



**PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

Correspondence Received

Agenda #	Relate To	Position	Name	Comments
			The following individuals submitted comments on agenda item:	
29.		Favor	Andre R Champagne	Whiteman airport provides important support for emergency operations such as wildfire aircraft staging. I'm in favor of the airport's operation and safety improvements.
			Andrew M Gulsrud	
			Andrew S Pomerantz	<p>Dear Honorable Board of Supervisors.</p> <p>The Whiteman Airport is an asset for the community at large, and as such much be preserved.</p> <p>Whiteman brings in more revenue than any other county airport; however, not all that revenue remains at the airport. Considering recent events, the claim is that the safety of the airport needs to be studied. The airport can improve on safety but that requires funding. That funding is available from the federal government, but those finds are not making their way to support Whiteman as a member of this board has put a stop to the county accepting federal funds that are needed to improve the safety of the airport, the same claim that this board states is one of the reasons to close the airport, namely that the airport is unsafe.</p> <p>Whiteman is important as a provider of emergency services to the County of Los Angeles and all of Southern California just as it was during the recent Los Angeles area fires and other local emergencies.</p> <p>Moreover, the County continues to rely on recommendations from a Community Advisory Committee formed in 2020. The information that committee provided is long outdated, and relying on that information today, is not a credible reflection of current community sentiment. In fact, many San Fernando Valley neighborhood councils, including the Pacoima Neighborhood Council, have formally voted to support keeping Whiteman Airport open. These are elected bodies representing hundreds of thousands of residents.</p> <p>As such, the Board needs to really work towards making Whiteman a safer facility as it has claimed and that must start by accepting the federal funds available to make the airport a better and safer airport for all of Los Angeles County and Southern California.</p> <p>Sincerely, Andrew S. Pomerantz</p>
			Anthony C Schwarz	There is no rational justification for denying the use of FAA funding to help assure that WHP is safe and functional. The County should be obligated to openly explain why they have not used available funds from the FAA. What are you hiding??
			Caelia Moore	I fly into whiteman airport regularly. It is a useful airport for those learning in the San Fernando valley and a useful asset to the area.



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29.		Favor	Craig Hosking	<p>I am in favor of enhancing safety at Whiteman Airport and opposed to the substantial time, money and effort that Supervisor Horvath is spending in an attempt to close the Airport, along with the County's withholding of FAA money that should be used for safety enhancements. As relates to safety, although airplane accidents make great headlines is there really a safety hazard to the public compared to other activities in the general vicinity of the airport? Of the (headline grabbing) aircraft accidents that have occurred in the last 10 years, not one single member of the public on the ground has been injured or killed. In just the last week alone the train killed 2 people. If Horvath is really concerned about public safety why isn't she tryin to ban the train from operating? Why isn't she trying to make it slow down? Let's compare the Airport's perfect safety record as it relates to injuries to people on the ground with the very dangerous automobile, motorcycle, scooter and bikes. How many people in Pacoima have been injured or killed in the last 10 years by those dangerous devices? If Horvath really wants to see airport safety improve then let's release the FAA money that is being withheld to enhance visual approach path lights, create an ILS so landing pilots have perfect Glide Slope information, improve the tower, etc. etc?</p> <p>Those of us that operate business at the Whiteman Airport have been watching Horvath's attempt to close the airport for years. Doesn't anyone realize that the only one that can close an airport is the FAA? This really isn't a question. Additionally, several years ago I attended some of the first meetings of her groups. Even IF the County and Horvath could close the airport ,no one at the meetings would address the real costs which include returning 10's of million of dollars to the FAA. Dozens of more millions to buy existing tenants out of their leases etc. as well a the loss of millions of dollars that aircraft owners like me and others bring into the local community. I personally pay thousands in property taxes on my aircraft as well as thousands more to local gas stations, restaurants, hardware stores, auto repair, car washes etc. I buy at least \$20,000 in fuel purchase from the airport. I'm just one guy with two aircraft but I'm easily bringing in \$70,000 to \$90,000 into Pacoima and LA County every year. Thanks to all for your consideration of my message here today!</p>
			Denise Anderson	
			Helen Tran	See attached letter from multiple signatories.
			Jeffrey Knowles	Whiteman is a vital community asset. Investment in infrastructure is needed to maintain safe operations. The County committed to the FAA many years ago to keep the airport open. Ignoring the infrastructure and letting the facility deteriorate will not change that commitment, it will only degrade safety. Please do the right thing. Federal grant funding is available to improve the airport.



