

**Re-envisioning Whiteman Airport Community Advisory Committee Meeting #14:
Public Comments, October 20, 2022**

David:

I had a couple of questions. I am a longtime pilot at a Whiteman and I was interested in seeing about getting covered parking at Whiteman where I basically have a cover over my airplane. But in order to be community friendly, I was saying, "Well, why not have solar panels on top of that, that provides power to the local residents that you could either use for their charging stations or lowers the utility bills of the local residents." I get sunshine off my airplane when it's stored. It's not a full hanger. I mean, it's just a roof over it and the local residents get power for their own use. I want to make that kind of suggestion.

Also, I was interested in... I need competent mechanics. I know of three accidents at Whiteman that could have been prevented had there been adequate maintenance, two of them which were fatal. And I would love to see... Because it's such a safety issue, I want to see good competent mechanics being trained. I would like to see a mechanic school at Whiteman that trains local people on how to maintain airplanes safely because the safer the airplane is, the less probability is that it will be an accident or an issue for the community.

So, it trains them. It provides them jobs in the long run and keeps the community safe. And it's just... To me, it's win-win if I can have a mechanic because the last thing I want to do is crash my airplane into the local community and I just do not want to meet local people that way. And so, I spend a lot of time and effort to make sure that my airplane is maintained, and I need good, competent mechanics to do that. And if I can get those people from the local community that's a win-win for me and for them as well. Thank you.

Roger:

Regarding the last comment, those are ordinarily called shade hangers and they're pretty frequent in lots of places and the idea of solar panels on the top is a great one. I wanted to ask Mr. Maselbas... If that has properly come out and pronounced... Is how often the incidents like he related at the beginning of this discussion occur and how often do they affect people off the airport? Third point I would like to make is it is odd to me that you have chosen number one scenario is closure to the airport, which has an implication that is the preferred scenario or at least an assumption that that was the preferred scenario.

So, if that was how the order was chosen, I would be interested to know that. And finally, also related to the last speaker, not only are mechanics needed, but we used to have something provided by the youths to wash airplanes. It would sure be nice to have some employment opportunities along those lines for not just skilled mechanics, but you might say lower level or young people who would like to earn \$15, \$20 an hour to do supervised airplane washing. So, with that, I'll end my comment and lower my hand.

Jim:

A couple of things. One, prior to the open house, more than 28 hours in advance, it would be nice if you could provide the information that is going to be put up and discussed. Just like tonight's meeting, there were several people stating they hadn't had time to go through the agenda because of its size. And I think it would be helpful if that information was put out a little bit sooner so that all of us had an opportunity to go through it and digest it and be able to address the different issues that we would be

looking at, especially for the open house where there are going to be a lot of people that this may be new to and they aren't familiar with all the issues.

The second thing I wanted to discuss was we had a girls' aviation day last month. It was in conjunction with the Young Eagles flight. We had young ladies from Civil Air Patrol, from the Aviation Explorers, as well as young people from the neighborhood who were there to go up for a free airplane flight that the Young Eagles provide. And the girls all got together and they discussed potential careers in aviation and what aviation had to offer them and how it could improve their lives because women right now are in short supply in aviation. They're in short supply in the workforce, but in aviation in particular, and the opportunities it presents to young ladies is incredible.

And then the following weekend, Civil Air Patrol along with Girl Scouts held a Girl Scout aviation badge workshop and there were 60 young ladies from not just the local area but the San Fernando Valley. And one came from French Valley over to attend this workshop and they got a really good introduction to aviation at Whiteman Airport.

Everything from how the pattern functions, tours of aircraft, chart reading, speaking with an aviatrix who could talk about the benefits of aviation for them, and discussing the dynamics of flight. And it was a really great workshop. The tower, we even gave them light signals, which is something all pilots need to know in case there is a communications breakdown. And most pilots maybe see those light signals once in their flying career when their instructor asks for them and these girls got the opportunity to experience that.

There's a lot going on at the airport. There's a lot that we are trying to do to bring the local community in and we're going to continue to try and do that to reach out to them. And I look forward to improving our communication between the airport and the community because we have a lot to offer there. Thank you.

