Re-envisioning Whiteman Airport

A Community-driven Process

Draft

Public Works
LOS ANGELES COUNTY

January 2023

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1 Overview and Context

Privately built in 1946, Whiteman Airport (Airport or WHP) was acquired by Los Angeles County in 1970. It is one of five general aviation airports operated by Los Angeles County Public Works (Public Works). The Airport plays an important role in the local and regional transportation networks, with more than 82,000 takeoffs and landings annually. More than 600 general aviation pilots are based at Whiteman Airport, which also hosts numerous Sheriff, Fire, other law enforcement, disaster response, non-profit, and news gathering flight operations each year. Private businesses located at Whiteman Airport include a number of aircraft maintenance, flight training, and other aviation-oriented operations.

Pacoima is a vibrant working-class community in the northeast San Fernando Valley. It is surrounded on three sides by freeways and bifurcated by railroad tracks. Pacoima residents have long voiced concerns about pollution in their community. Pacoima Beautiful, a grassroots environmental justice organization established in 1996, identified safety and potential environmental impacts from WHP as the community's top priority.

Los Angeles County (LA County or County) strives to operate and maintain smart, active, safe, and sustainable transportation infrastructure. The County seeks to work collaboratively with local partners, residents, and stakeholders to ensure county infrastructure benefits the widest populations possible while not disproportionately burdening any individual community.

Since August 2021, Whiteman Airport has been operated and maintained in-house by Public Works. Previously, the Airport was owned by the County and maintained and operated through a contract with a third-party operator. The transition to a County operated airport provides a unique opportunity to reinvest in the community and improve operations at Whiteman Airport in a manner that benefits Pacoima residents.

On November 12, 2020, a Civil Air Patrol airplane crashed in Pacoima. Preliminary information from the Federal Aviation Administration (FAA) indicates the plane was approaching the Airport's Runway 12 when it crashed, killing the pilot. The National Transportation Safety Board (NTSB) is actively investigating the accident, and a final report is still pending (as of January 2023).

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On December 8, 2020, Los Angeles County Board of Supervisors passed a motion that directed the Department of Public Works to take the following four actions:

- Engage local stakeholders, including but not limited to, Councilwoman Monica Rodriguez's Office, community-based organizations such as Pacoima Beautiful, residents, businesses, and other government partners to undertake a community driven master plan for Whiteman Airport that maintains the property's primary function as an airport but provides for the creation of local jobs, community beneficial uses, and open space opportunities;
- Conduct appropriate environmental studies to assess the Airport's potential environmental and health risks;
- Create a Community Advisory Committee (CAC) to provide residents with opportunities for local input on airport operations; and
- Develop emergency response protocol for both on-airport and off-airport accidents that includes a streamlined approach for reimbursement for damages. The protocol shall include the support of mental health counseling when appropriate.

The complete motion is listed in **Project Details Section A**.

1.1 Background

This report is a community driven master plan, referred to as the re-envisioning process. Developed by Public Works with guidance from the CAC and the community, this plan seeks to improve the Airport's role and relationship with the surrounding communities. Several key factors should be noted:

- Within aviation, the term "master plan" refers to a formal FAA process to plan the physical development of an airport for the next 20 years. To avoid confusion this effort is referred to as a re-envisioning plan, since it is focused on the relationship between the Airport and community.
- Early in the process, based on community concerns regarding safety, noise, and environmental factors and a strong desire for additional non-aviation development in Pacoima, it was recommended by the former Third District Supervisor that Airport closure also be considered as part of this process.

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1.2 Overview of the CAC

The membership of the CAC was selected by LA County's Third District and LA City Council Fifth District to provide a diverse and broad knowledge of the community. From the original December 8, 2020 motion, the CAC's charge is:

"The CAC will use their local insight and knowledge to understand community concerns and identify new opportunities, such as the creation of local jobs, community beneficial uses, and dedicated open space at the airport."

The CAC's membership includes:

- Maria Chong-Castillo, Deputy for Public Works, Los Angeles County Supervisor Sheila Kuehl/Lindsey P. Horvath
- Jessica Orellana, District Director for San Fernando Valley, Los Angeles County Supervisor Sheila Kuehl/Lindsey P. Horvath
- Rocío Hernández, District Director, LA Council Member Monica Rodriquez
- Lex Olbrei, LA City Council Member Monica Rodriquez*
- John Hernandez, Pacoima Chamber of Commerce
- Veronica Padilla-Campos, Pacoima Beautiful
- Yvonne E. Mariajimenez, Neighborhood Legal Services
- Mikayeel Khan, Pacoima Neighborhood Council
- Bobby Arias, Champions in Service
- Rudy Ortega, Fernandeño Tataviam Band of Mission Indians
- Jasmine Tuyet Le, Student representative
- Melissa Alvarez, Student representative*
- Isaac Fajardo, Student representative*
- Charles Nelson, Pacoima Neighborhood Watch
- Heren Molina, Council District 7
- Michelle Rogel, Community Volunteer
- Eduardo (Eddie) Gonzales, Pacoima Chamber of Commerce
- Jeanne Fenimore, Whiteman Pilot and Airport User
- Penny Alderson, Vista Aviation
- Robert Gaylor, LA County Fire Department
- Trevor Richmond, LA City Fire Department*
- Ryan Antoon, 3rd District Appointee/Ex Officio

Please note that over the lifetime of the process, several CAC members left the CAC for various reasons. These names are represented by an *.

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1.2.1 CAC Meetings

The CAC has used their local insight and knowledge to understand community concerns and identify new opportunities, such as the creation of local jobs, community beneficial uses, and dedicated open space at the Airport through a planning 12-month planning process. During the process, additional meetings were added for a total of 17 meetings.

The majority of the CAC meetings were held virtually, due to Los Angeles County health guidelines during the COVID-19 pandemic. The meetings associated with this process were public meetings and subject to the Brown Act. The Brown Act is a state law that guarantees the public's right to attend and participate in meetings of local legislative bodies. Through the Brown Act, the public can openly speak and comment on the actions of local government during noticed public meetings. The purpose of the Brown Act is to safeguard the public's interests from being excluded through closed-door decisions. To that end, there are also many rules for decision-makers under the Brown Act to prevent bias or collusion.

Each meeting was facilitated, and included updates from Public Works, CAC input and discussion, and overall development of this report from the input received. Within each meeting there was a period for open public comment. For virtual meetings, content was presented in English and Spanish with dedicated Spanish interpretation. The CAC and the community were instrumental in offering suggestions to improve the overall meeting process and experience. At in-person events and meetings, interpreters were provided and all materials were bilingual.

There were also several public-focused workshops as part of this process. Members of the public were encouraged to contribute to the re-envisioning for the Airport, whether through public comments at the meetings or using online platforms, including the Re-envisioning Whiteman Airport website, from the community input tab. For community members who do not have internet access, information for the project was available at the Whiteman Airport Office and the Pacoima Branch Library.

Meeting materials from each CAC meeting is included in **Project Details Section B**.

1.3 Timeline and Process

The Re-envisioning process started in May 2021, with initial outreach to CAC members, inviting them to join the process. Over the course of this project, there have been 17 CAC meetings, two open houses (each held over two days), and a town hall.

During the initial 12-month planning process, the CAC was planned to meet over six bi-monthly meetings followed by two quarterly meetings. These initial monthly meetings were scheduled for June 22, 2021; July 29, 2021; September 23, 2021; November 18, 2021; January 27, 2022; and March 24, 2022.

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On September 23, 2021, the CAC voted to add additional meetings, citing the need for additional time to understand the complex issues associated with this process and the need to further engage the community. In addition to the originally scheduled CAC meetings, four additional meetings were scheduled for October 28, 2021; April 28, 2022; May 26, 2022; and June 23, 2022, equaling ten meetings total.

On June 23, 2022, the CAC added additional meetings on July 28, 2022; August 25, 2022; September 22, 2022; October 20, 2022; November 17, 2022; December 15, 2022; and January 26, 2023, for seven additional meetings and 16 meetings total (November 2022 meeting was an Open House).

In addition to the CAC meetings, community focused meetings were held to obtain the community's input into this process. Two community open houses were held on March 3 and 5, 2022, a town hall was held on May 24, 2022, and two open houses were held on November 17 and 19, 2022.

Figure 2.1 illustrates an overview of each CAC meeting and a brief description of what was discussed at each meeting.

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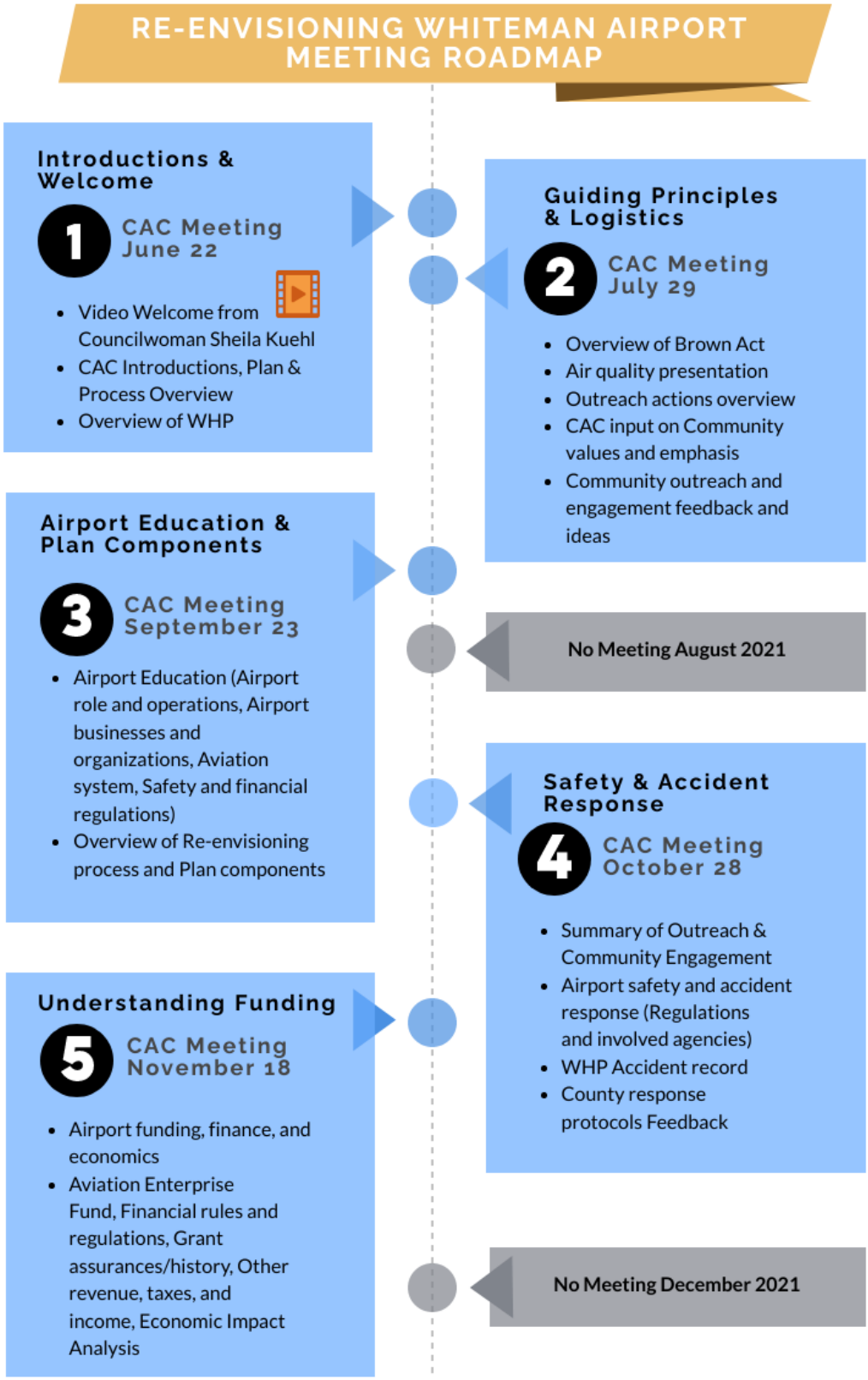
Figure 2. 1 – Summary of CAC Meetings



CAC Workshop (Zoom): Generating Ideas for Improvements

6 CAC Meeting January 27

- Address recent aircraft accident of Jan 9, 2022; Share on-scene responsibilities, Review Community Responsiveness protocol
- Workshop:
  - Discuss issues and needs identified thus far
  - Brainstorm ideas & initiatives as basis for recommendations
- Discuss community meeting plans