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29.		Favor	Mariam Moore	I strongly support Whiteman Airport as a critical public asset that delivers real value to the community, the region, and the aviation system. Its purpose is aviation, and it should remain an airport—not be redirected into a development opportunity for special interests, political deals, or outside agendas. Whiteman Airport supports emergency response, public safety, aviation training, economic activity, and local accessibility, and those public benefits must be protected. Any attempt to close or repurpose Whiteman Airport should be rejected. This decision should never be driven by Pacoima Beautiful, ICON CDC, Councilmembers Rodriguez and/or Padilla, or any backroom arrangement involving nonprofits or city officials. Whiteman is a community airport, and it should be left alone to serve the purpose for which it exists. Its future must be determined by the public interest, not by private influence or political convenience.
			Michael Freed	The County should use current airport income and available federal grants to improve operations and safety at Whiteman Airport which is a critical part of the local and national airspace system.
			Sarah Olson	The benefits clearly outweigh the cons. Please dont let a small un-informed group of people close this vital airport to the ENTIRE Southern California population. Its ridiculous. These people who want the airport shut down are running on emotion. They are NOT listening to the facts which have been laid out for them. The study recently done for your Board has clearly shown all the facts to support the airport that this small group is using to substantiate their stance to close it. Such as noise, polution and lead. They just dont want to hear it.
			sonja williams	Keep Whitman airport OPEN!!!



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29.		Favor	Tomik Hosepian	<p>Whiteman Airport plays a vital role in the aviation industry. Speaking both as a student and an employee it is disheartening and strange to see that no funding is being provided to enhance, innovate, and improve the future of this airport and the future of aviation.</p> <p>Do not forget that all the airline and cargo pilots that the economy is reliant on start off as students in these small GA airports. If we start shutting down these airports, it will take a huge toll on the economy.</p> <p>Instead of investing in the safety and future all I see is a bunch of political games where as usual, the average person is screwed over. Not only are funds not being allocated to improve the safety of the airport, now you have people trying to shut down the airport and take away others livelihood. Over and over, I hear "we must improve public safety," or "we must grow the economy and bring in more local jobs" and yet funds are being frozen. There is no investment going into the airport to make it safer, no investment or initiatives for businesses to move in to help improve the economy and quality of life for the residents, and now there is an effort to shut down the airport and take away jobs and education opportunity from the people.</p> <p>What the LA County Board of Supervisors needs to understand is that aviation is a very unique part of SoCal. As an immigrant there is no way I would ever be able to achieve my dream of becoming a pilot if it was not for the opportunities that places like Whiteman airport provide. Do the right thing by keeping the airport open and release funds for the future of this airport.</p>
			Trent Sanders	<p>Whiteman isn't unsafe per se but there are three things that would make Whiteman safer.</p> <p>Remove the utility pole that's about 100 feet north of the north end of runway 12. Eventually somebody is going to hit it when landing or lose control trying to avoid it.</p> <p>Install a density altitude display at the end of each runway. They have large luminous numbers telling pilots what the density altitude is without the pilot being distracted calculating the density altitude by hand when waiting to take off. Many airports have them.</p> <p>Install large "bill boards" adjacent to the runup areas depicting the patterns and altitudes of both the east and west patterns.</p>



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29.		Oppose	Brent M Noll	<p>to the Board of supervisors,</p> <p>I'm a pilot out of Whiteman Airport; I rent planes from Vista. Safety out of the airport is also my number one concern, but your actions against the airport feel largely performative. The input provided by the CAC was deeply biased against aviation. The CAC cannot realistically provide any useful insight to the airport because it seems to just be a bunch of appointees by Monica Rodriguez to further the agenda of those who want to redevelop the airport.</p> <p>Safety at the airport could certainly improve though. let me give you some feedback, based on my experience as a student of Vista, and a plane renter.</p> <p>The airport needs federal funds to make much needed repairs, which the board is withholding. please allow the airport the funds it needs to fix the runways, taxiways, relocate run up areas, and fix the ATIS, the ATIS is currently barely functional at KHWP, its almost inaudible right now, and the phone number is broken, so pilots cannot even call to get the weather information. pilots need to obtain weather information before landing or taking off so this is critical to flight operations.</p> <p>I would also support undergrounding the wires near threshold to runway 12, that would certainly improve the area in cases where a plane has an engine out on short final, and it would also make the area nicer for the residents of Pacoima, so a win/win. We have underground wires in my town of Burbank, and it is an aesthetic asset that makes communities much nicer to be in.</p> <p>I think pilot age is a factor in the most recent incident, and although the NTSB has yet to determine the cause of the wire strike, I believe it is going to come down to pilot error. I would suggest asking the plane rental businesses such as vista to look into stricter requirements for pilots over 60. Right now, to be current, legally a pilot must have a flight review with a certified instructor once every two years, but you could in theory ask the schools to increase that to once a year for pilots past a certain age. As pilots we are always seeking to improve our skills, and more time spent flying with instructors is always a good thing.</p> <p>Also please listen to the Los Angeles County Aviation Commission when they make recommendations. people like Dennis Lord really do know what they are talking about when it comes to airport operations. Thank you</p> <p>-brent</p>



