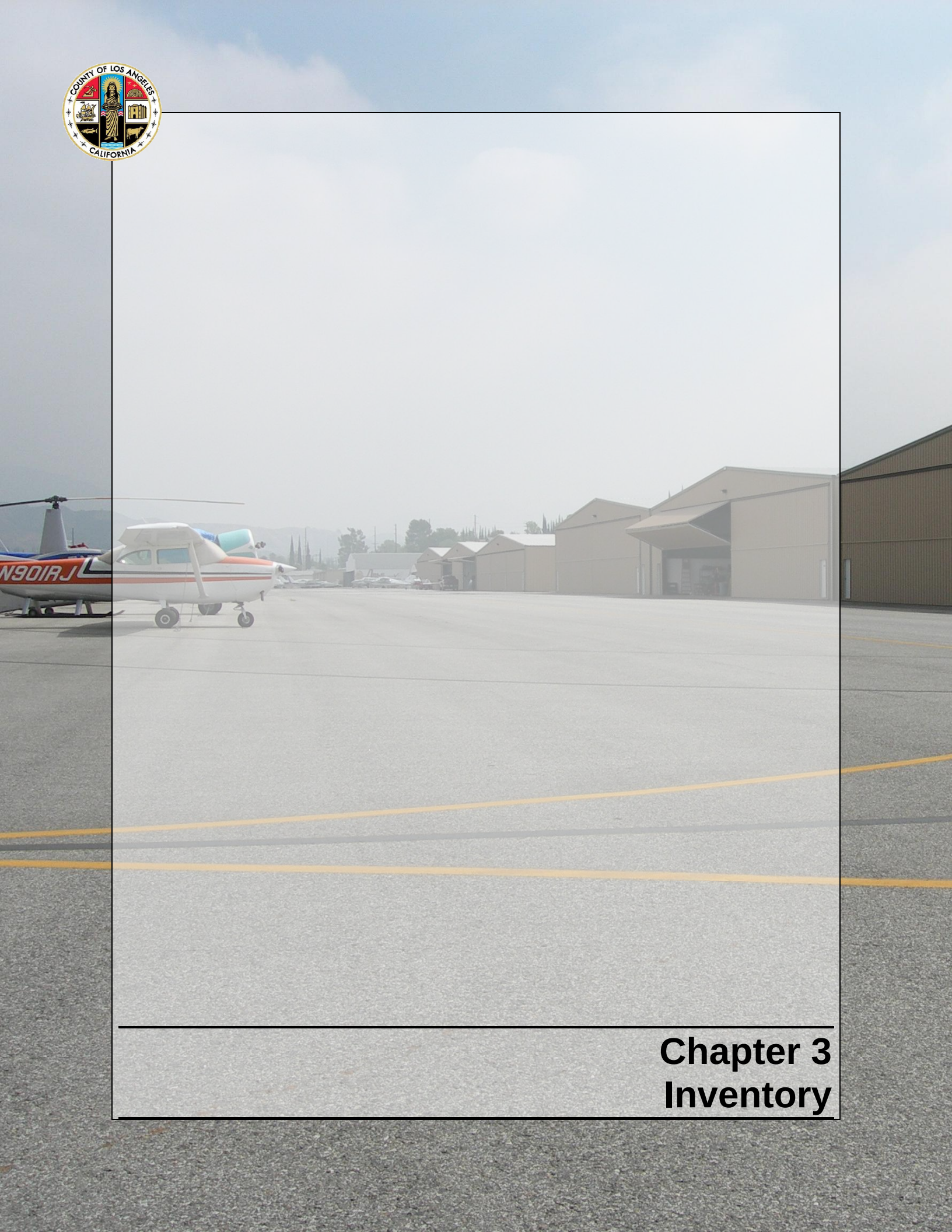

Chapter 3
Inventory

Chapter 3
Inventory

INTRODUCTION

This chapter documents the number, type, and general condition of the existing facilities that comprise Whiteman Airport (WHP). It is a complete compilation of all systems, including airfield, terminal area, ground access, parking, NAVAIDS, pavement conditions, utilities, and the physical characteristics of the airport site.

A comprehensive inventory of existing facilities is made to assess their capacity to accommodate future traffic volumes. By comparing the capacity of existing facilities with future traffic volumes as defined by the FAA Terminal Area Forecast, capacity deficiencies were determined. Once the deficiencies are identified, alternative expansion concepts (capable of accommodating future demand) can be formulated, evaluated, and ultimately, a recommended development program formulated.

AIRPORT HISTORY

In 1946, Marvin E. Whiteman, a Los Angeles County businessman, saw the need for a public-use aviation facility in the northeast portion of the San Fernando Valley and established Whiteman Airpark on his land. As traffic and number of aircraft and pilots increased, Whiteman began leasing additional land from the County. The Whiteman Airpark was attractive because Mr. Whiteman only charged parking and fuel fees.

By the late 1960's, the number of airports in Los Angeles County were declining and Whiteman Airpark's existence was in danger. To prevent the Airpark being turned into an industrial park, the Board of Supervisors purchased Mr. Whiteman's 32 acres in 1970 and changed its name to Whiteman Airport.

Through continued expansion and renovation by the County, the airport now encompasses 184 acres of land, has an FAA Air Traffic Control Tower (which was approved by the FAA in 1988), and is currently home to over 600 aircraft.

Since 1984, the airport has received several Airport Improvement Plan (AIP) grants as can be seen in Table 3-1.

EXISTING AIRPORT

Whiteman Airport is situated in the northwestern portion of Los Angeles County, in the San Fernando Valley. The airport is owned by the County of Los Angeles Department of Public Works, Aviation Division. The airport is operated by a private management company through an agreement with the County. The Los Angeles County Aviation Commission – comprised of 10 members – serves as an advisor to the Board of Supervisors, Regional Planning Commission, and Department of Public Works.

Members are appointed by each of the Supervisors to represent his/her respective district. Commission members generally serve a four year term.

Table 3-1:
AIRPORT IMPROVEMENT PROJECTS AT WHITEMAN
1984 through 2008

Year	Project Number	Description
1984	001-1984	Improve Access Road, Construct Taxiway, Install Apron Lighting, Improve Airport Drainage
1986	002-1986	Improve Airport Drainage
1988	003-1988	Conduct Airport Master Plan Study
1993	004-1993	Taxiway, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
1999	005-1999	Remove Obstructions, Acquire Land for Approaches
2001	006-2001	Improve Access Road
2002	007-2002	Expand Access Road
2003	008-2003	Construct Service Road
2006	009-2006	Rehabilitate Runway, Rehabilitate Taxiway
2007	010-2007	Update Airport Master Plan Study (this project)
2008	011-2008	Update Airport Master Plan Study (this project)
2008	012-2008	Construct Apron

Source: FAA – Office of Airports

The airport is one of five airports owned by Los Angeles County. The County also owns Brackett Field, Compton/Woodley, El Monte, and General William J. Fox Airfield. Whiteman is also one of nine public airports operating in Los Angeles County. The other airports are Bob Hope Airport (Burbank), Van Nuys Airport, Santa Monica Airport, Agua Dulce Airport, Los Angeles International Airport, El Monte Airport, Jack Northrop Field/Hawthorne Municipal Airport, and Compton/Woodley Airport. Location of the airport with respect to ground access is very good. Interstate 5 is approximately one mile southwest of the airport, with access primarily by Osborne Street to Airpark Way. A Union Pacific Railroad owned railroad line, adjacent to the airport, parallels the runway. The location of the airport and the local highway system is graphically presented in Figure 3-1, Vicinity Map.

Whiteman Airport is contained in the National Plan of Integrated Airport Systems (NPIAS) and is classified as a Reliever Airport. Reliever airports are defined as general aviation airports that provide general aviation access to the surrounding area and have 100 or more based aircraft or 25,000 annual itinerant operations. In the NPIAS there are 274 airports designated as reliever airports. These 274 airports have an average of 232 based aircraft each, which is 29 percent of the nation's total general aviation fleet. Whiteman has over 600 based aircraft and nearly 44,000 itinerant operations. The function of a reliever airport is to reduce the aircraft mix at a Commercial service primary airport and provide a less congested airport for smaller jet and general aviation operations.

For comparison, a General Aviation (GA) airport is one that serves a community that does not receive scheduled commercial air service. There are 2,574 airports in the nation with this designation and these airports account for 40 percent of the Nation's general aviation fleet. Reliever airports are also general aviation airports that serve GA near large congested commercial airports.

The airport is classified as a Metropolitan-Business/Corporate Airport in the California Aviation System Plan (CASP). This is a functional classification developed by the State to categorize airports based on an airport's function, services provided, and role in the aviation system. Whiteman is included in the Los Angeles/Desert Region (Region 8) of the CASP. This region is comprised of San Bernardino, Ventura, Los Angeles, Orange, Riverside, and Imperial Counties.

