



Volume 53, Number 2

# Illinois Aviation Conference

to be held April 13-14



Refueling

Illinois Aviation

by Dorothy Negangard  
Bureau of Aviation Safety

Do you ever feel like the aviation industry in Illinois could use a little **refueling**? Does it seem as though the **fuel line** of enthusiasm has been **pumped** dry? The Illinois aviation industry needs to **turn the boost pump on** and create an awareness of the impact that aviation has on our communities. We need to **exhaust** every effort to address the Illinois aviation consumer's needs, to better determine how our airports can become more valuable to our communities, and in turn have our communities be more supportive of our airports.

This year's aviation conference will focus on these issues and bring ideas and programs to the airport owners, managers, corporate users, government officials, FBOs, community leaders and airline businesses.

The 2004 Illinois Aviation Conference will be held at the **Hotel Pèrè Marquette in Peoria, IL** on April 13- 14, 2004.

To kick things off, a **high-octane** evening is planned on April 13 at the *inPlay* entertainment complex near the Hotel Pèrè Marquette. In addition to a scrumptious dinner, music will be provided by Barry Cloyd. You will also have an

opportunity to showcase your skills at the hottest virtual reality games, darts, billiards, and of course the rock climbing wall. A game card will be given to all registered conference attendees.

Our welcome ceremony is scheduled for 8:15 a.m. on April 14. Aviation humorist **Dave Gwinn** will then deliver some *Skytalk Humor* to get our **engines** going. Invited guests from the **Aircraft Owners & Pilots Association, American Association of Airport Executives, American Eagle Airlines, Federal Aviation Administration**, and the **National Air Transportation Association** will no doubt provide some valuable marketing strategies for **refueling** the aviation industry in Illinois. Of course, we also encourage and welcome your concerns and suggestions on this important subject. It will take the entire aviation community to bring Illinois back to **full throttle**.

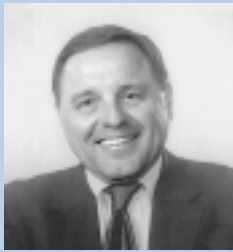
The **Illinois Aviation Hall of Fame Induction Banquet** will be held at 6:30 p.m. on April 14, 2004, at the Hotel Pèrè Marquette. Registration (check-in) for this

event begins at 5:30 p.m. followed by a reception, banquet and the induction ceremonies. Our guest speaker for the evening will be Wright Brothers historian **Darrell Collins**.

Tickets and registration for both the Illinois Aviation Conference and the Illinois Aviation Hall of Fame Induction Banquet must be purchased prior to the event. For registration information, deadlines and updated conference information please call (217) 785-8380 or visit our web site: (<http://www.dot.state.il.us/aero/index.html>).

Hotel reservations should be made directly with the Hotel Pèrè Marquette (800-447-1676) as soon as possible. Please mention the Illinois Aviation Conference to receive the discounted group rate of \$69. The hotel will honor this price until March 19, 2004.

The Illinois Aviation Conference is sponsored by the Illinois Aviation Trades Association, The Illinois Public Airports Association and the Illinois Department of Transportation, Division of Aeronautics.



## **N**ote from the Director by Hugh Van Voorst

James V. Bildilli, known as *Dilli* to his co-workers, retired from the Division of Aeronautics after more than 35 years of service.

Jim first began his career with the then Department of Aeronautics in March of 1969. During his tenure with Aeronautics he served as airport design engineer, Section Chief of Planning, Bureau Chief of the Bureau of Aviation Safety and as Chief Engineer for the Bureau of Engineering.

Jim is a pilot and registered professional engineer. He received his B.S. in Civil Engineering from the University of Illinois and an M.S. in Public Administration from the University of Illinois-Springfield. He received many awards including a National Association of Aviation Officials (NASAO) award for Distinguished Service in 1995.