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29.		Oppose	Daniel Lubell	We all heard the stories about how General Motors killed the Red Car trolley service to sell buses, and we will never get that city asset back. Note that politicians were in on that tragedy. Angelenos learned from that story, and even decades later we are watching as politicians are motivated by biased groups posing as citizen groups push agendas of developers and other commercial interests. The community knows that Whiteman airport brings jobs, income, education and opportunity. The real community representatives are saying this. Listen. Once this public resource is eliminated, like the Red Car, it will never come back.
			David Kolstad	Observe the airport Master Plan published in 2009--don't just ignore it. End the freeze on funding at Whiteman so wires can be removed--as has been requested several times in past years. Clear the safety zones of containers and other items that make them unusable for that purpose. Recognize that people make mistakes and we shouldn't restrict a vital resource because things occasionally go wrong.
			Hollis Erdmann	The entity who are most responsible for any safety issues at Whiteman airport is the County Supervisor who is blocking FAA funds which are designed to improve safety at Whiteman. So if safety is your primary concern, then please unlock the funds.



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29.		Oppose	James A Miller	Once again Supervisor Horvath is asking for a study instead of directing action. Thirty years ago, the County of Los Angeles completed a Master Plan for Whiteman Airport calling for the creation of Safety Zones at each end of the runway. To date they have purchased two small parcels of land with FAA funding. If the direction of the Master Plan had been carried out, the 2020 aircraft crash and the 2022 crash would have had different outcomes. In the 2020 crash, the pilot would have reached the runway and landed safely. In the 2022 crash the pilot would have had a safe location to land. However, because the County has failed to create the safety zone, he tried to land on the railroad tracks and hit the crossing arms. Even the most recent accident may not have happened if previous requests to have power lines buried had been listened to, instead the very same people who claim the airport is unsafe, fought against it and won, leaving the hazard in place. The recommendations of the Community Advisory Committee did not address the Safety of the airport. They addressed lead exposure which has been proven to be less than in other parts of the Metropolitan Area, with Child blood levels a fraction of those found away from the airport. Airborne Lead coming onto and passing through the airport is significantly lower than EPA standards. A close to \$2 Million Dollar Study concerning closure has been going on now for almost two years and is wasting valuable tax dollars to study something the County knows can not be done. Supervisor Horvath, in this motion, wants the Department of Public Works to identify funding sources for Safety Improvements. Here is the source for Safety Zones, the FAA. Do not continue to waste tax dollars on studies, direct the Department of Public Works to immediately pursue money from the FAA for these critical Safety Improvements. It does not take a motion, just Supervisor Horvath resending her order to the Department of Public Works to not accept any money from the FAA. This is a problem Supervisor Horvath created and she can solve it without a study or motion today!
			Kelly Kitko	Question for the Board: It is my understanding that, due to land grant obligations originating in 1998, Whiteman Airport is required to remain open either in perpetuity or at least until 2038 (40 year commitment). If this is true, then why did the BOS vote to spend close to \$2 million in taxpayer money to study closure and redevelopment of the Airport? Thank you



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29.		Oppose	Marlene Rader	<p>Agenda item #29 May 5, 2026</p> <p>This motion is premature and potentially misguided. The crash is still under investigation by the Federal Aviation Administration and the National Transportation Safety Board, and no cause has been identified. Acting now risks creating policies based on speculation rather than evidence, which may fail to address the real issue. Suspending Section 22.1 is also unacceptable. Bypassing standard procedures undermines transparency and careful decision-making, especially on an issue this complex.</p> <p>There are also jurisdictional concerns. Aviation safety is primarily regulated at the federal level, so County-led measures could be redundant or conflict with existing rules. The seven-day deadline further adds pressure for rushed, incomplete recommendations.</p> <p>Additionally, Lindsey Horvath should release any funds she has frozen from the FAA. Restricting those resources risks weakening safety efforts rather than strengthening them. Whiteman Airport is a vital asset to surrounding communities and helps support the County's broader airport system. A better approach would be to wait for the investigation results and base any decisions on clear, reliable data.</p> <p>I ask that the Supervisor oppose passing this Motion.</p> <p>Thank you Marlene Rader</p>