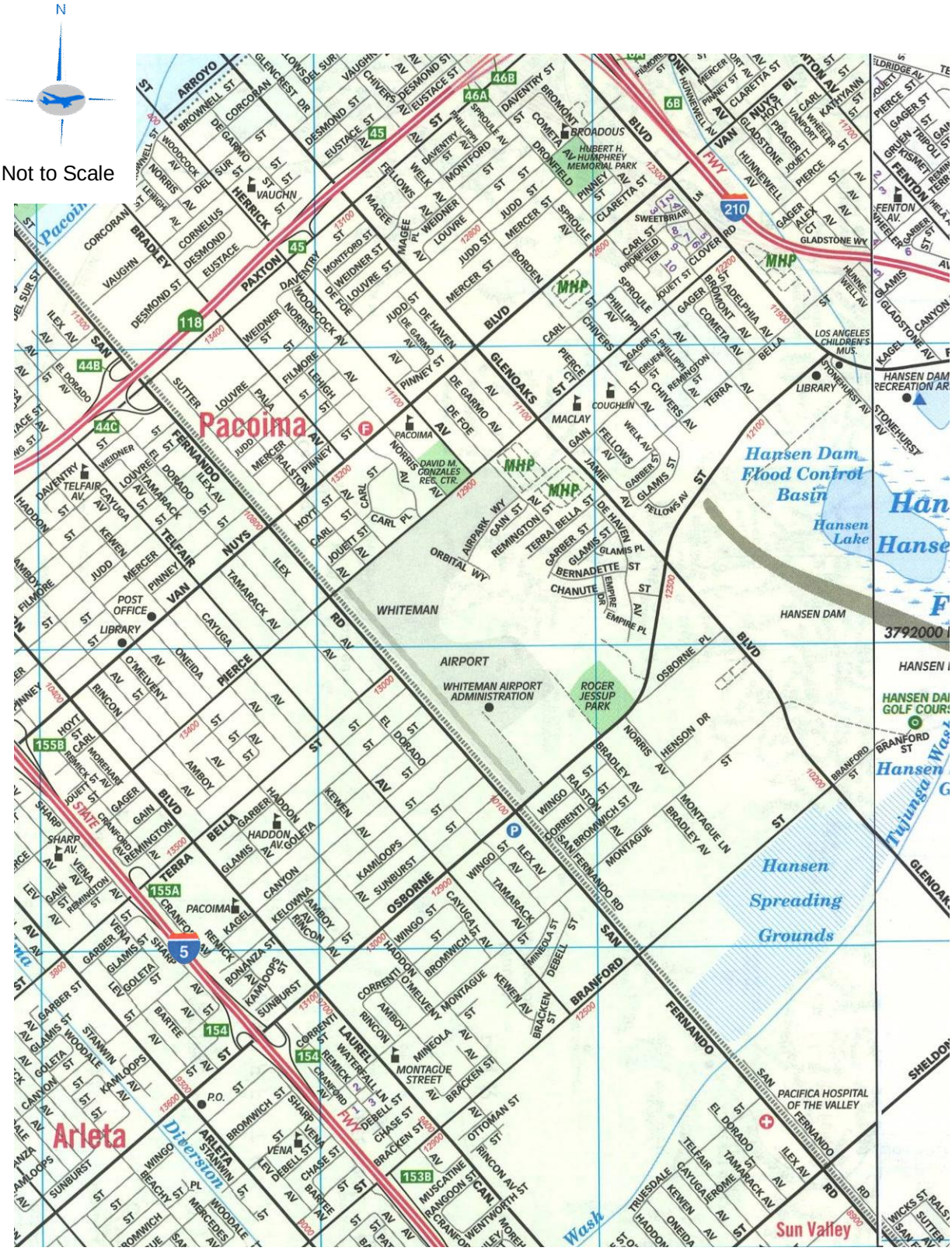

Figure 3-1
Vicinity Map

Planning standards contained in FAA AC 150/5300-13, Airport Design, were applied in this master plan study of Whiteman Airport using standards for Airplane Design Group (ADG) I, small airplanes exclusively. Design Group I is defined as aircraft with wingspans up to but not including 49 feet and tail heights up to but not including 20 feet. A “small airplane” is an airplane of 12,500 pounds or less maximum certified takeoff weight. The Airport Reference Code identified on the current Airport Layout Plan and previous master plan reflected Design Group I, small airplanes exclusively, and assumed a Beech King Air as the critical (design) aircraft. Other popular aircraft in this Design Group include Cessna 150, Cessna 172, Cessna Citation CJ1, Beech Bonanza, and Piper Navajo. Application of planning and design standards for this aircraft group ensures that all aircraft that could be expected to use the airport will be accommodated by facilities of appropriate design.

AIRSIDE FACILITIES

The term "airside" as used in this report relates principally to the airfield facilities, or landing area, and includes the runway and taxiway system, the runway approach areas and the associated appurtenances such as airfield lighting, visual, and navigation aids. One might argue that the aircraft parking aprons are also part of the airside operating element; however, we prefer to consider aprons as part of the "landside" because apron planning considerations are more intimately associated with passenger terminal or FBO operations which are classified in the landside element. Air traffic control facilities and meteorological considerations are also addressed in the airside facility discussion as they can significantly affect aircraft operations into and out of an airport. Existing airside and landside facilities are shown in Figure 3-2, Existing Airport.

Runway/Taxiway System

The airport has one runway, designated 12-30 and encompasses 184 acres. The runway is of asphalt construction and is 4,120 feet long and 75 feet wide. The true bearing of the runway is North 41° 01’ 37” West.

The present airport reference point (ARP) is located at 34° 15' 33.8" North latitude and 118° 24' 48.4" West longitude. The established airport elevation, defined as the highest point along any of an airport's runways, is 1,003 feet above mean sea level (MSL). As of September 2008, the magnetic declination was 12° 58’ East with an annual rate of change of -5 minutes per year.

Runway 12 is the preferred Runway, and it is used for approximately 90 percent of the operations at the airport. Runway 30 is primarily used during IFR operations. Based on information contained in the latest U.S. Government Flight Information Publication Airport/Facility Directory the runway pavement strength is 12,500 pounds for single wheel landing gears. Pertinent runway end data obtained from the Airport Layout Plan is:

	Runway 12	Runway 30
Elevation	1,003.0’	960.0’
Latitude	34º 15′ 48.7″	34º 15′ 18.1″
Longitude	118º 25′ 4.5″	118º 24′ 32.1″

The runway is equipped with medium intensity edge lights (MIRL). The runway is marked with basic runway markings that include centerline, designator (runway number), and threshold. Threshold markings are for a visual runway. Runway markings should be for a non-precision runway, since the airport presently has non-precision approaches.

Runways 12 and 30 feature displaced landing thresholds. Landing thresholds may be displaced due to an obstacle within the approach surfaces to the runway. The threshold for Runway 12 is displaced 729 feet due to a power line approximately 200 feet from the runway end, 45 feet right (south) of the extended

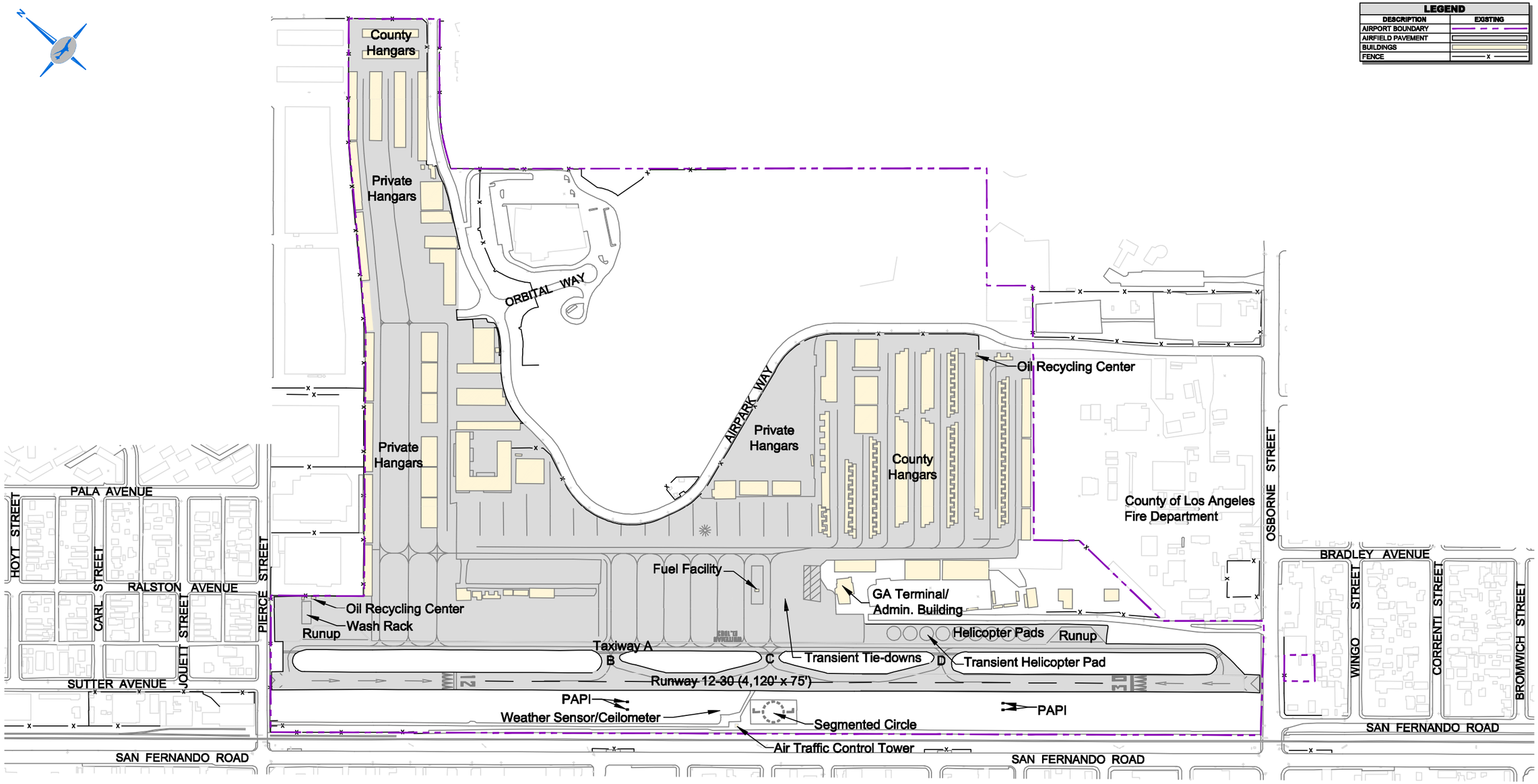

Figure 3-2
Existing Airport

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runway centerline. Runway 30's threshold is displaced 478 feet, due to a power line, with obstruction lights, 200 feet from the runway end, 10 feet right (north) of the extended runway centerline.

A segmented circle and lighted wind sock are located south of the runway, approximately midfield. This marking system helps visiting pilots locate wind indicators, as well as indicating nonstandard traffic patterns that may exist. The traffic pattern for Runway 12 is left-hand and for Runway 30 is right-hand.

The runway is served by a 35-foot wide parallel taxiway (Taxiway A) on the north side of the runway. Taxiway A also serves as an entrance taxiway to both runway ends. Other taxiways are as follows:

- **Taxiway B** – a 75-foot wide exit taxiway located approximately 660 feet from the runway threshold of Runway 12.
- **Taxiway C** – a 75-foot wide exit taxiway located approximately midfield.
- **Taxiway D** – a 75-foot wide exit taxiway located approximately 2,090 feet from the threshold of Runway 12.

Deviations from FAA Airport Design Standards

There are deviations from standard FAA airport design standards. Extended runway safety areas and object free areas – beyond the runway end – are required to be 240 feet. The runway object free zone requires 200 feet beyond the physical end of the runway. Due to the airport perimeter fence, the existing lengths are 60 feet beyond Runway 12 and 30 feet beyond Runway 30. Power lines southwest of the runway penetrate the 7:1 transitional surface. Furthermore, objects are penetrating the 20:1 approach surface at both ends of the runway.

While it is desirable to clear all objects from the runway protection zone (RPZ), some uses are permitted, provided they are outside of the runway object free area (ROFA), and do not interfere with navigational aids. Land uses specifically prohibited from the RPZ are residences and places of public assembly (such as churches, schools, hospitals, office buildings, shopping centers and other uses with similar concentrations of persons typify places of public assembly). Fuel storage facilities may not be located in the RPZ. The RPZ is divided into two components: the central portion of the RPZ and the controlled activity area. The central portion of the RPZ is the same width as the runway object free area, and extends the entire length of the RPZ. Automobile parking facilities are not permitted within the central portion of the RPZ. Trees located within the RPZ should not be allowed to penetrate approach and departure surfaces. Through discussions with the FAA it has been discovered that future roads will be deterred from being within the RPZ.

At Whiteman the runway protection zones contain areas of residential, commercial, and industrial uses. Eleven residences are completely within and six residences are partially within the RPZ for Runway 12. Additionally, several streets traverse Runway 12's RPZ, including Sutter Avenue, Jouett Street, and Carl Street. Contained within the limits of the RPZ associated with Runway 30 are 36 complete and 9 partial residential buildings and San Fernando Road, Correnti Street, and Wingo Street.