No Meeting February 2022

Community Open House 1

March 3 & 5

- In-person event on two dates and in two different locations
- Opportunity for community members to review project information and engage with CAC members and project team
- Space and place to post concerns, ideas, questions, recommendations, and any feedback for consideration in the process

Community Insights

7 CAC Meeting March 24

- Review of CAC charge and guiding principles
- Discussion of local insights and community knowledge

Pilot Protocol, Safety & Maintenance

8 CAC Meeting April 28

- Discussion of pilot protocol, maintenance, and safety
- Video message from Councilwoman Shelia Kuehl regarding process extension

Town Hall

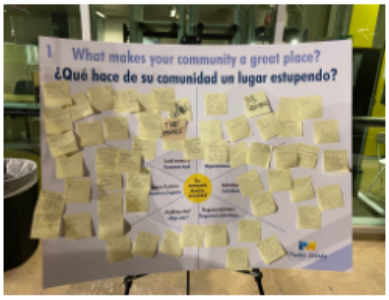
May 24

- CAC-requested event added to project process
- Provide community members an opportunity to meet in-person and to have their voices and concerns heard by the CAC and project team or to share via written form

Town Hall Debrief

9 CAC Meeting May 26

- Review of community comments from town hall
- Office of Emergency Services presentation
- Discussion on airport closure process memo
- Summary of Re-envisioning Roadmap



LA County Fire Presentation

10 CAC Meeting June 23

- Q&A with LA County Fire Dept.; discuss effect on timelines, goals, options for airport
- FAA invited

CAC Workshop: Range of Possible Recommendations for Action

11 CAC Meeting July 28

- In-person CAC Workshop
- Dive into ideas & initiatives contributed to date for draft recommendations process
- Share preliminary input on actions to address community needs and concerns in the nearer term

Review and Refine

12 CAC Meeting August 25

- Review/refine list of potential recommendations from workshop
- Brainstorm initiatives the CAC sees as key to success in near-term
- Begin discussion of longer-term recommendations and considerations for future of airport (Board of Supervisors decision)

All About Noise

13 CAC Meeting September 22

- Presentation by HMMH on Airport Noise Screening completed, findings and possible next steps
- Discussion and questions from CAC

Community Open House Preparation

14 CAC Meeting October 20

- Discuss long-term scenarios and categories (general or conditional)
- Review Draft Recommendations and discuss structure (Goals, Strategies and Actions)
- Seek CAC input on Community Open Houses and suggestions to present information clearly

Community Open House 2

November 17 & 19

- Present draft Re-envisioning Plan recommendations for community feedback
- Provide two dates and two venues for community members to review project details; engage with CAC members, project team and each other; review and provide feedback on Draft Recommendations; and to share their opinions and voice concerns heard

Debrief & Next Steps

15 CAC Meeting December 15

- Focus on key details for last CAC meeting (Jan 26, 2023): vote on meeting format, discuss location and logistics, review suggested motions for Jan. vote & seek others
- Debrief Community Open House events and feedback received on Draft Recommendations
- Review process for CAC to provide final input on Draft Recommendations by Jan 6, 2023

Wrapping Up

16 CAC Meeting January 26

- Open discussion by CAC vote on motions addressing Plan Recommendations
- Next steps, prepare to send to Board of Supervisors

Presentation to LA County Board of Supervisors

1st Quarter 2023

- Report back on items directed in Nov 2020 motion
- Present overview of process, community engagement and feedback, studies and outcomes

1.4 Program Elements

With input from the CAC and the community, the Re-envisioning process was developed using a series of elements to understand the following:

1. Who are the communities and groups impacted?
2. What are the issues and needs of the community?
3. What information is required to help inform this process?
4. What are the range of possibilities and recommendations for Whiteman Airport?
5. How can we address the issues, needs, and ideas?
6. What are the preferred recommendations?
7. What are the actions to be taken?

This report presents the outcomes of these discussions and key questions. The Project Details appendices include detailed meeting resources which were used to advance this process.

1.5 Roles and Responsibilities

Airports are complex. In order to make important decisions about the Airport, it also important to understand the various roles and responsibilities of the many jurisdictions and regulatory agencies that participate in the day to day operation of the Airport.

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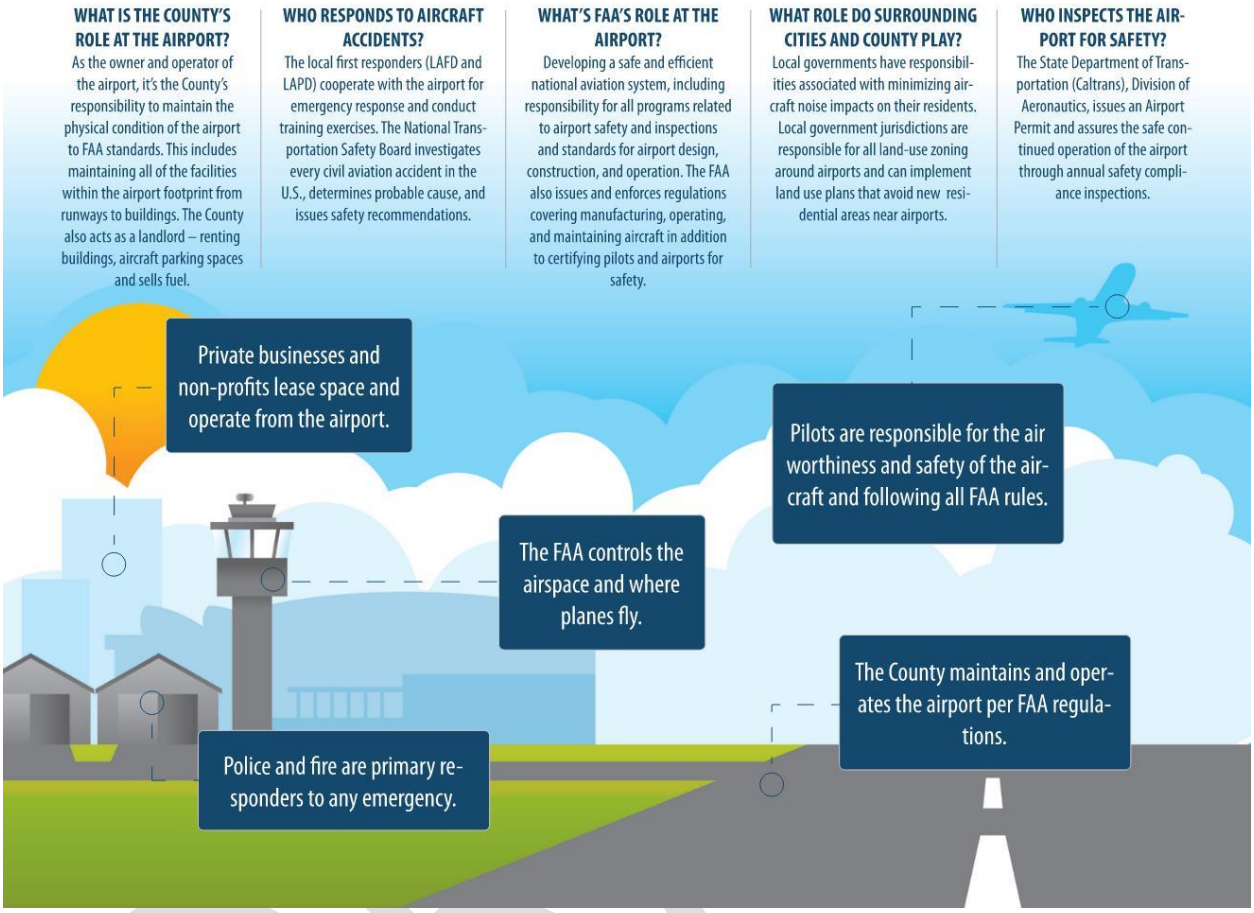
Figure 1.1 – Airport Roles and Responsibilities



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2 Community Engagement and Public Outreach Program

As outlined in the original Board motion, the Re-envisioning plan and CAC meetings were conducted in a transparent, open process seeking the input of the community. Throughout the process, Public Works made improvements to the outreach based on valuable input from the CAC and community.

2.1 Summary of Approach and Strategy

The Re-envisioning Process for Whiteman Airport has been advertised within the community in several different ways. Recognizing that many in the community speak Spanish meetings and materials were developed and available in both English and Spanish. The process was refined over the project with suggestions from the CAC and community members.

The approach to engagement and outreach was centered on two key themes:

1) How to reach the widest audience possible
2) Ensuring meeting resources were accessible

Community Engagement

- CAC Meetings
    - Each CAC meeting offered Spanish interpretation.
        - Virtual meetings used the interpretation function of Zoom and a dedicated interpreter.
            - Any public comment made in Spanish was translated into English
        - Meeting materials were provided in both languages.
    - At the in-person CAC workshop (July 2022), a dedicated interpreter translated all spoken items. Forty headsets were available for those wanting to hear the meeting in Spanish.
        - Two additional interpreters were on hand to translate any public comment spoken in Spanish to English.
        - In addition to the dedicated interpreters, there were 4 bilingual project team members on hand to assist community members.
        - Meeting materials were provided in both languages.

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- Community Meetings (open houses and town hall)
    - Open house events were held over two days (Thursday night and Saturday mid-day) at two different locations.
        - At the open house events, there were no formal presentations. All materials were bilingual. Four dedicated interpreters were on hand and an additional 3 bilingual team members.
        - All materials were develop in both languages.
    - At the town hall, a dedicated interpreter translated the meeting. Forty headsets were available for those wanting to hear the meeting in Spanish.
        - Additional interpreters were dedicated to assist with any Spanish public comments during the town hall and for questions before and after.
        - In addition to the dedicated interpreters, there were 4 bilingual project team members on hand to assist community members.
        - Meeting materials were provided in both languages.

Figure 2.1 – Meeting Format Summary

	Virtual Meeting	In-person Meeting	Live Spanish Interpretation	Bilingual Materials	Bilingual Resources
Monthly CAC Meetings	X		X	X	Zoom interpretation and dedicated interpreter.
March 2022 Open House Events		X	n/a (no presentations)	X	Three dedicated interpreters and five bilingual team members to assist the public.
May 2022 Town Hall		X	X	X	40 headsets to hear Spanish interpretation. Two interpreters for public comment and four bilingual project team members.
July 2022 CAC Workshop		X	X	X	40 headsets to hear Spanish interpretation. Two interpreters for public comment and four bilingual project team members.
November 2022 Open House		X	X	X	Four dedicated interpreters and three bilingual team members to assist the public.
Final CAC Meeting	X	X	X	X	TBD

Public Outreach

The project has used several different methods of outreach to engage the community. Below are ways outreach has been conducted for the process:

- Bilingual flyers distributed to homes within a 1-mile radius of Airport
- Bilingual flyers distributed to Pacoima City Hall, Whiteman Airport, Pacoima and Panorama City Libraries, and distributed for posting at San Fernando Gardens, Pacoima Charter, David Gonzalez Recreation Center, Vallarta Market (San Fernando Road), and Food for Less (Van Nuys Blvd)

- Bilingual advertisements in The San Fernando Valley Sun and El Sol
- Bilingual banners up at three locations at the Airport
- Redesigned bilingual website for easier access to important information
- Flyers and email details sent to those who signed up on Re-envisioning Whiteman Airport website (125 people)
- Posts to social media and Facebook ads
- Press release sent to local media
- Solicited feedback – online and paper options with postage paid envelopes (available at the library and Airport)
- Surveys and comment forms on the Re-envisioning Whiteman Airport website
- Public comments received during CAC Meetings
- Email invites with flyers sent to community partners
- Frequent check-ins with CAC about how to improve outreach
- Sent direct mailers to homes within potential noise-affected area
- Whiteman Airport 75th Anniversary Event

The outreach materials (mailers, flyers, banners, newspaper advertisements) is included in **Project Details Section C**.

2.2 Elements and Statistics

2.2.1 Website

The project website ReenvisionWhitemanAirport.com includes the current calendar, FAQs, past meeting information and videos, and community input and contact information. In addition, the website details previously discussed draft recommendations. As of January 2023, more than 4,100 unique visitors have made nearly 12,000 page views to the site in English and Spanish.

Current Calendar

The current calendar includes a section for upcoming meetings and event information, as well as updated documents regarding summaries and additional information regarding the process.