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29.		Oppose	Matthew Stone	<p>To the LA County Board of Supervisors:</p> <p>It is long past time for the Board of Supervisors to stop its careless, needless and neglectful refusal of federal funding which is offered to Whiteman Airport. The funding freeze was never approved by Angelenos and has undercut safety. Item 29 is also flawed and does not meet the moment as needed.</p> <p>Proper action today regarding enhancing safety at Whiteman Airport means voting NO on the flawed Item 29 motion and proceeding with the common sense measures aviation experts have long recommended instead.</p> <p>The money for these things is freely available--the BOS must simply stop letting special interests' anti-airport politics be prioritized over people and public safety.</p> <p>Overwhelmingly the local community supports KEEPING Whiteman Airport open and operational so that it may CONTINUE to serve the community.</p> <p>To best accomplish this, Federal Aviation Administration grants must be accepted to finance critical modernization and safety improvements.</p> <p>As the FAA has already acknowledged LA County's obligation to operate Whiteman as an airport in perpetuity; there is no legitimate reason to decline FAA funding...the time to accept it is now.</p> <p>Do not delay or deny upgrades to Angelenos--the public deserves this and special interests advocating for developers have no right to block these.</p> <p>Angelenos not only need Whiteman to remain open, they want this outcome. For the sake of fairness and proper governance, this must be respected and acted upon by facilitating and supporting Whiteman's continued function.</p> <p>Only a very small group of individuals, often motivated by profit seeking, wish to see the airport closed. Angelenos' best interests and will should not be held hostage by anti-Whiteman special interests' lobbying to stop airport improvements and progress that is favored by and helpful to the majority.</p> <p>The selfish focus of anti-Whiteman advocacy groups on profits and politics over people and public safety cannot be allowed to dictate policy:</p> <p>To respect the will of the people, the Board of Supervisors must vote NO on Item 29, end the federal funding freeze at Whiteman and accept needed new grants at Whiteman to support safety and upgrades.</p>



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29.		Oppose	Michael N Anderson	Do not close or diminish Whiteman Airport. Leave our Airport alone and functioning as an Airport. Community needs this Airport. Leave it alone!
			Niki Britton	See uploaded document.
			Patricia Anderson	DO NOT REPURPOSE OR ALTER WHITEMAN AIRPORT FROM IS PRESENT FUNCTION AS AN AIRPORT. LET THE FAA HANDLE SAFETY. DON'T USE MISLEADING TITLES TO MASK TRUE INTENTIONS. WE WANT AN AIRPORT NOT ANY OTHER DEVELOPMENT.
			Robert Obreiter	My name is Robert Obreiter. I am a certificated flight instructor, I operate out of Whiteman Airport, and I have a hangar there. I fly with and instruct students alongside the many pilots who depend on this airport every day. I am writing in support of keeping Whiteman Airport open and urging the Board to focus this conversation where it belongs -- on safety improvements and community investment, not closure. This morning I spoke with a parent in Sylmar who had no idea that her 15-year-old son could take a free introductory flight through the EAA Young Eagles program - right here at Whiteman. She had never heard of it. That conversation is a small example of a much larger missed opportunity. Whiteman Airport serves a vital function in the Southern California basin -- emergency response, wildfire support, general aviation access for the entire San Fernando Valley. But it is also an underutilized community asset. With the right investment and leadership, it could be doing so much more: youth aviation programs, workforce development, STEM exposure for kids in Pacoima, Sylmar, and the surrounding communities who have no idea what is possible for them here. The safety concerns are real and they deserve real solutions - not a study guided by a disbanded 2020 committee with documented closure bias. And not a report back in 7 days. Fund the safety improvements. Invest in this airport. Expand what it offers the community. Closing Whiteman Airport would be a permanent loss of infrastructure that cannot be rebuilt. Investing in it would be a lasting benefit to the entire region. Thank you.
			RONALD A BERINSTEIN	This motion capitalizes on sensationalism, and potentially NOT the Public Welfare.



