

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 55 feet at Runway 12 and 78 feet at 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.

24 buildings are completely within and 14 buildings are partially within the RPZ for Runway 12.

Additionally, several streets traverse Runway 12's RPZ, including Sutter Avenue, Jouett Street, Carl Street, and Hoyt Street. Contained within the limits of the RPZ associated with Runway 30 are 41 complete and eight partial buildings and San Fernando Road, Correnti Street, Wingo Street, and Bromwich 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

Whiteman Airport Chapter 3 – Inventory

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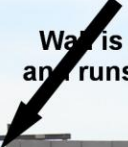
WHP Runway Center Line



Building Under Construction

23" High Concrete

Center line of Approach end of  
Runway 30  
Wall is Approximately 23' high  
and runs along South side of lot.



South Side Of Osborne Street  
Looking from Perimeter Fence.





**Looking South from North Side of Runway  
from Perimeters Fence bay Access Road**















SPEED  
LIMIT  
40

Osborne St  
7260

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