He is active with the Civil Air Patrol, advisor to an Aviation Exploring Post, and adjunct instructor and Advisory Board Chairman of the Aviation Exploring Base at EAA-Oshkosh. You can always count on Jim and his CAP/Explorer group for assistance at division safety seminars.

Jim made a lot of lifelong friends while working for the division. He always gave more than 100 percent, led by example, made working fun and was well known for his popcorn and *Dilli Chili*.

Jim is one of the few people who actually knows virtually everything worth knowing. I feel it is my duty to ask him everything. He helps people with his incredible communication tools and knowledge. I will miss him, but I can talk to him anytime when we go to Krekels for lunch.

Jim and his wife Donna live in Farmingdale. They have a son, daughter and two grandchildren. He has no special retirement plans in mind, other than to travel in his motor home and spend more time outdoors.

He will be missed by all. We wish him the very best in his retirement.



## **New Aviation Safety Rules Adopted**

by Dorothy Negangard  
Bureau of Aviation Safety

The Illinois Department of Transportation, Division of Aeronautics adopted a new 92 Ill. Adm. Code 14, titled *Aviation Safety*, effective Jan. 26, 2004 (Part 14). This new rule supersedes the previous rule adopted Dec. 28, 1977 by the division.

The division had last adopted revisions to this rule in December of 1985. Since that time there have been several changes to the Illinois Statutes and Federal Aviation Regulations; and, we have seen the introduction of new generation aircraft that have necessitated changes to the *Aviation Safety Rules*. In addition, the layout and organization of Part 14 had remained essentially unchanged since it was first codified in December of 1977. The new rule incorporates all of the above changes and has been reorganized to facilitate reading and comprehension.

A new *Subpart A: General Provisions* was written to give an overview of the purpose of Part 14 and to define how the division will apply and interpret the Part. It also more clearly defines the division's policy for processing an application for a Certificate of Approval to operate an airport or restricted landing area (RLA) in the state of Illinois. Text was included in this Subpart that applies to every airport or RLA regardless of the classification.

Each of the other Subparts was rewritten to: emphasize aircraft and airman registration requirements, more clearly define the minimum standards for different classifications of airports or RLAs, incorporate sections to specifically address heliports/vertiports and ultralight airports, stress the importance of air safety, and to establish guidelines for any proceedings that may come before the division.

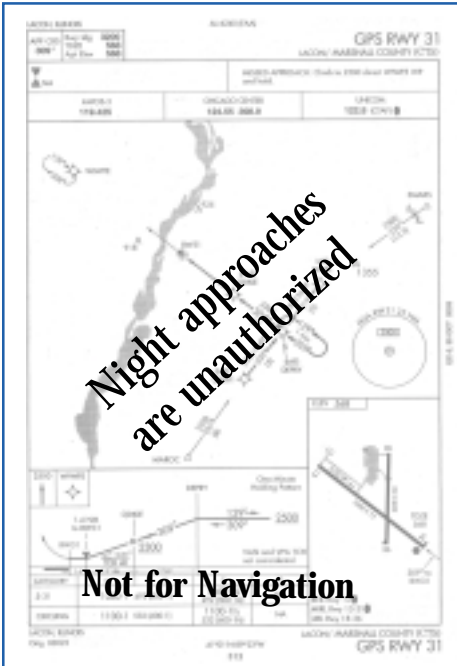
The adopted rules may be accessed by visiting the division's web site at <http://www.dot.state.il.us/dobuisns.html>. A copy of the new rules will be mailed to all current airport, heliport and RLA certificate holders in the near future.

We hope the revised layout and organization of Part 14 will simplify your search for specific requirements, and will enhance your understanding for the necessity of the Illinois Aviation Safety Rules.