Frequently Asked Questions

Frequently Asked Questions (FAQs) are listed by topic. This section is included on the website to address common questions the community has asked regarding the Airport, services and operations, as well as the process itself. FAQs are frequently updated to meet the needs of the community.

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The following topics are addressed:

- Community Advisory Committee
- CAC Meetings
- Community Input
- Community Benefit
- Economic Impacts
- Airport Safety
- Airport Flight Paths
- Airport Emergency and Public Services
- Noise
- FAA and County Roles and Responsibilities
- Airport Closure
- Air Quality

Past Meetings

Past meetings are documented by their section and include the meeting number, date the meeting was held, meeting agenda packets, meeting presentation, and video recording link. Some meeting sections include additional information based on the topic addressed during the meeting, for example, an additional overview of the noise assessment presented during meeting 14.

Community Input

Community input is retrieved in several different ways. The Re-envisioning Whiteman Airport process has received approximately 2,000 public comments to date. These comments are available for review on the Community Input section. The comments are organized by events (including the CAC meetings, open houses, and town hall) and points of engagement (like the project website, surveys and email). There is also a link for community members to provide additional comments.

2.2.2 Social Media

The Re-envisioning Process for Whiteman Airport has several social media accounts. Instagram and Facebook have been promoted through flyers, QR codes, and all throughout the website, along with an email and phone number to submit comments and ask questions. All social media is updated in conjunction with the website regarding logistics of meetings for the process.

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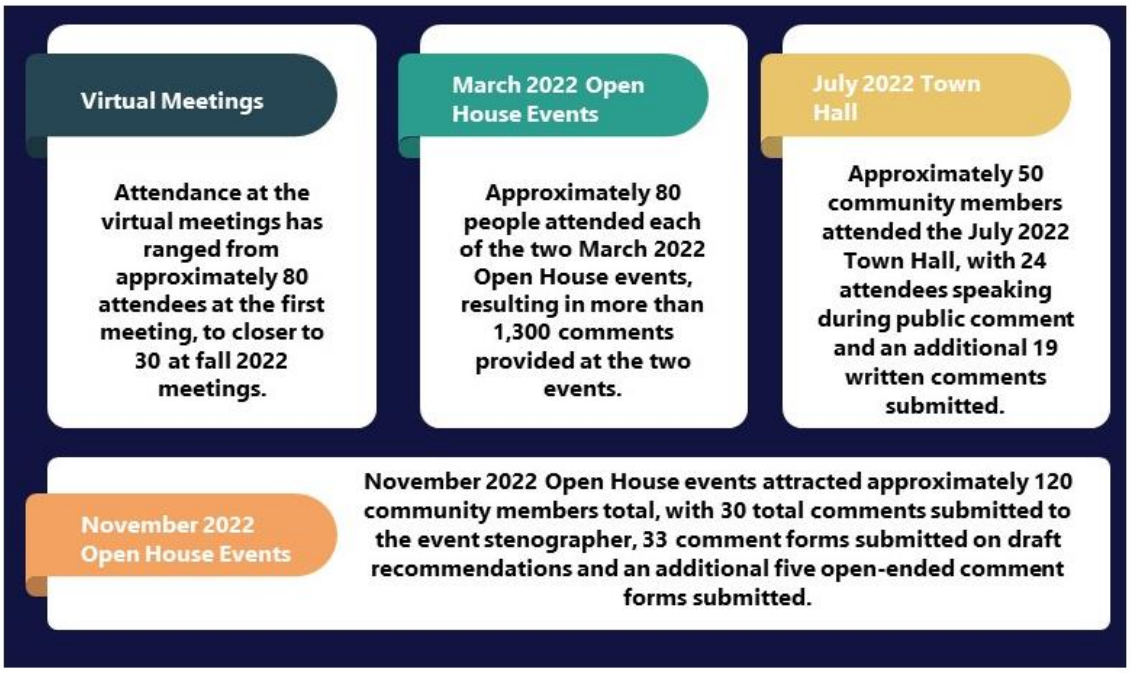
2.3 Why this was Critical

The Re-envisioning process is community driven, therefore, it was critical to include the community at every stage of the process. A diverse range of outreach methods were complied with all project materials posted to the website. From CAC meetings that incorporated public comment to open houses, surveys and emails, over 2,000 public comments have helped to inform this process.

Figure 2.2 – Summary of Meeting Attendance and Input



3 Issues and Needs

3.1 Community, Public, CAC and Airport

The first six CAC meetings focused on establishing the CAC and Re-envisioning process, general information about how the Airport operates, and safety and aircraft procedures. On March 3rd and 5th 2022, open houses where held to give the community an opportunity to review project information and engage with CAC members and Public Works. In a series of stations, attendees were able to post concerns, ideas, questions, recommendations, and any feedback for consideration in the process. Online and hardcopy surveys were also distributed for those who could not attend the events.

The CAC and the community were asked to confirm the issues, concerns, and viewpoints of those they represent in the community were captured. The goal for collection of issues and needs was to make sure the entire range of issues presented helped inform the remaining planning process.

3.2 What: Concerns, challenges, needs, key questions and topics to address, timeframes and outcomes

The issues, concerns, needs, viewpoints and community ideas reflected below were gathered from statements/comments made in CAC meetings and submissions to the project website. In January 2022, the issues, concerns, needs, viewpoints, and community ideas that were been expressed by CAC and community members during CAC meetings and public comment were gathered and then grouped by category to reflect the range of issues identified concerning the airport. The fourteen categories are show in **Figure 3.1** and the complete list of input from the CAC and community members can be found in **Project Details Section D**.

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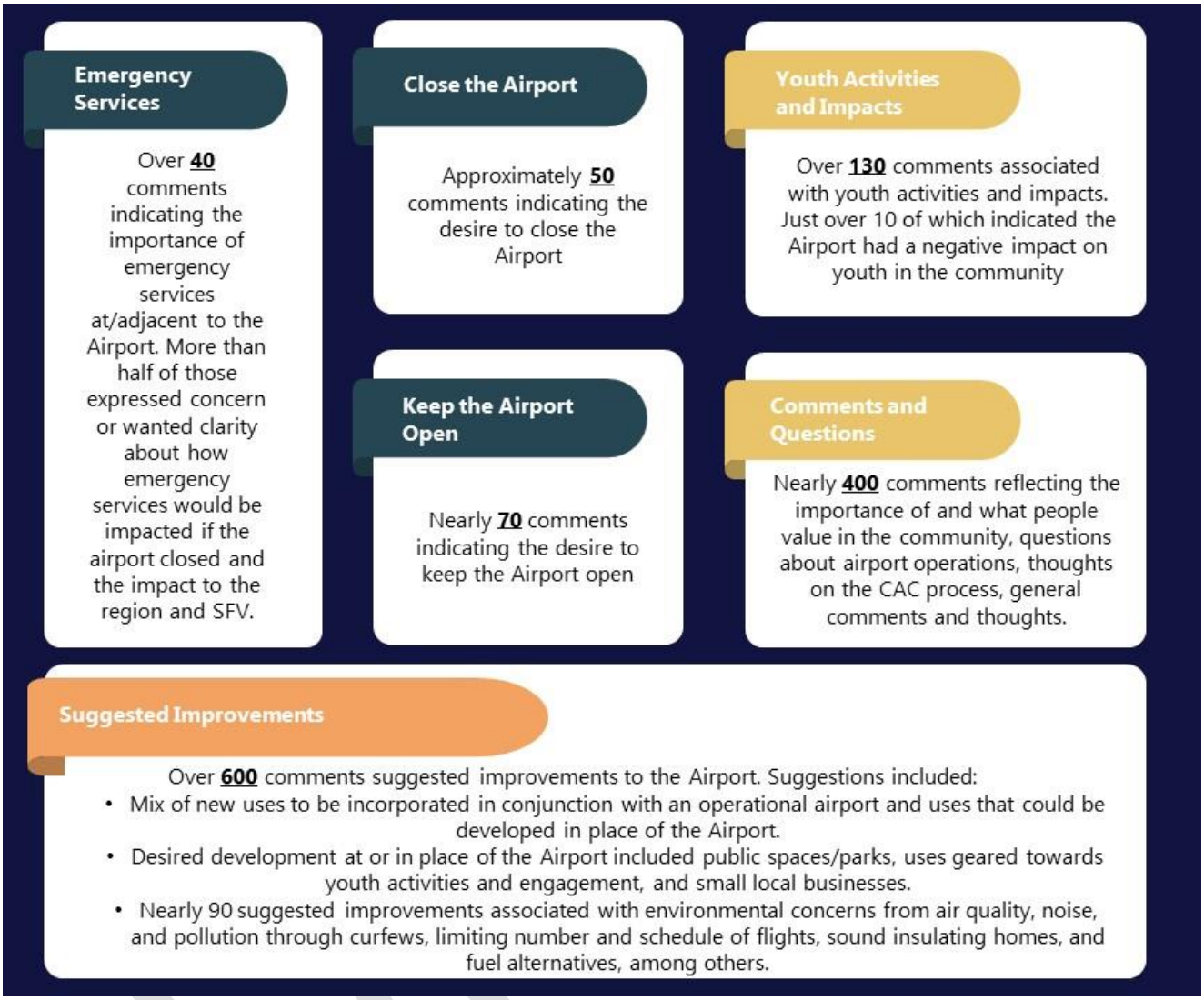
Figure 3.1 – Issues and Needs

On March 3 and 5, 2022, a Community Open House was held seeking the community's input on the issues and needs collected through the initial steps of the process. Each of the categories above and associated content were presented in an open house format. Attendees were able to circle through the boards and provide input and comments. Over 1,300 comments were received and are summarized below:

Figure 3.2 – March 2022 Open House Feedback



A complete record of all the comments received are located in the **Project Details Section E**.

4 Background Information

As seen in **Figure 3.2**, there were several key themes from the issues and needs exercise: long term status of the Airport (open or closed), emergency services, environmental (air quality, noise), understanding the value of the Airport, and requests for more information. The CAC meetings in March, April, May, and June 2022 continued processing the community input and discussing these key themes. In addition, a community town hall was held on May 24, 2022 to provide an additional opportunity for the community to meeting have their voices and concerns heard by the CAC and Public Works. Public comment from the town hall is included in **Project Details Section F**.

4.1 Key Background Information

Throughout the Re-envisioning process, there were many questions from the CAC and the community about the overall operations of the Airport, safety, economic benefits, and the federal obligations in place at the Airport. The following section highlights key information, additional information is included in **Project Details Section G**.

Whiteman Airport

Whiteman Airport is a general aviation airport, built in 1946 by Marvin Whiteman and acquired by the County in 1970. General aviation airports have many functions - some may train pilots, have emergency management services, focus on agriculture by seeding at local farms, etc. The Airport is permitted by the State of California and is part of the national airspace system, which is managed by the FAA.

The County, which is known as the Owner or Sponsor of the airport, is responsible for maintaining the runways, taxiways, parking lots, and roadways – the infrastructure of the airport. Private businesses, non-profits, and individuals lease space and facilities at the Airport. While the County runs the day-to-day management of the Airport (the infrastructure), it is not involved in the running of the businesses or the operation of the aircraft using the Airport. These businesses lease space at the Airport just like a business might at a shopping mall or in an office building.

Surrounding Community

Whiteman Airport is located in the community of Pacoima. A diverse set of uses exists in the immediate vicinity of WHP:

- Light industrial properties bounding the Airport along Pierce Street.
- The LA County Fire Department facility is adjacent to – not on – the Airport property.
- Several apartment complexes.
- Northeast is the Hansen Dam Recreation Center and Park which includes an 18-hole golf course, walking and equestrian trails, and other recreational uses.