Matthew:

Hi. Good evening everyone. I'm Matthew, a local pilot who has been at Whiteman for eons. Last month's noise study since we discussed it tonight a little bit. I found it very interesting that it showed in general that San Fernando Road generates more noise than the airport. San Fernando Road has thousands upon thousands of cars and trucks traversing each day. So, when you're looking for noise in Pacoima, you need to look no further than San Fernando Road. That's where it's coming from. We listened to the study and looked over its results and what we found is that conversing with the mailman, mowing the lawn, and singing in the shower are all things that cause more noise than the airport to the local people. The average, I believe is clocked at something on the order of 65 to 70 decibels. That is lower than my voice to you right now.

After months and months of hearing all about noise pollution and what a terrible thing it was, we learned that there was really nothing to talk about and that there was nothing louder than San Fernando Road, which isn't generating the sort of uproar that this noise pollution talk is provoked. There was nothing to it. And it really seems quite silly that the people that push that so hard have had nothing to say on that except maybe a few, "Oh geez, we need more studies." Do I need to walk you out to San Fernando Road? I can probably do that, but is it really necessary?

The airport and its noise, there isn't much to talk about. There isn't a lot of it. As for other things earlier tonight, I know that Rosie or Hernandez mentioned how the airport and its community, which is a part of the Pacoima community, should reach out and go halfway to the community at large. Well, we've already done that. In fact, the airport community has gone more than halfway and I say that very proudly because I know that the airport is quite popular with local people. I saw it myself as I spoke to people at the open house and other events like the airport open house.

It would be a lot easier for all involved if we didn't have people fear-mongering about certain things than what they do. With all this fear-mongering going around, the community cannot interact properly. I would encourage the people doing that to stop. It's not productive. And finally, in previous meetings, I discussed the Brown Act and I would say that recent events in Los Angeles, namely those involving Nury Martinez, they prove why the Brown Act is important and why it should be upheld as a good standard to follow. For Pacoima Beautiful, I would encourage you guys to really note that since Nury Martinez was your executive director before she was a councilwoman. You guys are tied to that and you should appreciate the importance of it. You (speaking time reached).

Burton:

Hi, yes. I'm Burton from adjacent to Pacoima. Arleta. Same zip code here. I won't take too much time, but I put a question or a proposal in Q and A. That is when you do the flyers for the open houses, I would just recommend that you consider putting them up in prominent places besides inside Pacoima, the areas adjacent to Pacoima, because there are so many individuals around the area that have an interest in the airport and what is happening there. And so just to put that up into public... The flyers up into public places in Arleta, in Lake View Terrace, in Sylmar, and San Fernando, all those areas adjacent at least. If you would consider that, find suitable places to do that. Just that suggestion. That's all. Thank you so much.

Filomena:

People living around the airport need more information and to be conscientious of the diseases caused by lead coming from the planes. Especially in kids and in seniors. Flyers needs to be distributed on this. Give that support to the people.

La gente que vive en los alrededores del aeropuerto necesita más conciencia e información de las enfermedades que causa el plomo que despiden los aviones. Especialmente para los niños y los ancianos. Deben repartirse más volantes al respecto. Denle esos apoyos a la gente.

Cindy:

Hello, my name is Cindy and I think that the problem here is that we don't realize that the other airports don't have houses around their airports. So that's what... We have to do something about that. Also, it affects our health. I know a lot of people say that other things do too, but remember, we should be the solution, not the problem. Demand the county and FAA to immediately address the noise position. Also remember, we are the ones that live here [inaudible 01:49:57] and we are the ones that are suffering the smell and the noise. Put yourself in our shoes. Let's be honest. Would you let your kids ride in an airplane that has been in an accident? Thank you very much.

Olivia:

Good evening. My name is Olivia. I'd like to talk about the offer of washing airplanes for our youth. Stop the car washing mentality for our community. We need training, but not for washing cars. We have people, students, we have our community kids who need more than just to learn how to wash an airplane.

Offer them work, training, on-the-job training. Could be part-time, could be weekend. They can learn how to work in the office, learn about flight schedules, traffic control, free flying lessons so they can pursue a pilot's career. That's what... That's what our community needs. We are tired of car washing.

Yeah, our kids need the opportunity. I came to this country at age 14 and I was able to attend Pacoima Skill Center in the seventies where they were... Go ahead.

They had a SITA program that used to pay hourly six hours a day for 30 hours a week. Minimum wage. It doesn't matter if it's minimum wage, but give our children training for something more than washing cars.

