



# Chapter 1 Introduction

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Whiteman Airport is a 187 acre publicly owned facility that serves the aviation needs of the City of Pacoima and surrounding areas of Los Angeles County. The airport is owned by the County of Los Angeles Department of Public Works, Aviation Division and operated by a private management company through an agreement with the County. In order to determine the potential of the airport and specific opportunities for improving facilities, the County sponsored an airport master plan through a planning grant from the FAA Airport Improvement Program (AIP). In July 2008, a contract was awarded to DMJM Aviation, Inc. of Orange, California to prepare a master plan for Whiteman Airport.

This document comprises the Phase 1 Interim Report for the airport master plan that documents the initial elements of the work program including inventory, market assessment and forecasts, and facility requirements. This is intended as a working document and will be superseded by subsequent documents, namely the Draft Final Report for the airport master plan. This report serves the purpose of documenting existing conditions, presenting the forecast of general aviation demand to be used for planning, and the identification of facilities needed to accommodate the demand through the year 2030.

### PURPOSE AND SCOPE OF STUDY

The main objective of this study is to prepare an airport master plan to determine the extent, type and schedule of development needed to accommodate future aviation demand at the airport. The recommended development shall be a twenty year program and presented in the following three planning periods: Phase 1 (2009-2013); Phase 2 (2014-2018); and Phase 3 (2019-2030). The recommended development should satisfy aviation demand, community development, and other transportation modes. Above all else, the plan must be technically sound, practical, and economically feasible. The following objectives shall also serve as a guide in the preparation of the study:

- To provide an effective graphic presentation of the ultimate development of the airport.
- To present the pertinent backup information and data which were essential to the development of the airport master plan.
- To describe the various concepts and alternatives which were considered in the establishment of the proposed plan.
- To provide a concise and descriptive report so that the impact and logic of its recommendations can be clearly understood by the community the airport serves and by those authorities and public agencies that are charged with the approval, promotion, and funding of the improvements proposed in the master plan.

- To ensure reliability and safety of airport operations.

## THE PLANNING PROCESS

A transportation planning study, such as this, is accomplished by following some fundamental, sequential steps that are briefly stated as an overview of the work to be accomplished. The initial step involves taking inventories of existing facilities and systems, documenting existing conditions, and coordinating activities with other agencies. Next, an assessment of air traffic demand is undertaken and forecasts are prepared and then translated into a listing of required facilities. Once this list is determined it is possible to compare requirements with existing facilities to identify deficiencies. Alternative development concepts that satisfy the deficiencies are then developed and evaluated so that a recommended concept is identified. Once identified, the preferred alternative will then be detailed and examined in terms of a staged development plan. This report documents the first three basic steps outlined above that need to be accomplished in preparing the master plan. These are documentation of existing conditions, forecast of aviation demand, and determination of facility requirements.

It should be noted that the airport master plan focuses on the airport and the planning of facilities within its property boundary. The evaluation of off-airport areas is considered to the extent that acquisition of land is required for airport use, or that off-airport areas are impacted by airport noise or height restrictions. The airport master plan is not intended as a comprehensive general development plan for the area surrounding the airport or community. However, it can be coordinated or incorporated into other community development programs.

## PLANNING ISSUES

The master plan includes opportunities for airport tenants to review and comment. Three meetings, at key points of the project are included. The first tenant review meeting was held at Whiteman on September 9, 2008 and the purpose of the meeting was to identify key planning issues and explain to tenants the process of a master plan and share preliminary findings. The meeting comprised of two parts: an informational presentation, and an open house. Key members of the consultant team were available and four stations were established (Existing Conditions, Preliminary Forecast, Key Issues, and Project Approach) allowing tenants to ask questions and voice their concerns. Minutes prepared for the meeting were distributed to airport tenants and are included as Appendix A of this report. Key issues identified were:

- Replacement of the terminal building, that includes meeting rooms, restaurant, viewing areas, pilot lounge, restrooms, grassy area with trees and adequate vehicle parking
- Change in fleet mix (accommodations for helicopters)
- Segregation of vehicle and air traffic
- Determination of best use for available land for aviation facilities
- Relocation of fuel facilities
- Compass rose location
- Derelict aircraft occupying tie-down spaces
- Competition of flight schools (have at least two)
- Hangar and tie-down rates
- Land use zoning of the hill on airport property and potential aviation uses; possible terraced development on hill
- Security including installation of lights, cameras, and better gate control
- Weed control
- Runway 30 hold apron perimeter fence clearance; possible IFR hold apron
- Rehabilitation/maintenance of County hangars
- Provide shade hangars; retain portable hangars
- Weatherproofing and providing electricity to all hangars
- Install ASOS/AWOS

## GOALS AND OBJECTIVES

Planning can be defined as a rational process for formulating and meeting desired goals and objectives that properly express the benefits that such a plan will produce for its users. Goals are defined as desired ends relating to the physical, social, or economic context as to how the airport should develop and how it should be operated. It should be pointed out that goals might not entirely be attainable. Objectives, on the other hand, are specific and attainable actions, which lead to the attainment of goals. The goals and objectives serve as a foundation used to guide the planning process. They can also be used to rate the merits of alternative plans.

The following preliminary goals and objectives were developed based on the planning team's master planning experience and the discussion of issues at the first tenant review meeting.

**GOAL NO. 1 – Function:** The airport should accommodate based aircraft owners and needs of existing and anticipated tenants.

### Objectives:

1. Provide through planning, an orderly and timely development of facilities adequate to meet future air transportation needs.
2. Develop the role of the airport in terms of its specific capabilities and demand.
3. Accommodate those classes of general aviation aircraft operations consistent with the airport role.
4. The plan should be expandable and flexible.

**GOAL NO. 2 – Safety:** The operation of the airport related to all aspects of air transportation for the users, operators, and general public should be safe.

### Objectives:

1. Minimize exposure to risk.
2. Conformance with FAA regulations and airport design standards.
  - FAA Advisory Circular 150/5300-13, Airport Design (latest version)
  - FAR Part 77, Objects Affecting Navigable Airspace which forms the basis for zoning regulations to prevent obstructions to air navigation.
3. Segregation of vehicles and aircraft operating areas.

**GOAL NO. 3 – Efficiency and Economy:** The airport should achieve financial self-sustenance.

### Objectives:

1. Maximize best possible use of existing facilities.
2. Make best use of airport property for landside development through application of appropriate airport design standards.
3. Maximize the ability to implement the plan.
4. Consider use of property not needed to accommodate long-term aviation demand for other revenue producing uses.
5. Identify means of local funding requirements, including revenue from possible non-aviation uses of airport property.
6. Minimize costs to users, operators, and general public.

**GOAL NO. 4 – Environment:** The airport should be developed and operated with a minimum of adverse effects on the social and natural environment.

**Objective:**

1. Develop new airport facilities and correct deficiencies in existing aviation facilities to conform to Federal and State environmental regulations.

**GOAL NO. 5 – Local Compatibility:** The airport should be developed in agreement with proposed land use plans.

**Objectives:**

1. The plan should agree with the goals of the Los Angeles County General Plan.
2. The plan should provide information for off-airport land use planning and control to facilitate updating of the CLUP and assure compatibility with operations.

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