*For updates and changes  
visit the  
Division of Aeronautics  
Website at:  
<http://www.dot.state.il.us/aero/index.html>*

# Illinois Moves to Protect Night IFR Approaches

By Jim Bildilli



While obtaining your private pilot certificate, you probably became familiar with a few of the Federal Aviation Regulations (FARs) such as Part 61 and 91. As you progressed, you familiarized yourself with others that were germane to the ratings or other certificates that you were seeking. Airports like pilots are also bound to FARs as well as various additional orders and directives that are adopted by the Federal Aviation Administration. You have probably heard about Part 139 and Part 107, which cover airport certification and security requirements. However, you've probably not heard about Order 8260.3 entitled *United States Standard for Terminal Instrument Procedures* or TERPS for short.

TERPS is the FAA's *bible* that is used to develop all instrument procedures to airports from the newest GPS to the oldest *survivor*, the NDB. Over time, as new technology is developed or whenever the procedures can be further refined, changes are made to TERPS. A few years ago, the Gore Commis-

sion reviewed accident statistics and other safety-related data and recommended that the FAA review their design and procedures manuals to see if safety could be enhanced. Some initiatives, such as the increased emphasis on reducing runway incursions and the construction of extended Runway Safety Areas (RSAs), have already been introduced.

In keeping with the safety initiatives, Change 18 to TERPS was introduced in November 1999. Change 18 will have far-reaching impacts upon the aviation community. In effect, it states that if the visual segment of the final approach segment is obstructed, an evaluation has to be made to determine if night instrument approaches will be allowed to continue. In short, if there are close-in obstacles or if there is a lack of approach information, night IFR approaches will not be allowed for a particular runway or the worst case, for the airport itself. Because the FAA has limited approach information, Change 18 impacts nearly 2,500 airports in the United States. In the eight states of the Great Lakes Region, 516 airports will be impacted including 46 public and 14 privately owned open-to-the-public facilities in Illinois.

Noting the potential negative impact upon the Illinois aviation system, the division sought a cost-effective solution to maintain the viability of night IFR approaches. The FAA's initial requirements for conducting runway approach area evaluations required extensive ground or aerial surveys. An initial estimate for completing the surveys at Illinois' 52 publicly owned airports was several million dollars. Because neither the division nor the airports could afford such an expense, the division sought approval of another survey method, called Photoslope™. Photoslope™ has been used continuously by the division since the mid

1980s to evaluate runway approach surfaces under FAR Part 77 for compliance with FAA's grant assurances. Although TERPS criteria are different than those of Part 77, the Photoslope™ concept appeared to be valid.

With that assumption, in June 2003, the division contracted with GCR Associates Inc. to use Photoslope™ to perform a proof of concept test at the Lawrenceville-Vincennes International (LWV) Airport-Runway 18 end only. Upon completion, the results were submitted to FAA's Flight Procedures branches in both the Great Lakes Region and Oklahoma City for review. In September 2003, Photoslope™ received FAA approval for use in evaluating runway approach surfaces for TERPS. With that approval, evaluations can now be performed for substantially less than the original estimate.

Over the next few years, the division anticipates surveying all 46 publicly owned airports to determine if the TERPS surfaces are obstructed in any manner. If objects are found, the FAA has mandated that airport owners (public and private) mitigate those objects within three years or lose their night IFR approach capability. This could include lowering, removal, marking, lighting and installing visual guidance aids (e.g. VASI, PAPI) or in the worst case, relocating the runway threshold to provide for the required 20:1 (visual) or 34:1 (straight-in) approach. For the publicly owned airports, both state and federal grants will be available for mitigation. Unfortunately, for the 14 privately-owned airports affected by the change in TERPS, such assistance will not be available.

Although the division is working to maintain night IFR approaches, it would be advisable for you to check your approach plates carefully to ensure that your destination's approach will be available when you arrive after dark!

## Barnstorming Embry-Riddle Student

*Taken from a Embry Riddle University News Release*

Embry-Riddle Aeronautical University and Careers in Aviation Inc. will revisit aviation's early days by sponsoring the National Dream Launch Tour - a barnstorming tour with a difference.

In 1926, not long after the Wright brothers' first flight, John Paul Riddle, one of the school's founders, was giving aerial joyrides in Jennys and Wacos to drum up business for his fledgling flying business in Cincinnati, Ohio.

