

**DMJM Aviation**  
999 Town & Country Road, 4th Floor, Orange, California 92868  
T 714.648.2098 F 714.285.0740 www.dmjmaviation.com

## Memorandum

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**Date:** September 19, 2008

**To:** Brendan O'Reilly, Airport Project Coordinator and Richard Smith, Chief

**From:** Andrew Scanlon, Project Manager

**Subject:** Tenant Review Kickoff Meeting Issues

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Distribution:

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The first of three Tenant Meetings for the Whiteman Airport Master Plan Update was held on September 9, 2008 at 3:00 p.m. at Rocky's Restaurant in the Administration Building. Richard Smith, Chief, Aviation Division and Brendan O'Reilly, Airport Project Coordinator, from Los Angeles County Department of Public Works were present. Doug Sachman, Project Principal, Andrew Scanlon, Project Manager, Laura Feja, Airport Planner, and Georgiena Vivian, who will be conducting the environmental overview, represented the consultant team. Richard Smith opened the meeting with some brief introductory remarks. This was followed by a short presentation given by Andrew Scanlon about the master plan. After the presentation, the balance of the meeting was an open house format where tenants could ask the project team questions and state their thoughts of issues at Whiteman Airport. This memorandum summarizes the key issues recorded by DMJM Aviation at the meeting. These issues were compiled based upon comments made to the project team and comments submitted on comment sheets available at the meeting. The issues are presented in no particular order. Attached to this memorandum is a copy of the presentation shown by DMJM Aviation, sign in sheets, and a blank comment sheet.

1. There was a substantial waiting list for hangars and tie-downs. Now there are some open hangars and tie-downs but there are no names on the waiting list. Questions arose at the meeting regarding the validity of the waiting list.
2. There are approximately 90 derelict aircraft occupying tie-down spaces. This prevents others who have airworthy aircraft from basing their aircraft on tie-downs at Whiteman.
3. Currently two flight schools operate at Whiteman. One flight school will likely leave the airport. Tenants stated that the airport should maintain two flight schools.
4. Much discussion arose regarding the mixing of vehicle and aircraft traffic on the ramp area. As part of this discussion, DMJM Aviation was asked to research historical car/aircraft incidents at Whiteman. Tenants at the meeting could not pinpoint specific incidents which have occurred.
5. Tenants are concerned about hangar and tie down rates at Whiteman.

6. Some tenants noted that Foxjet plans on manufacturing aircraft at Whiteman Airport. Other tenants who followed the news story explained that a later article corrected the facts and that Whiteman Airport will not be used to manufacture Foxjet aircraft.
7. Tenants expressed their interest in retaining a grassy area, with trees. If the terminal is moved, tenants support a new grass area and trees provided adjacent to the terminal. There was a suggestion to move the existing trees to the new location, as opposed to planting new trees. Tenants would prefer the new terminal and grass area completed prior to demolition of current facilities.
8. Should the terminal be relocated, sufficient parking should also be provided at the new location.
9. A new terminal should be constructed which features meeting rooms, restaurant, viewing areas, pilot lounge, and restrooms.
10. Retain portable T-hangars.
11. Keep the Civil Air Patrol and their aircraft headquartered at Whiteman.
12. Tenants questioned the need to move the fuel stating that the facility was recently constructed.
13. Questions arose as to the land use zoning of the hill on airport property, and if any portions of the hill could be used for aviation uses.
14. A tenant asked if shade hangars could be provided at Whiteman Airport.
15. Install adequate security lighting to illuminate the apron areas. Also, install cameras, secure and fix gates to enhance airport security.
16. The hold apron for Runway 30 is shallow and does not provide enough clearance from the perimeter fence. Some aircraft have struck the fence.
17. A tenant noted that better weed control is needed between the runway and taxiway, especially on the northern end of the runway.
18. The current helicopter operations interfere with traffic exiting the runway at Runway 30, or traffic using Runway 30 for takeoffs. Runway 30 is primarily used under IFR conditions.
19. Tenants would like to see County owned hangars rehabilitated.
20. Future meetings should be held in the evening hours, allowing others to attend the meeting.
21. Several tenants stated their opinion that the preliminary forecast data was too high. As stated in the presentation and in response to comments during the open house, the forecast is based on the current FAA Terminal Area Forecast. This approach was adopted for the master plan scope of services which was approved by FAA.
22. Some tenants fear that the master plan will remove facilities for the smaller airplanes to accommodate larger aircraft. They note that the runway is not long enough to allow much more than small General Aviation aircraft to safely operate at the airport.
23. The question was posed to DMJM Aviation asking where else have they done master plans and if DMJM Aviation has information on what was implemented. As explained at the meeting, this data is difficult to track and many variables affect the implementation of master plans. Variables include funding availability, airport management, the political environment, just to name a few. Implementation of master plans is ultimately dependent upon the airport sponsor, how FAA funding is pursued, and availability of funds. A master plan is part of an airport's continuous planning process, and as such is meant to be updated on a

regular basis, about every 10 years. Therefore, through the master planning process, the greatest emphasis is placed on the near-term projects, projects implemented within the next five years, but also includes long range plans to serve as a guide for airport development.