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29.		Oppose	Stephen Watson	<p>Perhaps Supervisor Horvath could avail herself of the existing Whiteman Airport Master Plan (pw.lacounty.gov/core-service-areas/uploads/2026/01/Whiteman_MP-1.pdf), from 2011, which details numerous enhancements at the airport which should have been implemented by now. Included in these are changes to the runway protected zones and safety zones adjacent to the approach and departure ends of the runway and which, if they had been implemented as originally planned instead of being stymied by obstinate refusals to improve airport safety or accept federal funds, could have mitigated 2 of the 3 recent accidents and likely saved at least one pilot's life. Instead, we had a multi-year effort via a community "study" which merely acted as a vehicle for one group to ram through their plan to close the airport and ignore or dismiss all other suggestions by those in favor of keeping the airport open, despite that recommendation being completely non-responsive to the original charter and the board's direction (if this were a government contract, the committee's report would have been deemed non-responsive and thrown out).</p> <p>Enough with the shouts for closure. The community committee was a dishonest attempt by a few people to make their demands to the exclusion of all other viewpoints, using whatever means they could including blatantly false and misleading data. They were never tasked to come up with a plan to close the airport; in fact, quite the opposite.</p> <p>It's time to go back to the 2011 Master Plan, evaluate the options presented including the preferred option, end the moratorium on acceptance of federal funds and get on with improving the airport and ensuring has the equipment, facilities and tools to operate safely. Failing to do so is pandering to one small group with an extremely vocal and antagonistic approach, at the expense of a far larger set of constituents.</p>
		Other	Alexander Kappner	<p>I am a commercially rated pilot who has undergone significant training at Whiteman Airport during their initial flight training. Whiteman Airport is generally a safe airport. There is nothing unusually hazardous about its locations or its facilities, which is evidenced by the fact that many flight schools use it is a training airport for novice students. It is particularly valuable to pilots in their initial training stages due to its frequent crosswinds, teaching pilots essential stick-and-rudder skills. Other airports with similar conditions are substantially further away for pilots from the LA area. Whiteman Airport is an asset to the National Airspace System and should remain open.</p>



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29.		Other	Carl Povilaitis	<p>I'm certainly in favor of taking action to improve safety at Whiteman airport.</p> <p>Over the last several years, it seems very limited or no funding has been prioritized for safety and the federal monies available for this purpose have been frozen or "left on the table." Even a 30-year-old master plan had recommendations for improvements, but there has to be the political will to actually take steps to make those improvements. Looking from the outside, in more recent times, there seems to be a deliberate indifference when it comes to investing in infrastructure or safety improvements at the facility, and such neglect has consequences. This needs to Change!</p> <p>I hope that the policy will change to one that recognizes the value of the facility, the support it has, the multiple roles it plays in the community, and the responsibility the assess has had can continues to have to operate and improve safety at the Whiteman. It is time to utilize available federal funding, along with revenue generated by the airport to make these improvements while minimizing any impacts to county taxpayers at-large.</p>
			Chris D Thomas	<p>Horvath told Public Works not to accept the \$50,000,000+ from the FAA for Whiteman safety and services.</p> <p>She is accountable for the underfunding of the airport and the recent accident. This is an opportunity to transform the airport into a community asset, not tear it down</p> <p>Lets build 100's of millions of \$'s in value for our community.</p> <p>Let's request Horvath support the majority of our community, indeed as she was elected.</p>
			claudia herrera	<p>I support keeping Whiteman Airport open. I grew up just a few blocks from WHP and it was my first introduction into general aviation. As a little girl, my dad would drive us to Rocky's and we would watch airplanes and helicopters departing and landing at WHP. I would eventually become a rated helicopter myself. Keep WHP open, it is an asset to Pacoima...it always has been. Most community members I chat with are against closing Whiteman Airport.</p>



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29.		Other	Eric Haase	<p>The Board of Supervisors needs to accept federal money to support airport improvements. Instead they are IRRESPONSIBLY refusing free federal money and instead deciding to spend LOCAL taxpayer money that SHOULD BE USED for other community projects. Theyre doing this in an attempt to default on the obligation to keep the airport open. They think by rejecting free federal money they won't be bound to the FAA agreement to keep the airport open. But they are wasting local taxpayer money to ONLY DO THE BARE MINIMUM for safety at the airport. This is local taxpayer money that would and should be normally used for community projects like clean water and improved social programs. The airport normally is self sustaining in its day to day operations from local hangar rents, fuel sales, etc. So the Board of Supervisors is using our local tax money instead of accepting MILLIONS of dollars in free federal money to make the airport safe. This is an outrageous default of their responsibility to the community. Their actions are making the airport less safe by depriving the airport of free federal dollars used for safety and improvements. AND their actions are harming the community by spending hard earned LOCAL tax dollars where they normally dont need to be spent because the federal government usually pays for the improvements.</p> <p>This strategy to shut the airport down is harming the community every day by depriving it of other programs that can be funded through local tax dollars, but instead the Board of Supervisors is using the local tax dollars for bare bones improvements at the airports that the federal government normally pays for. Theyre playing fast and loose with our local taxpayer money and harming the community while pretending the airport is a harm to the community. The airport brings economic growth, good jobs, and opportunity for the community. The Board of Supervisors would rather have another apartment development owned by millionaires and billionaires and theyre willing to waste local taxpayer money to make the airport less safe and deprive the community of other programs it deserves. It's time to accept free federal taxpayer money and support the airport properly.</p>



