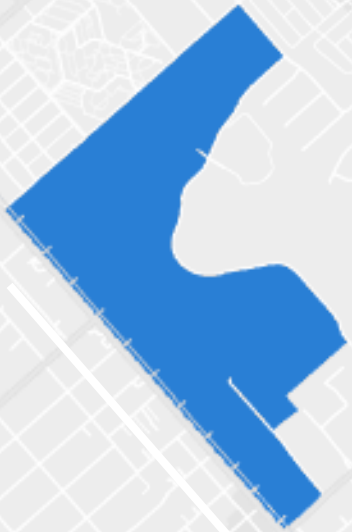


WHITEMAN AIRPORT
October 2025

LAND USE STUDY TEAM

- On April 9, 2024, the Board of Supervisors directed the CEO and DPW to provide a plan to conduct a study of potential land uses for WHP in response to community concerns regarding health and safety impacts of airport operations.
- In October 2024, LA County Department of Economic Opportunity engaged Trifiletti Consulting to conduct a comprehensive study on the potential repurposing of Whiteman Airport.
- Trifiletti Consulting has assembled a team of aviation and land use experts.

Public Works
LOS ANGELES COUNTY

TRIFILETTI
CONSULTING

bae

W J ADVISORS
AVIATION MANAGEMENT
CONSULTANTS

RICONDO®

- Ricondo & Associates is reviewing existing conditions, developing aviation forecast, analyzing airport closure requirements, and developing future land use scenarios.
- BAE Urban Economics is performing market demand analysis, economic impact analysis of WHP and each future land use scenario.
- WJ Advisors is assisting with the confirmation of the airport closure process and conducting financial analysis of each future land use scenario.

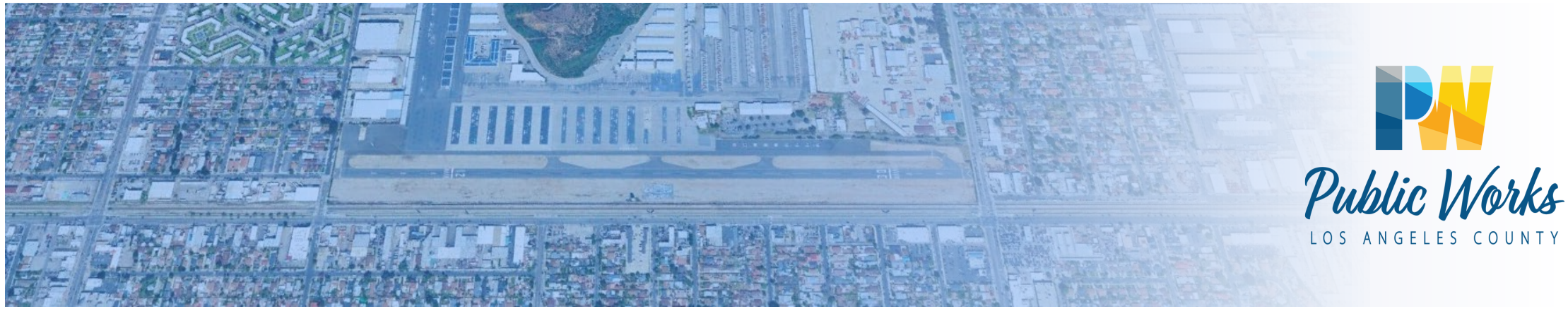
LAND USE STUDY AND ECONOMIC ANALYSIS

Study Scope:

- This study is intended to evaluate the feasibility and potential impacts of repurposing the airport site and conduct a data-driven analysis of various options to inform future decisions about the airport's status.
- Confirmation of Airport Closure Process: assess legal and procedural requirements for potentially closing WHP, including obligations tied to federal funding and FAA regulations.
- Existing Conditions Analysis: evaluate the current operational, economic, and environmental status of the airport and its surrounding areas.
- Analyze Land Use Scenarios Incorporating Stakeholder Input: engage with community members, local organizations, and other stakeholders to develop potential land use scenarios for the airport property.
- Economic Impact Analysis of Land Use Scenarios: analyze economic implications of proposed repurposing options on both the local and broader community.

PROGRESS TO DATE

- ✓ Completed review of the Airport Closure Process – working County Counsel and Outside Counsel
- ✓ Completed an Existing Conditions Analysis
- ✓ Completed Airport Systems, Airport Historic Activity & Forecast Analysis
- ✓ Completed Economic Trends and Real Estate Market Analysis
- ✓ Completed Land Use Compatibility and Technical Memorandum
- ✓ Completed Lease Analysis & Set up Financial Model / Revenue Analysis
- ✓ Completed WHP Aviation Safety Enhancement Analysis & Memorandum
- ✓ Completed Review of Historic Environmental Documents
- ✓ Completed Collateral Materials for Focus Groups and Open House Workshop



Public Works
LOS ANGELES COUNTY

STAKEHOLDER OUTREACH CONDUCTED TO DATE

More than 50 stakeholder meetings completed or underway:

Steve & Cheryl Argubright, Argubright Construction
Joana Reyes, District Director, ASM Celeste Rodriguez, AD43
Gabriel Perez, Aviation Commissioner SD1
Rohit Singh, Aviation Commissioner SD1
Dennis Lord, Aviation Commissioner SD2
Monique Earl, Aviation Commissioner SD2
Charles Nelson, Aviation Commissioner SD3
Jerilyn Lopez Mendoza, Aviation Commissioner SD3
Rudy Villareal, Aviation Commissioner SD4
Jeff Mort, Aviation Commissioner SD4
Peter Amundson, Aviation Commissioner SD5
Harvey Holloway, Aviation Commissioner SD5
Joshua Nettles, Assistant Region Chief, Southern Region, Cal Fire
James Miller, Civil Air Patrol Squadron 137; Friends of Whiteman
Marie Rumsey, Chief of Staff, Councilmember Monica Rodriguez, CD7
David Kolstad, Member, Experimental Aircraft Association
Clyde Carpenter, President, Experimental Aircraft Association
Anthony Marrone, Chief, Pacoima Operations Facility LACoFD
Susan Kim, Economic Development Deputy, Supervisor Lindsey Horvath, SD3
Jaime Moore, Deputy Chief, LAFD Valley Bureau
Veronica Padilla-Campos, Executive Director, Pacoima Beautiful
William Hoyt, Robinson Aviation, Inc.
Penny Alderson, **Bill Debarmore**, Specialty Aero Leasing; Vista Aviation
Kristi Lopez, District Director, State Senator Caroline Menjivar, SD20
Patricia Horton, Snr Advisor, US Senator Adam Schiff, D-CA
Alfred Altschul, Owner, Western Hangars
Don Hagopian, President, Whiteman Airport Association; Air Explorers
Arturo Cueva, Owner, Able Air
Roberto Barragan, President, ICON CDC
Dr. Armida Ornelas, President, Los Angeles Mission College
Raul Bocanegra, President, Pacoima Chamber of Commerce
Ruben Rodriguez, Executive Director, Pueblo Y Salud
Dennis Giangrecco, Aerotique; M&D Storage
Jared Yoshiki, Vice President of Airports and State Advocacy, Aircraft Owners & Pilots Association
Richard Coulter, APIP 60
Lisa Fusano, Aviation Explorers, Post 747
Majid Khatib, Billion Air Aviation
Ani Asatoorian, Burbank Air Service
Maribel Becerra, District Director, Congresswoman Luz Rivas, D29
Carol Ford, President, California Pilots Association
Robert "Bobby" Arias, President, Champions in Service
Nick Tucker, City Limits
Gerald Cosey, Civil Air Patrol Squadron 35
Miguel Luna, CEO, Fernandeno Tatviam Band of Mission Indians
Michael Williamson, Friends of Whiteman Airport
Robert Newman, Faculty, Glendale College (Flight Training Program)
Tomas Rippel, Gustintaero
Mike Babayan, Heliosphere
Nick Vartanian, Helitender
John Balkin, Humming Bird
Jesse Padilla, Keystone Aerial Survey
Diana Figueroa, SLO Sun Valley (Foothill Division), LAPD
Yvonne Mariajimenez, Neighborhood Legal Services
Mike DeLorenzo, Pacific Industrial Partners
Don Goldman, Pacific West Aviation
Mikayeel Khan, President, Pacoima Neighborhood Council
Gregory Johnson, RF Film Inc.
Robert Hall, Robert Hall Excavating
Jeanne Fenimore and **Stacie Vournas**, SFV Ninety-Nines
Kevin Schiff, Schiff Aviation Services
Norma O. Chavez, President, Sun Valley NC
Curt Castagna, Van Nuys Airport Association
Dr. Yvonne Chan, Vaughn Next Century Learning Center
Charles Wallasch, Owner, Wallasch Aviation
Larry Welk, Owner and President, Welk Aviation
Wayne Richardson, COO, Welk Aviation
John Felsted, Sierra Pacific Aviation
Josie Zarate, BOC President Neighborhood Watch
Eli Wells, Treasurer, Foothills Trails District NC
John Kaszynski, Wolf Air
Helen Tran, Western Law and Poverty
Crystal Diosy Reyes, Voces Unidas en Pacoima
Gabriela Cortes, Tia Chuchas Centro Cultural
Paola Flores, Recreate Adapt Educate
David Phelps, Board of Directors, VICA
Sonya Kay Blake, President and CEO, Valley Economic Alliance