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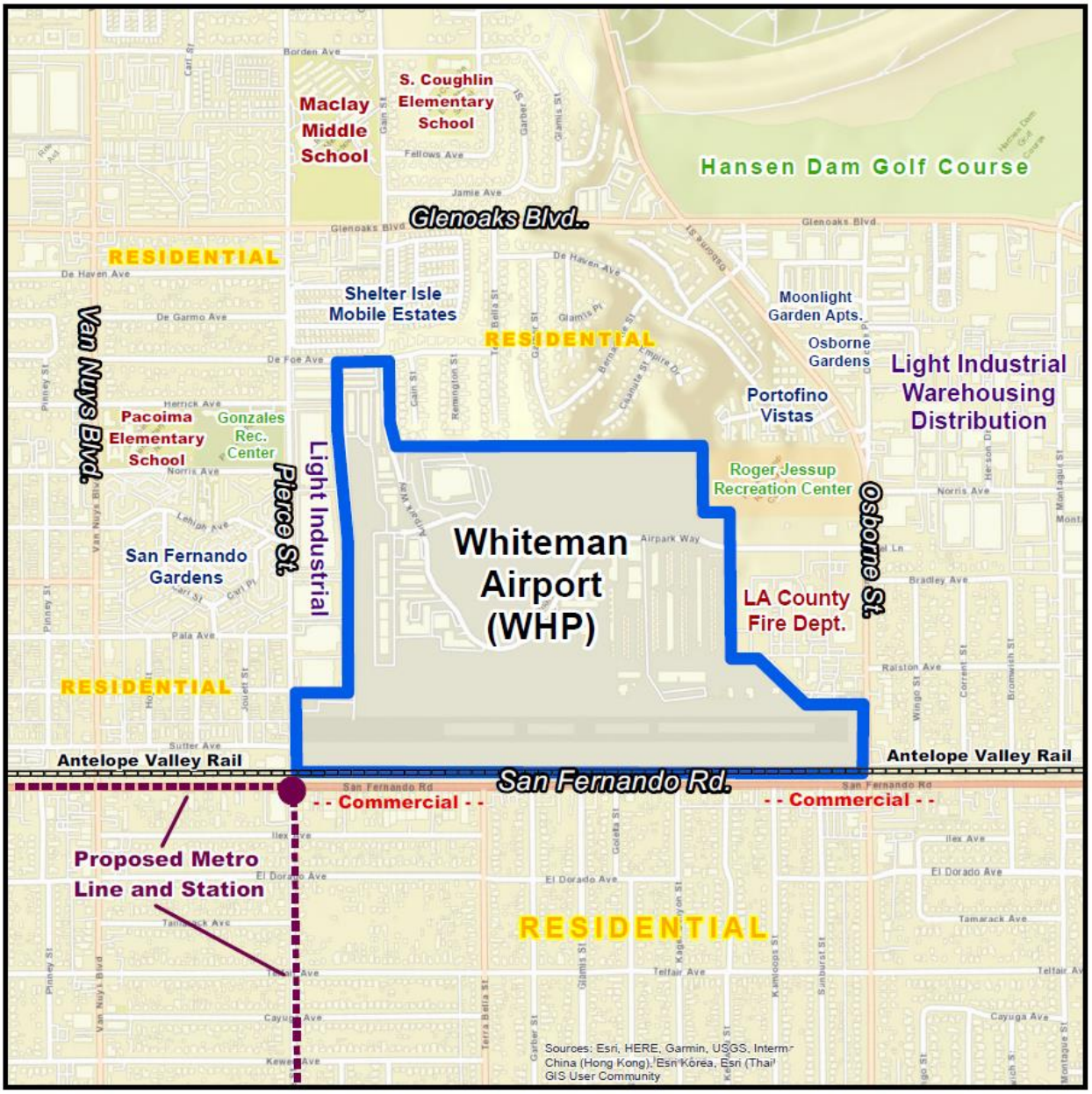
- Other parks and recreational areas in the immediate vicinity include the David M. Gonzales and Roger Jessup Recreation Centers.
- San Fernando Road multi-modal corridor:
    - Adjacent Antelope Valley rail line
    - Proposed metro line with station at Pierce Street
- Schools in the Airport vicinity include: Vaughn G3 Academy (Global Green Generation), Pacoima Charter School Enrichment Academy, Maclay Middle School, Sara Coughlin Elementary School, and Bert Corona Charter High School

Figure 4.1 – Surrounding Area



Pacoima's 75,300 residents represent 0.75% of LA County's total population.

- 88.7% of Pacoima's residents identify as Hispanic or Latino. This is more than double the statewide percentage.
    - 56.6% of Pacoima's residents identify as "Some Other Race Alone" – this corresponds with the neighborhoods strong Hispanic/Latino identity.
- At 2.6%, the percentage of American Indian residents in Pacoima is more than 50 percent higher than at the county or state level.
- Proportions of White, Black or African American, Asian, and Native Hawaiian/Pacific Islander residents in Pacoima are lower than in LA County or statewide.

Community Benefit

In 2020, Public Works performed an Economic Impact Analysis of the five County airports. Whiteman Airport directly creates 246 jobs, with an additional 166 employment opportunities created because of economic multipliers.

A total of $19 million of income is generated annually for the total workforce, while an estimated $54.5 million of annual airport-related spending benefits the airfield and the surrounding community each year. Further details can be found in the 2020 Economic Impact Analysis[1].

Additionally, there are several ongoing opportunities for youth at Whiteman Airport including:

- The Air Explorer Program which provides low-cost flight training for young people.
- San Fernando Valley 99s Aviation Explorers 747 program which offers flight skills training for teens.
- The Civil Air Patrol Squadron 35 which provides education and training for interested civilians.
- The Experimental Aircraft Association (EAA) Young Eagles program which offers free flights and awareness programs for community youth.

[1] Los Angeles County Airports Economic Impact Analysis 2020: https://dpw.lacounty.gov/avi/airports/documents/LA%20County%20Airports%20Economic%20Impact%20Analysis%202020%20.pdf

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Airport Funding

The Airport is funded through an enterprise fund. It is a separate account from LA County's "general fund," for specific services that are funded directly by fees and charges to the users of these services.

Revenue/Funding Sources:

- Rent: Short-term hangar and tiedown rents; longer-term facility and land lease rents
- User Fees: fuel flowage fees; overnight parking fees; event/filming permit fees
- Fuel Sales Revenues: retail sale of aviation fuels (Avgas and Jet A)
- Grant Funding: grants to airport sponsor for the planning and development of public-use airports to enhance airport safety, capacity, security, and address environmental concerns
    - Airport Improvement Program (AIP) grants
    - California Aid to Airport Programs (CAAP)

Airport Expenses

- Operations and maintenance (O&M) of airport
- O&M of fueling facilities
- O&M hangars and tiedowns
- Divisions operations
- Construction of Airport Improvement, Airport Capital Improvement Program
- Contracts
- Fueling Cost
- Lease Management

The Airport's annual budget is included in the overall airport system budget, which includes all five airports owned by the County. Historically, the five airport budget ranges from four to five million dollars.

Airport Safety

Over the past 10 years, there have been 13 accidents at or around the Airport investigated by the National Transportation Safety Board (NTSB), which is the authoritative source for aviation accident causes. It is not uncommon for NTSB investigations to take 18-24 months to be completed. As of January 2023, the investigation of the November 2020, January 2022, and April 2022 accidents are still in progress.

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Table 5. 1 – National Transportation Safety Board (NTSB) Accidents at or around Whiteman Airport

NTSB Accident Identifier	Date	Defining Event	Injury Total
WPR22FA160	April 20, 2022	Investigation in Progress	0
WPR22LA076	January 9, 2022	Investigation in Progress	1 (Fatal)
WPR21FA048	November 12, 2020	Investigation in Progress	1 (Fatal)
GAA19CA109	January 23, 2019	Loss of Control in Flight	0
WPR18FA219	August 12, 2018	Loss of Control in Flight	1 (Fatal)
WPR18FA249	September 3, 2018	Fuel Exhaustion	1 (Fatal), 1 (Serious)
WPR17LA217	September 26, 2017	Landing Gear not Configured	0
WPR16LA074	February 22, 2016	Total Loss of Engine Power	0
GAA15CA248	August 16, 2015	Hard Landing	0
GAA15CA063	April 30, 2015	Hard Landing	1 (Minor)
WPR14LA080	December 29, 2013	Loss of Control in Flight	2 (Minor)
WPR14LA071	December 18, 2013	Total Loss of Engine Power	0
WPR12LA367	August 16, 2015	Fuel Related	2 (Serious)

Source: NTSB Database: https://data.ntsb.gov/carol-main-public/query-builder, January 2023

Over the last decade, the FAA has opened investigations against 11 pilots flying into or out of Whiteman Airport, and none against the Airport itself. None of the incidents that led to the investigations were attributable to the location or particular characteristics of the Airport. In 2022, the FAA opened two investigations against the same pilot operating at Whiteman Airport. Prior to that, the most recent investigation was in 2017.

The State of California, Division of Aeronautics, conducted an inspection of Whiteman Airport on August 26, 2021. The purpose of the inspection was to ensure compliance with the State-issued airport permit and to update the FAA Airport Master Record. In conducting the inspection, the State evaluates an airport based on the FAA-approved Airport Layout Plan and applicable FAA minimum design standards and Advisory Circular criteria. The inspection found: two unnecessary runway lighting fixtures; tree growth that penetrates the Title 14 of the Code of Federal Regulations (14 CFR) Part 77 transitional surfaces; some faded airport signs; and a need to change the color of the name of the airport painted on the apron from white to yellow. The FAA considers the items identified as relatively minor and consistent with routine maintenance at an airport.

In regards to the safety of pilots and their aircraft, all pilots who operate to or from Whiteman Airport must have a valid and current pilot certificate and applicable medical certificate or qualification, and they must meet the recent flight experience requirements prescribed by FAA regulations. Pilots are required to have a flight review every 24 calendar months, per 14 CFR § 61.56, which requires ground and flight training. This training includes a review of current regulations and a demonstration of maneuvers and procedures applicable to that pilot's certificate.

4.1.1 Airport Emergency and Public Services

The following services address most of the Emergency and Public Services that utilize the Airport on a regular and occasional basis.

Life Safety:

- Los Angeles County Fire Department
- Los Angeles City Fire Department
- Cal Fire
- U.S. Forest Service
- Civil Air Patrol

Law Enforcement:

- Los Angeles County Sheriff's Department
- U.S. Marshall Service
- Federal Bureau of Investigation
- Drug Enforcement Agency
- Department of Homeland Security
- Secret Service
- California Highway Patrol
- Los Angeles Police Department
- Pasadena Police Department

Public Services and Agencies:

- Federal Emergency Management Agency
- U.S. Department of the Defense
- National Guard
- FAA
- Caltrans Division of Aeronautics
- National Transportation Safety Board
- Southern California Edison
- Los Angeles County Department of Water and Power
- Angel Flight (medical transport)

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- Mercy Air Services (medical transport)
- News Media

4.2 What Information was shared

4.2.1 FAA and County Roles and Responsibilities

The FAA is responsible for the safety of civil aviation. According to the FAA's website, its major roles include:

- Regulating civil aviation to promote safety
- Encouraging and developing civil aeronautics, including new aviation technology
- Developing and operating a system of air traffic control and navigation for both civil and military aircraft
- Researching and developing the National Airspace System and civil aeronautics
- Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation
- Regulating U.S. commercial space transportation

The County maintains the physical condition of the Airport to FAA standards. This includes maintaining all of the facilities within the Airport footprint from runways to building repair, in addition to renting buildings, aircraft parking spaces, and selling fuel.

In addition to following all the federal, state, and local rules and regulations, airports are governed by additional FAA criteria. The FAA Grant Assurances or obligations require recipients to maintain their facilities in accordance with specified conditions and operate their facilities safely and efficiently. Grant Assurance 24 (FAA Grant Assurance - Fee and Rental Structure) ensures that the airport sponsor will maintain a fee structure at the airport, which will make the airport as self-sustaining as possible, in addition to Grant Assurance 25 (FAA Grant Assurance 25 - Airport Revenues), which calls for all revenues generated by the airport and any local taxes on aviation fuel to be expended by it for the capital or operating cost of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport, which are directly and substantially related to the actual air transportation of the passengers or property.

4.2.2 Aircraft Accident General Protocol

The December 8, 2020 Board motion, outlined improvements to Public Work's aircraft accident general protocol. The motion states: "develop emergency response protocol for both on-airport and off-airport accidents that includes a streamlined approach for reimbursement for damages. The protocol shall include the support of mental health counseling when appropriate."

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Public Works presented the following updated protocol in the October 28, 2021 CAC meeting.

The Los Angeles County Department of Public Works will take the following actions in event of an aircraft accident:

- **Notify**: if not already done, report the accident (i.e. 911, FAA, NTSB)
- **Protect People**: lifesaving operations take priority
- **Protect Property**: protect property from unnecessary additional damage
- **Preserve Evidence & Investigate**: treat the area as if it was a crime scene. Provide security, identify witnesses, and gather and record incident and accident details.
- **Recovery Operations**: everything on the site may be under the control of the FAA and/or NTSB until released.
- **Address Community in Responsive Manner**:
    - Identify and engage individuals impacted by the accident
    - Coordinate mental health services, if needed
    - Aid with insurance claims/issues
    - Coordinate municipal services – repairs, street cleaning
    - Be available and responsive to related questions and concerns

As part of the presentation, Public Works outlined the updates to the protocol, which address the community in a responsive manner. Input and refinement was requested from the CAC and public.

