

HEARING REPORTER:  
Tatiana Martindale

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5:30 P.M.  
RE-ENVISIONING WHITEMAN AIRPORT OPEN HOUSE  
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(The following public comments were given during the Open House.)

SPEAKER 1: I'm a resident of Pacoima. I work at the airport. I'm for the airport, obviously. It's my source of income. I have been working there for 20 years. I'd like for it to stay open. I would like for it to stay open so my son can learn to fly there. It brings great value, as far as I am concerned, to my community and to my life. That's all I have to say.

I think the one that is important to me, just because there is a lot of children here, would be Goal No. 4, improve educational outreach for elementary schools, junior high schools, and high schools to create a path for youth to have. May be like a flight program, a pilot -- beginner pilot program for the youth specifically because the pandemic has really impacted youth here. Before the pandemic, they had stopped tagging the area, but after the pandemic, I've noticed that youth didn't have an outlet, so it's blown up again.

So I just feel like youth, specifically boys in this case, don't really have interesting outlets. And graffiti is an interesting outlet, which, I mean, it is art, but it's also not a good thing from my perspective for the youth. I know why they do it. It's fun. It's interesting. It's adventurous.

But something like this would stimulate something interesting in the youth of the area, and we have not been using that as a resource. And part of that has to do with the communication between the airport community and the community at large, which is something I think helps us create those ties in order to have communication. Because I know Glendale Community College trains the students over here. So it would be nice if they merged with that and we could have a pathway to junior high and high school to continue for these students, you know, and these are really high -- what would you call it? It would create job opportunities for them in the future, and I really like that. It's a very technical field, and I think that would help a lot of youth here.

So that is really -- and then I know there is noise issues. And I'd like them to help out the homeowners that are near the area, helping with the noise reduction and safety concerns.

Some of the airport community say they want to do it, but there is some push back from nonprofits that want to shut it down. So my frustration has been that nonprofits has been pushing one agenda and not seeing realistically what an asset this could be for our community. And part of that has to do with the communication between the airport for a long time and our community, and that's about it. Thank you.

SPEAKER 2: So many things to say. First of all, I want to say San Fernando Road, the Green Belt, is part of LA Parks and Recs, which people in the community do not know or are unaware of it. Number two, let's keep it open, the airport, so kids can learn and get educated on mechanics, learning how to fly, may be be an airport police, may be apart of the LA County Fire Department or an owner of a hangar or be a traffic controller, which nobody talks about.

So -- and with that said, shame on my counsel member, Monica Rodriguez. This is not her territory. She should keep hands off, developers should keep their hands off this area. Because that is what it comes down to. It's unfortunate that people do not understand that it's big money involved in this. Thank you.

Let me say another thing, so on the education side, we can teach our younger people that they can make more money as they learn here and move on to larger airports such as LAX, Burbank and San Diego. They can move to Las Vegas, Arizona, so let's keep education in mind. Closing this would limit their mind. That's it.

SPEAKER 3: Well, I'm a resident of Sun Valley. I was born and raised in Sun Valley for 36 years. And my concern -- I'm also a neighbor board member with the Sun Valley Neighborhood Council. I just completed one year this month, and I've heard about the -- correct me if I'm wrong, Whiteman Airport. And it's been here my entire life, you know.

And one of the concerns I hear from constituents, neighbors and also from previous public hearings is that in the past there has been incidents where there has been airplane crashes, single engine or small planes that crashed on Pierce Street by the railroad tracks. It has happened more than once.

And the other incident -- accident happened when the airplane crashed on the railroad track where the police had to rescue the pilot. That is one of the concerns, airplane crashes, especially in residential neighborhoods because low income, Spanish-speaking residents live there.

No. 2 is the air pollution. As you know, we live in the valley. It gets clogged in the valley and climate change. I am worried of the pollution that these airplanes admit into the atmosphere. Like I said before, I live in Sun Valley, and we breathe in that stuff into our lungs and it impacts our health, especially individuals who have medical issues like respiratory asthma or may be other medical conditions that effects their breathing. Especially with the COVID thing how it has a long term impact on your lungs.