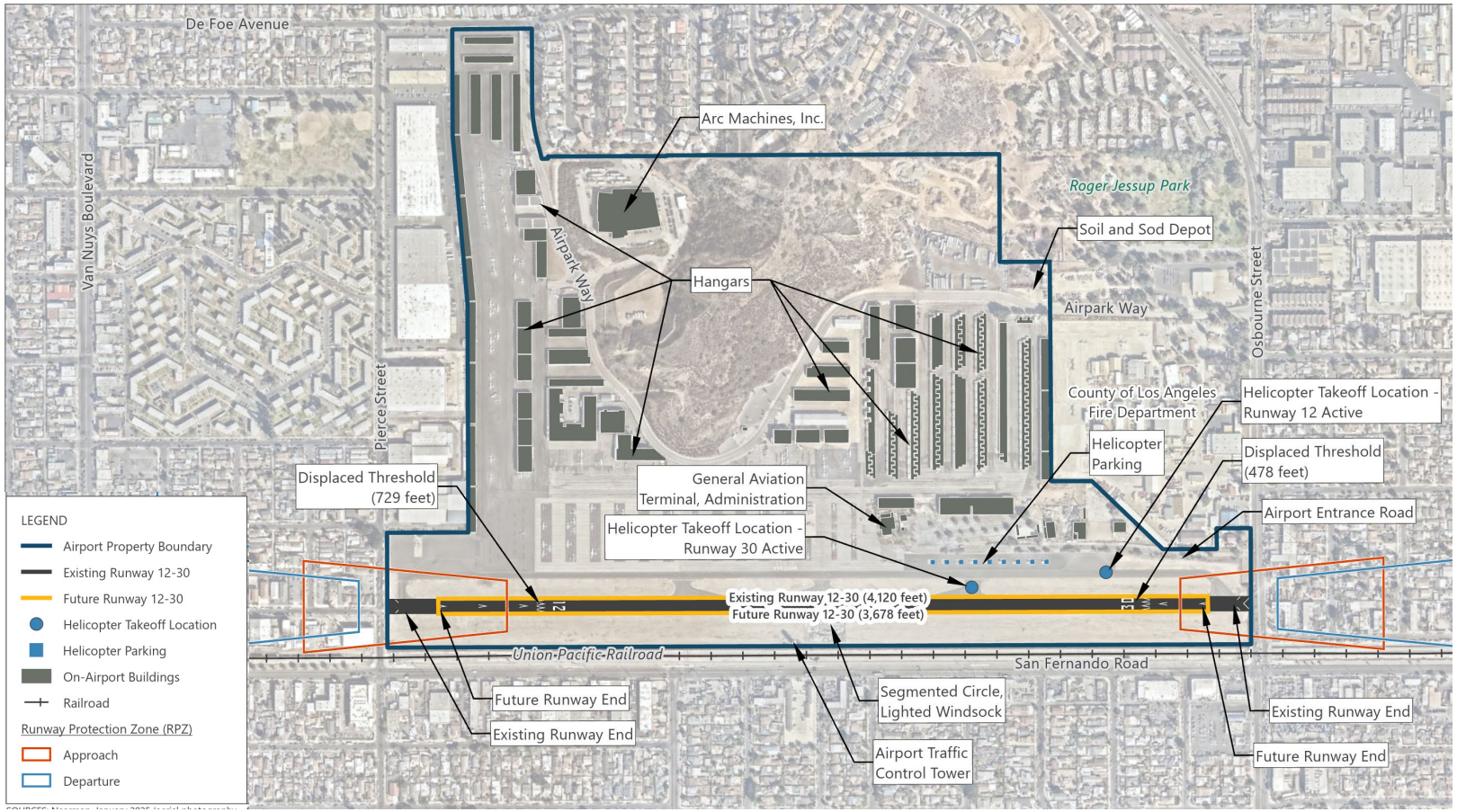
WHP AND COUNTY AIRPORT SYSTEM

- **Part of LA County Airport System**: LA County operates 5 general aviation airports. The airports are managed by LA County Public Works and operate from a single Airport fund.
- **Whiteman Air Park was established in 1946:** County-owned in 1970 and renamed Whiteman Airport in the 1980s; 184 acres.
- **Whiteman Uses:**
  - **Overflow & Hangar Relief**: With approx. **424 based** aircraft, WHP alleviates hangar demand at other general aviation airports including but not limited to Compton/Woodley and San Gabriel Valley, where space is limited.
  - **Maintenance & Service Hub**: WHP offers full-service maintenance facilities, supporting overflow from smaller airports like CPM and EMT that lack advanced services.
  - **Support for Emergency & Public Safety**: WHP airfield used to provide as needed support for LA County and CalFire's Air Operations and occasionally supporting LAPD and other law enforcement aviation. No emergency services are based at WHP.
  - **Pilot Training & Airspace Relief**: As a key flight training airport, WHP helps reduce airspace congestion at EMT and POC.
  - **Reliever Airport:** Designated Reliever Airport in the National Plan of Integrated Airport Systems (NPIAS); relieves congestion from Van Nuys and Burbank. airports.

ONE OF FIVE AIRPORTS IN THE LA COUNTY AIRPORT SYSTEM

WHP AIRPORT LAYOUT

- **Runway**: Single 4,120’ x 75’ paved runway equipped with runway lighting and a precision approach path guidance system.
- **Typically, no jet** aircraft due to length of runway.
- **Control Tower**: Operated & staffed 8am – 8pm by private contractor with state-of-the-art navigational aids and an advanced weather observing system.
- **Fuel & Services**: Facilities offer full and self-service fuel 24/7 including UL94 (unleaded avgas), serving major airframe/powerplant maintenance and bottled/bulk oxygen.



Control Tower

Cessna 172

Bell Helicopter 206

Beechcraft Baron

WHP AIRPORT USERS

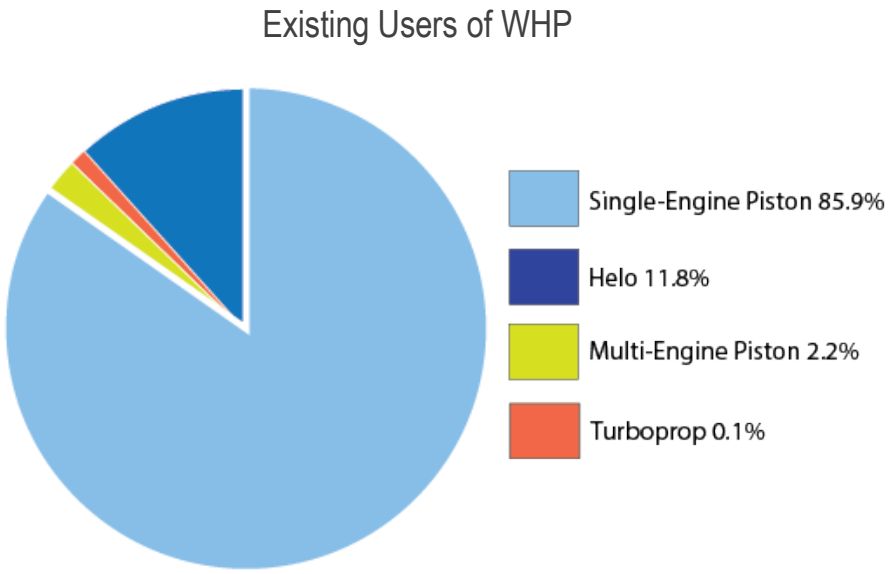
- **Flight education and training**: WHP is a base for Civil Air Patrol's cadet program for training youth pilots, Glendale Community College flight training program, LA Flight Academy, and Vista Aviation Flight School, Experimental Aircraft Association (EAA) Young Eagles, and other nonprofit organizations promoting aviation related training / opportunities.
- **Aircraft maintenance**: WHP is home to Able Air Inc., a family owned and operated business specializing in maintenance for single and twin-engine piston aircraft; Vista Aviation, which offers avionics installation services; Round Motors, and Schiff Aviation maintenance services, among others.
- **News and aerial production**: Welk Aviation (formerly Angel City Air) provides aerial media and production services; WHP home base for news, weather, and traffic reporting helicopters.
- **Aircraft storage and hangar rentals**: Property management companies provide hangar rentals and aircraft storage at WHP.
- **Private pilots**: WHP is home airport for hundreds of private pilots and their aircraft.
- **Compatible non-aeronautical uses**: storage, production studio (off-airport), sod farm (off-airport), parking (off-airport)