Declared Distances

Declared distances are applied when standard safety areas beyond the runway threshold are not met. Deviations from the runway safety area, runway obstacle free zone, and runway object free area are mitigated through the application of declared distances. Four distances are declared for each runway end: takeoff run available (TORA); takeoff distance available (TODA); accelerate stop distance available (ASDA); and, landing distance available (LDA). Takeoff run available is the declared length of runway available and suitable for the ground run of an airplane taking off. Takeoff distance available is the length of the takeoff run available, plus the length of the clearway, where provided. Accelerate stop distance available is the length runway and stopway available and suitable for the acceleration and deceleration of an airplane aborting a takeoff. Landing distance available is the length of the runway which is declared

available and suitable for the ground run of an airplane landing. The following are the published declared distances for Whiteman Airport:

Distance	Runway 12	Runway 30
Takeoff Run Available (feet)	3,442	3,191
Takeoff Distance Available (feet)	4,120	4,120
Accelerate Stop Distance Available (feet)	3,910	3,940
Landing Distance Available (feet)	3,181	3,462

Meteorological Considerations

Meteorological considerations for this master plan are based on weather observations taken at the airport as obtained from the National Climatic Data Center (NCDC). This is a part-time facility, conducting weather observations during the day time only, and therefore, consists of only 14,435 weather observations. These observations are taken at Whiteman Airport over the period 1999 through 2007. The analysis resulted in the preparation of wind roses which will be included on the Airport Layout Plan.

The existing runway configuration provides 99.42 percent coverage for a 10.5 knot crosswind. FAA states in AC 150/5300-13 that the allowable crosswind is 10.5 knots for Airport Reference Codes A-I and B-I. The coverage provided by the present runway meets the FAA recommendation of 95 percent crosswind coverage, thus additional runways for improved crosswind coverage are not required.

The average wind speed is 7 knots and calm wind conditions (less than 4 knots) prevail approximately 47.6 percent of the time. Wind speeds of 17 knots (19 mph) and greater are infrequent and occur approximately 0.6 percent of the time.

Based on the data provided by the NCDC, instrument flight rules (IFR) weather conditions occur 4.2 percent of the time. These are periods when cloud ceilings are less than 1,000 feet above ground and/or visibility is less than 3 miles. Periods of IFR are most likely to occur during October (6.6 percent), January (4.8 percent), and March and May (4.6 percent). These four months account for approximately 41 percent of all IFR conditions throughout the year. Weather conditions prevail so that the airport is closed (visibility greater than 1 mile and ceilings greater than 900 feet) approximately 4.3 percent of the time.

The airport reference temperature, which is defined as the mean maximum temperature of the hottest month, is 89.1° and occurs in July. This is based on historical data compiled by the NCDC at the Burbank Valley Pump Plant (Station 041194). The average total annual precipitation is 16.35 inches. These are based on weather observations for the period 1939 through 2007.

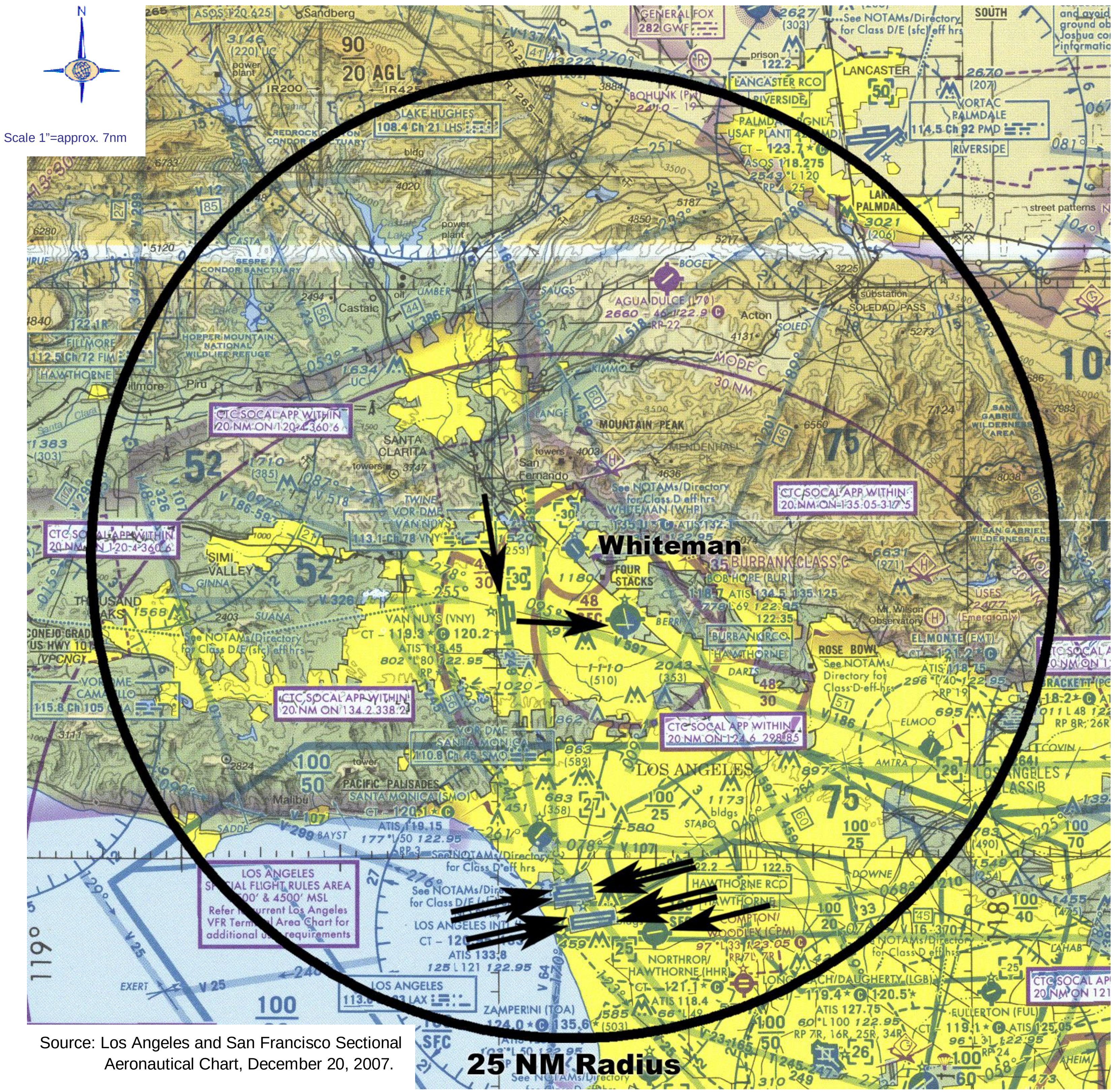
Helicopter Operating Area

Nine helipads have been developed on the north side of the airport parallel to Taxiway A, adjacent to the Runway 30 runup apron. Helipad number three is designated as the transient helipad, and is located across from Taxiway B. The helicopters will either follow the runway pattern during training or practice on the runup pad adjacent to the helipads. Helicopters use the area just east of the helipads to practice their maneuvers in. Due to its location, the apron containing the helipads can become congested, especially when an aircraft is on Taxiway A and a helicopter is occupying the apron. This can lead to delays. These conflicts are more prevalent in IFR conditions, when Runway 30 is in use.

AIRSPACE AND NAVIGATIONAL AIDS

Airspace

The existing system of enroute airways, navigational aids, and airports located within a 25 nautical mile (nm) radius of Whiteman Airport is depicted on Figure 3-3. The low altitude airways which traverse the



Source: Los Angeles and San Francisco Sectional Aeronautical Chart, December 20, 2007.

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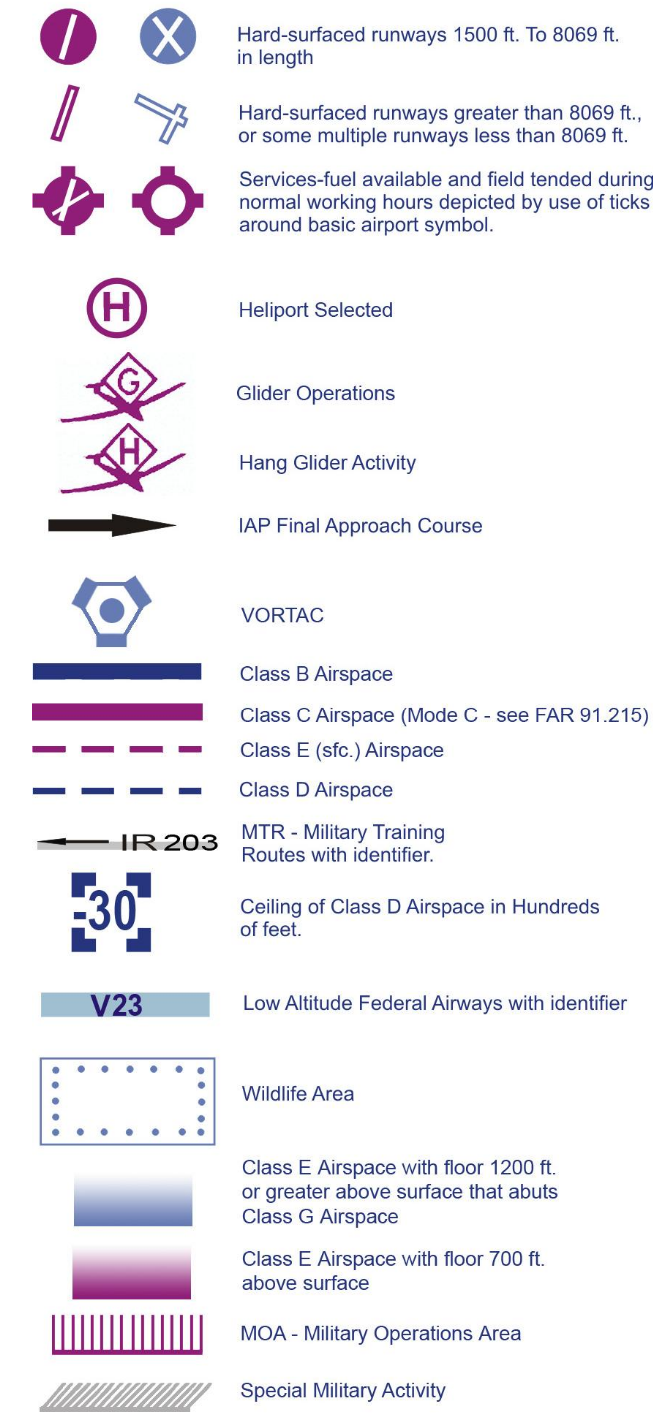

Figure 3-3
Airspace Environment and Adjacent Airports

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area serve those enroute aircraft flying below 18,000 feet MSL. Including Whiteman Airport, there are nine airports within 25 nautical miles of the airport which are shown on Figure 3-3. Eight of the nine airports (including Whiteman) are publicly owned airports. These are Northrop/Hawthorne, Los Angeles International, Santa Monica, El Monte, Bob Hope (Burbank), Compton/Woodley, and Van Nuys. Table 3-2 presents the eight neighboring airports within the 25 nautical mile radius and includes a summary of facilities and services. Public airports located immediately beyond the 25 nautical mile radius include Zamperini Field, Long Beach/Daugherty, and Palmdale Regional/USAF Plant.