And No. 3, one of the things that I've heard from previous people speaking up about this is that they would like to see a closure of the Whiteman Airport to may be use the land for public or social housing to help alleviate homelessness. As you know, in California as a state, it is a big, big issue, big concern. It's a very hot topic -- issue. And may be the county, if they do consider closing the Whiteman Airport, they can use that land for public housing and another things, open space. That is a big thing.

We need more parks. Because as you know, especially low income Spanish and African American communities do not have access to parks. We all know that. We need more parks in addition to public and social housing to help prevent and minimize homelessness to help people. That is another issue that I've heard from neighbors. That they would like the airport to shutdown and use the land for public housing and open space because the property is so vast, so huge.

And I guess those are the main talking points. My concern is that the accidents in the past, No. 2, the air pollution and No. 3, use the land for public housing and open space, more shade, trees to combat climate change and help absorb the pollution, the Co2. I guess that is it. I hope I was able to convey that clearly.

SPEAKER 4: I do not agree with the study or how it was limited on the space. I feel that it should have been expanded more may be toward Van Nuys. And I think residents noticed that there was an increase in noise, especially in the morning. So that should have been something that -- I don't know if it was added to the test. I would like to do that. If the airport was to close, who is responsible to maintain that area, especially that section?

SPEAKER 5: I guess I'm just not a supper big fan of the airport. I think like they should close it down. Seems like -- from what I have seen, I don't like the idea of kind of reimaging it. It does not seem beneficial to our community. I do not like the lead fuel.

SPEAKER 6: I would just say for the Goal 2, all the actions are lovely ideas; support, evaluate. I think all of these items in the health and safety conditions on Goal 2 they need quantifiable numbers and dates as to what actually happened as opposed to -- otherwise, it's about studying something. And may be that is an action, but that is not doing much for the community.

I have another thing for Goal 2. There should be public health studies of children in the neighborhood related to blood-lead levels. And also potential respiratory issues from inhalation of air pollution from the airport.

SPEAKER 7: I own property as close as a resident -- as close as possible to the runway. I own property right here (Indicating.) It cannot be closer, and that is for 45 years I have owned that. I am pro airport, extremely pro airport and wish it to stay open. By forcing out all of the aircraft owners and operators and small businesses, these people need to be somewhere. And I've noticed that they have been villainizing them in the press as being wealthy. I know several

of them. They are not wealthy at all. They are average people that own small businesses and small aircraft.

I noticed that here tonight there is no support from the airport on all of these goals. The goals are all related to push to close the airport. What are the goals of the actual owners and operators and lease holders at the airport? I do not see their needs being addresses. It's completely one-sided. Nobody is speaking on behalf of the people that actually run the airport and operate it and have their planes there. I do not see any of that here. So just that it is kind of one-sided and nobody from the airport is here to speak on their behalf what their goals are. That's enough.

I want to emphasize that anybody can come here from anywhere, but I want to emphasize that nobody can be more impacted by the noise than my property. It's the closest residence. These along Osborne are businesses, so on Wingo that's the closest residence, and my property is directly under the flight path. So I know all about noise, and I'm still pro airport.

SPEAKER 8: So I feel like we should close down the airport because there is like lead-based fuel, and that has a lot of negative impacts on the community and children that are growing up here. I grew up in the Pacoima area a lot, and I did not really know that it was a lot of lead in the air. And I feel that should be addressed in the public. If you know that it's an issue, why are we not doing anything to stop the issue? It is unfair for us to be breathing this air, especially like people in our community while other communities are able to have clean air.

Also it's a really big area that I feel good be used for a lot of better things. Like the other day I had to go to the hospital and I had to wait two hours before I actually got checked in. I feel like if we had more health care accessible to the community, we would really like benefit and make sure that the community gets the things that they need and actually get taken care of.

SPEAKER 9: I guess what I really want to comment on is like the overall process of the voting. I feel like at first it was really hard to understand how to vote and what my vote would really mean. I felt specifically on the tables, the groups three and four, it felt like it had a lot of influence from the aviation community, and did not really reflect what I wanted to see out of that.

I felt like I could not vote on those issues because it did not represent me or my community. I think that is my comment on the overall process of like today's event, and I also think it can be kind of confusing to people who are not familiar with this process. So there was not a lot of effort to explain the whole process of what this community meeting is about, how to vote, what your vote means. And I think it was a lot of underlined confusion sitting there. I think that is where I am at with the meeting.

