

American Airports Corporation

General William J. Fox Airfield

From the Manager

Steve Irving

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Standing Meetings and Events

- **EAA Chapter 49**
Every 1st Tuesday
7:30PM
- **Open Hangar Day**
Every 2nd Saturday
All Day

LA County Customer Service Survey will begin April 1 – April 30, 2020.

**Please fill it out and
return them once you
receive it.**

2020 Aviation Commission Meetings

**Aviation Commission
meetings are
canceled until
further notice.**

Runway 6-24 Construction to begin in April — As previously discussed, the Fox field runway will be shortened to 3000' so we can rebuild runway 6-24. The project will be done in two phases. Each phase of construction will leave the opposite end of the runway available for normal operations. Expect to see crews starting work the second week of April with a completion date in late August or early September. There will likely be a few days of complete closures thought the project. We will do our best to minimize those interruptions, check NOTAM's before you fly.

Los Angeles County Airshow fell victim to the Corona virus. It was to be a spectacular show. We pushed forward as far as we possibly could, but were ultimately mandated by the authorities to cancel the show. We are looking forward to October 2021 for our next scheduled show. In the meantime were working with Edwards AFB to help them stand up their show, October of this year, with the Thunderbirds.

Hangar & Tie-down Rental Payments — Hangar payments can be mailed or made via phone. The \$10 fee for phone payments will be waived .

Cessna 210 Wing Spar AD Issued-March 3, 2020 by Mark Cook | www.avweb.com

The FAA has turned Textron's previous service bulletin requiring inspections of Cessna 210 spar caps into an Airworthiness Directive that goes into effect on March 9, with compliance due within 60 days or 20 hours' time in service. The mandatory service bulletin was released last November after the inflight breakup of a Cessna 210 in Australia traced to fatigue cracking emanating from a "corrosion pit." The FAA estimates the cost of the AD to be less than \$2,000 per aircraft assuming no damage is found. It estimates that spar replacement, required if cracks are found, could cost \$43,600 per aircraft. "This AD requires visual and eddy current inspections of the carry-thru spar lower cap, corrective action if necessary, application of a protective coating and corrosion inhibiting compound (CIC), and reporting the inspection results to the FAA," according to the AD. As part of its background process, the FAA received reports of "widespread and severe corrosion of the carry-thru spar" on Cessna 210G through 210M models, including the T210 variants. "Further investigation identi-

fied that these early model airplanes were manufactured without corrosion protection or primer, increasing their susceptibility to corrosion. Additionally, the design of these early model airplanes, where the upper surface of the spar is exposed to the environment, allows a pathway for moisture intrusion. Model 210-series airplanes were also delivered with foam installed along the carry-thru spar lower cap. The foam traps moisture against the lower surface of the carry-thru spar cap, which can increase the development of corrosion," according to the AD.

There are differences in scope between the Textron MSB and the AD. For one, the AD does not apply to the later N- and R-model 210s because they were manufactured with corrosion proofing. The MSB allowed 12 months for compliance while the AD requires the inspection within 60 days. The AD requires inspecting only the lower spar cap, but definitively requires an eddy-current inspection and not just a visual inspection; the MSB's callout for an eddy current was contextual on the amount of corrosion found.

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Main Office Phone: 661-940-1709

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Airport Display Days

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

KWHP

Every 2nd Sunday
10AM-2PM

Available for Lease

**Fox Airfield
(661-940-1709)**

Half Hangars starting at
\$137.59/month



**Brackett Field Airport
(909-593-1395)**

Standard Hangars (1013sf)
starting at

\$438.00/month



**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



**Whiteman Airport
(818-896-5271)**

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

Spotlight On

The impact of coronavirus on pilot testing, currency, and more
March 19, 2020 | General Aviation News Staff | www.generalaviationnews.com

The Aircraft Owners and Pilots Association (AOPA) sent a letter urging the FAA to use a “maximum amount of flexibility” to help keep pilots and aircraft up and running during the coronavirus pandemic, following concerns by members facing obstacles for remaining in regulatory compliance.

In the March 17 letter to FAA Administrator Steve Dickson, AOPA President and CEO Mark Baker described the impact on GA pilots and urged a flexible approach that allows extensions and relief from regulatory time restrictions for the duration of the COVID-19 crisis.

With life on hold, the clock continues to tick down toward the dates when pilots’ practical test and knowledge-test eligibility ends, currency or instrument proficiency runs out, and flight instructor certificates expire.

Many pilots confront seemingly intractable dilemmas in the face of closures, curtailment of travel, and the recommendations of health officials to practice social distancing, he notes in the letter.

“For example, federal requirements require pilots to renew their medical certificate in person, to complete their pilot certification examinations within a certain amount of time, and to complete knowledge tests at off-site testing facilities,” he wrote. “The current restrictions to the U.S. population create an impossible barrier for these individuals to meet the necessary airman and aircraft requirements.”

AOPA is receiving numerous member inquiries about how to deal with currency requirements during the pandemic.

“Our government affairs team is working with the FAA to create solutions,” said Christopher Cooper, AOPA director of regulatory affairs.

Issues that have cropped up:

- One challenging situation confronts instructors whose certificates expire every 24 months and must be renewed by one of several methods within the 90 days before the expiration date (doing so afterward requires starting over with a practical test). Many CFIs renew via online flight instructor refresher courses, but others attend in-person FIRC’s, many of which have now been canceled because of the coronavirus. “Without an extension or relief, some individuals’ instructor certificates will expire in the next month or two,” Cooper said.
- Some existing problems will be exacerbated during the coronavirus crisis: Dealing with limited availability of designated pilot examiners to conduct practical tests has been a work in progress for two years and now faces new obstacles. The FAA is considering waiving some DPE management policies, but some DPEs have canceled appointments with practical test applicants because of the outbreak. “As a result, applicants may run into the issue of not being able to complete their practical within the required time limits,” Cooper said.
- A related concern for applicants is that airman knowledge tests are valid as a practical test prerequisite for two years from the date they are taken. But if a knowledge test were to expire with testing facilities still closed, applicants would have no way to retake their knowledge tests, leaving them ineligible for the practical test indefinitely without some kind of FAA relief.
- Reduced access to aircraft and CFIs could trigger a wave of expirations of instrument proficiency checks, flight reviews, and recency-of-experience intervals unless the FAA can make exceptions, Cooper added.
- Medical certificate expiration dates are also looming. AOPA’s medical certification team is monitoring the situation and working with the FAA on contingencies, he said.
- Aircraft maintenance and continuing airworthiness requirements must also be addressed.

The European Aviation Safety Agency is addressing the needs of the aviation community in EASA-member countries under the exemption notification provisions of its rules, which permit extensions of validity periods of “ratings, certificates, and attestations” for up to eight months, AOPA officials noted.

Contact Us:

- ➔ For questions about your statement or to pay your rent via credit card call : Accounting Customer Service: (310) 752-0559
- ➔ For General Questions call Customer Service at: (310) 752-0578 or email aacservice@americanairports.net
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