4.2.3 Airport Closure

Los Angeles County, as a recipient of FAA grant funding for the Airport and referred to by the FAA as the Airport Sponsor, is subject to obligations (grant assurances) to the FAA to keep the airport in compliance with federal regulations. Airport sponsor obligations pertaining to the operation, use, and maintenance of the airport are statutorily defined in 49 U.S.C. § 47107(a).

The obligations include keeping the airport open and available for public aeronautical use. The process to close an airport includes the formal release of an airport and its sponsor from the obligations. The FAA makes the final decision on whether to allow closure of a grant obligated airport. As the airport sponsor, the County can request the closure of an airport and prepare the required information to assist the FAA in the decision.

Upon acceptance of the funds in a grant offer, grant assurances bind the grant recipient contractually. The duration of sponsor obligations depends on the type of recipient, the useful life of the facility being developed, and other conditions stipulated in the assurances when an airport sponsor accepts a grant offer from the Federal government for funding airport development projects. Given the nature of grants the County has accepted for the airport, the sponsor obligations at the airport have a duration of 20 years from the date of each grant. The

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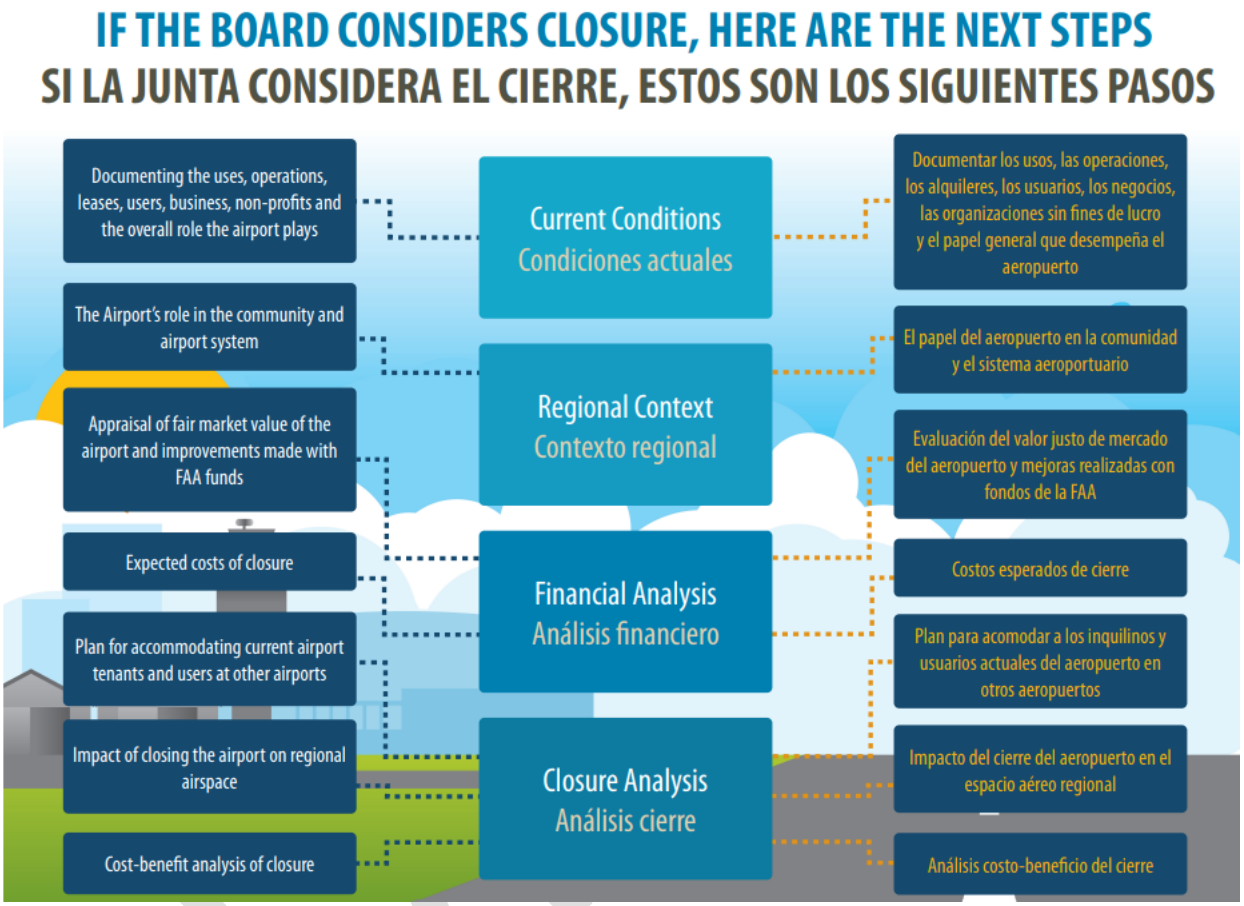
most recent FAA grant for the airport improvements was accepted by the County in 2015. As noted above, closure of the airport during the 20-year term would require following the FAA's formal release and closure process. Paying back or returning the funds associated with a past grant will not release the sponsor from the obligations.

Figure 4.2 – Airport Closure Considerations



Public Works prepared a motion for the January 25, 2022, Board of Supervisors meeting which outlines the first steps in considering airport closure. The motion is included in **Project Details Section H**.

4.2.4 Los Angeles County Office of Emergency Management (OEM)

At the May 26, 2022 CAC meeting, the Los Angeles County Office of Emergency Management (OEM) presented information on how airports like Whiteman Airport are used for emergency services. Federal, state, and local governments recognize airports as critical infrastructure that support disaster response and recovery missions.

There are Primary and Secondary objectives for airports operating during disasters. Primary objectives for airports operating during disasters include air operations that are in direct support of emergency protective measures for life safety and property preservation missions, while Secondary objectives for airports operate during staging and storage areas for critical resources, mass care and shelter operations, and mass fatality operations.

4.2.5 Los Angeles County Fire Department

In the June 23, 2022 CAC meeting, the Los Angeles County Fire Department answered several frequently asked questions in regard to the Barton Heliport. With a population of 10.2 million people in LA County, the LA County Fire Department serves 4.2 million people and covers 2,300 sq. miles. LA County Fire Department operates 10 aircraft out of Barton Heliport, which is adjacent to and separate from Whiteman Airport. While the Fire Department operations do not use the physical airport, they do use the Whiteman Airport's Air Traffic Control Tower.

In the CAC meeting, the Fire Department remarked that there is a complementary effort for LA County Fire Department to maintain the usage of Whiteman Airport.

4.2.6 Noise

A noise screening study to determine the preliminary assessment of land use compatibility with existing aircraft operations at Whiteman Airport based on federal guidelines and standards. This information was presented at the September 22, 2022 CAC meeting and included in **Project Details Section I**.

This initial screening identified 335 residential units and approximately 1,635 people based on the 2020 Census data within the 65 Community Noise Equivalent Level (CNEL) contour, which according to federal guidelines are potentially incompatible with 2021 aircraft operations at Whiteman Airport. The 65 CNEL contour represents the annual-average 24-hour day of exposure from aircraft operations and increases the noise by nearly 5 dB for evening operations and by 10 dB for nighttime operations above the expected average noise levels from each of the aircraft operations.

With the initial screening having identified 335 residential units incompatible with current aircraft operations, the possible next steps from the Airport could undertake a formal Airport Noise Compatibility Planning study under Title 14 of the CFR Part 150. Part 150 is a voluntary program prescribed by the FAA to assess land use compatibility with existing and forecast aircraft operations (Noise Exposure Map) and recommend measures to address those incompatible land uses (Noise Compatibility Program).

As part of the Re-envisioning process, the homeowners and tenants of the 335 residential units were notified of this study and invited to the November 2022 community open house events to

learn more via post cards. At the open house, a presentation was given on this study (in both English and Spanish) and any questions were answered.

Residential Sound Insulation Program (Replacing windows and doors in the community)

It is estimated that the Part 150 Study would take approximately 2 years at a cost of $500k to $1.5 million. FAA funding may cover 90% of the cost of the study. To implement a "Residential Sound Insulation Program," by installing acoustical windows and doors to the exterior of 335 homes, would likely take 5 to 8 years after approval from the FAA via the Part 150 Study and cost $20 to $30 million, which could be funded by airport and federal grants also at a 90% level.

When the Airport accepts a noise grant from the FAA to implement their Noise Compatibility Program, they agree to maintain and operate the airport for 20 years upon receipt of the grant via the federal grant obligations.

Airport Curfew

If the Part 150 results in the Airport recommending a curfew that closes the airport during specific hours and the FAA approves the measure, the Airport will be required to complete a Part 161 study to provide notice to the FAA and seek their approval for an airport noise and/or access restriction. Such a study will likely take 2 to 5 years or more at a minimum cost of $3 to $5 million.

4.2.7 Air Quality and Emissions

Under the Federal Clean Air Act (CAA) (42 U.S.C. § 7401-7671q), the United States Environmental Protection Agency (USEPA) has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), ozone, and lead. There are no federal standards for aviation-related GHG emissions. Air quality and the emissions associated with aircraft operations, specifically lead, were a comment topic of concern from both the CAC and community. Updates on the air quality work were given throughout the CAC process and are included in **Project Details Section B and Section G**.

Lead is a poison harmful to human health. There is no safe level of lead in the blood. Lead exposure is associated with harm to the nervous, cardiovascular, immune, and reproductive systems. Lead exposure can cause anemia, high blood pressure, an increased risk of cancer, and, at high levels, death. Children are particularly susceptible to harm from low-level lead exposure, which can affect growth and cause behavioral problems and learning deficits. There is evidence that many of lead's adverse effects on children are irreversible. Lead was phased out of automotive fuels in the 1970s but is still used in aviation gasoline primarily to meet higher octane requirements and prevent engine failure in piston-engine aircraft.

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The burning of leaded aviation gasoline accounts for an estimated 70% of airborne lead emissions in the U.S. There are an estimated 170,000 piston-engine aircraft nationwide, operating out of an estimated 13,117 airports. The U.S. Environmental Protection Agency (EPA) estimated in 2020 that roughly 5.2 million people live in a census block intersecting with a 500-meter buffer around an airport runway or a 50-meter buffer around a heliport. Of those people, 363,000 are children aged 5 years and under. In addition, an estimated 573 public and private schools enrolling about 163,000 students in grades K-12 are located near an airport runway or heliport.

While efforts are underway by the Federal Aviation Administration (FAA) and the aviation and energy industries to transition piston-engine aircraft to unleaded fuel, primarily through the recently formed Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, the EPA proposed an endangerment finding on October 7, 2022[2], that, if adopted, would determine that lead emissions from aircraft that operate on leaded fuel cause or contribute to air pollution that may reasonably be anticipated to endanger public health and welfare. This endangerment finding is a fundamental step which will allow the EPA and FAA to regulate and ultimately eliminate the use of leaded aviation gasoline. It is supported by the FAA, aviation industry, and various organizations and public entities.

On January 10, 2023 Los Angeles County Board of Supervisor passed a motion protecting the public health by supporting the United States Environmental Protection Agency's proposed regulation of leaded aviation gasoline.

Greenhouse gases (GHGs) trap heat in the earth's atmosphere. The main GHGs are carbon dioxide (CO*2*), methane (CH*4*), nitrous oxide (N*2*O), and fluorinated gases (e.g., hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF*6*), and nitrogen trifluoride (NF*3*)).

In 2009, the USEPA found that current and projected concentrations of the six main GHGs – CO*2*, CH*4*, N*2*O, HFCs, PFCs, and SF*6*[3] – in the atmosphere threaten the public health and welfare of current and future generations, and that combustion of fossil fuels contribute to the increase in CO*2* and other GHGs in the atmosphere.[4]

Common sources of emissions at a general aviation airport include aircraft, support equipment fueled by fossil fuel, diesel or hybrid, trucks, other vehicles, and emergency

[2] Regulations for Lead Emissions from Aircraft | US EPA

[3] Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities.