Controlled airspace means an area in which some or all aircraft may be subject to air traffic control. It is a generic term that covers the different classification of airspace (Class A, Class B, etc.) and defined dimensions within which air traffic control service is provided to instrument flight rules (IFR) and visual flight rules (VFR) flights in accordance with the airspace classification. The various controlled airspace areas found in the vicinity of Whiteman Airport are discussed below.

- **Class B Airspace.** Class B airspace consists of the airspace surrounding airports that serve at least 5 million enplaned passengers annually and whose total operations count 300,000 (of which 240,000 are air carriers and air taxi). A Class B designation contributes to the efficiency and safety of operations. The airspace should be designed in a circular configuration around the primary airport of which the outer limits should not exceed 30 nautical mile laterally and 10,000 feet MSL vertically. This airspace will then be subdivided into three concentric circles at 20 and 10 nautical miles. These airspace areas generally consist of a surface area with an additional layer above it, resembling an upside-down wedding cake. At the 30 nautical mile limit laterally, usually there is a Mode C veil where all aircraft are required to be flying with a working Mode C transponder. Pilots are required to obtain air traffic control (ATC) clearance prior to entering Class B airspace. Within Class B airspace, air traffic controllers are required to separate aircraft operating under VFR from aircraft operating under IFR, but are not required to separate VFR operations from one another. The nearest Class B airspace is approximately 10 nautical miles south of Whiteman and is associated with Los Angles International Airport (LAX). Whiteman is within LAX's Mode C veil.

- **Class C Airspace.** Class C airspace consists of the airspace surrounding airports that have an operational airport traffic control tower (ATCT), are serviced by radar approach control, and accommodate minimum levels of aviation activity as specified by the FAA. Class C airspace is individually tailored for the airports they serve. These airspace areas generally consist of a surface area with an additional layer above it, resembling an upside-down wedding cake. Pilots are required to establish two-way radio communications with the ATC facility providing air traffic services prior to entering Class C airspace and must maintain those communications while in the airspace. Within Class C airspace, air traffic controllers are required to separate aircraft operating under VFR from aircraft operating under IFR, but are not required to separate VFR operations from one another. The nearest Class C airspace is approximately is associated with Bob Hope (Burbank) Airport. Bob Hope's Class C airspace extends over Whiteman. The portion of the airspace over Whiteman has a floor of 3,000 feet and a ceiling of 4,800 feet.

- **Class D Airspace.** This is generally airspace from the surface to 2,500 feet above the airport elevation surrounding those airports that have an operational control tower. The area is generally defined as all area within five statute miles (4.3 nautical miles) of the airport; however, the circular configuration can be tailored when instrument approach procedures are published for an airport. Whiteman Airport is designated as Class D Airspace and has a ceiling of 3,000 feet when the ATCT is operated. After hours, when the tower is closed, Whiteman reverts to Class G airspace. No separation services are provided to VFR aircraft in the Class D airspace area. Other Class D airspace areas within 25 nautical miles of Whiteman are associated with El Monte Airport to the southeast and Santa Monica Airport to the south.

Table 3-2
AIRPORTS IN THE VICINITY OF WHITEMAN AIRPORT
(Radius of 25 nautical miles)

Airport	Distance from Delano (nm)	Runways	Runway Surface	Ownership	Based Aircraft	Individual Hangars	Fuel	Maintenance	Control Tower
Whiteman Airport	-	12-30(4,120')	Asphalt	Public	708	330	100LL/Jet A	Major	Yes
Bob Hope	4.4 SE	08-29(5,801'); 15-33(6,886')	Asphalt	Public	113	102	100LL/Jet A	Major	Yes
Van Nuys	4.8 SW	16L-34R(4,011'); 16R-34L(8,001')	Asphalt	Public	776	195	100LL/Jet A	Major	Yes
Santa Monica	14.7 S	03-21(4,973')	Asphalt	Public	408	130	100LL/Jet A	Major	Yes
Agua Dulce	15.4 N	04-22(4,600')	Asphalt	Private	34	47	100LL	[a]	None
Los Angeles International	19.0 S	06L-24R(8,925'); 06R-24L(10,285'); 07L-5R(12,091'); 7R-25L(11,095')	Asphalt	Public	4	None	Jet A	Major	Yes
El Monte	21.5 SE	01-19(3,995')	Asphalt	Public	343	291	100LL/Jet A	Major	Yes
Northrop/Hawthorne	20.6 S	07-25(4,956')	Concrete	Public	153	None	100LL/Jet A	Major	Yes
Compton/Woodley	23.7 S	07L-25R(3,322'); 07R-25L(3,322')	Asphalt	Public	209	190	100LL	Major	None

Source: DMJM Aviation analysis of FAA Form 5010; Individual hangars are from 1998 California Aviation System Plan.
[a] Data not available.

- **Class E Airspace.** There are two types of Class E airspace in the vicinity of Whiteman; one starts 700 feet above the surface, or ground, and the other starts at the surface. Class E airspace is controlled airspace, but is the least stringently controlled airspace classification in terms of pilot certification, aircraft equipment, entry requirements, etc. No separation services are provided to VFR aircraft in the Class E airspace area. The closest Class E airspace starting at 700 feet above the surface is approximately 3 nautical miles east of the airport. The closest Class E airspace starting at the surface is about 4 nautical miles west of the airport associated with Van Nuys Airport.

- **Class G Airspace.** Class G airspace includes all airspace not otherwise classified below flight level 600 (60,000 feet). There are no entry or clearance requirements, even for IFR operations. Class G airspace is uncontrolled airspace and radio communication is not required. It is typically near the ground, beneath Class E Airspace. Whiteman Airport reverts to Class G airspace when the ATCT is closed.

There are no special use airspace areas (Prohibited, Restricted, Warning, or Military Operations Areas) within 25 nautical miles of the airport. However, several areas regarding flights over charted National Park Service, U.S. Fish and Wildlife Service and U.S. Forest Service exist within a 25 nautical mile radius. These are depicted on Figure 3-3 and include the Sespe and San Gabriel Wilderness Area, Sespe Condor Sanctuary, and Hopper Mountain National Wildlife Refuges. These are areas where aircraft are requested to maintain an altitude of at least 2,000 above ground.

A corridor of Special Military Activity is within 25 nautical miles of Whiteman (approximately 20 nautical miles north of the airport). This corridor is centered upon military training route IR 200. The Department of Defense conducts periodic operations involving unmanned aircraft systems along this route. These aircraft may be accompanied by military or other aircraft to provide the pilots of unmanned aircraft systems visual observation information about other aircraft operations near them. The corridor has a floor of 2,000 feet above ground level and a ceiling of 9,000 feet MSL.

Victor Airways are airspace routes typically used by low-performance aircraft that fly at lower altitudes than commercial jets, including propeller and turboprop commuter and general aviation aircraft. Victor airways are also frequently used to define the route structures used by higher performance aircraft flying below 18,000 feet MSL. Victor airways are defined in terms of the radial headings that extend outwards from VORs and VORTACs. Low altitude federal airway segments in the vicinity of the airport can be seen on Figure 3-3 and are listed in Table 3-3.

As seen in Table 3-3 numerous Victor Airways are present within 25 nautical miles of Whiteman. Victor Airways are used primarily by pilots that have filed IFR flight plans, including pilots of commercial aircraft. Pilots who have not filed such flight plans fly under VFR. In Southern California, preferred VFR Flyways have been designated to keep these VFR flights from interacting with IFR traffic.

Two military training routes (VR1257 and VR1265) traverse the airspace within 25 nautical miles of the airport approximately 16 nautical miles north of Whiteman. These two military routes combine into one and the common route is roughly parallel to V186.

Figure 3-4 depicts the various airspace classes in the vicinity of Whiteman and shows the designated VFR flyways (shown by blue bands) and transition routes (shown in red) in the region. The bands represent approximate locations of the flight corridors used by VFR flights. Altitude restrictions associated with these flyways are also shown on the figure. VFR transition routes require air traffic control clearance.