AnnaKaren:

Hello, my name is AnnaKaren and I'm a community member. I grew up in Pacoima driving by the Whiteman Airport my entire life. I want to address first and foremost the comments that were made by the pilot at Whiteman Airport. I think there is an idea that getting free rides is the same as offering opportunities that improve quality of life. How can someone say that they're supporting Girl Scouts and women getting jobs when actually you only see... You pilots are only seeing us as minimum wage workers only able to get paid \$15 to \$20 an hour. It's extremely disrespectful and it says everything that we need to know about how you all perceive our community. You identified us as low-wage workers and that disrespect is not going to be tolerated in our community. Along with the noise study, I think that very clearly delineated the unnecessary level of noise that is being contributed by the airport.

Yes, San Fernando Road is loud because Whiteman Airport is on San Fernando Road. So that study was really seeing Whiteman Airport as an isolated bubble when the truth is that it's contributing to so much more of the noise that we need. And why is there not data on the effects of the leaded aviation fuel? Why don't we have any answers or solutions that are addressing the lead in the fuel that has been flying over our heads for decades? The National Transportation Safety Board has released reports, in the past 40 years, there has been 55 accidents. And I don't think that's the kind of training that we need in our community.

We don't need more pilots that are crashing more and more into our community, so maybe we can start thinking about solutions that actually benefit the community. And that means shutting down the airport. That means also creating space that can create more continuity within the community and increase our house by increasing features such as open space and buffers. Things that we need much more in the community than another airport that continues to contaminate our air. That's it.

Teodora:

My name is Teodora, and I grew up here in the northeast San Fernando Valley and I've had the privilege of serving my community as a community organizer and now a policy associate at Pacoima Beautiful. As I became aware of the environmental injustice that plagued the valley, I found voice to speak up about polluting industries that plague our community and one of them being the largest toxic emitters in Pacoima, that is Whiteman Airport. And for the past 76 years, we had been a living playground for pilots at Whiteman Airport. The comments from pilots today in the past meetings show the lack of consideration to our physical and mental health. We call for the shutdown of Whiteman Airport and we should not have to choose between mitigation efforts that only further perpetuate the negative impacts to our physical and mental health.

A study on the blood levels of 13,000 children residing around the Reid-Hillview in San Jose, California found that the children living downwind of the airport had an average of 0.40 micrograms per deciliter increase of lead in their blood compared to those children living upwind. We don't have these answers for our community here at Whiteman Airport because there hasn't been investment for our health and mental health. The Reid-Hillview Airport used the same type of leaded fuel as Whiteman Airport and it is likely that the leaded fuel is poisoning and posing tremendous health threats that the residents of

Pacoima, especially the children that live downwind, have to face on the day-to-day while airplanes and pilots continue to train above us.

Reid-Hillview Airport has now been voted to close due to the environmental and health impacts and we as a community continue to advocate, and I myself, have not seen those recommendations displayed on the sheet that you showed today. There have been various recommendations of installing noise canceling windows, which are included on that recommendation list, but we need better mitigation efforts that don't make us choose between having this airport stay in our community longer. We have been calling for the demand of immediately establishing a flight curfew and also provide AC units to residents who cannot open their windows due to the noise. And we also call on the Ali County Commission for an environmental impact report that is by far late through, and we demand a ban on the sale and use of leaded fuel.

Speaker:

We demand a ban on the sale and use of leaded fuel for single engine airplanes and private aviation at Whiteman Airport. We demand that the county provide noise canceling windows within the radius of the community. And we demand that they shut down Whiteman Airport and work together like we all have been now, and listen to each other and work with the LA County and FAA and really appreciate that. We have the space to voice these concerns but we need better interactions with you all so that you can see our faces, and so that you can give us a better option than just mitigation efforts that don't help us.

Melissa:

Hi, my name is Melissa. I am a resident of the Valley, and my mother grew up in Pacoima her whole life. I believe that the use of lead fuel in our community, has posed a huge threat to not only adults, but also children. Every plane that takes off and lands at Whiteman Airport, even if it doesn't crash, poses a significant threat to community members' health and wellbeing.

Leaded fuel used in the planes at Whiteman Airport are the number one source of airborne lead emissions contributing to health issues such as kidney damage, brain damage, pregnancy concerns, and premature death. According to the US EPA, there is no acceptable or safe amount of lead for humans at any age. Yet we continue to perpetuate the use of leaded fuel at this airport and many other airports that have small aviation uses.