[4] Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Clean Air Act, 74 Fed Reg. 66495 et seq. (2009)

generators. According to most international studies, aviation emissions comprise a small but potentially important percentage of human-made greenhouse gases and other emissions that contribute to global warming. In terms of relative U.S. contribution, the U.S. General Accounting Office (GAO) reports that aviation accounts "for about three percent of total U.S. greenhouse gas emissions from human sources" compared with other industrial sources, including the remainder of the transportation section (29 percent) and industry (22 percent).[5] Using industry standard assumptions, the 2021 operations of Whiteman Airport was modeled and resulted in a total of 2,275 short tons of carbon dioxide (CO2) produced.

By understanding the sources of emission on the airport (i.e., which aircraft are based there, the number of aircraft operations, fueling, generators, etc.), air quality monitors were placed at three locations within the airport boundaries in order to capture the most accurate readings possible for emissions, as well as to ensure the continuity and security of the monitors themselves. The sampling included passive measurements and time averaged samples which contained particulate matter 10 (PM 10), TO-13A, TO-11A, and volatile organic compounds (VOCs). The PM10 samples were also analyzed and found to contain select metals, including lead, via x-ray spectroscopy.

In January 2015, the US EPA published a study[6] titled "Airport Lead Monitoring" which provided lead concentration data measured at 17 airports across the United States, including nearby Van Nuys Airport. The lead measured, which was averaged over a year in the study, ranged from 0.01 to 0.33 µg/m^3 and Van Nuys Airport reported 0.06 µg/m^3. The samples studied from Whiteman Airport range from 0.021 to 0.06 µg/m^3 of lead.

It should be noted that the model only considered the airport operations. The air quality monitors were placed to best capture readings from aircraft emissions but do not eliminate emissions from other sources.

4.2.7.1 New Technologies, Reduced Emissions

Within the aviation industry, there are several new technologies under development which are anticipated to reduce the emissions associated with aircraft.

Unleaded Fuel

Tetraethyl lead (lead) first saw use as a gasoline additive in the early 1920's when engineers working for General Motors discovered that when added to gasoline it helped to prevent engine knock in cars[7]. This allowed for the development of more reliable and efficient engines and leaded gasoline was used as the main automotive fuel for over 50 years. A growing

[5] USEPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2017*, April 11, 2019.

[6] USEPA, *Airport Lead Monitoring, January 2015*, January 18, 2023.

[7] https://www.eesi.org/papers/view/fact-sheet-a-brief-history-of-octane

understanding of the toxicity of lead caused the U.S. Environmental Protection Agency (EPA) to begin phasing it out of automotive fuels in the 1970s.

For a number of reasons, the general aviation piston aircraft fleet continues to rely on fuel with a lead additive, 100LL (low lead). Compared to cars, aircraft generally have higher performance engines with higher octane requirements, have a higher average age[8], are subjected to a wider fluctuation in environmental factors such as temperature, altitude, and pressure, and are at a much greater risk of a serious accident in the event of an engine failure.

100LL is now the only remaining lead-containing transportation fuel, and emissions from small-piston engine aircraft have become the largest contributor of lead emissions produced in the U.S, though total lead emissions are relatively low[9]. The Federal Aviation Administration (FAA) shares the EPA's concern over these emissions and they are committed to the removal of lead from aviation gasoline. In 2013 the FAA launched the Piston Aviation Fuels Initiative (PAFI) with the goal of working with fuel producers and aircraft manufacturers to develop an unleaded replacement to 100LL. The program invites fuel producers to submit new unleaded fuel formulations to the FAA for rigorous testing. The goal of the program is to develop an unleaded alternative to 100LL that will work with 100% of the general aviation piston fleet, which has turned out to be a more difficult task than anticipated. The original estimated completion date of 2018 has come and gone and the FAA has tested over 279 fuel formulations in an attempt to find a workable solution[10].

Recently, the FAA approved a new type of unleaded fuel that can be used in all piston engine aircraft, but it not yet in mass production. Public Works is making preparations at the five County airports to replace leaded fuel with the unleaded fuel alternative as soon as it becomes available in the next several years.

Electric Aircraft

Historically, general aviation aircraft are powered by gasoline. The FAA has certified general aviation electric aircraft. These aircraft are not yet widely in production, they run on an engine powered by a battery.

Advanced Air Mobility

According to the FAA, Advanced Air Mobility (AAM) is an umbrella term for aircraft that are likely highly automated and electric. These aircraft are often referred to as air taxis or electric Vertical and Take Off aircraft. This new type of aircraft that uses electric power to hover, take-off, and land vertically is being developed by several manufacturers. The eVTOL aircraft:

[8] https://www.documentcloud.org/documents/20475932-26050#document/p45/a2030254
[9] https://www.faa.gov/about/initiatives/avgas/
[10] https://www.faa.gov/news/press_releases/news_story.cfm?newsId=14714

- Take off like a helicopter and fly forward like and airplane
- Like traditional aircraft, the FAA will certify the aircraft and manage flight routes
- Designed to be relatively quiet
- Anticipated to drive new jobs throughout the community

The FAA's website states: "AAM is anticipated to help achieve a more efficient, sustainable, equitable transportation network what will create thousands of new jobs across the County. AAM aircraft could also be used to transport cargo and passengers, help with firefighting, and provide search and rescue operations. It also has the potential to connect underserved and rural communities."[11]

The City of Los Angeles has partnered with eVTOL manufacturer Archer to launch an urban air mobility (UAM) network in Los Angeles by 2024 to help address urban congestion. UAM is a planned on-demand ridesharing services within cities – like Los Angeles.

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[11] Advanced Air Mobility | Air Taxis | Federal Aviation Administration (faa.gov)

5 Range of Potential Options and Recommendations

5.1 Overview of Process

The issues and needs developed from the CAC and community were refined and consolidated to form list of issues that would be utilized in the rest of the Re-envisioning process which considered the following:

1. Understand from the CAC what items are of most importance
2. Identify potential actions, initiatives, and strategies to address those issues with the CAC/Community
3. Evaluate how those issues are impacted/addressed by the various outcomes from this process

Figure 5.1 – Summary of the Re-envisioning Process

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5.1.1 Timeframes

Many of the ideas and actions suggested throughout this process fall into a near-, mid- or long-term timeframe. These timeframes are based on how long a process or action may take to start or a lengthy approvals process.

The near-term timeframe is generally something that can be accomplished within the next five years. For example, improving outreach about Airport programs in schools or developing an airport-based restaurant. Mid-term actions are anticipated to take five to ten years. For example, developing a partnership with Mission College at the Airport or starting the airport closure process. The longer term actions are expected to take over ten years to start.

5.1.2 Summary of full range of initiatives and ideas suggested

In June of 2022, the Re-envisioning Whiteman Airport process received approximately 1,600 public comments from the CAC meetings, open houses, town hall, surveys, and project website.

The following is a general overview and summary of the comments received,

1. A wide range of comments spoke of community values, local assets, and points of pride, as well as challenges, needs, and issues – for both the community and Airport.
2. Comments suggest the relationship between the Airport and the surrounding communities could be stronger. Established relationships, regular outreach, and connection points have been identified as being missing.
3. Diverse perspectives have been expressed, including the desire to see the Airport kept open or closed (both permanently and temporarily). Commenters also seek to make improvements that would be of benefit for both the Airport and community regardless of the longer-term plan for the Airport.
4. The comments reveal that emergency services at and adjacent to the Airport, like LA County Fire, are of great importance to Pacoima and surrounding communities, as well as the entire region.
5. Commenters shared that local youth are facing a number of significant needs and challenges, including education, safety, mental and physical health, social wellbeing, availability of employment and career opportunities, among others.
6. A wide range of perspectives and comments have been expressed regarding the contributors of pollution in the area, which source contributes most significantly to noise and air quality issues, and how community health is impacted by the Airport, train, industry, and roadway systems.
7. There is significant interest in seeing improvements made at the Airport and in the community. There is also the desire to see where improvements can be made to benefit both the Airport and the community at the same time.

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The full summary of comments is in **Project Details Section J**.

5.1.3 Long-term Scenarios

The long-term future of Whiteman Airport has been a topic of critical concern throughout this Re-envisioning Process. Discussions and community-based ideas have ranged from full closure of the Airport to keeping the Airport open only for emergency services operations to maintaining the Airport at full operational capability with focused improvements to address identified challenges and needs. Given the magnitude of these suggestions and the scope of this plan, two potential long-term scenarios for the Airport have been identified for special consideration within this process and throughout the development and evaluation of recommendations.

These scenarios were developed with the understanding that the Los Angeles County Board of Supervisors will make the decision on whether or not to pursue the airport closure process given their role as airport owner (known as the "Sponsor"). However, it is the FAA that holds the ultimate authority and final decision about airport closure.

The two long-term scenarios are:

The County Board of Supervisors decides to:

- Scenario 1: Airport closure is pursued.
- Scenario 2: Airport is kept open.
-

Considering the Influence of the Long-term Scenarios

The long-term scenarios suggested through this process are likely to directly influence actions to be taken in the short-term as well. This means that it is important to consider how these long-term scenarios may impact the implementation of near-term recommendations addressing community concerns about the Airport, per the motion of the Board of Supervisors.

Under Scenario 1 in which Airport closure would be pursued, a number of community-based recommendations addressing issues and needs in the shorter-term are likely not feasible to implement. It is also important to consider if and how desired long-term outcomes could be accommodated in some way alongside an operational Airport, including suggested land uses.

Under Scenario 2 in which the Airport remains open, a number of community-based recommendations are included that include lengthy approvals processes (like installing noise cancelling windows in impacted residences).

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5.2 Potential Recommendations and Goals Identified

5.2.1 Input Contributed through this process

The CAC requested to discuss and consider actions that could be implemented in the near-term (now through next 5 years), which was the focus of the July 2022 CAC Meeting workshop.

At that workshop, the CAC worked from the following categorized and summarized list of recommendations and actions that were received by the workshop date through all project engagement points, suggesting potential airport-based improvements to address community needs and concerns. The workshop focus was also directly aligned with the December 2020 motion of the County Board of Supervisors establishing the CAC and the Re-envisioning planning process.

The list of recommended actions is organized into six (6) main categories, which reflect goals and objectives from the CAC Charge and/or are based in the Board of Supervisors December 2020 motion establishing this process. Several categories included a large number of recommended actions and have been further organized into sub-categories to help with review. The full list of recommended actions is in **Project Details Section K**.

Figure 5.2 – Topic Areas from CAC Workshop

5.2.2 Best Practices

The CAC requested to understand what other general aviation airports, like Whiteman Airport, are doing right now to improve their operations and strengthen connection to their communities. The table below provides examples of programs, actions, and initiatives that are currently in place at a cross-section of GA airports throughout the United States.

These programs have been put in place by airports to help them achieve the goals for improvement and priorities they have set for how they operate and partner with their communities. Examples were compiled through conversations with GA airport staff and a general search of publicly accessible airport webpages and social media accounts. The table is organized by the priority/goal that each "best practice or program" listed here works to achieve. The list of best practices is included in **Project Details Section L**.

Figure 5.3 – Airport Best Practices

5.2.3 CAC Workshop Results

On July 28, 2022, the regular meeting of the CAC was held in-person (outdoors at Pacoima City Hall) and in a workshop format. Twelve CAC members were present. During the interactive workshop, CAC members were asked to focus on the near-term (now-5 years) recommendations and provide their input on two key questions that addressed the Summary of Suggested

Recommendations and Actions list included in the July agenda packet. This list summarized all the recommendations and actions by topic that had been received through this process as of early July. Key themes from the workshop are summarized below.

- Question 1: CAC members were asked to identify and share any and all recommendations and actions from the list that resonated with them as ways to address needs and concerns in the near-term. Each CAC member provided verbal input in round-robin format to give each member an opportunity to share.
- Question 2: CAC highlighed topics and/or recommendation items each felt would provide the most signficant near-term positive impact to the community.

Figure 5.4 – Top Recommendations from CAC Workshop

	Top Recommendation for Each Topic
Community Benefit	Restaurant/dining at the airport
Airport Facility & Operation	Improve airport aesthetic
Communication	Expand or improve community outreach
Noise	Provide noise cancelling windows Impose a "curfew"
Environmental Impact and Health	Use unleaded/sustainable aviation fuel
Job Creation	Business/economic development on airport land
Open Space	Park or open space located on airport land

The summary of the July 28, 2022 CAC workshop is included in **Project Details Section M**.

5.3 Potential Recommendations and Goals Refined

Based on the input received in the July 28, 2022 workshop, the recommendations and actions were grouped by category. This "grouping" list led the next step in the process, which was organizing and grouping the feedback received to help reduce redundancies, start to

identify themes/goals, and continue to consolidate to help identify priorities for action. This process will continue beyond this project. The summary of the recommendations and actions from August are included in **Project Details Section N**.