Table 3-3:
VICTOR AIRWAYS NEAR WHITEMAN AIRPORT

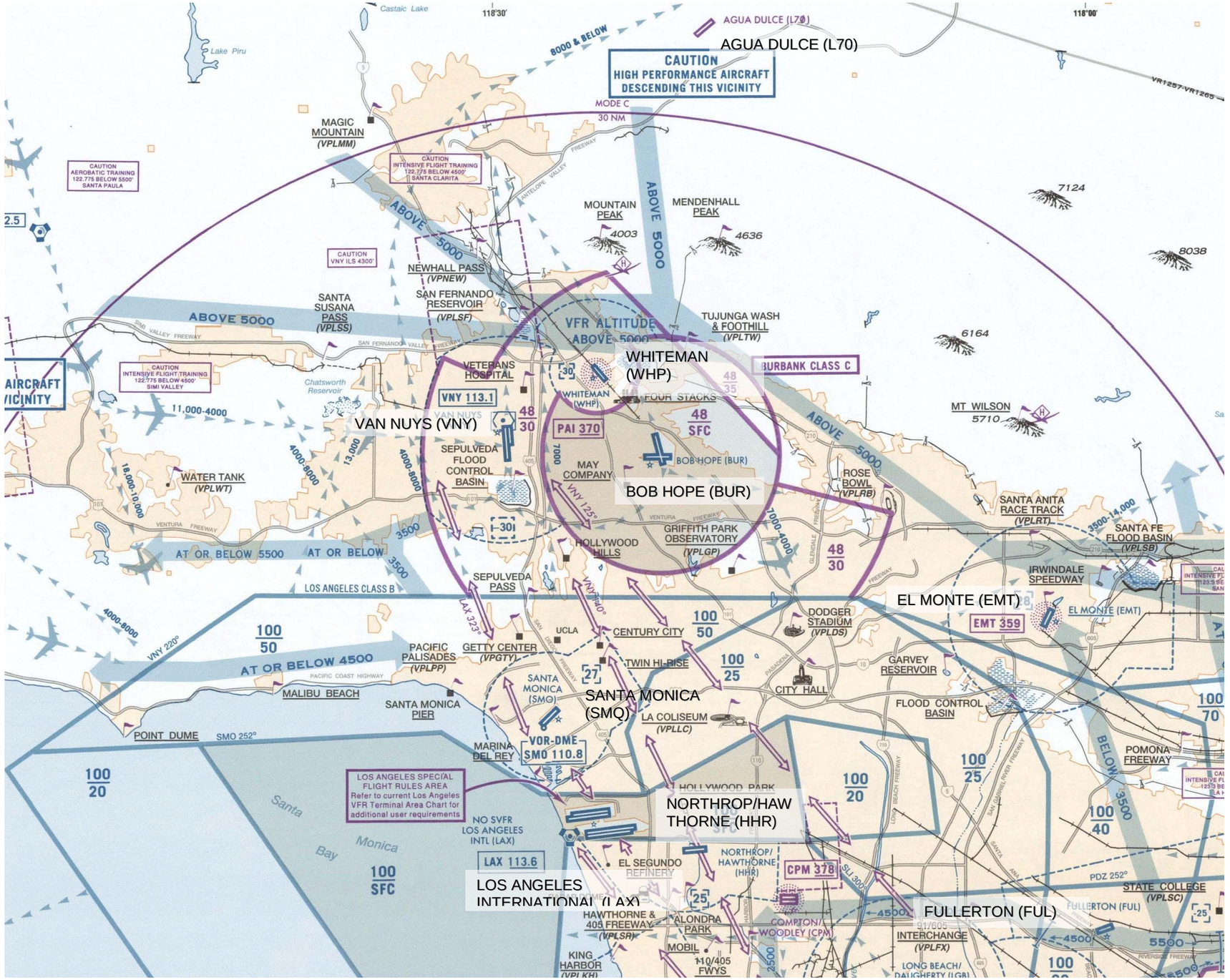
Route	Direction	VOR/VORTAC	Notes
V12	east/west	Palmdale VORTAC, San Marcus VORTAC	
V16 - 370	east/west	Los Angeles VORTAC, Riverside VOR	
V23	northwest/southeast	Gorman VORTAC, Santa Monica VOR-DME	
V23 - 165	northwest/southeast	Los Angeles VORTAC, Seal Beach VORTAC	via V25
V25	northwest/southeast	Los Angeles VORTAC, Poggi VOR	via San Diego
V64	north/south	Los Angeles VORTAC, Seal Beach VORTAC	via V8-64
V107	north/south	Santa Monica VOR-DME, Los Angeles VORTAC	via V107-264
V165	north/south	Lake Hughes VORTAC, Los Angeles VORTAC	
V186	northwest/southeast	Riverside VOR, Van Nuys VOR-DME	via V597
V201	northeast/southwest	Palmdale VORTAC, Los Angeles VORTAC	
V210	northeast/southwest	Palmdale VORTAC, Los Angeles VORTAC	via Pomona and V394
V264	east/west	Los Angeles VORTAC, Palmdale VORTAC	via V107-264, 46º LAX turns to 254º POM
V299	east/west	Los Angeles VORTAC, Camarillo VOR-DME	
V326	east/west	Camarillo VOR-DME, Van Nuys VOR-DME	
V386	east/west	Palmdale VORTAC, Fillmore VORTAC	
V459	northwest/southeast	Lake Hughes VORTAC, Seal Beach VORTAC	via V597
V518	northeast/southwest	Palmdale VORTAC, Fillmore VORTAC	218º PMD turns to 87º FIM
V597	northwest/southeast	Fillmore VORTAC, Seal Beach VORTAC	via V186-597, 95º VNY turns to 319º SLI

Source: DMJM Aviation analysis.

Whiteman Airport has two published instrument approach procedures, both of which are classified as non-precision instrument approaches. An instrument approach procedure is a series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a point where a landing may be made visually. The procedure provides protection from obstacles that could jeopardize safety of aircraft operations by providing a specific clearance over obstacles. There are two types of procedures - precision and non-precision instrument approaches. A precision approach procedure is one in which an electronic glide slope is provided that gives the pilot glide path, or specific descent profile guidance. A non-precision approach is a procedure in which no electronic glide slope is provided. In this case the pilot is provided with directional, or azimuth, guidance only. Table 3-4 summarizes the instrument approaches and navigational aids for the airport and shows the NAVAID, location of the NAVAID, type of procedure and the lowest landing minima of nearby airports.

Plan and profile views of the Whiteman instrument approach procedures are presented in Figures 3-5 and 3-6.

Published instrument approaches are available at six of the public airports within 25 miles of the airport (see Table 3-4). These are Bob Hope (Burbank) Airport, Van Nuys Airport, Santa Monica Airport, Los Angeles International Airport, El Monte Airport, and Northrop/Hawthorne Airport. Bob Hope has five approaches, Van Nuys has four approaches, Santa Monica has one approach, Los Angeles International has 22 approaches, El Monte has three approaches, and Northrop/Hawthorne has two approaches. Los Angeles International Airport has excellent approach capabilities landing minima down to 200 foot ceilings and ½ mile visibilities on ILS or LOC approaches for Runways 6R, 7R, 25L, 25R, and 24L. Additionally, Los Angeles International has two Category IIIc approaches (Runways 24R and 25L). Category IIIc approaches have no decision heights and no visual range limitations, the system is capable of using an aircraft's autopilot system to land the aircraft.



LEGEND

AIRPORTS

Paved Runways NAME (NAM)

NAME (NAM)

NAVIGATIONAL AIDS

NDB DCW 262

VORTAC PPS 121.8

VOR-DME KIP 110.7

AIRSPACE INFORMATION

CLASS B AIRSPACE

CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

70 CEILING IN HUNDREDS OF FEET MSL

30 FLOOR IN HUNDREDS OF FEET MSL

MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C AIRSPACE

MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C SURFACE AREA

Class D Airspace

Class E (sfc) Airspace

40 Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)

SUGGESTED VFR FLYWAY AND ALTITUDE

2600 6700

IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION

12256

Figure 3-4
VFR Flyway Map

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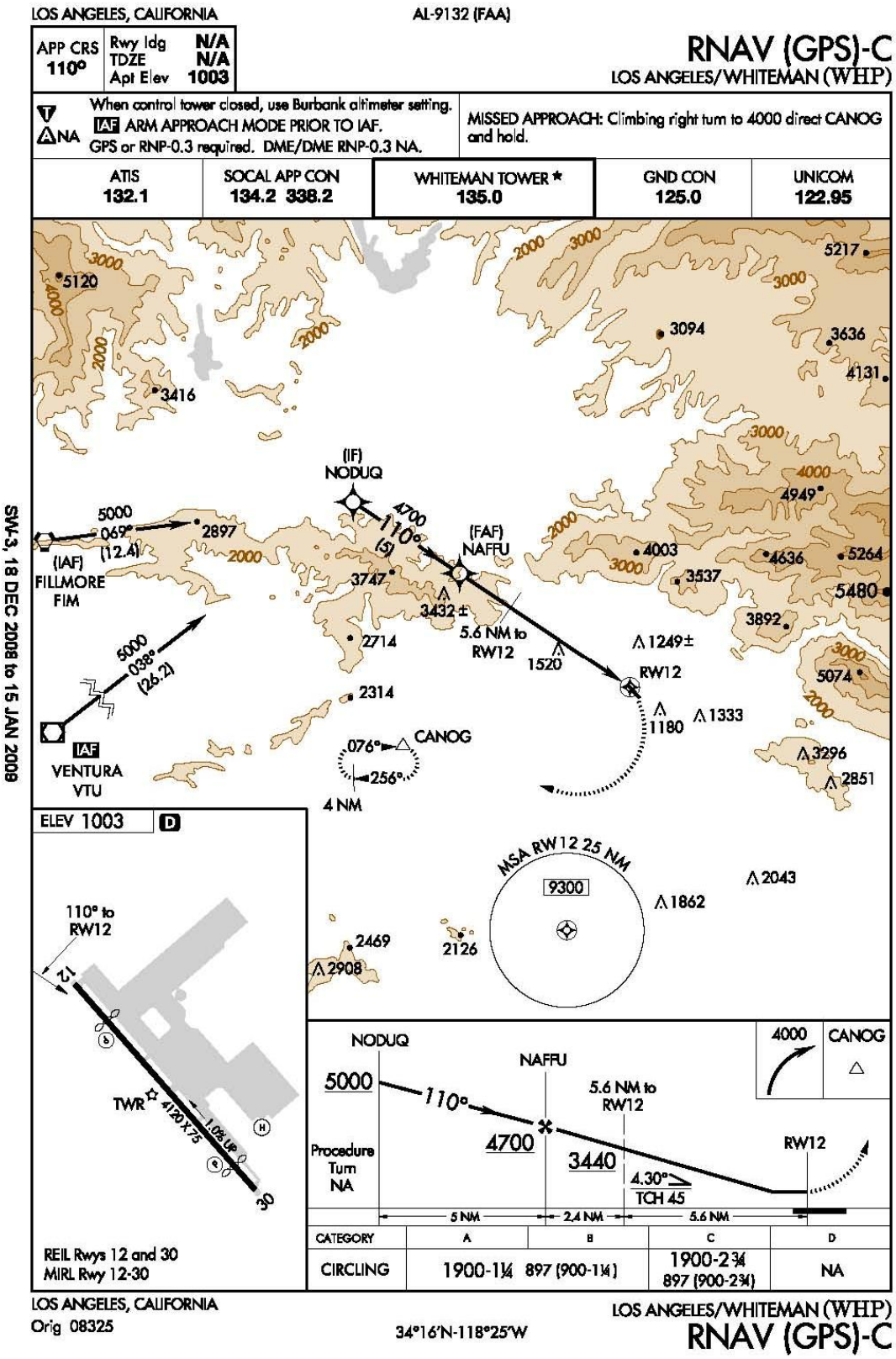