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Agenda #	Relate To	Position	Name	Comments
29.		Other	Kyler Willett	<p>The FAA has long since made millions of dollars in funding available for safety and community improvements at Whiteman Airport- repairs and improvements to the runway and the airport itself, as well as community efforts like providing sound proofing to houses on the flight path. Among these improvements would have been moving the power lines underground that were involved in last month's accident as they are not to modern safety standards. Had these funds not been held up, this accident would not have happened. The freezing of these safety funds is part of an intentional effort to fabricate a safety issue at the airport so developers can advance their cause of closing this invaluable public resource for the private profit if a few developers. Politicians in the developers pockets who are responsible for blocking this funding should be held personally liable for this incident and any future incidents their dangerous campaign against public safety ends up causing.</p> <p>There is a very easy and obvious answer to improving safety at Whiteman- The freeze on these readily available funds needs to be released immediately and the long overdue repairs and safety improvements to the airport need to be undertaken without any further delay.</p>
			Mac Makoweicki	<p>Please take action to improve safety of the airport by improvements in it's immediate vicinity. A Master Plan for the Airport was completed 30 years ago with recommendations that would have prevented or mitigated at least 2, if not three of the accidents, by creation of Safety Zones at each end of the runways. These zones would have removed wires and would also have removed Little San Fernando Road and the homeless encampment. This would have provided a safe area for the emergency landing by the railroad tracks in 2022. Please take action on what is a no brainer and should have happened long time ago. Before more lives are lost.</p>
			Penny Alderson	<p>It is past time for the Board of Supervisors to listen to the Community, not the few with an agenda. This airport already contributes so much in resources to this community. Emergency services, youth opportunities and scholarships, career opportunities, minority owned businesses, school support, and millions in tax dollars. With FAA funds released the future of Whiteman and the job opportunities created would be substantial. Businesses are wanting to move here and establish themselves, but are unable to because of the lease freeze. We all want a restaurant, more education opportunities, more jobs. The BOS are stopping job creation for this region. Modernization would open many additional doors. With FIFA in 2026, the Super Bowl in 2027 and the LA28 Olympics coming we should be embracing these opportunities for the millions of visitors to LA. This airport will be needed for a transportation hub to these events. This is a fantastic opportunity for the regional communities to embrace, enjoy, and excel.</p>

Agenda #	Relate To	Position	Name	Comments
			The following individuals submitted comments on agenda item:	
29.		Other	Ralf Quint	<p>Why is all the sudden such an urgency of "Enhancing Safety" at Whiteman airport? NTSB records (ntsb.gov/Pages/AviationQueryv2.aspx) clearly indicate that in the last 26 years, within a 10 mile radius of WHP, there have been five (5) fatal accidents, with five (5) fatalities, associated with WHP. That is one fatality every 5 years!</p> <p>On the other hand, there have been in the northern SFV 24 fatal car accidents, with 34 fatalities in 2025, just one single year, alone!</p> <p>It would be prudent to tackle THAT apparent safety issue on the streets, including all the racing, nuisance through extreme loud motor vehicles (+95dbi, the legal limit) and almost constant street takeovers.</p> <p>Addressing street safety would make a much greater impact on the communities than trying to force the shutdown of WHP, just because some developers want to get their greedy paws on some larger piece of land.</p> <p>Creating more high density housing, close to a Very High Fire Hazard Severity Zone, which will lead only to more street traffic and associated issues. And that would only be further enhanced due to the limited access to that area, with the Hansen Hill to the north and the Metrolink train tracks (and the eventually coming High Speed Rail line, in that same stretch) to the south, kind of blocking access on the two long sides. All the while WHP is a supporting asset in times of wild fires just a bit over a mile to the north. You don't want to turn LVT north of the 210 freeway into another Altadena/Pacific Palisades with the next major wild fire in that area. And it is only a question when the next one will happen, not if it will happen again.</p>
			Scott D Heames	It is crazy the way this is worded. everyone wants safety. the plan of 30 years ago should have been put in motion and completed. We need to keep the airport open and safe. those power lines should have been buried a long time ago and the street little fernando road closed down.
			Wendy L Moore	<p>I ask For the county to improve safety at Whiteman Airport because the airport is critical to the neighborhood as an economic engine, Providing Emergency flights for health and fire, and an opportunity for the community to learn to fly and get jobs in aviation. I asked for the county to stop evaluating how to close it and to spend the money instead on how to make it safer.</p> <p>Those power lines should have been below the street so that airplane would never have hit them. Having the power lines there is unconscionable, Putting the pilot's life at risk. Take action now!</p>
			Item Total	40
Grand Total			40	

