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Seeds of regionalization

Palmdale airport's day is on the horizon

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THE executives who run two of the country's largest airlines, United and Delta, are interested in adding Palmdale Airport to their schedules - showing that regionalizing air traffic throughout Southern California is not only possible, it's inevitable.

Both airlines submitted proposals last week to provide service - or rather, provide anew. Once upon a time, both airlines flew into the high-desert airport.

The competition of these two aviation giants to serve Palmdale is good news not only for high-desert residents, but also for Angelenos.

An ever-expanding Los Angeles International Airport - and all its associated impacts - isn't realistic. Drawing travelers from far-flung areas onto L.A.'s congested roads toward an already gridlocked Westside doesn't make much sense.

Palmdale - or rather LA/Palmdale Airport, as it's now called - has a real future for air travel in a fast-growing area, and this latest turn is proof that regionalization isn't only a good idea, it's the future.