Figure 3-5
RNAV (GPS)-C

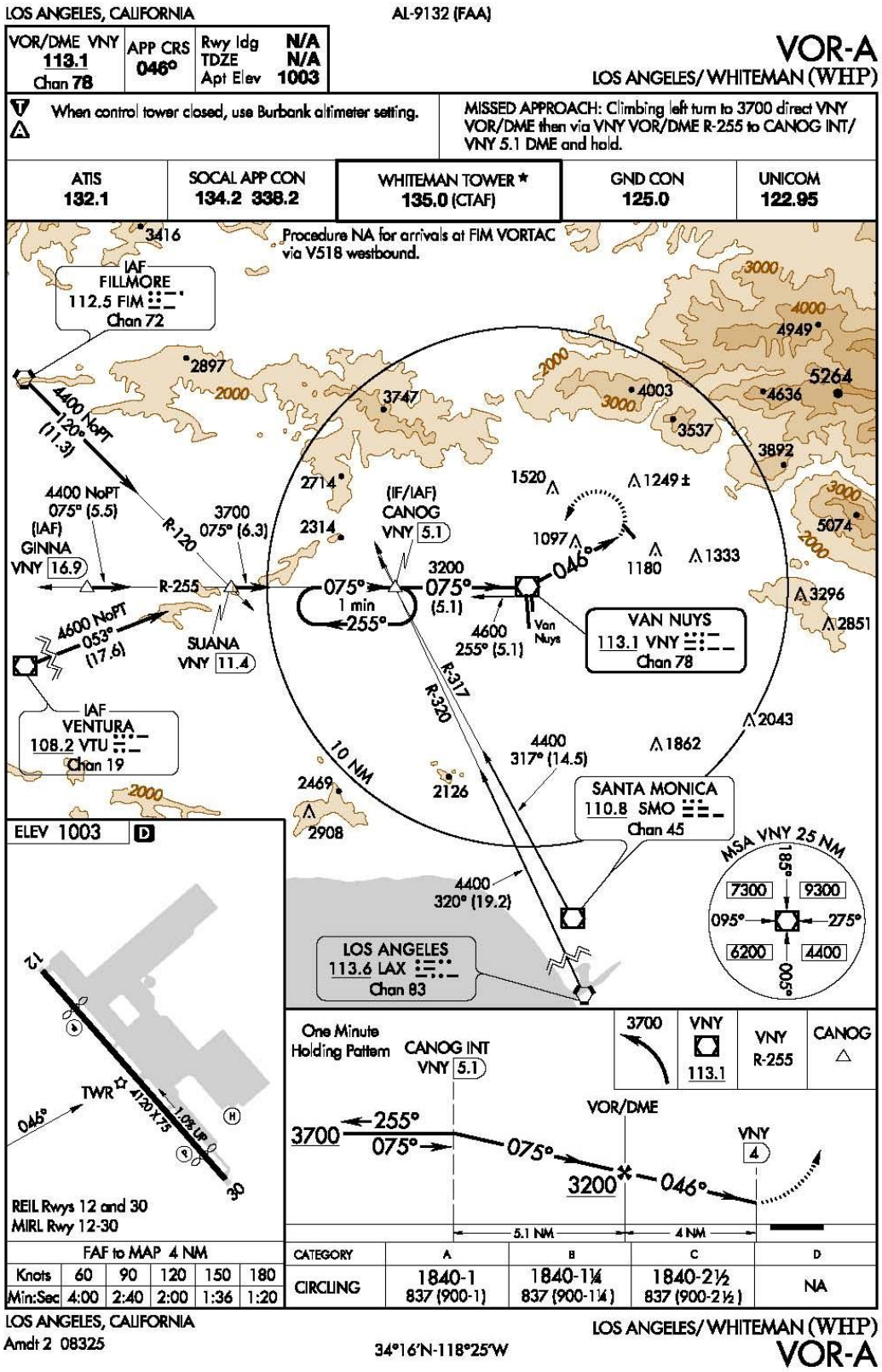


Figure 3-6
VOR-A

Table 3-4:
INSTRUMENT APPROACH PROCEDURES
AT WHITEMAN AIRPORT

Airport	Approach Procedure	Lowest Minima
Whiteman Airport	RNAV (GPS)-C	1900 -1¼
	VOR-A	1840-1
Bob Hope	ILS RWY 08	200-1
	RNAV (GPS) RWY 08	800-1
	GPS-A	900 -1¼
	LOC RWY 08	800-1
	VOR RWY 08	900 -1¼
Van Nuys	ILS RWY 16R	300-¾
	LDA-C	1,900 -1¼
	VOR/DME or GPS-B	600-1
	VOR or GPS-B	700-1
Santa Monica	VOR or GPS-A	600-1
El Monte	VOR/DME or GPS-C	1,100-1¼
	VOR or GPS-A	1,000-1¼
	NDB or GPS-C	1,000-1¼
Jack Northrop Field/ Hawthorne Municipal	LOC RWY 25	600-¾
	VOR or GPS RWY 25	600-¾
Los Angeles International	ILS or LOC RWY 7R	200-½
	ILS or LOC RWY 24L	200-½
	ILS or LOC RWY 25L	200-½
	ILS or LOC RWY 25R	200-½
	ILS or LOC RWY 6R	200-½

Source: United States Government Flight Information Publication, U.S. Terminal Procedures: U.S. Department of Transportation.

Local Operating Procedures

- **Helicopter and Fixed Wing Procedures** – After hours (10 PM to 7 AM) Whiteman Airport turns from Class D to Class G airspace (uncontrolled). No touch-and-go landings or pattern practice is allowed after hours. Runway 12 has a standard left traffic pattern, while Runway 30 has a non-standard right traffic pattern. Helicopters shall not air or hover–taxi over ramp areas or taxilanes. Runway 12 VFR departures have left downwind departures, while Runway 30 VFR departures are straight out departures.

- **Helicopter Operations** – As previously stated, the helicopters are stationed on the south side of the airport, east of the Runway 30 end. Helicopters are towed to the helicopter parking positions where they hover-taxi to/from the runway.

- **Noise Abatement** – There are no noise abatement procedures for Whiteman Airport, while there are noise sensitive areas on all sides of the airport, complaints regarding aircraft noise is infrequent. Areas most affected are the north and northeast sections of the airport, since these areas are below the traffic patterns for both Runway 12 and Runway 30.

Navigational Aids

An inventory of the navigational aids and air traffic services available at the airport is as follows:

- **Airport Traffic Control Tower (ATCT)** - The airport is equipped with a control tower which is operated from 8AM to 8PM during. After hours, when the tower is closed, Whiteman Airport turns from Class D to Class G airspace (uncontrolled). The tower was constructed in 1989 and is a "contract tower," meaning that it is not staffed by the FAA, but rather a hired company.

- **Non-Directional Beacon (NDB)** - A low/medium frequency or ultra-high frequency (UHF) radio beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his/her bearing to or from the radio beacon and "home" on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator. The NDB is located on top of one of the older County owned hangars in the north hangar area.

- **Very High Frequency Omni-Directional Range** – A type of radio navigation system broadcasting a very-high frequency radio signal allowing receiving equipment to derive a magnetic bearing from the station of choice to the aircraft. VOR stations within 25 nautical miles are located at Van Nuys and Santa Monica Airports. Both VORs are low altitude (1,000 to 18,000 feet) and have a range of 40 nautical miles. The Van Nuys VOR is unusable in the following directions and altitudes:

  - 260° to 280° beyond 15 nautical miles below 4,000 feet
  - 280° to 290° beyond 20 nautical miles below 4,000 feet
  - 290° to 330° beyond 30 nautical miles below 8,000 feet
  - 330° to 360° beyond 30 nautical miles below 6,000 feet
  - 360° to 030° beyond 35 nautical miles below 9,000 feet

  Similarly, the Santa Monica VOR is unusable in the following directions and altitudes:

  - 010° to 030° beyond 20 nautical miles below 6,700 feet
  - 030° to 050° beyond 25 nautical miles below 8.600 feet
  - 330° to 350° beyond 25 nautical miles below 5,500 feet
  - 350° to 010° beyond 15 nautical miles below 6,100 feet

A UNICOM is available at the airport. This service provides local traffic pattern advisories but is not used for air traffic control purposes.

Assistance from the Flight Service Station (FSS) is available to pilots in the Whiteman Airport area through the Hawthorne FSS. This facility is located at Northrop/Hawthorne Airport which is about 2 miles south of Whiteman. The services which are provided by the FSS include:

- Issuance of Notices to Airmen (NOTAM's)
- Dissemination of Pilot Reports (PIREP's) to interested parties
- Issuance of weather data and National Airspace System (NAS) information
- VFR advisory service
- Direction finding assistance to "lost" aircraft
- Pilot briefing service
- Flight plan assistance

In addition to the above navigational aids, the airport is equipped with the following visual aids. These are provided to assist pilots in locating the airport at night or during periods of reduced visibility.

- **Rotating Beacon** - a visual aid that indicates the location of an airport. Alternating white and green beams indicate an airport with beacons located either on or close to an airport. The beacon at Whiteman Airport is located on top of the control tower.

- **Precision Approach Path Indicator (PAPI)** - provides vertical visual glide path information to approaching pilots and consists of a two, three, or four boxes of lights usually located on the left side of

the associated runway. Runway 12 and 30 are both equipped with a two-box PAPI. Runway 12 PAPI is on the right side of the runway and Runway 30's PAPI is located to the left of the runway. The PAPI system can usually be seen for up to five miles during the day and up to 20 miles at night. Approach angles for both runways is set at a fairly steep 3.8 degrees.

- **Runway End Identifier Lights (REIL)** – are two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of a runway end to approaching pilots. Runways 12 and 30 are equipped with REIL.

- **Medium Intensity Runway Lights (MIRL)** - Runway 12 – 30 is equipped with MIRL, which are used to outline the edges of runways during periods of darkness or restricted visibility.

LANDSIDE FACILITIES

The landside facilities consist of those airport elements that support the various activities of the airport except for the navigation and maneuvering of aircraft. The exception to this categorization is the aircraft parking apron, which due to its relation with terminals and FBOs, is considered a landside component. At Whiteman Airport the landside facilities include aircraft parking aprons, terminal building, hangars, fuel facilities, auto parking, and a restaurant. All landside facilities at Whiteman Airport are located north of the runway. As shown in Figure 3-3, landside facilities at Whiteman Airport are accessible from Airpark Way via Osborne Street and also from De Foe Avenue.

General Aviation Terminal Building

Whiteman's general aviation terminal is located north of the runway, near midfield. The general aviation terminal building totals about 1,250 square feet. The building is in fair condition but is too small to accommodate airport administration and pilot facilities. This building houses an operations office, a storage closet, airport administration offices, and a conference room. Attached to the terminal building is Rocky's Restaurant. There are approximately 100 automobile parking spaces in the vicinity of the terminal building. Two of the spaces are designated as handicapped parking. Adjacent to the terminal at Whiteman is a grass area with several mature trees. This area serves as a public viewing area with picnic tables.

Aircraft Parking Apron

Large apron areas are available for aircraft parking. Aircraft parking is provided along Taxiway A as well as in the north hangar area. Parking is available for based and transient aircraft. Approximately 212 based aircraft and 8 transient tie-downs. Transient tie-downs are adjacent to the terminal area. The apron area is served by several taxilanes, with primary taxilanes being ones connecting to Taxiways B and C, a parallel taxilane north of the terminal building, and a taxilane serving the north hangar area.

Aircraft Storage Hangars

Whiteman Airport features over 400 hangars for based aircraft storage and fixed based operators. Hangars at the airport are a mixture of County and privately owned. The County owns 257 hangars. Basic maintenance on County owned hangars is provided through the airport management contract. The other 159 hangars at the airport are privately owned and maintained. Sizes and types of County hangars are seen in Table 3-5.

Table 3-5:
HANGAR DETAILS

Hangar Type	Number	Size (SF)
Port-A-Port	4	1,512
Port-A-Port	17	1,428
Port-A-Port	114	1,140
Standard	16	1,140
Endrooms	4	140
Rectangular	15	1,512
Portable	50	1,428
Executive Portable	4	1,840
Rectangular	9	1,512
T-Hangars	13	1,312
T-Hangars Standard	15	1,428
Endrooms	3	600
Total Square Footage		334,408

Source: Los Angeles County; DMJM Aviation analysis.

Fixed Base Operators

Whiteman Municipal Airport has 34 businesses located on the airport. The location and names of the business are shown on Figure 3-7. Some of these businesses are fixed based operators or FBOs. FBO's provide hangars, tie-downs, maintenance, office space, and/or other aviation services. This information is compiled with the help of the Airport Manager and through results of an FBO phone survey.

