

American Airports Corporation

Whiteman Airport

From the Manager

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Standing Meetings and Events

All meetings and events are canceled until further notice

2021 Aviation Commission Meetings

February 24 2021
10:00 a.m.
Virtual Meeting

Please check the website for up to date information

<https://dpw.lacounty.gov/avi/airports/AviationCommission.aspx>

Impact of COVID-19 on Whiteman Airport – Our offices remain closed except for those things requiring in person contact, such as new hangar or tie down contracts, written driving tests and new gate key applications. Everything else can be handled over the phone. Remember, facemasks are required, whenever we are outside in contact with other people and are mandatory to enter the building and conduct business. Aviation and related business are considered essential business and remain open.

Things from Around the Airport

Whiteman Airport Turns 75 – This year marks the 75th birthday for Whiteman Airport. Founded in 1946 by Mr. Whiteman, the airport has been a central piece of Pacoima and the whole Southern California area. Mr. Whiteman envisioned a place where people could come and enjoy an afternoon or weekend. The airport originally had a gun club, located in the old terminal building, where CAP is now. There was a shotgun range, handgun range, baseball diamond, and swimming pool. Being close to Hollywood, movie stars were attracted to the airport, both for the flying and social activities. More information about Whiteman Airport's past and plans for this year will follow next month.

Aircraft Display Days – Aircraft Display Day is scheduled be held on Sunday February 14, 2021. Members of the Association hope to be present to sign paperwork. Watch for an announcement from the Whiteman Airport Association, since regulations are changing on a daily basis. The following COVID 19 rules will be in place: Face Mask Required, Six Feet Social and Physical Distancing Mandatory, Bring Your Own Pen. No Congregating Allowed.

Overflowing Dumpsters – We provide several dumpsters throughout the airport for the use of tenants to dispose of trash generated by activities at the airport. Unfortunately, some tenants seem to feel they are available to dispose of trash generated off the airport. They are not. Recently we have found construction debris from demolition projects that were clearly not done at Whiteman Airport. Examples include redwood fencing that is rotted, decking materials which are clearly weathered from years outside, broken up tiles from bathrooms, etc. Anyone caught bringing trash on to the airport to dispose of will lose their airport access privileges and may be evicted from the airport. This activity is being conducted by persons who have gate keys. On a similar note, if you have a large amount of trash in your hangar, please contact the office so we can assist in disposing of it. We have a large roll off dumpster, which we can place bulky items into as well as large amount of trash if it is generated from a single hangar. We try to keep the dumpsters lids down and the amount of trash in them so it does not become FOD on the taxi and runways. Finally, when disposing of cardboard boxes, please break them down and place them in the recycling dumpster. Breaking down boxes increases the amount of material the dumpsters can hold. Thank you for your cooperation.

10000 Airpark Way, 2nd Floor
Pacoima, CA 91331

Main Office Phone: 818-896-5271

Airport Mobile: 818-312-2911



Airport Display Days

KWHP

Every 2nd Sunday
10AM-2PM

KPOC

Every 3rd Sunday
10AM-2PM

KCPM

Every 1st
Saturday and Sunday
10AM-2PM

KEMT

Every 4th Sunday
9AM-1PM

KWJF

Every 2nd Saturday
All Day

Available for Lease

Whiteman Airport (818-896-5271)

Hangars (790sf) starting at
\$355.71/month



Brackett Field Airport (909-593-1395)

Standard Hangars (1013sf)
starting at \$438.00/mo



Compton/Woodley Airport (310-631-8140)

Half Hangars starting at
\$194.93/month



San Gabriel Valley Airport (626-448-6129)

Half Hangars starting at
\$152.19/month



Fox Airfield (661-940-1709)

Half Hangars starting at
\$137.59/month

Spotlight On

NTST to FAA: Watch Those CFIs

By Mark Cook | January 7, 2021 | www.avweb.com

The National Transportation Safety Board has issued a set of recommendations to the FAA intended to increase scrutiny on flight-instructor performance. Using the 2019 crash of a parachute-jump Beech King Air in Hawaii as the impetus, the NTSB's latest recommendations ask the FAA to more closely watch pass/fail rates of students from any given instructor to help detect sub-par training. The June 2019 accident resulted in 11 deaths, including the pilot, after the Oahu Parachute Center King Air impacted terrain shortly after takeoff.

The NTSB said that the "accident pilot had failed three initial flight tests in his attempts to obtain his private pilot certificate, instrument rating, and commercial pilot certificate after receiving instruction from a single instructor. The pilot subsequently passed each flight test. The ... accident pilot was not alone in his failed attempts; the pass rate for other students taught by the same flight instructor was 59 percent (for the two-year period ending in April 2020). FAA data show the average national pass rate for students of all flight instructors is 80 percent." According to NTSB documents, the accident pilot trained with Ritter Aviation in Torrance, California.

The instructor operated a Beech C90GTx out of Torrance and, according to the NTSB documentation, "During his initial flight training, the accident pilot logged about 53 hours in the King Air C90GTx airplane, but this time was logged during flights that included extended cross-country commercial Part 91 operations conducted with passengers in the cabin. In addition, the flight time was primarily logged as dual instruction while the accident pilot was still a student pilot. Thus, the flight instructor had provided training that the accident pilot could not have been expected to fully comprehend as a student pilot, and the flights were most likely conducted by the flight instructor with the accident pilot sitting in the copilot seat."

The NTSB admitted that while a system does exist to track pass/fail rates from specific instructors, it lacks an automated component to alert CFIs when their students fall below the FAA's 80% threshold. A pass rate below 80% is considered "substandard." The NTSB contends that the accident pilot's sole instructor "was not receiving appropriate additional scrutiny" for his charges' low pass rates.

The recommendations from the NTSB and the FAA are as follows:

- Develop a system to automatically notify your inspectors of those flight instructors (within each inspector's geographic area of responsibility) whose student pass rate in the Program Tracking and Reporting Subsystem has become substandard so that the inspectors can perform additional surveillance according to the guidance in Order 8900.1, Flight Standards Information Management System, volume 6, chapter 1, section 5, "Surveillance of a Certificated Flight Instructor." (A-20-40)
- Until the system proposed in Safety Recommendation A-20-40 is implemented, direct your inspectors to (1) review the Program Tracking and Reporting Subsystem on an ongoing basis to identify those flight instructors (within each inspector's geographic area of responsibility) with a substandard student pass rate and (2) provide additional surveillance of those instructors according to the guidance in Order 8900.1, Flight Standards Information Management System, volume 6, chapter 1, section 5, "Surveillance of a Certificated Flight Instructor." (A-20-41)
- Revise Order 8900.1, Flight Standards Information Management System, volume 6, chapter 1, section 5, "Surveillance of a Certificated Flight Instructor," to include flight instructors with a substandard student pass rate as one of the criteria necessitating additional surveillance of a flight instructor. (A-20-42)

Contact Us:

- ➔ For questions about your statement or to pay your rent via credit card call the Airport Administration Office or Accounting Customer Service: (310) 752-0559
- ➔ For General Questions call Customer Service at: (310) 752-0578 or email aacservic@americanairports.net
- ➔ Rental Payment Mailing Address: File 56521 Los Angeles, CA 90074-6521
- ➔ Corporate Office: 11835 W Olympic Blvd. Suite 1090E, Los Angeles, CA 90064