Not only that, but all of these planes are not benefiting the community. There are pilots coming into our community and using the airspace to pollute everywhere. In the draft goals, we need to explicitly state that banning the use of leaded fuel is important and we need to continue this effort to ban. We also need a timeline for these goals. We also need to see what is the timeline for how we're going to achieve these goals. Thank you. And I yield my time.

Daniel:

Hi, this is Daniel, Jessica's husband. I also have Jessica and Barry with me, so I'd like to request three additional minutes for each of them as well.

That's a tough crowd to follow. I am a proud Lakeview Terrace resident. A lot of people at Whiteman Airport know me, I started working there when I was 18. My mom used to take me to the airport, restaurant after church on Sundays, and I would watch airplanes take off and land, and I learned to fly there. I started working as a fueler, and I now am an assistant chief pilot of a charter operation over at Van Nuys Airport. I consider myself a Whiteman Airport success story.

I understand the concerns of the community and I respect what they're saying. However, I know that LA DWP, the county of LA taking over has created a kind of gap for the fuelers there. I know we need support, I've got friends that still work there, so I would encourage all community members who are in need of work to please apply. With that being said, I know that Glendale Community College has a program there for active studies. I took it. I'm still completing my degree. I started going to Cal State LA after I completed my studies at Glendale College, and then when I started flying, I couldn't make classes on a regular basis, so I'm now doing it online.

But I think that there's a dichotomy here about what is being said from the community members. They want it closed, but then they also want opportunity. I think that being someone who has gone through the system with Whiteman and climbed the ladder of the career progression within aviation, you can't have it both ways. If you want to have your children reap the benefits of aviation, the airport needs to remain open and there are benefits to it. I'm living proof of that.

And as far as the air quality, I would really encourage the community, this pact to look into all the scrap yards and the freeways and the quarries and landfills around the area, I think that's even worse than the airport is. I won't discount what they're saying about leaded fuels, but the general aviation community is working on an unleaded solution for aviation fuels. And I think that needs to be supported. I think that needs to be recognized.

But I will also say, and I'll pass the time over to my wife, we recently acquired an airplane at Whiteman, which we are very proud of and want to restore. My wife is a business owner, and I'll let her tell you more about her experience in aviation. But I think Whiteman Airport needs to remain open. There are a lot of good people there, a lot of good community members that care a lot about it. That's what I have to say. Here's my wife, Jessica.

Jessica:

Hi, good evening everybody, my name is Jessica. Like my husband said, we are recently airplane owners at the Whiteman Airport area, and I am also a new business owner. I've been in real estate for a couple of years now, and I've decided to take that career and expand it a little bit more because of what I love to do. And my husband and I got this airplane and decided that we were going to start a real estate company based on aviation, where I could take my clients up in the air, fly them to different communities and let them see their perspective sale of their home in a different way.

My husband and I met at Whiteman Airport. We have a lot of history there, and the restaurant was one of the biggest parts for us. We would take his lunch breaks and we would go to the restaurant. And not only that, but because we are airplane owners and we are a part of the community, we shop at the grocery stores around here. We go to the local restaurants. We also provide to this community as well. We're local here, we moved to the community because we like Whiteman Airport so much. And it's a big part of our heart, it's a big part of our home and our lifestyles, and it's a big part of my company. And to see this airport shut down would make me very sad. I support it being open and I support everything about it. And we're community members too. That's all I have to say. Thank you.

Barry:

Hi, my name's Barry. I've been at Whiteman Airport, I'm a sort of a fixture there now. I've been at Whiteman for over 22 years or thereabouts. I was brought out of semi-retirement to build airplanes, and I built airplanes there. And those airplanes sold all over the world. And they sold into the developing countries and also then a contract with the United Nations. It is an NFF, no first flight airport, so they were all built there and assembled in Foxfield, but that's another story altogether. I tried to get a first flight, but that would not in the cards.

The TTF, The through the fence benefits to the community are immeasurable and I have to stress this, you walk out the front gate, or you drive out the front gate and what's the first thing you see? Subway and you go get a sandwich. You fill your gas, you communicate with the community at hand. And it works, believe me, it works.

As Dan said, in reference to the smells, look at the garbage dumps, look at the trash yards, look at the junkyards, look at the power station. That doesn't produce the smell? I don't know. But the very, very short time between takeoff, the long time between takeoffs and landings at Whiteman is astonishing. It's not used that much; it is used but not that much. It is a community asset, but can't pin the noise that is on the roads to the airport. I really don't think that it can be pinned on that.