And my recommendation is to make these meetings a little bit more accessible. Do not throw so much like technical terms out there, and make it so that people can fully engage in the process and have it be a simple process and not like some really technical thing.

SPEAKER 10: So my name is Vianey, and I have been living in Pacoima for the last 25 years, which is how old I am, too. I was raised here, went to middle school, elementary and high school as well. And I am just really concerned because I feel that it's not until recently that the airport has been trying to make more effort to connect with the community now that we are talking about closing it down. Like my whole life growing up around the airport I felt like no one ever came to me and said there is a program or scholarship for you.

So this is the second CAC meeting I have been to, and I feel a lot of it is really focused on not getting -- not giving another alternative option. I feel like these CAC meetings are already very determined to what they want as a result, and that is to keep the airport open. As you can see, there is not a lot of working class community here, which is the community that lives here in Pacoima; right?

If my dad came here, he would not understand any of the material that is on the boards. The writing on it is very small and there is no one there to help really translate. My best friend's mom is here and she would not have understood what was on the boards if it wasn't for us helping her.

So I feel that it has been a very unfair process to the community, and I feel like it's very unfair that the community is not being part of the process and hearing what this airport is doing to kind of just go by not even listening to what they really feel about the airport.

There has been many accidents that have happened. There has at least been an accident every year since the airport has been open. There is a lot of air pollution and noise pollution. The flight path is really close by homes, and that flight path, you can hear the windows shaking. These are people's realities. They have numbed themselves to the noise of the airport.

Not only that, but I work with youth in Pacoima, too, and we asked them have you ever had a chance to be invited to the airport, all of them say they never have. So it's just like -- I feel like now our voices are just getting like very dismissed and hidden. So I think that it is important to have a more authentic process of hearing community, and it does not take one meeting happening once a month. It really takes going door to door, asking the testimonies in the families that have had that traumatic experience of an airplane falling in front of their home. I think it is really important that we rethink these sessions.

They say that they have been serving Pacoima youth, but I have not seen any of those numbers. I have asked about what scholarships have been offered to the community, and we have not gotten any information in return.

So I will ask, who are they really serving? Is it the residents of Pacoima or the outside community? Because when you look at the income, the people of the working class community here cannot afford an airplane that is in that airport. So it is usually a lot of outsiders that are coming in. So I just want to speak for myself and everyone else that cannot be here today.

SPEAKER 11: So I really appreciate, you know, them having a space for us to get more information and to learn about the next steps and the goals and action plan. The only thing I feel like I did not see was too many solutions that fit with the needs that I wanted. I feel like I saw a lot of solutions coming from Whiteman Airport that were only focused on happening if the airport stayed open.

And I think it's really important that they make strides towards creating intentional changes that will create impactful, positive change as soon as possible, regardless of the airport staying open or not. Because people continue to be effected by the airport on a daily basis. I think they need to make, again, more of an intentional impact to create these positive changes regardless of the airport staying open or not.

And so I would really like to see that on the solutions and proposed goals and actions. And next steps would be having these options open because they are great proposals, but I would like to see them in conjunction with the option if the airport does close.

INTERPRETER: My experience is I have been living here for 30 years. And we are always living with that fear of the airplanes that they will fall. The same as the helicopters, the fire fighters that are close to our home.

I also saw a point here that I did not like. It's on No. 4. Daughter? 5.1.1. It says -- I do not agree with that, to be involved with the birds. I don't remember very well what it says, but I'm telling my daughter that it involves like them not wanting something with the animals.

SPEAKER 12: So what she was mentioning is that in one of the measures, which I believe is 5.1.1, they want to create a green space, but something within the same invention that it should not attract wildlife. And she feels strongly against that because --

INTERPRETER: What I don't like is they are trying to do something so the animals will not fly in that particular area. So I am telling my daughter it's not to their convenience to have the little birds in the area because they can fall in the actual machinery on the airplanes, and that can make the airplanes fall.

Like another point with regard to that is, what is the point to exposing the community with green spaces if you are imposing limits on what the green space is? So our community already lacks sufficient green spaces, and if you are limiting the wildlife that can occupy these spaces, how will it aid in beautifying our city and helping our parks and helping the communities? A lot of these limitations will fall within the airport and what they are creating.

