



Illinois Aviation



1st Quarter 2020

Illinois to Update its Aviation Systems Plan and Economic Impact Report

by Clayton Stambaugh, James Bildilli and Zach DeVeau

After nearly 25 years, the Illinois Department of Transportation has embarked on a project to analyze the current Illinois Aviation System Plan to determine where changes need to be made to remain competitive with today's aviation environment. As we all try to keep abreast of the numerous changes to flying by attending regular training sessions, the aviation system itself needs to be periodically assessed to ensure that it truly reflects changes that have occurred. Since its last publication, there have been many, including the adoption of GPS for navigation and the introduction of Light Sport Aircraft, electrically powered flight and a myriad of technological changes to aircraft, airports and how those systems are used. In short, today's aviation environment is no longer your father's system.

As we update the "concrete and steel" aspects of the system, we must also analyze the economic impact of that system and its users on the Illinois economy. It has been the goal of IDOT to provide innovative, sustainable and multimodal transportation solutions that support local goals and help grow the economy. By studying the needs and economic impacts together, we can help provide a future vision for airport development across the state and supply essential data for program delivery, asset management and aviation's overall impact on Illinois communities.

As stakeholders in the aviation community, you may be wondering how these studies will affect you. Starting in the late 1940s with the Federal Aviation Administration's Federal Aid to Airport Program and continuing today with the Airport Improvement Program, Illinois

has been responsible for administering not only federal but also state airport development funds. This is carried out through state legislative authority that gives IDOT discretion in planning, programming and funding oversight. As such, unlike many other states, Illinois



serves as an industry partner to ensure project selection and delivery is done in the safest, most effective,

efficient and accountable way possible. Recently, the Illinois legislature approved Gov. JB Pritzker's "Rebuild Illinois," which increases capital funding for eligible system airports by an additional \$144 million. Coupled with the ongoing support from federal funds available through the AIP, Illinois has the ability to make increased investments in aviation facilities throughout the state, providing aviators and stakeholders around the country with safe and improved airport facilities.

As you may surmise, the updating of the system and economic analysis is a complex project. IDOT has selected the firm of Kimley-Horn to lead the project. As part of the effort, the project team will be conducting statewide data collection, including in-person site visits at every publicly owned, public-use airport in Illinois. These data will be used to provide insight into the system's strength and how airports might be further developed to satisfy the demands of safety, compliance, standardization, and alignment within the overarching strategic goals of the department. This includes identifying facility needs and how they might be supported through applicable programs. Overall,



this project will guide planning and implementation decisions, evaluate and recommend policy changes, support investment platforms, and educate those who oversee the system, including local, state and federal policymakers.



To ensure that study results are consistent with these goals, the studies require a substantial amount of input from Illinois aviation stakeholders – not just airport managers/owners and department staff.

Understanding your issues and needs is critically important in developing a holistic and comprehensive plan for the Illinois aviation system. To assist IDOT in this effort, we ask that you please visit www.ILAviation.com to read about the project, review current (and all future) developed task white papers, and most importantly, provide input to the project team. Some of the issues for which we are soliciting your input include:

- Issues currently affecting airports in Illinois (and the Midwest).
- Recommended system enhancements.
- Unique businesses or services located/provided at airports in Illinois.
- Suggestions for feature airport case studies.
- Any other input believed to be helpful to the project or system.

Sample outcomes from system plans developed for other states include items such as funding for terminal development, construction or installation of key safety projects like clearing obstructions, changes in airfield geometry, construction of fuel facilities, or something as simple as security lighting.

IDOT is excited to have the opportunity to complete this project on behalf of Illinois aviation system users and invites input from all stakeholders to ensure that the IASP is developed to meet or exceed its goals. Please be engaged and provide your frontline input through the project website or by talking with your local airport management or policymakers. As the project proceeds, we will keep you informed through future articles.

Establishing Personal Minimums

Personal minimums refer to an individual pilot's set of procedures, rules, criteria and guidelines for deciding whether and under what conditions to operate (or continue operating) in the National Airspace System. Personal minimums should be set to provide a solid safety buffer between the pilot skills and aircraft capability required for the specific flight you want to make, and the pilot skills and aircraft capability available to you through training, experience, currency, proficiency and, in the case of the airplane, performance characteristics.

What Should I Consider?

Step 1 – Review Weather Minimums. The regulations define weather flight conditions for visual flight rules and instrument flight rules in terms of specific values for ceiling and visibility.