Able Air

Able Air (number 1 on Figure 3-7) is located adjacent to the Gustintaero property. The 10,000 square foot hangar is used for general repair and structural maintenance. Transient aircraft being serviced park on one of Able Air's 19 tie-downs.

Adventure Helicopter Tours

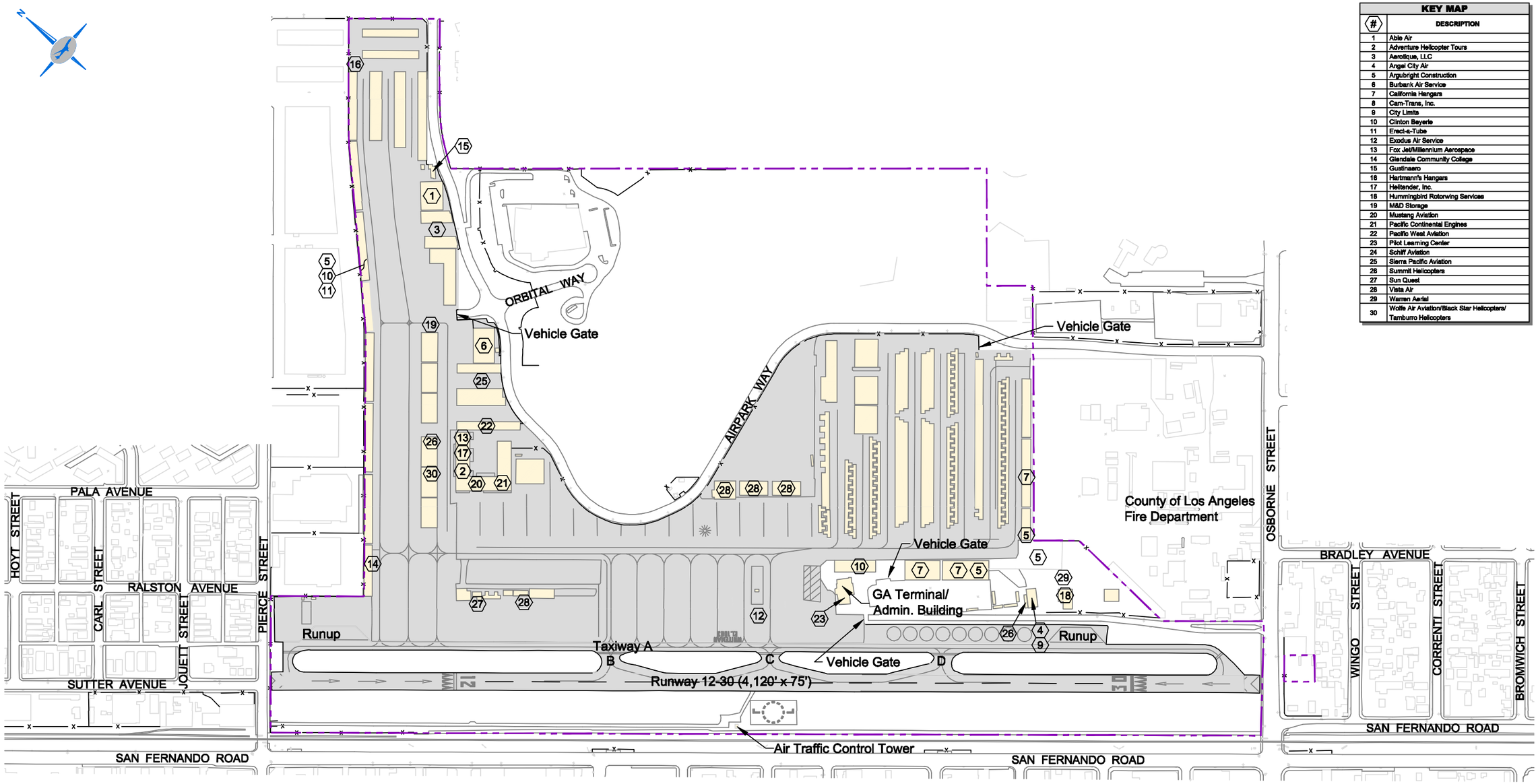
Adventure Helicopter Tours (number 2 on Figure 3-7) is located in the newly developed courtyard hangars east of the Runway 12 threshold. They are a full service helicopter company offering tours, helping in movies, conducting aerials, videos, and reality TV shows.

Aerotique, LLC

Aerotique recently constructed six individual box hangars (approximately 2,000 square feet per hangar) adjacent to Able Air (number 3 on Figure 3-7).

Angel City Air

Angel City Air (number 4 on Figure 3-7) is located on the northeast side of Runway 12-30, by the helicopter operating area, and rents hangars east of the Runway 12 displaced threshold. Angel City Air is a commercial helicopter operator providing helicopters for production companies and television news stations. Angel City Air has the rights to develop a triangular shaped parcel adjacent to their current location. They hope to build a 12,000 square foot hangar in the middle of the airport so as to generate less noise for the surrounding area.



KEY MAP

#	DESCRIPTION
1	Able Air
2	Adventure Helicopter Tours
3	Aerolique, LLC
4	Angel City Air
5	Argubright Construction
6	Burbank Air Service
7	California Hangars
8	Cam-Trans, Inc.
9	City Limits
10	Clinton Bayarle
11	Erect-a-Tube
12	Exodus Air Service
13	Fox Jet/Millennium Aerospace
14	Glendale Community College
15	Gustinaero
16	Hartmann's Hangars
17	Heiltender, Inc.
18	Hummingbird Rotorwing Services
19	M&D Storage
20	Mustang Aviation
21	Pacific Continental Engines
22	Pacific West Aviation
23	Pilot Learning Center
24	Schiff Aviation
25	Sierra Pacific Aviation
26	Summit Helicopters
27	Sun Quest
28	Vista Air
29	Warren Aerial
30	Wolfe Air Aviation/Black Star Helicopters/ Tamburro Helicopters

Figure 3-7
FBOs at Whiteman Airport

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Argubright Construction

Argubright Construction is a hangar design and construction company. Hangar components are manufactured at the airport (number 5 on Figure 3-7), and then shipped to the construction site to be erected. Argubright uses two hangars in support of this business. Argubright also owns several (17) small box hangars which are leased out to based aircraft owners.

Burbank Air Service

Burbank Air Service (number 6 on Figure 3-7) provides repair, preventative maintenance, modifications, and annual inspections for single and multi-engine aircraft. Burbank Air Service operates out of a 9,000 square foot hangar and three tie-downs.

California Hangars

California Hangars owns 16 hangars which are sublet to tenants (number 7 on Figure 3-7).

Cam-Trans, Inc.

Cam-Trans Inc. (number 8 on Figure 3-7) has 13 hangars dispersed throughout the airport property. The hangars are leased to airport tenants.

City Limits

City Limits (number 9 on Figure 3-7) is located adjacent to the helicopter operating area. The hangar and associated office space are sublet while expansion plans include building a new hangar on adjacent property.

Clinton Beyerle

Clinton Beyerle has six hangars which are leased to airport tenants. Four hangars are in row HH (long hangar row adjacent to western perimeter fence) and the other two are near the terminal area (number 10 on Figure 3-7).

Erect-a-Tube

Erect-a-Tube leases 13 hangars to airport tenants in hangar row HH (number 11 on Figure 3-7).

Exodus Air Service

Exodus Air Service provides aircraft maintenance services (number 12 on Figure 3-7).

Fox Jet / Millennium Aerospace

Fox Jet / Millennium Aerospace (number 13 on Figure 3-7) is located in the courtyard plaza east of the Runway 12 threshold. Operations and services provided include engineering of aircraft produced in Georgia and Mississippi.

Glendale Community College

Glendale Community College (number 14 on Figure 3-7) is located south and east of the wash rack and oil recycling center. Primary services include instrument and commercial flight instruction.

Gustintaero

Gustintaero (number 15 on Figure 3-7) is on the far eastern part of the airport property accessible via Airpark Airway. They perform aircraft interior services to corporate and small jets.

Hartmann's Hangars

Hartmann's Hangars (number 16 on Figure 3-7) are located along the north-western property line of Whiteman Airport. There are 52 hangars which are being leased out to airport tenants including other FBOs and general aviation aircraft owners. These hangars are also known as hangar row HH.

Helitender Inc.

Helitender Inc. (number 17 on Figure 3-7) rents one hangar from M&D Aircraft storage, one tie-down, and the fourth helipad. Helitender Inc. is a helicopter repair facility with a 15x30 foot office area within the 50x50 foot hangar. A bigger hangar closer to the helicopters as well as a property lease is included in expansion plans.

Hummingbird Rotorwing Services, Inc.

Hummingbird Rotorwing Services, Inc. (number 18 on Figure 3-7) is located adjacent to the helicopter operating area. Light and heavy helicopter maintenance and part sales are conducted in the two 2,000 square foot hangars. These hangars are located along the road to the terminal.

M&D Aircraft Storage

M&D Aircraft Storage (number 19 on Figure 3-7) is located on the northern part of Whiteman Airport parallel to Hartmann's Hangars and is known as the MD hangar row. The 30 hangars are leased out to airport tenants and used for storage of aircraft and helicopters and leased out to airport tenants, including other FBOs. M&D Storage would like to add approximately 20 additional hangars of various sizes to lease out to the public.

Mustang Aviation

Mustang Aviation, shown as number 20 on Figure 3-7, provides aircraft repair, restoration, and maintenance services. They specialize in older military aircraft restorations.

Pacific Continental Engines

This FBO performs aircraft repairs and maintenance and is located in number 21 on Figure 3-7.

Pacific West Aviation

Designated as number 22 on Figure 3-5, this company leases 10 hangars to airport tenants (M hangars).

Pilot Learning Center

Aviation supplies are available from the Pilot Learning Center (number 23 on Figure 3-7).

Schiff Aviation

Schiff Aviation also performs aircraft maintenance and repairs (number 24 on Figure 3-7).

Sierra Pacific Aviation

As seen on Figure 3-7, number 25, Sierra Pacific Aviation owns 20 1,470 square foot hangars (35 feet by 42 feet). These hangars are leased out to other airport tenants.

Summit Helicopters

Summit Helicopters (number 26 on Figure 3-7) is located adjacent to the helicopter operating area and uses hangars east of the Runway 12 displaced threshold (MD hangar row). They are a commercial helicopter operator specializing in utility line repairs and construction in the western United States. Summit Helicopters would like to consolidate operations into one 10,000 square foot bay hangar, with an attached 3,600 square foot office, 600 square foot maintenance area and roughly 3,000 square feet of storage area.

Sun Quest

Sun Quest is a flight school operator at Whiteman. They operate from a mobile trailer and several older buildings along the flightline (number 27 on Figure 3-7). This area will be redeveloped as a tie-down ramp in the near future.