My daughter helped me a lot. At the beginning I was not understanding but little by little to do the questions. And I'm going to leave them over there. I feel a little bit more open now. I think that is all.

SPEAKER 13: So I will say I am a 25-year-old resident and I grew up in Pacoima. And I guess my experience in navigating today's open house was very confusing, and I'm honestly upset at how disorganized it seemed. You know, it is great that these meetings are being hosted. And now that we are coming out of the pandemic we are able to host these -- how do you say it -- I guess these meetings in person. But at the same time I think when you are dealing with a community like Pacoima, there is a lot of things to factor in.

And it's very upsetting to know that something like today was as disorganized as it was in the sense -- like I did not see enough folks. I could not identify who was here on behalf of what. Are you here on behalf of the county or airport? Are you bilingual? What services are you providing besides just verbal services? I feel like it was not accessible to the whole community.

I like the fact that it was held locally, but I think this is a much bigger issue. And to shovel it into a small auditorium and it's very crowded and not for people that get overwhelmed or overstimulated. It was a very loud room. There is a lot of important information being provided in these boards, but to like be able to read that action, focus on that and also hear everyone chatting or hear these presentations also like overlapping and trying to read these words. It just felt very overwhelming.

And, again, as a 25-year-old trying to translate all of this information that is also new to me to my 50-year-old mother who only speaks Spanish. And yes it helps to have the Spanish translations on these boards, but at the same time a lot of the jargon is not as understandable. So aside from like verbal words, you know, how can we also incorporate like visual information, or how can we present this in a much more organized manner that the community can really grasp what is being presented to them?

But aside from that, a lot of the information in terms of the five goals that were presented to us felt very bias. Because the majority of the goals were oriented towards keeping the airport open, but a lot of the community members that I have come across or I have known want this airport to become shutdown. You know, I think a lot of the proposals are great, but they should have been done years ago, decades ago, not now.

We are past the point of needing this airport here in our town, and after experiencing other cities that have access to green spaces like let's say Boston -- that is far from here, but I think envisioning like making our cities walkable as opposed to relying heavy on car transportation, aerial transportation. I think it is possible to re-envision these possibilities of creating more green spaces.

I would really love to see the Whiteman Airport at least the public component of it, not the emergency service component, be created into a park. A park that folks can go walk at. I already see so many of the community members friends run that portion that got turned into the bike lane or the cemented path. I see so many people utilizing that to exercise. It is still not fair that they have to inhale all the fumes from the airport, planes, the jets, and the cars that are running on San Fernando Road. So why not create a park? Create more shade, create a place where folks can go rest, walk their dogs as opposed to fighting for keeping this space open. Because we are past the need for it.

I understand that it may be a hobby to many folks that have or own jets whether they are affluent or not and occupy a parking space here. It is not for the benefit of the community that lives here, breathes here, exists here every single day.

So I am honestly very upset coming to this open house and seeing that a lot of the goals seem very bias. That it was very inaccessible and very difficult to navigate and difficult to pinpoint someone who can help me out or help me understand how I was supposed to fill out my goals. It took so much more time that I do not have and my mother does not have. And she has to worry about our family, going back home and feeding everyone. There are so many factors to consider, you know, and I feel like our time just wasn't valued here. Thank you.

SPEAKER 14: I believe that we should shutdown the airport. With that, we should have preventative measures to give noise-cancelling windows to residents that are in a mile radius of the airport to mitigate any noise and air pollution that can come through them. I also believe that we should ban the use of leaded gasoline in the small aircrafts that fly out of Whiteman Airport. I think that is it.

SPEAKER 15: This session of the open house was definitely needed in our community, but we deserved a lot more attention and outreach in the process to prepare community members to engage with poster boards with a lot of language. A lot of our community members continue to advocate for the shutdown of the airport, and a lot of what was recommended on those boards confused members.

So we would like to see an extension of this re-envisioning process so that community members are fully engaged and get an opportunity to understand what they are reading and actually resonate with what is on the boards versus hearing information that is aviation based.

And we want noise-cancelling windows for our community members. We want to see mitigation efforts actually implemented to implement a curfew at the airport. We want the leaded fuel to be banned as done with San Clara this year. And we would like to see a shutdown of the airport and more information and a stronger presentation model for community members who are Spanish speaking. That is all.

Speaker 16: James.