Baseline Personal Minimums			
Weather Condition	IFR	VFR	Day
Altitude	1000	500	500
Visibility	3	3	3
Clouds	1000	1000	1000
Other			



Getting the Maximum from Personal Minimums

- Step 1 - Review Weather Minimums
- Step 2 - Assess Your Experience and Personal Comfort Level
- Step 3 - Consider Other Conditions
- Step 4 - Assemble and Evaluate
- Step 5 - Adjust for Specific Conditions
- Step 6 - Stick to the Rest!

Category	IFR	VFR	Day	Other
Altitude	1000	500	500	500
Visibility	3	3	3	3
Clouds	1000	1000	1000	1000
Other				

IFR means a ceiling less than 1,000 feet AGL and/or visibility less than three miles. Low IFR is a subcategory of IFR. VFR means a ceiling greater than 3,000 feet AGL and

visibility greater than 5 miles. Marginal VFR is a subcategory of VFR.

Step 2 – Assess Your Experience and Comfort Level.

Think through your recent flying experiences and make a note of the lowest weather conditions that you have comfortably experienced in VFR and, if applicable, IFR flying in the last six to twelve months. This exercise helps establish your personal "comfort level" for VFR, MVFR, IFR, and LIFR weather conditions.

Step 3 – Consider Other Conditions. It is also a good idea to have personal minimums for wind, turbulence and operating conditions involving things like high-density altitude, challenging terrain or short runways. Record the most challenging conditions you have comfortably experienced in the last six to twelve months. You can note these values for category and class, for specific make and model, or both.

Step 4 – Assemble and Evaluate. Next, combine these numbers to develop a set of baseline personal minimums.

Airport Trivia

Name That Airport Returns!

Do you know the name of the airport shown in this picture and the approximate timeframe in which it was taken? If so, please send an email to DOT.aero@illinois.gov. Those who provide the correct answer will have their names published (with permission), along with the correct answer, in the summer 2020 edition of Illinois Aviation.



Illinois Aviation Conference and Illinois Aviation Hall of Fame Banquet

These events were originally scheduled for May 20-21. They are in the process of being rescheduled to sometime in August.

For updated information, visit the Illinois Aviation Hall of Fame website at www.ilavhalloffame.org or contact Carol Para directly at cfifest@icloud.com. The Illinois Aviation Conference website is www.illinoisaviation.org/conference.html or you may contact Rob French at rob@cook-witter.com.

Candidates are inducted into the Illinois Aviation Hall of Fame based on their long-term service to the aviation community in Illinois. This year's inductees are Giles Henderson, Jim Klick, Ken Rapier, Wilbur Louis Smith and Lt. Col. William Thompson. The Spirit of Flight Award will be presented to Aviation Explorer Post #9, Chicago's Leading Edge Chapter, Women in Aviation and the Southwestern Illinois College Aviation Program. Congratulations to our awardees and inductees. Recipient photos and profiles will be available online at www.ilavhalloffame.org.

Calendar of Events

May 15-16, Times TBA

TBM Avenger Reunion and Salute to Veterans

Illinois Valley Regional Airport, Peru, Illinois
Jane Deckert • jagjane18@yahoo.com

June 7, 8 – 11 a.m.

Olney-Noble Pancake Breakfast - EAA Chapter 1304

Olney-Noble Airport (KOLY)
Keith Baumann • 618-599-5156 • cardinal68@icloud.com

June 21, 7 – 11 a.m.

Geneseo Air-Park Father's Day Fly-in Pancake Breakfast

Geneseo Airport (3G8)
Doug States • 309-912-0437 • dougsstates@gmail.com

June 21, 8 a.m. – Noon

Father's Day Pancake Breakfast – EAA Chapter 153

Schaumburg Airport (06C)
Bob Brandt • 847-274-3193 • cessna1801954@yahoo.com

August 29, 11 a.m.

Airshow '20 – Coles County Airport

432 Airport Road
Mattoon, Illinois
Andrew Fearn • 217-234-7120 • andrewfearn@colescountyairport.com

VIEW COMPLETE CALENDAR OF EVENTS: www.idot.illinois.gov/about-idot/stay-connected/multimedia/index



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ILLINOIS AVIATION is published quarterly by the IDOT Division of Aeronautics. Comments, suggestions and submissions should be direct to Troy Reiser, Bureau Chief of Safety and Education, 1 Langhorne Bond Drive, Springfield, IL 62707 (217) 785-4989, or e-mail to dot.aero@illinois.gov.