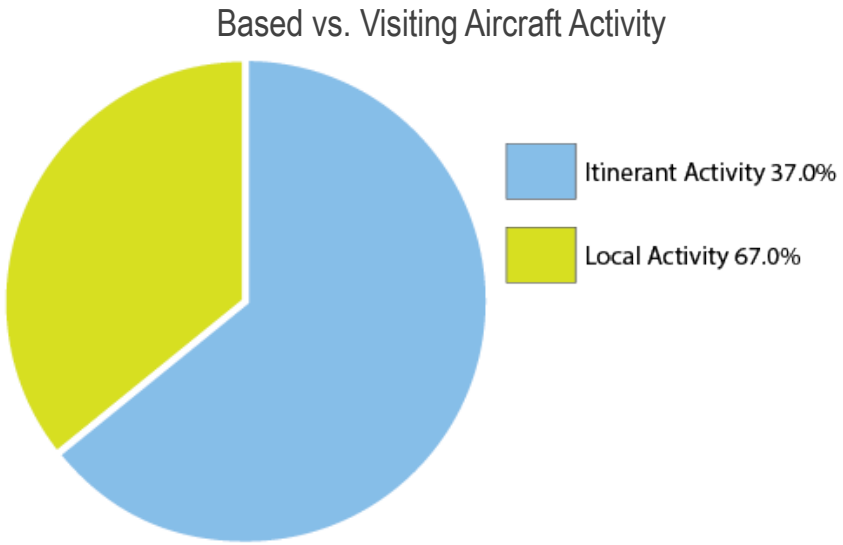
GCC Flight School

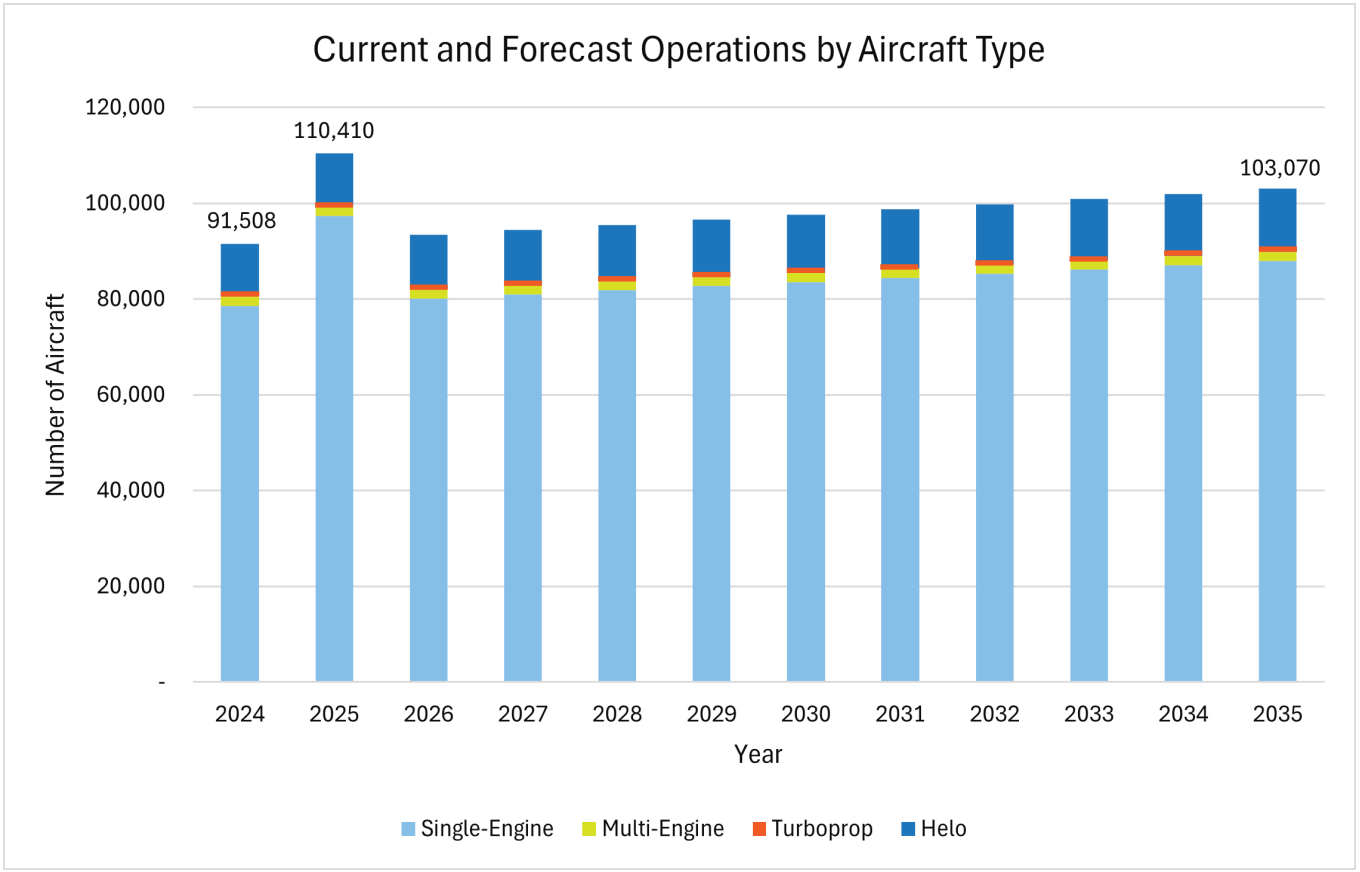
Able Air

Aviation Explorers Post 747

CURRENT & FORECAST AIRPORT OPERATIONS – BY AIRCRAFT TYPE



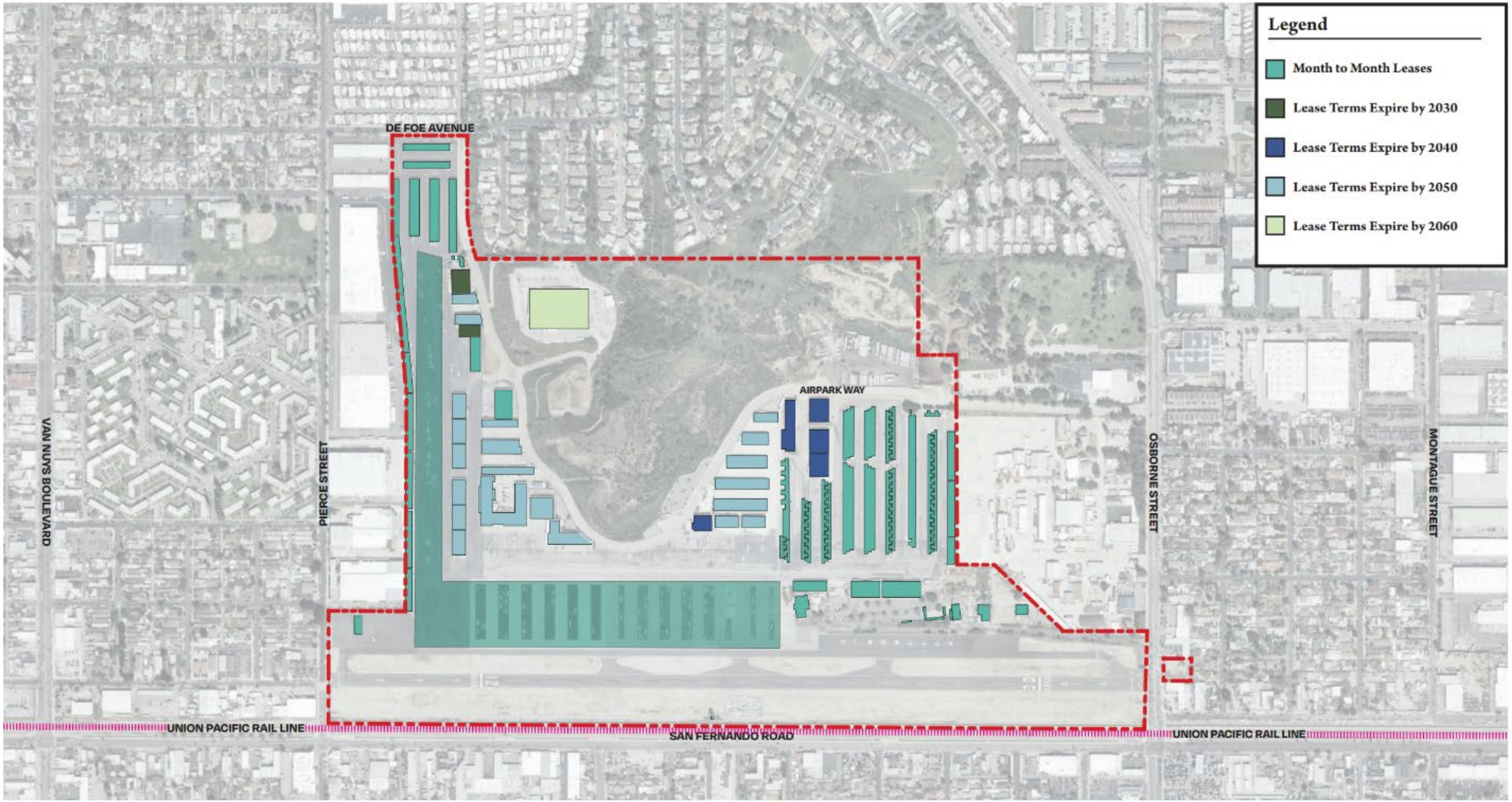




In 2025, approximately18,080 local general aviation operations are included due to a runway closure at VNY. (FAA, Operations Network, May 2025; Ricondo & Associates, Inc, May 2025.)

Operations by based aircraft (“local”) are expected to increase by approx. 1.5% while visiting aircraft (“itinerant”) is expected to see modest growth at .03%

EXISTING LEASE TERMS



EXISTING HANGAR CONDITION AND VACANCY RATES

- Most of the hangars have asphalt flooring and steel exterior.
- The County's 2025 Aeronautical Rent Study Update assessed the amenities provided and the condition of the hangars from Poor to Average. Study found only the Medium T-Hangers were determined to be in good condition.
- While there is an overall vacancy rate for the Airport is 39% - ranging from 5% to 68% based on the type of space leased, there is a waiting list for hangars in good condition.
  - There is a 68% vacancy rate for Tie-Downs.
  - The vacancy rate for Hangars is significantly lower than for Tie-Downs.