I am an airport tenant among other things. So things I wanted to comment on, first, was on 1.1.2, which is pursuing the noise study. I support that. I think it is important to the residents that we reduce the noise that the impact has on them. And as an airport tenant, I want to do what we can so they do not have to put up with that part of the disturbance of their days.

The next one is 1.3.4, and that was to reduce the noise created by the airplane operations. And what's previously been stated was to reduce power settings on take-off, which is very hazardous, and I do not support. It creates, one, a longer time period that they are closer to the homes, and, two, if there is an engine failing or a problem, they will be at a lower altitude and therefore, unable to have as many choices for a safe landing. So it is not a good idea to say I want to get rid of noise by increasing danger.

The next is 2.3.1 and this was relative to safety training for pilots and mechanics, and the airport is already doing these things. We support it, but so far this year they have held about 24 safety seminars for pilots at the airport that are regularly attended well to talk about all aspects of flying and safety as well of maintenance of aircraft. I support it, but it's already going on.

Likewise, 2.3.2 is making the regulations and information about aviation operations and maintenance requirements and that available. All of the information is available online through the FAA with a simple online search. That if you put in aircraft maintenance, it will give you the regulations you have to follow. If you put in aircraft flying, it gives you all the regulations that the pilots have to follow. So it's something that they are putting out as a recommendation that already exists and is already done. Both of those can be removed at this point.

Next was 3.2.2 and it's talking about outreach through social media, and they cited TikTok and a number of others, but they did not cite -- and these are ones that are currently being used, both Facebook and Instagram. There are several sites about the airport that talk about events coming up at the airport, activities that are going on. There has been quite a bit of outreach on social media. May be not the two or three they mentioned but other platforms that it's being done. And, again, it's just making sure everybody is aware that we are trying to do those things. We support putting out more information. The more we can get out the better for the airport.

The next is 4.1.2, which talked about partnering with some of the local colleges for training courses, vocational-type training, and we very much support that. As a group, the pilots support having an AMP, air, freight, and power plant mechanics course there that will educate the local youth in how to fix aircraft, and that leads to very good paying careers. There is only one school in the San Fernando Valley right now that teaches that, and it's North Valley Occupational Center.

And if you are in high school, it's free. You can go to it in the afternoons and they could go through it. It's a two-year course and end up getting their AMP license. Once they have

that, the airlines will hire them. The local repairs business on the airport are always looking for AMP mechanics, and they are trying to hire from the local community. But to hire someone from the local community, they have to have the training, which means they have to go down to Van Nuys airport to get it. Having a school here at Whiteman Airport would be great.

Next is 4.1.3 and this one is kind of related. It talks about having a job training center. It talks about for aviation and non-aviation jobs. What my recommendation would be if they had a job training center and it focused on aviation related jobs but went beyond pilots and mechanics and went into training people to be dispatchers, schedulers. There is a number of jobs that the airlines need people for that are aviation related, and having it at the airport where they would also have an opportunity if they wanted to to pursue flying, turns them into very valuable employees to work for the airlines whether it's at Burbank, LAX or some place else.

4.2.1 was a recommendation for the airport to hold a career day. And there are already discussions in place to do that. We support it. We are trying to figure out when to host it and who will do the legwork on making it happen, but we are already working in that direction.

Next is 5.1.1, which is to improve the esthetics of the airport. It's an ongoing challenge. Again, we support it. One of the biggest complaints of the pilots at the airport is the appearance of the airport. Right now the county's hands are tied because of the work that has to be accomplished, so things are falling a little behind, but they are working on developing a plan to clean up the airport.

One of the challenges is some of what people see when they look at the airport off of San Fernando Road, especially down by Pierce. There is a section of land -- I think it is under the state Water Board Control. There is a flood control channel that runs underneath it, and it's fenced off. There is no gate to get into it, and it grows up with weeds. There is no way to get in to take care of the weeds but people driving by look and see it. They see it as part of the airport and not of the flood control. That is one of the challenges.

And, again, the flood control opens up where it's an uncovered channel, and there is fences on both sides of it and the railroad tracks and another fence line for the walkway that goes down San Fernando Road. And the railroad tracks, we have no control over, and flood control, we have no control over. So they see that and see it as being the airport but it isn't.