On Jan. 24, 2004, Jamail Larkins, a 19-year-old aviation business student at Embry-Riddle's Daytona Beach, Fla., campus, updated that tradition when he began a 20-city national tour piloting a new Cirrus SR20 aircraft. His mission: get youngsters in middle schools and high schools along the way thinking about careers in aviation.

The national tour officially started in Lakeland, Fla. Every Thursday, Larkins is scheduled to fly the Cirrus plane to a different city, where he will visit schools, make presentations, and discuss aviation with students.

Students in schools included on Larkins' tour will be invited beforehand to write an essay answering the question, "How do you envision the next century of flight?" Judging will take place prior to each school visit. Winning essayists will be given the opportunity to fly with the Embry-Riddle student in the Cirrus the following Saturday.

Larkins started flying at the age of 12. Two years later, the Augusta, Ga., native became one of the youngest certified pilots in the United States when he soloed a powered aircraft in Canada. He completed his U.S. solo shortly after his 16th birthday in a Cirrus SR20. He currently flies a high-performance Christen Eagle II aerobatic aircraft on the air show circuit.

He has accumulated more than 510 hours of total flight time in more than 33 types of aircraft and has flown to all parts of the United States and Canada. He has also trained in several types of airline simulators, including the Boeing 777, the Boeing 767, the Boeing 757, and the McDonnell Douglas Super MD-80. In 2003, Jamail performed his first airshow season.

On April 29, he will stop at one or more middle schools in the Chicago area. He will also be making appearances at more than 35 airshows, conventions, events and, of course, the National Dream Launch Tour stops in 2004. At the same time, he will continue training in the Christen Eagle II aerobatic aircraft.

## Tockstein Wins FAA Master Mechanic Award



*Steve Long, FAA representative, presenting the Charles Taylor Master Award to Otto F. Tockstein at the Illinois Aviation Maintenance Seminar held in Collinsville.*

## Shafer Field Named 2003 Private Airport of the Year



The Division of Aeronautics congratulates St. Louis Metro East - Shafer Field on being named the Private Airport of the Year. Airports are chosen for this award by showing outstanding work in the areas of airport maintenance, community support and promotion of aviation.

The airport started as a restricted landing area (RLA) on a farm owned by Ed and Lois Shafer in 1969. It started commercial service in 1975 and now handles approximately 20,000 operations annually.

In addition to the 40 aircraft based at the airport, an air park is also currently under development. The airport has sold five of the park's 12 lots, and housing construction is already completed on two of them.

Although still managed by Ed and Lois Shafer, their son Mike has been responsible for daily operations since 1973. Equally important to the success of the airport is Shafer's mechanic, Phil Acton. Phil is an IA with his A&P and has worked at the airport for the last 25 years.

Congratulations to St. Louis Metro East - Shafer Field for enhancing aviation in Illinois by operating a truly exceptional private airport.

# IFR/VFR Safety Seminar

An IFR/VFR Safety Seminar and Flying Companion Safety Seminar will be held on Saturday April 3, 2004. The seminar is at the Institute of Aviation, University of Illinois Willard Airport (CMI) Savoy, IL Administration Building. (The remodeled terminal building next to the control tower.)

Registration is at 9:30 a.m. The program starts at 10 a.m. and ends at 2:30 p.m. Lunch will be from noon until 12:30 p.m and lunch orders will be on the premises. Proceeds will go to the U of I Flying Team.

There will be free car parking in front of the old terminal and free plane tiedown on the Flightstar Ramp.