2025 LA County Aeronautical Rent Study

Hangar Type	Identification	Vacancy Rate	Amenities	Condition
Executive Hangar	Rows A, C HH, and BB	5%	Average	Average
Small T-Hangar	Rows U and T	6%	Poor	Poor
	Row CC		Average	Average
Medium T-Hangar	Row DD	8%	Average	Good
Small Portable T-Hangar	Rows B, D, G1, G2, H, J2F and C01A	31%	Average	Average
Medium Portable T-Hangar	Rows E and F	14%	Average	Average
Large Portable T-Hangar	Row J	25%	Average	Average

Small T-Hangar
Row T

Small T-Hangar
Row CC

Medium Portable T-Hangar
C-01A

Small Portable T-Hangar
Row H

North Tiedown Area

WHITEMAN AIRPORT CURRENT GRANT OBLIGATIONS

- FAA grants taken by airports fall into 3 categories: infrastructure and equipment, planning, and property acquisition.
- FAA grant obligations prohibit revenue diversion from the airport, require the airport remain operational and in a state of good repair, and that the airport utilize a self-sustaining fee structure.
- Duration varies for each type of FAA grant.
    - Infrastructure and equipment grants last for useful life of the facilities/equipment or 20 years, whichever is sooner.
    - Planning grants obligate the airport for the life of the project.
    - **Grants used for property acquisition obligate the airport in perpetuity unless released by the FAA.**
- Whiteman has taken a number of grants since 1984 including 3 COVID-related grants, and a grant in 1999 for land acquisition to acquire two at the end of the runway in the Runway Protection Zone (RPZ).

Year	Project #	Grant Category	Description
1984	001-1984	Infrastructure & Equipment	Improve Access Road, Construct Taxiway, Install Apron Lighting, Improve Airport Drainage
1986	002-1986	Infrastructure & Equipment	Improve Airport Drainage
1988	003-1988	Planning	Conduct Airport Master Plan Study
1993	004-1993	Infrastructure & Equipment	Taxiway, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
1999	005-1999	Property Acquisition	Remove Obstructions, Acquire Land for Approaches
2001	006-2001	Infrastructure & Equipment	Improve Access Road
2002	007-2002	Infrastructure & Equipment	Expand Access Road
2003	008-2003	Infrastructure & Equipment	Construct Service Road
2006	009-2006	Infrastructure & Equipment	Rehabilitate Runway, Rehabilitate Taxiway
2007	010-2007	Planning	Update Airport Master Plan Study
2008	011-2008	Planning	Update Airport Master Plan Study
2008	012-2008	Infrastructure & Equipment	Construct Apron
2010	013-2010	Planning	Conduct Miscellaneous Study
2011	014-2011	Infrastructure & Equipment	Rehabilitate Apron
2013	015-2014	Infrastructure & Equipment	Install perimeter fencing
2020	017-2020	Infrastructure & Equipment	Zero Emissions Vehicle/Infrastructure
2020	018-2020	COVID relief	Coronavirus Aid, Relief, and Economic Security (CARES) Act Funds
2021	019-2021	Planning	Develop Sustainable Master or Management Plan
2021	020-2021	COVID relief	Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act Contract Tower; CRSSA Act Funds
2022	021-2022	COVID relief	General American Rescue Plan Act (ARPA) Funds

FAA APPROVAL REQUIRED FOR AIRPORT CLOSURE

- Airport closures have been proposed for a variety of reasons, including financial insolvency, repurposing of land, urban development pressures, or changes in aviation demand.
- FAA approval is mandatory for grant-obligated airports like Whiteman.
- Airport closure process governed by FAA Order 5190.6B and 14 CFR Part 157.
- Airport sponsors must show that the property is not needed for present or foreseeable civil aviation and must follow detailed processes and meet high thresholds to obtain FAA approval for closure.
- FAA rarely approves airport closure and sets stringent requirements.
    - Reviewed all recent airport closure requests – both approved and denied – to understand factual similarities to WHP.

FORMAL REQUEST TO THE FAA MUST INCLUDE THE FOLLOWING:

1. COMPELLING RATIONALE
Must show no feasible alternatives to keeping airport open.

2. INVENTORY AND EVALUATION
Affected land and assets.

3. PROPOSED LONG-RANGE LAND USE
Post-release development plans.

4. STAKEHOLDER CONSULTATION
Document engagement with affected parties.

5. NATIONAL AIRSPACE IMPACT ASSESSMENT
No significant impact nationally, regionally, or locally;
No degradation of system capacity, access, or safety;
GA users must have reasonable alternative access.

6. GRANT OBLIGATIONS COMPLIANCE
Ensure all federal grant terms are satisfied.

FAA GRANT FOR LAND ACQUISITION

In 1999, LA County received a $250,000 FAA grant to acquire two parcels on Osborne Street that are in the Runway Protection Zone.

- Grant 005-1999 was used to purchase two parcels at the end of the runway on Osborne Street.
- May mean obligation to operate WHP in perpetuity unless LA County able to obtain release from FAA and must repay the funds.
- County to engage FAA to seek clarification on this grant's implication to closure process.