They also talked about 5.2.1. And it was asking for improvement of the sidewalks around the airport. And currently there are sidewalks on three sides of the airport -- actually part of the fourth. On Pierce it's just a very short section that is adjacent to the airport, and then it's just a business zone. On San Fernando Road there is a very nice walkway/bikeway that runs parallel to the airport. Osborne has a nice wide sidewalk that goes past the airport, continues on past the fire department facility, which is still part of that same property up to Roger Jessup Park. And it's a nice sidewalk, and there could be some things -- I think on Osborne they are doing some improvements on Osborne between San Fernando Road and

Hansen Dam. There is already a project in place to improve that roadway that the city is undertaking. We certainly support that.

There is another small piece of sidewalk at the northeast corner that is on De Foe, and the sidewalk is in pretty good repair on the airport side. The challenge on De Foe is on the eastside of De Foe is -- are a number of homeless, motor homes and campers and things that have not been addressed by the city council. So that is where the real challenge comes is getting that cleaned up. There is a roadway that belongs to the county that runs through the airport. That is called Airpark Way, and it lacks sidewalks on a good portion of it. And we would certainly support in and investment more money to improve the sidewalks, anything to make the airport nicer.

5.3.3, it was listed as non-aviation uses of the airport, but this particular point is asking about a viewing area at the airport. And a viewing area currently exist at the airport. It's a nice grass area with picnic tables. It's just about midfield with a relatively unobstructed view of the runway operations. There is a radio being broadcast through the speakers so they can listen to the tower communications with the airplanes.

It certainly could use some improvements. There are a couple of trees that are going to have to come down. And once they come down, they will need some sunshades. And we are working on a plan to try and improve the appearance of that area, but it does already exist at the airport. It's not something that is lacking. It's something some people in the community do not know about. We have informed the CAC repeatedly in our meetings about it. It keeps coming up, but they do not know.

The next one is 5.3.5, which was to have a restaurant at the airport. The airport tenants support that. Apparently the community supports it. Matter of fact, when they were putting the dots on the map at one of the previous meetings, it had more dots than anything else. We would love to see someone come in and put in a nice restaurant, and it will bring in the community and more aviation visitors to the airport. And the airport tenants themselves would be using it, and we very much support that as being something that would be an improvement. It's a win, win for everybody.

And the final comment is in their evaluation of what is going to happen if the airport closes, the review needs to really take a serious look at regional and national impact that closing the airport will have. Santa Monica airport is in the process of being closed. They shortened the runway, and they pushed all the jets off of that airport. They are all at Van Nuys now. That's having a detrimental impact on the operations of aviation throughout all of Southern California. And as the airplanes leave Santa Monica airport, they are either coming to Van Nuys or coming over to Whiteman. And Van Nuys airport now is full. There are no available tie downs at Whiteman Airport.

But bigger is the regional impact it has. A lot of people come to Whiteman rather than trying to go to Burbank, which has commercial flights in and out, or at Van Nuys there isn't any

real parking available for them when they get there, or it's expensive to find someplace to park. So Whiteman Airport is a reliever for those two airports to bring those 100,000 operations a year that we have at Whiteman and take them off of those two airports. And Van Nuys is already like the third busiest general aviation airport in the country, and adding another 100,000 operations on it to now have 300,000 a year is unobtainable, which is part of why Whiteman Airport needs to stay open. That's it.

SPEAKER 17: Coming into the event was a little overwhelming and confusing. I think they had to explain to me what was expected of us may be three times before I understood. So I don't think this was the best process. I noticed that there was only three options within the goals that had the shutdown as a result, which I thought was very unfair considering that there was so many other options and only three considered the shutdown.

So it felt like since I'm an advocate for the shutdown, it felt like voting for anything on the boards was essentially voting against what I wanted. Like the -- my -- the vote was already determined for me in a way. So it did not feel good to participate.

And it was interesting to meet a lady who lives across the street from the airport right on Glamis and San Fernando Road. She said that she has a handicapped son, and that it's impossible for them to go outside her yard or to really avoid the noise because the planes really do fly 24/7, seven days a week. And she was forced to invest in these windows, and when we asked if she would be reimbursed if they do, in fact, install the windows for the neighbors, they said, "No," which I think is unfair. Because she would not have had to make the investment if it wasn't for the airport. So I am hoping that there will be some sort of opportunity for her to be reimbursed. And if it's not through the FAA or whatever this form is, that it is through some other sort of grant that can help her and her family.

