

# Illinois Aviation

Volume #72, Issue #3

## DEPUTY DIRECTOR'S CORNER

By Clayton Stambaugh



From airports to aircraft owners and operators, and every other individual and organization involved in the industry at all levels, we continue to face serious challenges in both our professional and personal lives. The pandemic persists in presenting new issues and has, to no one's surprise, aggravated existing problems, which will likely continue

into the near future. Now more than ever, as an aviation community, we must execute course correction through united maneuvers.

So far, through emergency procedures and assistance, notwithstanding some difficulty in implementation, Illinois Aviation has maintained some comfort in altitude overall. However, the drag of existing issues and the gravity of the overarching situation will continue to grow and challenge us to maintain a level course. All the while, despite being in the prairie state, the bottom-line continues to rise in elevation as the horizon remains unclear.

A better balance on all forces, and a clear vision beyond uncertainty, is necessary for Illinois Aviation to rise and overcome. Further innovation, efficiency, effectiveness and accountability, through technology and reform, is critical. It won't be easy. I have often heard it compared to simultaneously trying to control, navigate and rebuild an aircraft in the middle of a thunderstorm. However, we've already encountered energized coordination and cooperation throughout the whole of Illinois Aviation that is not only being maintained, but also enhanced, through new initiatives and joint efforts. For more infor-

mation on the Illinois Aviation System Plan and Economic Impact Analysis, have a look at [www.ilaviation.com](http://www.ilaviation.com).

A brief glimpse of these activities can be found within this newsletter, and we welcome engagement for additional momentum this fall. There is clearly much more to come.

To that end, please reach out to me at [clayton.stambaugh@illinois.gov](mailto:clayton.stambaugh@illinois.gov) or 217-785-8481 with comments, suggestions, questions or concerns.

I am confident that together, we can recover from these tumultuous altitudes and lift each other, and Illinois Aviation, to new heights.

Clear skies!

### LAUNCH OF ILLINOIS AVIATION EDUCATION TASK FORCE

Bureau Chief of Aviation Safety and Education Troy Reiser announced the formation of the Illinois Aviation Education Task Force. "Under a directive from our Deputy Director, Clayton Stambaugh we are busy working with the DCEO, ISBE, FAA, NGOs and private enterprises to lay the Task Force framework", said Troy Reiser. "The mission is to facilitate and develop aviation education career paths for high school students in Illinois utilizing all resources available from private and public sponsors to prepare them to pursue a course of study in any of the aviation disciplines." More information can be found at [www.ilaviation.com/safety](http://www.ilaviation.com/safety).

## CARES ACT FUNDING FOR ILLINOIS

Illinois airports are getting over \$446 million in federal funding in response to the COVID-19 pandemic.

The funding - part of \$10 billion the Federal Aviation Administration (FAA) is awarded to airports across the U.S. to help with operations - will go to 78 airports in the state. The FAA is distributing the funds after passage and approval of the Coronavirus Aid, Relief and Economic Security (CARES) Act.

The idea behind the funding is to support continued operations at Illinois airports and to replace lost revenue resulting from a lack of business and activity during the pandemic. Funds can be used for operating expenses including items like payroll and utilities and debt payments. In some instances, the funds can be used for capital expenditures.

The FAA is encouraging airports to spend this grant money with haste to slow down the negative impacts of the pandemic. In another section of the CARES Act, recipients of fiscal year 2020 appropriations for Airport Improvement Program (AIP) and Supplemental Discretionary grants will not have to contribute a matching percentage of project costs. The federal government will cover the entire amount.

A milestone was reached mid-September with funds starting to flow regularly to airports. IDA would like to thank recipients for their patience as this new type of

funding for operations and maintenance is implemented and looks forward to working together to making continual improvements to this critical airport assistance program.

[Click here](#) for an interactive map from the FAA showing the list of ALL Illinois airports receiving funding.

### LIST OF ILLINOIS AIRPORTS RECEIVING CARES ACT FUNDING (Abbreviated)

City	Airport	CARES Grant
Belleville	Scott AFB/MidAmerica	\$3,658,446
Bloomington-Normal	Central IL Regional Airport at Bloomington-Normal	\$4,632,066
Decatur	Decatur	\$17,494,522
Marion	Veterans Airport of Southern Illinois	\$1,133,703
Moline	Quad City International	\$8,063,175
Peoria	General Downing - Peoria International	\$6,177,124
Rockford	Chicago/Rockford International	\$18,629,312
Savoy	University of Illinois-Willard	\$1,838,071
Springfield	Abraham Lincoln Capital	\$4,661,086

## ILLINOIS AIRCRAFT OWNERS

### C172 RESTORATION

The most amazing facts about the Cessna 172 Skyhawk are two-fold. First, that it is still in production after 63 years. Second, and maybe more amazing, is that the first 172 produced are still alive and well. Current owner of one of these beauties, Dennis Ozment, EAA 854708, of Quincy, was proud to show it off at EAA AirVenture Oshkosh 2019 where the aircraft was named Grand Champion.