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6 Resulting Recommendations

Based on input and feedback from the CAC and community, the recommendations resulting from the Re-envisioning process have been refined. Since the August 2022 CAC meeting, the CAC considered and refined the recommendations at each meeting. The recommendations for the Re-envisioning Process, were categorized under a set of six goals.

Draft Goals

1. Address community noise concerns about the Airport.
2. Address community environmental concerns about the Airport.
3. Address Airport-related safety concerns expressed by the public.
4. Expand and improve Whiteman Airport's community outreach and communication.
5. Stimulate job creation for the local community.
6. Provide amenities and services extending beyond aviation on Airport property to benefit the broader community.

6.1 Recommendations

The following figures present a set of recommendations in the form of goals, strategies, and actions that have been developed through the Re-envisioning Whiteman Airport project's public engagement process. The recommendations directly reflect feedback contributed by the Community Advisory Committee (CAC) and local residents over the past year, as well as best practices from other airports across the US that have been researched. The recommendations are categorized as a general or conditional improvement.

Key considerations as potential actions and recommendations include:

- *Timeframe* – Initial estimate of when a strategy could start. The length of time is estimated based on the anticipated coordination, approvals, and other steps required to initiate a project.
- *Does long-term scenario direction affect the feasibility of this action?* – General assessment as to whether the recommendation is affected by the long-term scenario direction to be pursued. The implementation of some strategies and actions will depend on the decision to pursue Airport closure, or otherwise continue Airport operations.

General Improvements

The process has identified a number of actions that can be implemented in the shorter term to improve conditions regardless of the Airport's future, meaning whether the County decides to pursue Airport closure or continue Airport operations in the long-term. These actions are

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labeled as General Improvements and include measures identified by community members and to address Airport-related issues of concern to the community.

Conditional Improvements

The long-term scenarios identified through this process directly influence possible actions to be taken in the short-term as well. This means some recommended actions are only available to implement based on the future outcome of the Airport to be decided by the County Board of Supervisors. These actions are labeled "Conditional Improvements." In other words, under Scenario 1 (Airport closure pursued), a number of recommendations addressing community-based issues and needs in the shorter-term are not feasible to implement due to funding and/or other requirements. The same is true for Scenario 2. This process can consider if and how desired long-term outcomes could be accommodated in some way alongside an operational Airport, including suggested land uses.

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Figure 6.1 – Recommendations: Goal 1

GOAL 1: REDUCE COMMUNITY EXPOSURE TO AIRPORT-RELATED NOISE IMPACTS OBJETIVO 1: REDUCIR LA EXPOSICIÓN DE LA COMUNIDAD A LOS IMPACTOS DEL RUIDO RELACIONADOS CON EL AEROPUERTO			GENERAL IMPROVEMENTS (not tied to Airport future) MEJORAS GENERALES (no vinculadas al futuro del aeropuerto)	Options available if the Board of Supervisors decides to: Opciones disponibles si la Junta de Supervisores decide:		ESTIMATED TIMING (How long might this take) años/years TIEMPO ESTIMADO (el tiempo que puede llevar esto) 0-5 · 5-10 · 10+
STRATEGY ESTRATEGIA	ACTION / ACCIÓN			PURSUE AIRPORT CLOSURE SCENARIO 1 PROSEGUIR CON EL CIERRE DEL AEROPUERTO (escenario 1)	AIRPORT REMAINS OPEN SCENARIO 2 MANTENER EL AEROPUERTO ABIERTO (escenario 2)	
1.1: Understand noise conditions and make available to public	1.1.1: Share results and findings of completed Airport Noise Contour study	1.1.1: Compartir los resultados y las conclusiones del estudio finalizado sobre el Contorno del Ruido del Aeropuerto	●	○	○	
1.1: Comprender las condiciones de ruido y ponerlas a disposición del público	1.1.2: Pursue FAA planning grant for Part 150 Noise Compatibility Plan	1.1.2: Solicitar una subvención de planificación de la Administración Federal de Aviación (FAA, por sus siglas en inglés) para el Plan de compatibilidad de ruido de la Parte 150	○	○	●	
1.2: Pursue noise reduction program for homes 1.2: Seguir un programa de reducción de ruido para los hogares	1.2.1: Conduct Part 150 Noise Compatibility plan in order to pursue federal funding for implementation of residential sound program	1.2.1: Llevar a cabo el Plan de compatibilidad del ruido de la Parte 150 con el fin de obtener fondos federales para la implementación del programa de aislamiento acústico residencial	○	○	●	
	1.2.2a: Implement residential sound insulation program, including window installation and other noise reduction strategies under the FAA's Part 150 Program	1.2.2a: Implementar un programa de aislamiento acústico residencial, incluyendo la instalación de ventanas y otras estrategias de reducción de ruido en el marco del Programa Parte 150 de la FAA	○	○	Funding Source: FAA Program ● Con financiación de la FAA	
	1.2.2b: Develop program for residential building improvements and secure alternative (non-FAA) funding	1.2.2b: Desarrollar un programa para mejoras en los edificios residenciales y asegurar una financiación alternativa (no FAA)	○	Funding Source: Unknown ● Sin financiación de la FAA	○	
1.3: Reduce noise from aircraft operations 1.3: Reducir el ruido de las operaciones aéreas	1.3.1: Impose restrictions on the types or number of flights from Part 150 and impose a strict curfew under the FAA's Part 150 program	1.3.1: Imponer restricciones a los tipos o al número de vuelos de la Parte 150 e imponer una restricción estricta al horario de operación según el Programa de la Parte 150	○	○	●	
	1.3.2: Explore sound barriers for Runway 12-30 between runway and homes	1.3.2: Explorar barreras acústicas para la pista 12-30 entre la pista y las viviendas	○	○	●	
	1.3.3: Impose a voluntary nighttime curfew for non-emergency air traffic	1.3.3: Establecer una restricción voluntaria de horario de operación para el tráfico aéreo que no sea de emergencia	●	○	○	
	1.3.4: Educate pilots on practices that minimize noise levels during airfield operations from aircraft operations	1.3.4: Educar a los pilotos sobre las prácticas que minimizan los niveles de ruido durante las operaciones del aeropuerto por parte de los aviones	●	○	○	
	1.3.5: Review and update local land use and zoning controls to minimize noise sensitive land uses located within flight paths	1.3.5: Revisar y actualizar los controles locales de uso del suelo y de zonificación para minimizar los usos del suelo sensibles al ruido ubicados dentro de las rutas de vuelo	●	○	○	

Figure 6.2 – Recommendations: Goal 2

GOAL 2: IMPROVE AIRPORT-RELATED HEALTH AND SAFETY CONDITIONS OBJETIVO 2: MEJORAR LAS CONDICIONES DE SALUD Y SEGURIDAD EN EL AEROPUERTO		GENERAL IMPROVEMENTS (not tied to Airport future) MEJORAS GENERALES (no vinculadas al futuro del aeropuerto)	Options available if the Board of Supervisors decides to: Opciones disponibles si la Junta de Supervisores decide:		ESTIMATED TIMING (How long might this take) años/years TIEMPO ESTIMADO (el tiempo que puede llevar esto)
STRATEGY ESTRATEGIA	ACTION / ACCIÓN		PURSUE AIRPORT CLOSURE SCENARIO 1 PROSEGUIR CON EL CIERRE DEL AEROPUERTO (escenario 1)	AIRPORT REMAINS OPEN SCENARIO 2 MANTENER EL AEROPUERTO ABIERTO (escenario 2)	0-5 / 5-10 / 10+
2.1: Provide information to the public related to the Airport's environmental health risks	2.1.1: Share results and findings of Aircraft Greenhouse Gas Emissions analysis	●	○	○	■
2.1: Proporcionar información al público en relación con los riesgos para la salud ambiental del Aeropuerto	2.1.2: Share results and findings of air quality study	●	○	○	■
2.2: Reduce aircraft emissions and exposure to residents	2.2.1: Evaluate and pursue use of unleaded fuel	●	○	○	■
2.2: Reducir las emisiones de las aeronaves y la exposición de los residentes	2.2.2: Actively support transition to electric aircraft	○	○	●	■
	2.2.3: Explore flight path changes with potential to reduce impact with FAA feasibility	○	○	●	■
2.3: Address aircraft maintenance issues and expand safety education	2.3.1: Provide additional educational sessions for pilots on safety related to operations and maintenance of aircraft and airport facilities, and make available to public	●	○	○	■
2.3: Abordar los problemas de mantenimiento de los aviones y ampliar la educación en seguridad	2.3.2: Facilitate public access to regulations, policies, and publications related to safe aircraft operations	●	○	○	■

Figure 6.3 – Recommendations: Goal 3

GOAL 3: EXPAND AND IMPROVE COMMUNITY OUTREACH AND COMMUNICATIONS OBJETIVO 3: AMPLIAR Y MEJORAR EL ALCANCE COMUNITARIO Y LAS FORMAS DE COMUNICACIÓN CON LA COMUNIDAD		GENERAL IMPROVEMENTS (not tied to Airport future) MEJORAS GENERALES (no vinculadas al futuro del aeropuerto)	Options available if the Board of Supervisors decides to: Opciones disponibles si la Junta de Supervisores decide:		ESTIMATED TIMING (How long might this take) años/years TIEMPO ESTIMADO (el tiempo que puede llevar esto)
STRATEGY ESTRATEGIA	ACTION / ACCIÓN		PURSUE AIRPORT CLOSURE SCENARIO 1 PROSEGUIR CON EL CIERRE DEL AEROPUERTO (escenario 1)	AIRPORT REMAINS OPEN SCENARIO 2 MANTENER EL AEROPUERTO ABIERTO (escenario 2)	0-5 / 5-10 / 10+
3.1: Meaningfully engage Spanish-speaking residents 3.1: Involucrar de manera significativa a los residentes de habla hispana	3.1.1: Provide interpretation services at Airport-sponsored outreach and public events 3.1.1: Proporcionar servicios de traducción e interpretación en eventos públicos y de alcance comunitario patrocinados por el Aeropuerto	●	○	○	
	3.1.2: Encourage all materials about the Airport to be bilingual 3.1.2: Fomentar que todos los materiales sobre el Aeropuerto sean bilingües	●	○	○	
3.2: Introduce new methods to communicate and interact with the community 3.2: Introducir nuevos métodos para comunicarse e interactuar con la comunidad	3.2.1: Expand Airport tour program 3.2.1: Ampliar el programa de visitas al Aeropuerto	●	○	○	
	3.2.2: Improve outreach to community about events, programs, employment, etc. at the Airport by consistently sharing information across a variety of platforms, including the Airport website and apps such as Twitter, NextDoor, TikTok, etc. 3.2.2: Mejorar el alcance a la comunidad sobre eventos, programas, empleos, etc. en el Aeropuerto, compartiendo información de manera consistente a través de una variedad de plataformas, incluyendo el sitio web del Aeropuerto y aplicaciones como Twitter, NextDoor, TikTok, etc.	●	○	○	
	3.2.3: Use a monthly, bilingual newsletter to share news with the community 3.2.3: Utilizar un boletín mensual bilingüe para compartir noticias con la comunidad	●	○	○	
	3.2.4: Add improved, bilingual Airport signage in high-visibility areas to promote services, amenities and programs available to the public 3.2.4: Agregar mejor señalización aeroportuaria y bilingüe en áreas de alta visibilidad para promover servicios, instalaciones y programas disponibles para el público	●	○	○	
3.3: Improve transparency on Airport issues affecting the community 3.3: Mejorar la transparencia en los asuntos del Aeropuerto que afectan a la comunidad	3.3.1: Share safety procedures with the community 3.3.1: Compartir procedimientos de seguridad con la comunidad	●	○	○	
	3.3.2: Enhance engagement and communication programs for environmental updates, alerts, and feedback using the methods identified above 3.3.2: Mejorar los programas de participación y comunicación para actualizaciones ambientales, alertas y comentarios utilizando los métodos identificados anteriormente	●	○	○	
	3.3.3: Share information on the Airport's financial status and economic benefits 3.3.3: Compartir información sobre la situación financiera y los beneficios económicos del Aeropuerto	●	○	○	