Morning of April 4, 2026

With reference to Agenda item #29 Enhancing Safety at Whiteman Airport

Dear Honorable Members of the Board of Supervisors:

1. Suspending #22.1 denies knowledgeable stakeholders with related professional backgrounds from comment and allows those without formal training concerning the matter at hand to shape consequences. Recently, the BOS requested the OED to EXPAND and DELAY the \$ 1.3 million dollar report of TriFiletti Consultants and spend \$200,000 to do so. Now a few weeks later, this motion essentially says study is not needed. If so, allocating now what has become 1.5 million dollars to study Whiteman Airport would seem to be pointless and the misappropriation of public funds.
2. Whiteman Airport is NOT responsible for regulating the pilot activity of aircraft that are not even at the airport. Aircraft while in flight are regulated by the FAA, and certainly NOT by the County.
3. Blaming the airport for an accident aircraft enroute to it is tantamount to blaming the County of Los Angeles for the thousands of automobile and motorcycle accidents of those enroute to Los Angeles. The County can not be expected to be responsible for every accident vehicle. Anything otherwise would make the County liable for untold millions of dollars.
4. Referring to the Community Advisory Committee. The "CAC" did not represent the community. The CAC panel was primarily chosen by City Councilmember Monica Rodriguez and was chosen from obligated political staff members, those who receive grant monies from the City, and those with already well known bias that favored private developers accessing public land for fiscal benefit.
5. Certain CAC members voted against community improvement measures that they initially supported because not knowing that Whiteman Airport already had the benefit of perpetuity, they thought voting for the improvements to be paid for with Federal monies would obligate the airport to stay open longer.
6. Conclusion: Whiteman is not responsible for aircraft in the air. The CAC did not represent the community, in fact publicized several false statements of fact that denied the County's own studies. Vehicular accidents happen. Aircraft traffic is much safer than automobile traffic. Addressing otherwise is not only discrimination, but particularly in case, potentially harmful to not only those residents of Pacoima that chose where they are living, but also to the residents of the County-at-large who could be put in harm's way. The airport is referred to on record as recognized by the Baton helpiort management and the FAA as necessary to both expediate emergency services, and to be an important element of the National Airspace System. The motion that at first may sound inviting is faulty and those who are truly for the community well bing should vote, "NO."



421 Aviation Way
Frederick, MD 21701
T. 202-737-7950
F. 202-273-7951

May 4, 2026

RE: Motion 29

Dear Honorable Members of the Board of Supervisors,

The Aircraft Owners & Pilots Association (AOPA) represents the general aviation interests of hundreds of thousands of aircraft owners and pilots nationwide, including XXX in California/LA County. On behalf of AOPA, we write to express our opposition to Motion 29, “Enhancing Safety at Whiteman Airport.”

Safety is always our primary concern, and while we appreciate the County’s willingness to work with federal partners, including the FAA, to enhance safety, this motion appears to deliberately exclude informed non-government industry-specific stakeholders from providing input, and is built on a series of flawed premises that ignore the legal and operational realities of Whiteman Airport (WHP).

Motion 29 states that the county plans to build on the recommendations developed by the Community Advisory Committee (CAC). The Advisory Committee’s recommendations included closing the airport, which the FAA has already stated obligations that the County has previously agreed to, and discontinuing the sale of leading avgas to promote public safety. I’ll remind the BOS that the lead study from 2024 found **no statistically meaningful increase in blood lead levels near the airport compared to the broader county**. In addition, federal regulations require airports which have accepted Federal grants to make leaded fuels available until 2030 when viable alternative fuels are expected to be commercially available.

Community Representation:

- Suspending #22.1 excludes informed stakeholders with relevant professional expertise from providing input, while allowing individuals without subject-matter knowledge to influence outcomes.
- Some members of the CAC previously voted against taking Federal funds for safety improvements on the false belief that such improvements would “obligate” the airport to stay open, failing to realize that perpetual obligation already exists.

The County is already funding a \$1.5 million study to explore the airport’s potential closure and redevelopment. The FAA confirmed in a letter dated January 21, 2026, that because Federal Airport Improvement Program (AIP) grants were used to purchase land, Los Angeles County is federally obligated to maintain Whiteman as an airport in perpetuity until released by the FAA. The FAA has stated that non-aviation interests cannot serve as justification for such a release.