BAE MARKET STUDY: DEMOGRAPHICS HIGHLIGHTS

- Pacoima is majority Hispanic/Latino community with a somewhat younger and lower-income population than the broader SFV. Rates of educational attainment for local residents also tend to lag the SFV as a whole.
- The area's population declined slightly between 2010–2024, though household numbers increased, pointing to a growing trend towards smaller household sizes.
- Residents mainly work in manufacturing, construction, retail, and healthcare industries and tend to commute out of the area to other parts of the City and LA County.

Pacoima Hispanic Population, 2024 **89.3%**	Pacoima Median Age, 2024 **34.9**	Pacoima Median HH Income, 2024 **$74,254**	Pacoima Population Change, 2010-2024 **-6.8%**	Pacoima Employed Residents Working in Manufacturing, Construction, Retail, and Healthcare, 2024 **48.4%**
SFV Hispanic Population, 2024 **43.3%**	SFV Median Age, 2024 **39.5**	SFV Median HH Income, 2024 **$90,425**	SFV Population Change, 2010-2024 **1.6%**	SFV Employed Residents Working in Manufacturing, Construction, Retail, & Healthcare, 2024 37.5%

EXISTING MARKET DEMAND BY USE

- In 2022, 3 largest industry sectors in Pacoima by number of jobs were healthcare and social assistance, retail trade, and manufacturing, accounting for 6,461 jobs. A large share of Pacoima residents are employed in these industry sectors.
- In 2025, six of the top ten employers (with 50+ employees) in the Whiteman Airport area are in the manufacturing industry.
- Based on Pacoima's existing share of jobs in LA County by Industry, **Retail Trade, Transportation, Warehousing, Bioscience, and Healthcare** and **Social Assistance** provide most opportunities for growth in area.
- Housing demand across product types and affordability levels remains robust in Pacoima.
  - Note: further environmental testing / soils analysis required to determine if WHP is suitable for housing.

Aviation Mechanic Jobs

Senior Living / Rehab Services

Bioscience

Healthcare/Medical Offices

Manufacturing

Ground Transportation

Food & Beverage

Warehousing

DEVELOPING LAND USE STUDY POTENTIAL SCENARIOS IN CONSULTATION WITH STAKEHOLDER INPUT

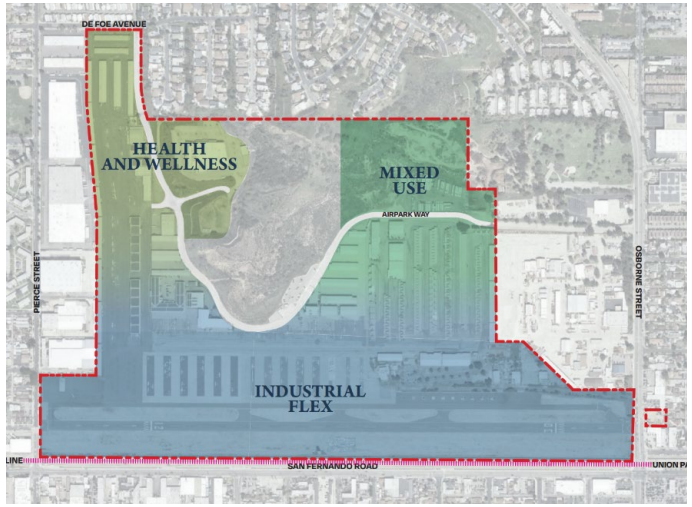
Focus Groups will be held in November and Open House in December to Secure Stakeholder Feedback on the Following:

1. Options that Envisions a Full Closure and Redevelopment

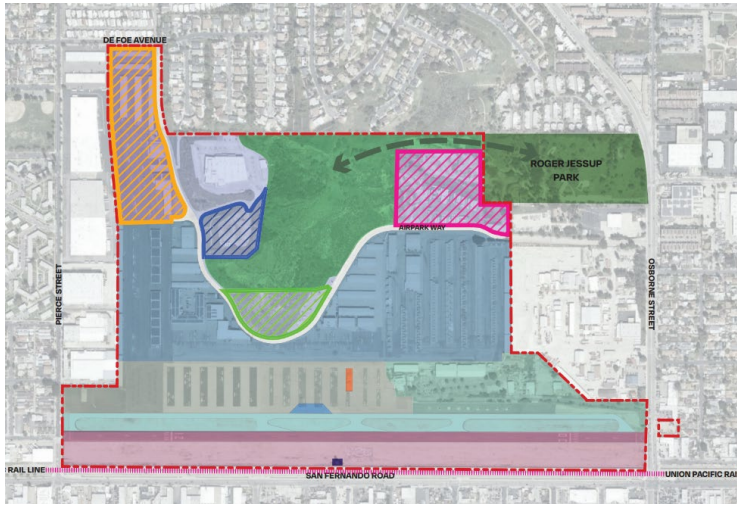
2. Options that Maintain Airport Operations with Required Maintenance and Other Improvements (safety, sustainability)

3. Options that Maintain Airport Operations with Required Maintenance and Includes New Nonaeronautical Compatible Development

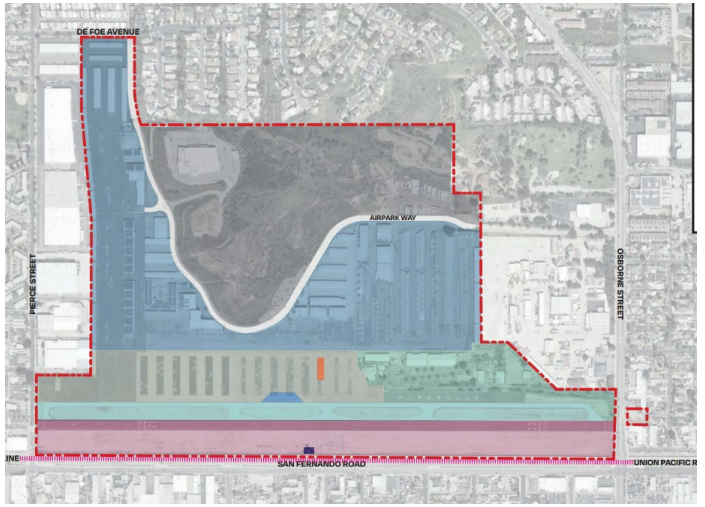
NOTE: Conceptual / illustrative site plans for discussion and feedback only – to be presented to Focus Groups and Public Open House