What was brought up in the first part of the conversation with Dave, I think it was, yes, put some shelters up there. If you want some electricity on the grid and put solar panels on. It would work, dynamite. You've got so many places out there to do that. And you'd be protecting the airplanes as well.

I think that's about all I can say. Keep the airport open. It's a historic asset to the community. It is a huge benefit to the community. And the Young Eagles are there all the time. The CAP, the Civil Air Patrol. EAA, Experimental Aircrafts Association. Whether there's mechanics, and when we talked about washing airplanes, it's a detailing of airplanes, they come in on a truck and they do the detailing of the airplane and they get a lot of money because they know what they're doing. There's a lot of those at Van Nuys and people can just pick up on that and do it out there. So anyway, that's all I have to say. Best of luck, guys.

James:

Hi, this is James. I wanted to mention the safety recommendations that the NFA, the regulatory body for the airport had in 2011. Pacoima Beautiful was part of those discussions. And I wonder how the community was notified about that because I never knew anything about it. Was the neighborhood council notified at that time? Did they have a meeting about it? We need to find out all the details about that, because that was really important and that was something that I think a lot of the community missed out on. We need to bring that information onto the CAT and find out what all the details were about those recommendations.

And my next comment is, Whiteman Airport is definitely an asset. It helps kids develop a talent stack which they can use for the rest of their life and build good work habits. The pollution that you're talking about, I do not see that. I've never seen Pacoima's Air so good. I grew up in the 70s, and if you grew up in the 70s, you knew how bad the air was. And lately, I can say that the air quality has been very good as far as I can see.

And also, we have a problem, a real serious problem with people stealing catalytic converters and I think that would be a big issue for Pacoima Beautiful, because those help our air, and that's a situation that they need to get on.

And also, there was an article that came out about Van Nuys Airport that uses private jets and evidently their private jet use bathes the residents in fumes at Van Nuys Airport. That's what the article is about. So, we need to find out what they're doing and why they have an article like this because jets, private jets do not really benefit too much because those are for celebrities, those are people that use a lot of resources because they're rich and they have so much money. That's something that we should look into. But the Pacoima Airport is creating a lot of good stuff.

Steve:

Hi, this is Steve. I'm an aircraft owner at Brenna hangar at Vista Aviation and have done so for about 10 years. And I want to hit three topics real quick. First, with regard to the lead pollution, the FAA has approved a hundred octane unleaded fuel. I think most pilots would use that in a heartbeat and that should alleviate, if not completely, address the lead pollution problems. So, I encourage the airport to continue with the steps that they're doing to switch over to unleaded aviation fuel.

Second, I heard a lot of ideas for things like cooling towers and other miscellaneous assets, and I just want to encourage the commission not to turn this into a grab bag of every conceivable community enhancement that exists out there. Parks and Rec has their mission statement, which includes those things. And I don't think the airport can be all things to all people at all times. And if items such as cooling towers and whatnot are thrown up as additional requirements that people see as necessary in order to keep the airport open, I think there's a never-ending list of those you could come up with in opposition to the airport. They need to be reasonable, if you can do it, great, but I wouldn't make any decision contingent upon what are, in some sense, extraneous to the mission of the airport itself.

And lastly, there was a lot of heated discussion about the comment about airplane washing. I'm not going to speak for the pilot, but I don't think that it was meant in a negative way. The history of aviation is filled with pilots who started off as line boys, line girls washing airplanes, pumping gas, and through that, made contacts with pilots, got interested in learning to fly, got their license, worked their way up into different aspects of aviation, up to and including airline pilots.

I think it was presented as, there are lots of opportunities for very young kids up through teenagers, high school and so forth to gain experience and learn about aviation and determine if they wanted to turn that into a career path for them. Mechanics, pilots, air traffic control and so forth. But lots of pilots started off hanging around the airport as kids and helping out in whatever way they could to get experience or build up credits toward instruction or flight hours. With that, I'll yield back the short remainder of my time.

Thomas:

I'm Tom, I earned my private pilot license at Whiteman Airport. I'm a current member of the Experimental Aircraft Association, and I would like to, from the standpoint of communication to the community, which keeps coming up frequently in the CAC conversations, I want everybody to know that this Saturday we're having a Young Eagles introductory flying event. We have roughly 100 kids signed up, the majority of them, the largest group actually from Pacoima and the surrounding areas. On these flights, you get exposed to the theory of how airplanes fly and actually hands on opportunity to fly the airplane a little bit. When you complete your Young Eagles flight, you're given access to a free online commercial private pilots course that normally is sold for \$300. That is one little bit of educational opportunity here. It's more than just a joy ride. It's really almost an introductory flight lesson.