DMJM Aviation has completed numerous master plans. Some recent master plans include Fullerton Municipal Airport, Tehachapi Municipal Airport, Fallbrook Airpark, and Calexico International. Additionally, an Airport Layout Plan Update was prepared for Gillespie Field.

Fullerton is in the process of implementing the master plan completed in 2004. The master plan focused extensively on landside development (hangars). To date three T-hangar rows have been constructed, as shown in the master plan.

At Tehachapi (completed in 2004), the master plan identified a need for development to occur on the north side of the runway. The City of Tehachapi is currently in the process of designing a parallel taxiway, north of the runway, to provide access to the airfield.


Since DMJM Aviation completed Fallbrook Airpark (2006) landside development has occurred as noted in the master plan. San Diego County has moved their administration building in anticipation of developing a future General Aviation Terminal. Several other important projects, such as translating the runway to increase safety areas, conducting an airport drainage study, a new diagonal taxiway, are included within the County's current capital improvement program for funding consideration.

The master plan for Calexico International Airport was completed in 2002. Major improvements noted in the plan included purchasing land, relocating a road and building a new terminal facility. The City of Calexico is currently moving forward with the road relocation to accommodate the terminal facility.


Gillespie Field (completed in 2005) had a significant displaced threshold on its primary runway. During the Airport Layout Plan Update, DMJM Aviation reviewed the threshold siting surface criteria and determined the displaced threshold distance could be shortened from 1,306 feet to 706 feet. Additionally, a transient ramp was recently constructed, as identified in the Airport Layout Plan Update. San Diego County currently is in the process of conducting an EIR and selecting an engineer to develop 70 acres of airport land, as identified during DMJM Aviation's study.

About 12 years ago, a master plan study was completed at Fox Field. This plan depicted a 2,200-foot runway extension and numerous T-hangars to accommodate based aircraft. The runway extension subsequently went through an EIR process and was constructed according to the master plan. Additionally, six rows of T-hangars have been constructed as depicted in the master plan.

Some time ago, DMJM Aviation prepared a master plan for Lompoc. Lompoc has since built out the airport exactly as shown in the master plan.

 Whiteman Airport Master Plan Update

## Whiteman Airport Master Plan Update



**TENANT REVIEW  
KICKOFF MEETING**

September 9, 2008

DMJM AVIATION | AECOM 1

 Whiteman Airport Master Plan Update

## Presentation Topics

- **Purpose of Master Plan Update**
- **Project Organization**
- **Project Approach, Schedule and Status**
- **Existing Facilities**
- **Issues, Goals and Objectives**
- **Preliminary Forecast Findings**
- **Next Steps**

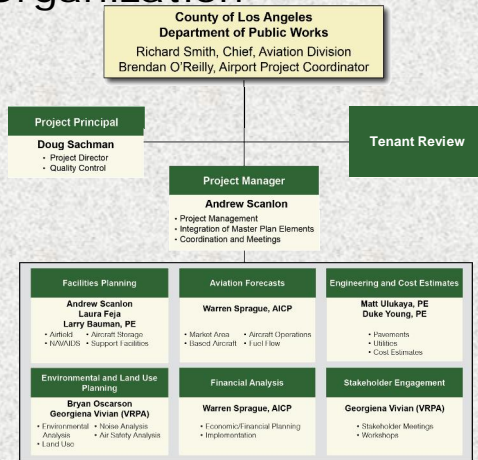
DMJM AVIATION | AECOM 2

## Purpose of Master Plan Update

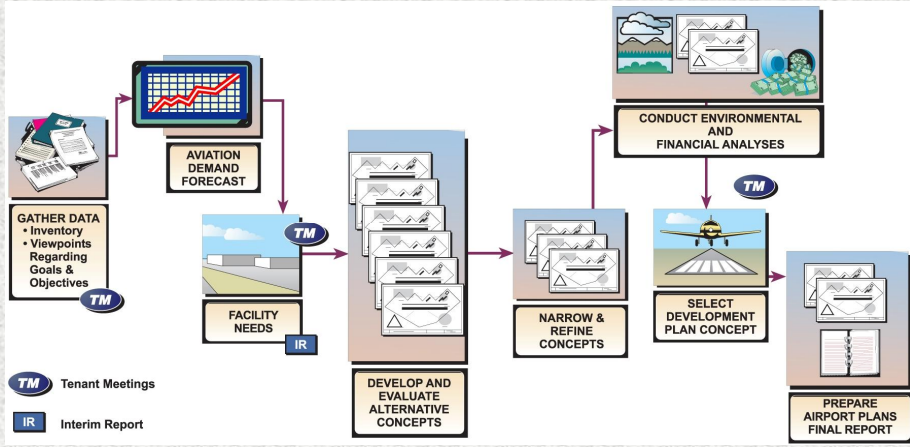
**“An airport master plan represents the sponsor approved actions to be accomplished for phased development of the airport.”**