FULL CLOSURE EXAMPLE

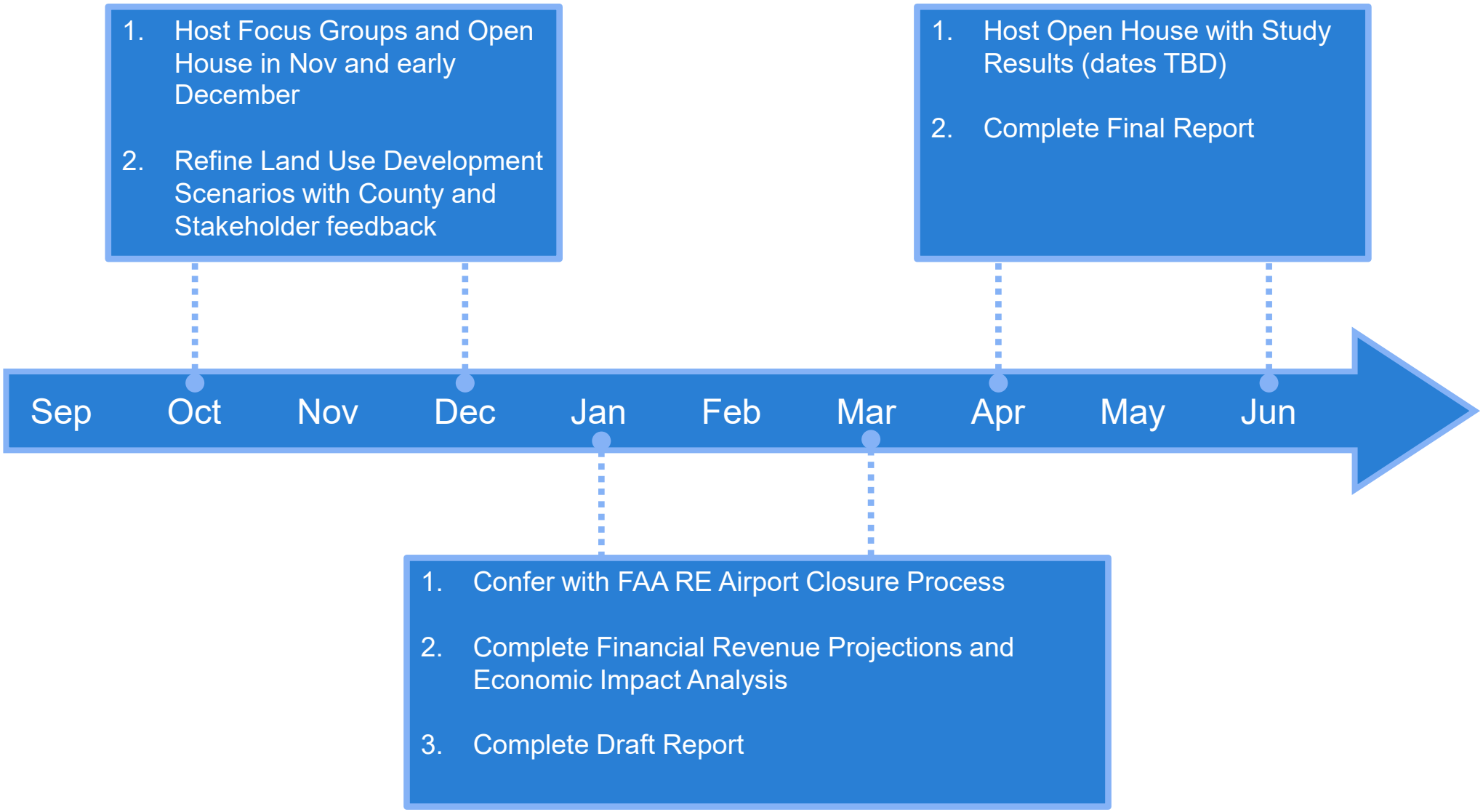


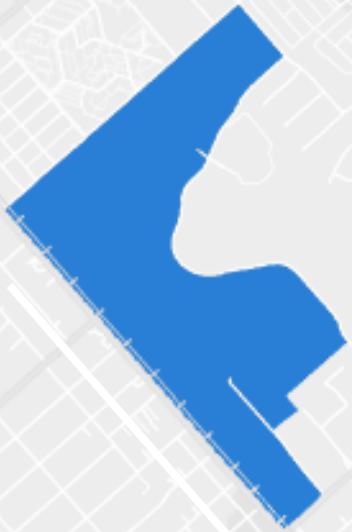
HYBRID – AIRPORT WITH OTHER DEVELOPMENT



AIRPORT WITH MUCH NEEDED IMPROVEMENTS

NEXT STEPS


1. Host Focus Groups and Open House in Nov and early December
2. Refine Land Use Development Scenarios with County and Stakeholder feedback
1. Host Open House with Study Results (dates TBD)
2. Complete Final Report
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
1. Confer with FAA RE Airport Closure Process
2. Complete Financial Revenue Projections and Economic Impact Analysis
3. Complete Draft Report



WHITEMAN AIRPORT
October 2025

Thank you!