Figure 6.4 – Recommendations: Goal 4

GOAL 4: STIMULATE JOB CREATION FOR THE LOCAL COMMUNITY OBJETIVO 4: ESTIMULAR LA CREACIÓN DE EMPLEO PARA LA COMUNIDAD LOCAL		GENERAL IMPROVEMENTS (not tied to Airport future) MEJORAS GENERALES (no vinculadas al futuro del aeropuerto)	Options available if the Board of Supervisors decides to: Opciones disponibles si la Junta de Supervisores decide:		ESTIMATED TIMING (How long might this take) años/years TIEMPO ESTIMADO (el tiempo que puede llevar esto)
STRATEGY ESTRATEGIA	ACTION / ACCIÓN		PURSUE AIRPORT CLOSURE SCENARIO 1 PROSEGUIR CON EL CIERRE DEL AEROPUERTO (escenario 1)	AIRPORT REMAINS OPEN SCENARIO 2 MANTENER EL AEROPUERTO ABIERTO (escenario 2)	0-5 / 5-10 / 10+
4.1: Increase the Airport's value as an educational resource to the community 4.1: Incrementar el valor del Aeropuerto como recurso educativo para la comunidad	4.1.1: Further promote and improve Airport programs in schools through bilingual outreach 4.1.1: Promover y mejorar aún más los programas del Aeropuerto en las escuelas a través del alcance bilingüe	●	○	○	
	4.1.2: Pursue partnership opportunities with Mission College, Valley College, North Valley Education, and local high schools 4.1.2: Buscar oportunidades de asociación con Mission College, Valley College, North Valley Education y las escuelas secundarias locales	●	○	○	
	4.1.3: Develop a job training center to provide additional aviation and non-aviation education and job training opportunities 4.1.3: Desarrollar un centro de capacitación laboral para brindar oportunidades adicionales de educación y formación laboral en aviación y en otros no relacionados con la aviación	●	○	○	
4.2: Expand the role of the Airport as an employment center in the community 4.2: Ampliar la función del Aeropuerto como un centro de empleo en la comunidad	4.2.1: Continue to provide and expand educational events at Airport involving community and youth programs such as a Career Day and other similar events 4.2.1: Continuar brindando y ampliando los eventos educativos en el Aeropuerto que involucren programas comunitarios y juveniles, como el Día de la Carrera y otros eventos similares	●	○	○	
	4.2.2: Engage Airport-based businesses in workforce development efforts to attract, train, and hire local residents 4.2.2: Involucrar a las empresas con sede en el Aeropuerto en los esfuerzos de desarrollo de la fuerza laboral para atraer, capacitar y contratar a residentes locales	●	○	○	
	4.2.3: Increase awareness about and access to Airport educational and training programs by growing community partnerships, frequently publicizing information in trusted places; collaborating with advisory committee involving youth members, and connecting with community and economic development resources 4.2.3: Incrementar el conocimiento y el acceso a los programas educativos y de formación del Aeropuerto mediante el aumento de asociaciones comunitarias, la publicación frecuente de información en lugares confiables, la colaboración con el comité asesor en el que participan miembros de la juventud y conectándose con los recursos comunitarios y de desarrollo económico.	●	○	○	

Figure 6.5 – Recommendations: Goal 5

GOAL 5: PROVIDE AMENITIES AND SERVICES TO BENEFIT THE BROADER COMMUNITY OBJETIVO 5: PROPORCIONAR INSTALACIONES Y SERVICIOS QUE BENEFICIEN A LA COMUNIDAD EN GENERAL		GENERAL IMPROVEMENTS (not tied to Airport future) MEJORAS GENERALES (no vinculadas al futuro del aeropuerto)	Options available if the Board of Supervisors decides to: Opciones disponibles si la Junta de Supervisores decide:		ESTIMATED TIMING (How long might this take) años/years TIEMPO ESTIMADO (el tiempo que puede llevar esto)
STRATEGY ESTRATEGIA	ACTION / ACCIÓN		PURSUE AIRPORT CLOSURE SCENARIO 1 PROSEGUIR CON EL CIERRE DEL AEROPUERTO (escenario 1)	AIRPORT REMAINS OPEN SCENARIO 2 MANTENER EL AEROPUERTO ABIERTO (escenario 2)	0-5 / 5-10 / 10+
5.1: Improve the Airport aesthetics in ways that contribute positively to community 5.1: Mejorar la estética del Aeropuerto de manera que contribuya positivamente a la comunidad	5.1.1: Explore improvements to the aesthetic quality of Airport perimeter and grounds, including fencing and native landscaping that does not attract wildlife 5.1.1: Explorar mejoras a la calidad estética del perímetro y los terrenos del Aeropuerto, incluyendo el cercado y jardines autóctonos que no atraigan a la vida silvestre.	●	○	○	
	5.1.2: Commission community and culturally themed murals on Airport property 5.1.2: Instalar murales con temas culturales y comunitarios en la propiedad del Aeropuerto	●	○	○	
5.2: Increase accessibility and connectivity on and nearby Airport property 5.2: Aumentar la accesibilidad y la conectividad en la propiedad del Aeropuerto y sus alrededores	5.2.1: Explore improvements to pedestrian safety, accessibility, and connectivity along Airport boundaries through improved or additional sidewalks 5.2.1: Explorar mejoras en la seguridad, accesibilidad y conectividad de los peatones a lo largo de los límites del Aeropuerto mediante la mejora o el aumento de las aceras	●	○	○	
5.3: Establish new, non-aviation uses on the Airport property 5.3: Establecer nuevos usos no relacionados con la aviación en la propiedad del Aeropuerto	5.3.1: Conduct redevelopment study, including renderings, of closed Airport property for reuse in a planned manner, potentially including suggested uses such as open space, retail, housing, public services, and office- based or light industrial businesses 5.3.1: Llevar a cabo un estudio de reurbanización, incluyendo ilustraciones, de la propiedad cerrada del Aeropuerto para su reutilización de forma planificada, lo que podría incluir usos sugeridos como espacios abiertos, comercio minorista, vivienda, servicios públicos y negocios de oficinas o de industria ligera	○	●	○	
	5.3.2: Create a plaza or public square 5.3.2: Crear una plaza o espacio público	○	●	○	
	5.3.3: Provide public viewing area/improve current viewing area 5.3.3: Proporcionar un área de observación pública/mejorar el área de observación actual	○	○	●	
	5.3.4: Identify opportunities for additional community open space by developing an Airport land use strategy that complies with FAA policy 5.3.4: Proporcionar espacios abiertos comunitarios adicionales	●	●	●	
	5.3.5: Re- introduce on-site public restaurant or other food retail options 5.3.5: Reintroducir un restaurante público en el sitio u otras opciones de venta de alimentos al por menor	○	○	●	
	5.3.6: Pursue hosting regular farmers market on-site and publicize that Airport facilities are available for community use and events (i.e. meetings, car shows, festivals, health and job fairs.) 5.3.6: Buscar organizar un mercado de productores en el lugar y dar a conocer que las instalaciones del aeropuerto están disponibles para el uso y los eventos de la comunidad (por ejemplo, reuniones, exposiciones de autos, festivales, ferias de salud y de empleo)	●	○	●	

6.2 Trade-offs and Considerations

6.2.1 Trade-offs

The long-term scenarios suggested through this process impact much more than possible outcomes in the future, they directly influence the short-term as well. This means that an important consideration of these long-term scenarios must be the impact on implementing the other, near-term recommendations addressing community concerns about the Airport, per the motion of the Board of Supervisors. In fact, under the long-term scenarios involving closure, a number of community-based recommendations that seek to address identified issues and needs in the shorter-term are likely not feasible to implement or cannot be pursued at all. Another important consideration is if and/or how the desired elements or outcomes associated with these long-term scenarios could be accommodated or included in some way (in part or in whole) alongside an operational Airport, including suggested land uses.

6.2.2 Considerations to carry forward

The long-term future of Whiteman Airport has been a topic of critical concern throughout this Re-envisioning Process. Discussions and community-based ideas have ranged from full closure of the Airport to keeping the Airport open only for emergency services operations to maintaining the Airport at full operational capability with focused improvements to address identified challenges and needs. Given their magnitude and the scope of this plan, these suggestions have been considered as potential long-term scenarios for the Airport for special consideration within this process

- Allow only helicopters and emergency service providers to use Airport
- Impose limitation on flight operations
- Eliminate recreational flying
- Shut down the airport
- Keep the airport open

Additionally, a variety of land use recommendations have been contributed throughout the process as suggestions in place of the Airport. The suggested land uses could be further considered as part of a redevelopment study depending on the ultimate direction by the Board of Supervisors regarding the long-term scenario for the Airport.

6.2.2.1 Facts that Have Been Shared

It is anticipated that many recommendations will require additional study or refinement. Depending on the ultimate direction by the Board of Supervisors, recommendations would need to be further refined and an implementation process established.

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Over the 16 CAC meetings and on the project website, information was shared on many of the existing programs and processes currently in place at the airport. This includes safety measures, programs for children and community outreach. Additionally, many of the FAA procedures and processes were outlined, includes that for closure, establishing a mandatory curfew, safety procedures and window replacement. This information can be found in **Project Details Section B and Section G.**

Many comments from the community indicate the needs of the community, information on programs already in place and additional details on how to improvement airport. It is anticipated that these comments will inform the development of the recommendations, based upon the direction of the Board of Supervisors. All comments received as part of this process are included in **Project Details Section O**.

6.2.2.2 CAC and Community Input and Perspectives

On November 17 and 19, 2022, a community open house was held to present the draft recommendations to the community members. Those attending the Open House events were asked to share their opinions on which actions they felt are most important to focus on first. Approximately half of those who attended provide their opinions either by specific action number(s) or by more general comments. The comments are available in **Project Details Section P**.

In the December 15, 2022 CAC meeting the CAC reviewed community comments and reviewed the recommendations. CAC comments on the recommendations are available in **Project Details Section Q**.

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7 Final CAC Recommendations to the Board of Supervisors

7.1 CAC Recommendations

Note, on January 26, 2023, the CAC will hold its final meeting. The input received at that meeting will be updated here.

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Project Details A – December 8, 2020 Los Angeles County Board of Supervisors Motion

This document is available at the following website:
https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_8bc63665cbac401f8429261a9370f5b5.pdf

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Project Details B – CAC Meeting Materials

This document is available at the following website:
https://www.reenvisionwhitemanairport.com/resources

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Project Details C – Outreach Materials

This document is available at the following website:
https://www.reenvisionwhitemanairport.com/news

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Project Details D – January 2022 Issues and Needs

This document is available at the following website:
https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_b012127dac244be099526d27f15e8174.pdf

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Project Details E – Comments from March Open House

This document is available at the following websites:
https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_ff8b805636134f588bcd5d33d65c11aa.pdf

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_5cf01e4416b04c1ab3bc33ce0c2d3d6e.pdf

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_81089072f2a744e5a26d13f7523d18ea.pdf

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Project Details F – Comments from Town Hall

This document is available at the following websites:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_62bd8ba8e48c455e9b4d13711f87734b.pdf

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_cc4817e4b4a74d68ab3c11705666f35c.pdf

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Project Details G – "More Information" from Website

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/more-info

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Project Details H – Board of Supervisor Motion "Whiteman Airport Federal Aviation Administration First Step"

This document is available at the following website:

https://file.lacounty.gov/SDSInter/bos/bc/1122529_BoardMotion1-25-22Item8-WhitemanAirportFederalAviationAdministrationFirstStep.pdf

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Project Details I – Noise Study

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_4e2df66dc14d48fc86335fc1c0f81703.pdf

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Project Details J – Comments from July 2023

This document is available at the following websites:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_e8ee7b9da537417bb26a83f72f3d02d3.pdf

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_d6cc6ce9c927471394e056b1198346f6.pdf

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Project Details K – Full Recommendations from CAC Workshop

This document is available at the following websites:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_e432d992c7184fa98e8aeabca88cadac.pdf

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_82d1544528594689974bef7b865dc9ce.pdf

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Project Details L – Best Practices from other Airports

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_1491a20dd587496190f3a08d17947f81.pdf

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Project Details M – Summary of Input from CAC Meeting – July 28 Workshop

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_4b24ae08a5f14d83a668382dfec0c119.pdf

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Project Details N – August 2022 Draft Recommendations

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_e89c2c6fe986472e86bfb1ee45332e6b.pdf

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Project Details O – All Public Comments

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/communityinput

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Project Details P – Summary of November 2022 Open House

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/_files/ugd/90170f_8783a637483e41c581db30cc7ba84dd9.pdf

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Project Details Q – CAC Comments on Recommendations

This document is available at the following website:

https://www.reenvisionwhitemanairport.com/news

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