

American Airports Corporation

# Whiteman Airport

## From the Manager

**James Miller**

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**Standing Meetings and Events**

**All meetings and events are canceled until further notice**

**2020 Aviation Commission Meetings**

**Airport Commission Meetings are canceled until further notice**

**Impact of COVID-19 on Whiteman Airport** — As I write this we are starting to see things begin to ease up on the restrictions to limit the spread of the COVID-19 virus. I anticipate social distancing and wearing face masks will be with us through most of the summer, if not the rest of the year. Flying activity has picked up with clear skies through most of May. We encourage all aviators to fly, exercise their skills and airplanes.

### Things from Around the Airport

There are many different things that come up around the airport that we are asked to deal with and resolve. Some involve rules which need to be explained or enforced, but many are just good neighbor items. So, here are some comments on my observations. I have noticed some persons driving on the airport do not always follow the rules or consider the unique airport driving environment. As an example, I observed a vehicle driving past a row of hangars and continue out across the back ramp right in front of a taxiing Cessna 182. The driver did not slow down as they entered the back ramp and it was clear their view of the ramp was blocked by the hangars. Fortunately, the 182 was moving slowly and a collision was avoided. Remember also, that the speed limit on the airport is 10 mph and 5 mph when less than 50 feet from an aircraft, moving or not. Also, aircraft have the right of way. Since taxiways are not designated streets, some people believe the rules of the road do not apply. Nothing is further from the truth.

When approaching an intersecting taxiway, slow and look for traffic. Treat all taxiway intersections like uncontrolled street intersections. If two vehicles are approaching at the same time, the car on the right has the right-of-way. Again, aircraft always have the right-of-way over vehicles.

Being a good neighbor is important to all of us. When departing on runway 30, please plan to climb as quickly as safely possible. There are several houses directly under the departure path and the noise of an aircraft departing can be quite disturbing. These neighbors tolerate the constant arrivals of aircraft on runway 12 without complaint, however, when we are taking off, we make much more noise. I have seen several aircraft whose pilots like to take off and fly less than fifty feet above the ground to the end of runway 30 and then pitch up increasing the intensity of the noise for the neighbors living at the end of the runway. We have been successful in avoiding noise reduction departure procedures, seen at many nearby airports, let's fly friendly and continue to avoid them here.

Opening and closing some Tee Hangar doors can be a challenge for tenants. The doors have springs to assist with the process; however, the doors are not the same as a garage door at your home. When opening the doors you need to push them up with enough force to activate the locking mechanism that holds them in the up position. If you do not get them locked in the up position, they will come back down about 8 inches. This is just enough to catch your rudder as you

push the plane back into the hangar. If the door does not latch in the up position you need to either pull it back down and give it a stronger push up, or use a broom handle or similar object to push it into position. Likewise, when releasing the latches it requires a strong tug on the rope to release both latches. If only one latch releases, the door will cock to the side and not come down to close. You will need to use that broom handle to push the door back up to re-engage both latches and try again. If you are having problems with your doors, please call the office at (818) 896-5271 or Operations at (818) 312-2911 and we will have someone respond to help you.

At the wash rack we have a problem with the maintenance of the hose. I have not figured out who or why, but someone insists on cutting the end of the hose off. There is no legitimate reason to vandalize the hose this way. If we put the hose back and coil it up properly when we do, it will not get kinks. If it does get a kink, all you need to do is straighten it out and take the twists out. These are high quality hoses designed not to kink. If we all use care in returning the hose and don't just throw it aside, they should last a long time. Thanks you in advance for your help on this problem.

**PAPI Lights Still Out** — Our PAPI lights are in. We are waiting for the FAA certification flight and then they will be back in action.

10000 Airpark Way, 2nd Floor  
Pacoima, CA 91331

Main Office Phone: 818-896-5271

Airport Mobile: 818-312-2911



## Airport Display Days

**Display Days are  
canceled until further  
notice.**

## 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**

**Have questions about flying during the pandemic?**

By General Aviation News Staff | May 5, 2020 | [generalaviationnews.com](http://generalaviationnews.com)

The Aircraft Owners and Pilots Association has posted a webinar featuring the association's Government Affairs team discussing "practical considerations" for pilots during the COVID-19 pandemic.

The informational session, touted as "what you need to know before you takeoff during the COVID-19 pandemic," is available at [AOPA.org](http://AOPA.org). The presentation is about 25 minutes long.

To supplement the webinar, AOPA also has created flow charts to help pilots determine if the provisions in new Special Federal Aviation Regulation released by the FAA April 29, 2020, apply to them.

- 1st, 2nd, or 3rd class medical examinations
- Knowledge tests for Part 61 pilot certificates and ratings
- CFI certificate validity and renewal
- Flight review
- Recent instrument flight experience
- Do the SFAR's provisions concerning flight reviews and instrument experience requirements apply to me?
- Small unmanned aircraft systems (Part 107 commercial operations)

## **Contact Us:**

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