And I did ask her is the train just another sort of noise pollution for you as well. Because there are a lot of people that say that. That the train is worse, and she said that it's not. The train does not pass as often and it's not as loud, and it is not as scary as the planes are. Because she said ten years ago there was a small plane that fell right on the corner of her street at one of the car dealerships. And she said when she feels the planes flying over her head, it's like the constant anxiety. I learned a lot hearing from her, and I wish more of her neighbors who she says feel the same way would come and speak up.

And I wish I knew how we could get their voices heard. Because I feel like the advocates of the airport, the people that have their planes, the people that do not live across the street from the airport and have the means to move and not move here are louder than those that are directly impacted and continue to be forced to endure all the impacts without ever really having anybody that would listen and help address any of them.

SPEAKER 18: So I recommended that the CAC meetings are extended beyond January in order for more community input to be incorporated. Also these meetings that have been taking place haven't been conducted with enough community outreach. There is not enough

time for actual outreach, and the majority of community members that have been coming out are the ones that have been organizing in support against keeping the airport open. Because there are so many concerns that are not being addressed in this process.

There's also very little engagement from LA County staff at this meeting in particular. There was interpreters not engaging specifically with Spanish speakers. A lot of the posters were really difficult to understand. Very technical for a lot of our members, so that is a very big barrier, the fact that it's incredibly technical, the presentations, and they are not being explained to people in a way that is easy to understand.

Additionally, the noise study that was conducted does not fully capture the impact of the airport because it takes into consideration only the airport on it's own but doesn't consider other factors and why it really is exacerbating the noise pollution in the area.

There should also be -- LA County should ensure that the airport doesn't accept any more grants until the community approves of the recommendations that are presented. The airport should be shutdown. And there should be a process that is community informed to determine what is going to happen at the airport. Many community members want open space, permeable surfaces, storm water capture, multi-benefit projects that include schools, recreation centers, and gardens and a marketplace, and better job opportunities, as well as, job protection for current employees of the Whiteman Airport. That's it.

SPEAKER 19: My name is Luis.

So the reason I'm here is because I have a vested interest in the Whiteman Airport as a homeowner of this community and basically a lifelong resident. I have a family and four daughters who I have raised in this community. I am most proud of them because they are on their way to college and doing great, but the opportunities and, you know, the advantages and just the overall well-being of our community. I think we deserve clean air, less noise pollution and just an overall better future for our children and our community.

So by I think moving forward and implementing some of the programs here -- like I read about the 160 program where it's recommendation is that the FAA impose a mandatory curfew on airport operations, is a step in the right direction to the ultimate goal of closing down the airport and reducing harmful, cancer-causing emitting of jet fuel and pollution to our community.

I hear the engines of the airplanes nightly at all hours of the night, and they fly directly over my home and over the local middle school and surrounding schools. There's about six or seven schools just within my four-block radius, all of which are under the flight path, not to mention the numerous accidents that have happened over the years. And we just want to act before something worse happens and there is more loss of life I feel.

So I will be doing my part as a community member as much as I can to advocate for the closure of the airport, writing my representatives in congress and senate and whatever mayor and counsel person I can get ahold of to get behind this cause and shutdown the airport.

Also, you know, I think that we can coexist with the LA Fire Department operations and the emergency operations but not the Whiteman Airport operation themselves. If there was some sort of way that they can keep the emergency services, we would love that.

And in the place of an airport, I would like personally to see more affordable housing. A mix-used development where it can be retail and office space and work space and opportunities for our local entrepreneurs, vendors, and artisans to be able to have a space that is safe and adequate to deliver their goods and services to the community, which we love and thrive and patronize on a daily basis.

But I envision a space where our community can gather, partake and coexist, and also have some green space in that same area where we can use it for recreation, walks, nature and have it be a monument to the perseverance of the people of Pacoima to improve their lives and own the community in which they work in and they labor and they live in.

(End of public comments.)

#### REPORTER'S CERTIFICATION

I, the undersigned, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were duly sworn; that a record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction; that the foregoing transcript is a true record of the testimony given.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name. Dated: November 30, 2022