### Grand Champion - Gold Lindy

Dennis Ozment  
Quincy, Illinois  
1955 Cessna 172, N5000A

Watch the complete story on [Illinois Stories Cessna 172 WQEC TV PBS Quincy.](#)

## ILLINOIS AVIATION SYSTEM PLAN UPDATE

Over the past several months, the consulting team for the Illinois Aviation System Plan (IASP) and Economic Impact Analysis (EIA) have been hard at work collecting data necessary to evaluate the Illinois airport system. Thanks to the 80+ airport managers and airport representatives who attended the virtual calls and provided much-needed information, this plan would not be successful without your participation! In addition to airport outreach, the consultant team has also been contacting various aviation stakeholder groups. Stakeholder outreach is imperative to gather qualitative information to help inform the analyses and highlight unique stories. Thank you to those who have participated!

Now that data has been collected, the IASP and EIA are now able to move to the second phase. Over the next couple months, we'll be compiling every data point received from the airports. As many of you noticed, we have obtained a significant amount of data that is in process of being evaluated. IASP evaluations will be documented in the Inventory and System Performance chapter, which is planned to be posted to the project website in draft form later this Fall. EIA modeling will continue through the Fall as surveys are received.

IDOT and the consultant team are preparing for a virtual Technical Advisory Committee meeting in November! We are excited to present detailed results from the data collection process, as well as environmental and intermodal access findings. Be on the lookout for the presentation. More to come!



Be sure to continue monitoring the progress of both the IASP and EIA through the project website at [www.ilaviation.com](http://www.ilaviation.com). Draft documents, as well as Advisory Committee meeting materials, will be uploaded to the website periodically as they are made available for public review.

Lastly, if you have professional-grade photos of Illinois aviation or airports, please send to [Zach.DeVeau@Kimley-Horn.com](mailto:Zach.DeVeau@Kimley-Horn.com). We'd love to feature your pictures in the reports, brochures, and/or presentations!

We thoroughly appreciate your continued engagement and participation in both projects!

## AOPA RUSTY PILOTS ONLINE COURSE

*By Dave Weiman, reprinted with permission from MidwestFlyer.com*

It was time to complete my biennial flight review, and my flight instructor encouraged me to first take AOPA's Rusty Pilots Online Course for three reasons: 1) it's an excellent review of regulations and procedures, 2) it meets the requirements of the ground training portion of the flight review, and 3) it's free to AOPA members!

Since the 1970s, BFRs have been required of all pilots who intend to act as pilot-in-command, as per Federal Aviation Regulation Section 61.56.

The BFR consists of a minimum of 1 hour of flight training and 1 hour of ground training. It must include a review of the current general operating and flight rules of Part 91, and a review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

The review should be a proficiency evaluation accomplished in an economical and expeditious manner, while providing a learning experience, without the pressure

associated with a check-ride. Still, if your flight instructor feels that you are not fit to fly, he will not sign off.

Prior to the review, the pilot and flight instructor should discuss the flight review's basic content, including the elements to be covered in both the oral and flight portions. These elements should be understood by the pilot and the flight instructor prior to initiating any phase of the review.

Like many of you, I have been flying continuously for a very long time, and it has become second nature. Still, we all need to avoid becoming complacent, and practice on a regular basis to stay proficient.

Before now, I always looked at AOPA's Rusty Pilots Course as something good for pilots who have not been flying for a while, and it is. But now having taken the online course, I am convinced that it provides an excellent review for active pilots as well. Continue reading this article at [www.ilaviation.com/safety](http://www.ilaviation.com/safety).

## AIRPORT TRIVIA

### Name that airport CONTINUES!

Do you know the name of the airport shown in this picture and the approximate timeframe 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 Q4 2020 edition of Illinois Aviation.



The answer from the last newsletter, Q2 2020, was Metropolis Airport circa 1970. Congratulations to those who answered correctly! Charles O'Connell, Robert Bejna, David Borger, Randy Seiler, Steven Spector

## UPDATE OF ILLINOIS DIVISION OF AERONAUTICS CONTACT DETAILS

Please disregard the telephone numbers on aircraft and pilot certificates, and use the following contact information:

### Aircraft and Pilot Registrations

Telephone: 217-785-8515

Email: DOT.Aero@illinois.gov

## CALENDAR OF EVENTS

See the full calendar at [www.ilaviation.com/safety](http://www.ilaviation.com/safety).

### IDA Winter Seminars

Due to the pandemic, the IA Renewal Seminars that are normally held in Springfield and St. Louis have been canceled or rescheduled for much later in the year. IAs who need to utilize a "refresher course" acceptable to the FAA for this year's current cycle can locate free on-line refresher courses and webinars at [www.faasafety.gov](http://www.faasafety.gov) under the Maintenance Hanger tab and the Seminars and Webinars tab at the bottom of the home page.

The Chicago Aviation EXPO IFR/VFR Seminar normally held in Itasca at the end of January is in the process of being rescheduled for late spring or early summer.

## MOVING ONLINE

**Illinois Aviation** newsletter has been in continuous print for 73 years with Vol. 1 / No. 1 launched in August 1948. The newsletter is available both in print and email versions and will soon be linked to the new Illinois Aviation Safety and Education website located at [www.ilaviation.com/safety](http://www.ilaviation.com/safety).



**VIEW COMPLETE CALENDAR OF EVENTS:** [www.ilaviation.com/safety](http://www.ilaviation.com/safety)



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AirMail is sent about two weeks before the hardcopy is mailed.

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