Moving forward with this motion to consider pursuing safety improvements at Whiteman, coupled with the FAA's confirmation of perpetual federal obligations, seems to suggest that this study is not needed. Continuing with that study could be perceived as misappropriation of public funds. It is unrealistic to study redevelopment when the federal government has not released the airport from its obligations, something that has only occurred rarely, and in extraordinary circumstances

Any motion that bars industry and community stakeholders from providing feedback, and that is based on flawed logic is harmful to the residents of Pacoima and the County at large.

We respectfully request that you vote "NO" on Motion 29.

Sincerely,

Niki Britton

A handwritten signature in black ink, appearing to read 'Niki Britton', written in a cursive style.

Sincerely,

Niki Britton, AOPA Regional Manager – niki.britton@aopa.org

[FULL MOTION LINKED HERE](#)

Submitted online via <https://publiccomment.bos.lacounty.gov>

May 5, 2026

Lindsey P. Horvath, Supervisor, Third District
Hilda Solis, Chair, First District
Holly J. Mitchell, Chair Pro Tem, Second District
Janice Hahn, Supervisor, Fourth District
Kathryn Barger, Supervisor, Fifth District
County of Los Angeles Board of Supervisors

RE: Agenda No. 29, Enhancing Safety at Whiteman Airport - **Support**

To Supervisor Horvath and the Board of Supervisors:

We, the undersigned, representing residents and stakeholders of the Northeast San Fernando Valley, fully support the Motion to “[d]irect the Department of Public Works to identify immediate actions that the County can take to further strengthen safety at Whiteman Airport on the recommendations developed by the Community Advisory Committee” and to “[d]irect [the] Department of Public Works to report back in writing in 7 days” on the responsibilities of county, city, and federal agencies and Federal Aviation Administration (FAA) regulations regarding aircraft, pilot, and airport safety.

We, too, are concerned about the continued threats to public safety posed by aircraft crashing into the neighborhoods surrounding Whiteman Airport. Attempts to improve aircraft and airport safety protocols are mitigation measures that will improve our community in the *short term*. While those efforts are important, we are striving for *long-term* solutions that result in the closure of Whiteman Airport and equitable redevelopment of the area. Toward this goal of closing the airport, as the Board considers this Motion, we recommend that the Board adhere to the following principles:

- (1) Do not accept any new and do not renew any FAA grants or federal funding that will obligate the County to continue operating the airport;
- (2) Authorize the County to oversee Whiteman Airport operations to the fullest extent possible;
- (3) In determining appropriate short term mitigation remedies, consider past and ongoing harms, including public health and environmental harms, that Whiteman Airport has caused in the community, and not that each aircraft accident is on its own an isolated incident of harm;
- (4) Consider that the longer Whiteman Airport is allowed to operate at its status quo, there are economic opportunity costs and increasing public health and environmental harms;
- (5) Evaluate remediation options of land at Whiteman Airport to allow for the development of open space and housing; and

- (6) Recognize the disparate impact that the Board's actions and inactions will have on Pacoima's Latinx, Black, immigrant, non-English speaking, and low-income residents; and
- (7) Engage stakeholders on all sides of the issue regarding the closure of Whiteman Airport by providing timely and regular updates, perhaps through a shared email listserv.

Thank you for considering our comment.

Sincerely,

Organizations

- Voces Unidas SFV
- Recreate Educate Coadapt (REC)
- Tia Chucha's Centro Cultural & Book Store
- San Fernando Valley Young Democrats
- Los Angeles County Young Democrats

Individuals

- Pierre Arreola
- Ana Karen Estrada
- Angie Castro
- Michael Centeno
- Walter Garcia
- Marlene Grossman
- Margarita Lopez
- Joanna Mendez
- Crystal Diosy Reyes
- Teodora E. Reyes
- Deren Sardarian
- Helen Tran



TÍA CHUCHA'S
CENTRO CULTURAL & BOOKSTORE



This motion is premature and potentially misguided.

The crash is still under investigation by the Federal Aviation Administration and the National Transportation Safety Board, and no cause has been identified. Acting now risks creating policies based on speculation rather than evidence, which may fail to address the real issue.

Suspending Section 22.1 is also unacceptable. Bypassing standard procedures undermines transparency and careful decision-making, especially on an issue this complex.

There are also jurisdictional concerns. Aviation safety is primarily regulated at the federal level, so County-led measures could be redundant or conflict with existing rules. The seven-day deadline further adds pressure for rushed, incomplete recommendations.

Additionally, Lindsey Horvath should release any funds she has frozen from the FAA. Restricting those resources risks weakening safety efforts rather than strengthening them. Whiteman Airport is a vital asset to surrounding communities and helps support the County's broader airport system.

A better approach would be to wait for the investigation results and base any decisions on clear, reliable data.

I ask that the Supervisor oppose passing this Motion.

Thank you

Marlene Rader