Regarding wanting to develop skills for our youth, we are building with youth, a full-size airplane with kids from the local area. We have about a hundred kids who have participated at one time or another and 20 regulars. Every Saturday, at two o'clock, we meet on the grassy area near where the old Rocky's restaurant used to be, and go to our hangar where we're working on the airplane. Learning how to build an airplane is a high-level skill. One of the young ladies doing that is in fact wanting to be become an astronaut. So, these lead to high level professional jobs.

Other activities at the airport, and this is communications, again, I'll read the list, we have the Civil Air Patrol, Cadet Squadron, Aviation Explorer Post 747, Aviation Explorer Post Kittyhawk. We do a Boy Scout merit badge project. These all offer education and training. Whiteman is really a center of education for our youth. And as I run out of time, I would like to reiterate that unleaded fuel, there are two unleaded fuels approved, reed Hillview up in Northern California, in fact is using unleaded fuel and I'm just back

from a flight to Nevada with my son that flew completely on unleaded fuel. So, the unleaded fuel is coming to Whiteman and that should end the last source of lead from a motor fuel. Thank you very much for your time, and look forward to making this information more broadly available to the community. Thank you.

Norma:

Thank you. Yes, my name is Norma, and I want to reiterate my support to keep the Whiteman Airport open. It saddens me that our low socioeconomic community members are coached to read statements that they have a hard time reading. I feel that when words come from your heart, even if you make mistakes because we're nervous, because we've never done this, they just flow because they come from our hearts. We cannot demand better jobs if we're not prepared to hold those jobs. I feel that there are more mental issues happening right now because of all the problems that we're seeing in our community, the crime rate going up, homelessness, graffiti, gangs, those are causing anxiety and depression. We should focus on that instead of trying to blame the Whiteman for all the problems that we have in our community, because the truth is, we want it to shut down because there are developers ready to step in and take over that land.

I know that the Whiteman has put so much effort to bring in the community, to get informed, they have created town halls, they have created so many meetings, there's monthly meetings, and people don't show up. They've done it in Spanish, they've done them in English, and they just can't make it to those meetings except for Pacoima Beautiful, and the few people that they bring along. Leaded Fuel is out. It was already proven that the noise is not a factor influencing the health issues in our community. So, what are we going to blame next? Thank you. I yield my time.

David:

I'd like to address the lead issue. That's been an ongoing struggle. Technically, it's really, really difficult to resolve, and they've been working on it for at least 30 years that I'm aware of. The timetable that we're looking at is about two years. It's a massive problem to get it distributed throughout the aviation system throughout the country. But California has been given the priority to get the unleaded fuel here first, so it'll be about two years. And the reason we're given that priority is geographic geography and politics. The political pressure is bigger here than elsewhere where the mountains don't keep things trapped. I would like to point out too, that in August at a Young Eagles at an Eagle Scout award ceremony, the young man who was being awarded as Eagle Scout, and only 2% of people get that, credited the Young Eagle Program and then the build program that we're doing there at the airport with his career decision of going to the ROTC for college and then on into either the military or civilian aviation when he finishes. That is quite an inspiring thing.

The last point I'd like to make, I'd like to chastise this group for really addressing only, keep it open or close it. The last I knew there was a petition of about 7,000 people who were in favor of the airport and 2,000 people in favor of closing it. We're not going to convince the other side either of us. And my chastisement is, we aren't really addressing much in the way of alternate uses. For example, my heart was really torn when I learned what happens to foster kids when they turn 18. Man, when I turned 18 and wouldn't know where to go the next day, I was really, really upset. We could easily build some dorms there on use at the airport and establish a school, maybe through Mission College or some other, to train people and make that a qualification, they have to be former foster kids who live in a dorm and get trained as aviation technicians.

There are all kinds of things we could be doing with some of that land there, but I've not heard any proposals at any of these meetings that I've attended, and I haven't attended all of them, that really

address other ways to make that airport useful instead of ranting and raving about how we've got to get it closed or we got to keep it open. Let's be a little more constructive in our conversations. Thank you.