**FAA Order 5100.38A, AIP Handbook**

## Project Organization

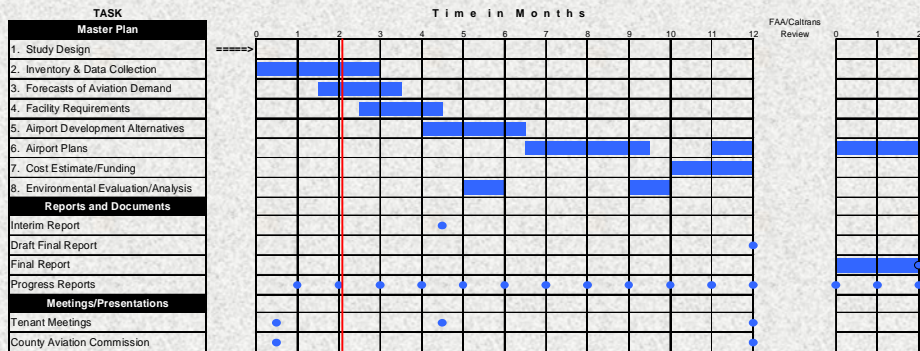


## Project Approach




DMJM AVIATION | AECOM

## Project Schedule



DMJM AVIATION | AECOM



**Whiteman Airport Master Plan Update**

## Project Status

- **Notice to Proceed – July 8, 2008**
- **Inventory and Data Collection**
  - Prepared based aircraft owners and transient survey
  - Coordinating digital base mapping
  - Site visit
- **Forecast of Aviation Demand**
  - Preparation of forecast of based aircraft and operations
- **Project Coordination**
  - Preparation for kick-off meetings with Tenants and County Aviation Commission

DMJM AVIATION | AECOM 7




**Whiteman Airport Master Plan Update**

## Existing Facilities

- Runway 4,120' x 75'
- R/W 12 - 729' and R/W 30 478' displaced threshold
- Medium Intensity Runway Edge Lighting
- Parallel taxiway
- GPS & VOR approaches
- PAPI – R/W 12-30
- Terminal/Admin. Bldg.
- Hangars
- Aircraft tie-downs
- Fuel
- Restaurant




DMJM AVIATION | AECOM 8





# Whiteman Airport Master Plan Update


## Key Issues

1. Terminal Siting
2. Change in Fleet Mix
3. Segregate vehicle and air traffic
4. Determine best use of available land for aviation facilities
5. Terraced development
6. Relocate fuel facility
7. Compass rose





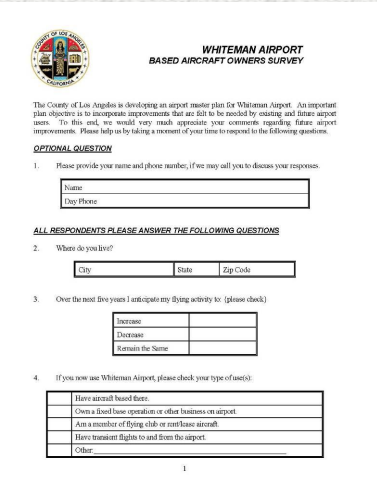


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# Whiteman Airport Master Plan Update

## Goals and Objectives

- Identify issues
- Help define airport role
- Identify needed facilities
- Establish through Tenant Review Meetings

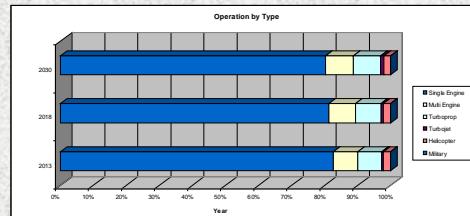
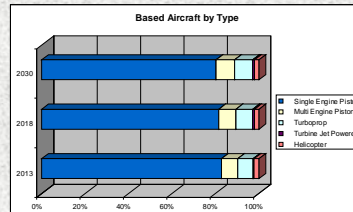



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### Preliminary Forecast Findings

- Based on FAA Terminal Area Forecast data
- Currently 612 based aircraft and 93,219 operations in 2007
- Forecasted to have 976 based aircraft and 143,440 operations in 2030



### Next Steps

- Complete inventory including digital mapping
- Determine facility requirements – including input from the based aircraft owners and transient surveys
- Prepare Interim Report
- 2<sup>nd</sup> Tenant Review Meeting