Vista Air

Vista Air (number 28 on Figure 3-7) is located south of and adjacent to the hill, across the street from Airpark Way as well as parallel to the Runway 12 end. Vista Air is the largest flight school based out of Whiteman conducting flight training and aircraft rentals. The area adjacent to the hill is currently being constructed to replace the older facilities along the flightline. New office facilities, a two-story building, two larger bay type hangars, and five rows of individual hangars are being developed on Vista's leasehold near the hill. A total of 36 hangars are planned. Facilities along the flightline will be demolished and the area developed as tie-downs in the near future.

Warren Aerial

Warren Aerial is an aerial photography company (number 29 on Figure 3-7) housed in a construction trailer with an airplane on a tie-down.

Wolfe Air Aviation / Black Star Helicopter / Tamburro Helicopters

Wolfe Air Aviation / Black Star Helicopters / Tamburro Helicopters does aviation film work (numbers 30 on Figure 3-7) and is housed in a new hangar east of the Runway 12 threshold.

Restaurant

A restaurant, Rocky's, is located adjacent to the terminal area. The main restaurant dining area often serves as a meeting room. The total restaurant area is 2,730 square feet. The adjacent 2,300 square foot patio is also part of the restaurant.

Automobile Parking

The existing auto parking facilities totals about 100 spaces in the terminal area as shown in Table 3-6. Defined automobile parking around the airport is scarce, with the only other developed vehicle parking area at the FBO courtyard style development (surrounded by numbers 2, 13, 17, 20, 21, and 22 on Figure 3-7). Designated parking is not present on the airside; rather aircraft owners can park their vehicle on their tie-down or in hangar while they are flying. There is a shortage of marked airport parking spaces at the airport. Presently, vehicles are found parked adjacent to hangars, and encroach upon taxilanes.

Table 3-6:
EXISTING AUTOMOBILE PARKING

Location	Number of Spaces			Use
	Conventional	Handicapped	Total	
Terminal Building	98	2	100	General Aviation/ Airport Administration/ Restaurant
FBO Courtyard Parking	28	4	32	General Aviation
Total	126	6	132	

Source: Whiteman Airport.

Vehicle Access

Vehicle access is provided through four gates. Gate locations are shown on Figure 3-7. Two gates are located near the terminal building, another gate is near the County owned portable hangars, and the final gate is near Able Air. Gates feature a magnetic card reader. Vehicles primarily use the gate east of the terminal building to access the airport, and then travel across active apron areas to reach their destination. Designated vehicle roads are not provided on the airport to segregate vehicle and aircraft traffic. Airport management has noted that there have been several aircraft/vehicle incidents.

Vehicles and aircraft traffic should be separated and airport business should have direct access to the road, with designated landside parking, to promote safe operations.

Wash Rack

Aircraft washing facilities (wash rack) are located adjacent to the Runway 12 runup apron (see Figure 3-2). Water from aircraft washing is filtered through an underground oil/water separator to remove oil and other contaminants. After the water is filtered it is released into the storm drain system. Hoses are available at the facility for aircraft owner use. The wash rack is 27 feet by 73 feet (1,971 square feet).

Oil Recycling Center

Two oil recycling centers are located at Whiteman Airport for tenant use. One center is adjacent to the wash rack and the other center is near the County owned portable hangars (see Figure 3-2).

EXISTING UTILITIES

Water for domestic and fire-fighting purposes is provided by the City of Pacoima. Telephone service is provided by Verizon and trash services are provided by Waste Management. The Department of Water and Power provides Whiteman Airport with all remaining utilities.

Locations of most utilities serving the airport are unknown. However, several utilities are located along Airpark Way telephone, domestic water (6-inch), fire protection water (10-inch), sanitary sewer (8-inch), a 30-inch storm drain, and several electrical lines cross Airpark Way to the electrical vault, located at the base of the hill.

The airport administration building and nearby restrooms were recently connected to the sanitary sewer system under Osborne Street via an 8-inch vitrified clay pipe (VCP). The domestic and fire protection water lines connect from Airpark Way, and travel southeastern along Vista's new hangar development, perpendicular to the runway and connect near the terminal building to rest of the domestic and fire protection systems. Consideration should be given to develop a detailed utility map for the airport, based on as-built drawings and through the use of utility locating services.

AIRPORT OPERATIONS

Historical Aviation Activity

This subsection summarizes the recent historical levels of aviation activities at the airport in terms of based aircraft and aircraft operations. The turnaround in the general aviation industry that began with the passage of the General Aviation Revitalization Act in 1994 encountered setbacks in 2002. The tragic events of September 11th and their aftermath did impact the demand for general aviation products and services, both negatively and, in some cases positively. The continued weak U.S. economy, declining industry profits, and increased corporate accountability, may account for a large part of the declining demand for general aviation aircraft in 2002. General aviation activity at FAA air traffic facilities was, for the most part, flat in 2002, declining less than one percent.

Business and corporate aviation continues to be a bright spot for the general aviation industry. Increased growth in fractional ownership companies and corporate flying has continued to expand the market for jet aircraft, though at reduced annual numbers. Numerous trade journal articles suggest that the fallout from September 11th has spurred interest in fractional or corporate aircraft ownership provided new growth opportunities for the on-demand charter industry.

A based aircraft is one that is permanently stationed at an airport or lessee, usually through some form of agreement between the aircraft owner and the airport management. Information indicating the history of based aircraft at Whiteman Airport was compiled from data contained in the latest FAA Terminal Area Forecast. Table 3-7 presents a history of based aircraft for the period 1985 to 2006.

As seen in Table 3-7 the number of based aircraft at Whiteman total has not changed comparing 1985 to 2006. But there has been significant changes during these 20 years. After 1985 based aircraft declined to a low in 1995 of 475 aircraft. Then, the based aircraft increased to the 722 aircraft in 2006. The county estimates that 612 were based aircraft at Whiteman in August 2008.

An aircraft operation, or movement, is defined as either a takeoff or landing with each operation being categorized as either local or itinerant. A local operation is one that is performed by aircraft that: 1) operate in the local traffic pattern or within sight of the airport; 2) are known to be departing for or arriving from flights in local practice areas located within a 20-mile radius of the airport; or 3) execute simulated instrument approaches or low passes at the airport. Itinerant operations are all operations other than local. Aircraft operations for the period 1985-2007 are shown in Table 3-8. The data for the period 1985-2002 is based on the FAA Terminal Area Forecast and 2003 to 2007 data is from county records. Itinerant operations have been staying relatively constant between 1985 and 2005 while local operations have been declining significantly overall while the time period between 1998 and 2000 had over 140,000 operations.

Table 3-7:
HISTORY OF BASED AIRCRAFT

Year	Single Engine	Multi-Engine	Jet	Heli-copter	Total
1985	679	35	0	8	722
1986	679	35	0	8	722
1987	620	35	0	11	666
1988	620	35	0	11	666
1989	620	35	0	11	666
1990	620	35	0	11	666
1991	530	39	0	8	577
1992	529	32	0	9	570
1993	529	32	0	9	570
1994	526	32	0	5	563
1995	435	34	0	6	475
1996	505	39	0	8	552
1997	505	39	0	8	552
1998	505	39	0	8	552
1999	521	42	0	8	571
2000	521	42	0	8	571
2001	521	42	0	0	563
2002	521	42	0	0	563
2003	529	42	0	0	571
2004	521	42	0	0	563
2005	558	42	2	10	612
2006	655	42	15	10	722

Source: FAA 2006 Terminal Area Forecast.

Table 3-8:
ANNUAL AIRCRAFT OPERATIONS

Year	Itinerant	Percent Itinerant	Local	Percent Local	Military	Total
1985	50,750	37%	86,300	63%	0	137,050
1986	40,050	28%	104,096	72%	0	144,146
1987	40,050	26%	113,788	74%	0	153,838
1988	41,862	26%	117,946	74%	0	159,808
1989	62,268	49%	64,082	51%	100	126,450
1990	66,134	48%	71,889	52%	1	138,024
1991	62,950	51%	60,869	49%	6	123,825
1992	55,268	50%	54,671	50%	12	109,951
1993	50,664	50%	49,864	50%	44	100,572
1994	49,880	50%	48,994	49%	743	99,617
1995	42,871	48%	46,304	52%	165	89,340
1996	43,522	48%	47,300	52%	70	90,892
1997	39,360	46%	46,980	54%	33	86,373
1998	49,511	47%	55,790	53%	136	105,437
1999	65,797	45%	81,355	55%	75	147,227
2000	65,709	46%	76,461	54%	52	142,222
2001	53,693	48%	58,510	52%	172	112,375
2002	58,801	54%	50,706	46%	194	109,701
2003	54,715	55%	44,890	45%	2	99,607
2004	57,328	53%	50,780	47%	4	108,112
2005	50,996	49%	53,122	51%	0	104,118
2006	53,319	51%	51,999	49%	4	105,322
2007	51722	55%	41407	44%	90	93,219

Source: 1985-2002: FAA 2006 Terminal Area Forecast; 2003-2006 County Data.

SURVEYS

County Survey

In May 2008 the county conducted a survey at Whiteman Airport. The survey was distributed through direct mailing and available on the internet. A total of 177 people responded. Of the 177 respondents, 113 were based hangar tenants, 55 were based tiedown tenants, 16 were general users or airport facilities and services, and 9 were based business operators. Overall, services were rated as above average, promptness was rated above average, courteousness was rated as excellent, and knowledge was rated above average. The majority of respondents rated security, appearance, amenities and fuel as average and safety, runway/taxiway conditions, and lighting as above average.

Master Plan Survey

A based aircraft survey was conducted as part of the master plan. Surveys were distributed through direct mail, the Whiteman Pilots Association and available on the internet. A copy of the survey can be found in Appendix C. Of the 612 based aircraft, 201 responses were received (33 percent). Most respondents base their aircraft at Whiteman airport due to its proximity to their homes. More than half the respondents (55 percent) estimate their flying activity to remain the same over the next 5 years, while 31 percent estimate an increase in activity. The remaining 14 percent estimate a decrease in flying activity. Respondents were asked to rank physical improvements they would like to see made at Whiteman Airport. The top five priorities noted by respondents were:

- New restaurant
- Expanded security program
- Additional transient parking
- T-shelters (shade hangars)
- Additional tie-downs

Respondents felt that the following improvements were of the lowest priority:

- Bay-type community (conventional) hangars
- Box hangars
- Compass rose
- Pavement resurfacing
- Additional portable hangars

From the above, it can be seen that based aircraft owners have the least desire for additional hangar facilities, and instead feel improved existing facilities and additional tie-downs are important at Whiteman. Respondents were also asked to rank the adequacy of existing services and facilities. Crosswind coverage was ranked the lowest in adequacy and aircraft maintenance the highest.

SURROUNDING LAND USE

The airport is located approximately two miles southeast of the Pacoima city center. The airport is surrounded by a mix of residential and industrial land uses. Industrial uses generally exist north, south, and east of the airport adjacent to airport property. These industrial areas are generally very narrow. Beyond the industrial areas, are residential areas. Directly east of the runway, on airport property, is a hill that extends up to approximately 1,300 feet above mean sea level, or roughly 300 feet above the airport elevation.