## IFR & VFR PROGRAM

- **WINGS PILOT PROFICIENCY PROGRAM**  
John Blohm - FAA FSDO Springfield
- **AIRMEN'S MEDICALS**  
Dr. Jim Manint - FAA Medical Examiner
- **HUMAN ERROR-ANALYSIS OF AIRCRAFT ACCIDENTS**  
Doug Wiegmann - Former NTSB Investigator & Professor Human Factors
- **THINGS THAT GO BUMP IN THE NIGHT**  
Don Cramer - Illinois Department of Transportation Division of Aeronautics
- **INSTRUMENT PROFICIENCY CHECKLIST**  
Don Talluer - University of Illinois Institute of Aviation
- **SPECIAL HANDOUTS**  
**UPDATED WEB SITES FOR PILOTS ON WEATHER**  
Eric Cowan - U of I Assistant Chief Flight Instructor  
**Flying Companion Program**  
Held at the Flightstar classroom and runs concurrent with the times above.  
Presented by Legacy Aviation, Inc.

The program is sponsored by: University of Illinois Institute of Aviation, Legacy Aviation, Inc., The Flightstar Corporation, Frasca Air Services, Illini Area Chapter of the Illinois Pilots Association, FAA(SPI FSDO), IDOT Division of Aeronautics, and the U of I Flying Team.

For further information contact: John Blohm, FAA SPI FSDO (217) 744-1910 or David Block Illinois Pilots Association Phone (217) 351-8492.

## National Weather Service

### Spring Weather in Illinois

by Ed Holicky National Weather Service  
Lincoln, Illinois

During the spring, Illinois is typically one of the *battle states* between cold air to the north and warm, moist air from the south. As a result we encounter a wide variety of weather, from major winter storms to severe thunderstorms and tornado outbreaks. Spring 2003 showed us just how active weather across our state can be. Illinois experienced a record 120 tornadoes in 2003, and 75 tornadoes in May alone. In May, the Central Illinois County Warning Area (CWA) led the nation with a record 41 confirmed tornadoes. As one can assume, spring weather in Illinois has a major impact on the airline industry. Hopefully, the spring of 2004 will be a little *quieter* weather-wise across Illinois.

With spring around the corner, people in the aviation community need to start planning for convective weather (thunderstorms) season, which may have an impact on their flight plans. Between April and June 2003, four of the larger airports in central Illinois (KPIA, KSPI, KDEC, and KCMI) reported around 188 hours of thunderstorms. In addition, each of these four sites experienced an average of 27 hours when the visibility was less than one half of a mile and/or ceilings were less than 200 feet.

Winter weather continues to create problems in the early spring months across Illinois. The average snowfall at O'Hare is 6 inches in March and 1.6 inches in April. For Peoria, the average March snowfall is 3.2 inches and around one inch in April. Champaign usually picks up 3.3 inches of snow in March, and a half inch in April. The average March snowfall total in Springfield

*Continued on Page 6*

Can Fly? Try Here



## Olivers Restaurant at CPS

by Jan Draper, Editor

**The Destination:** St. Louis Downtown Airport (CPS), Cahokia, IL.

**The Experience:** It was a very cold and windy November day at St. Louis Downtown Airport. The sky was cloudy and grey, but that feeling changed as we entered Midcoast Aviation. We were greeted by their friendly and professional staff who made us feel welcome.

**The Atmosphere:** The restaurant is located on the airport with a window view of the runway. The wall is full of pictures of very famous people who have eaten at the restaurant. They include: Bill Gates, Bob Hope and Maureen O'Hara just to name a few.

**The Menu:** The menu looks like a newspaper and highlights Charles Lindbergh. When you open the menu you are presented with a variety of culinary delights. You can order everything from the soup of the day, chicken, beef, pasta and fish. I ordered a piece of Boston Cream Pie from the dessert menu. It was scrumptious. The service is professional, friendly, fast and the prices are very reasonable. I would recommend eating at this restaurant.

**The Quote:** Bob McDaniel, Airport Manager said:

*"The restaurant now includes a banquet room that will seat 65-70 people with a view of the runway. It's a great place to eat whether it be a hamburger or a sit-down steak dinner."*

### The Information:

Elevation: 413'

Lat: 38° 34.24'

Lon: 90° 09.37'

Airport Manager: Bob McDaniel  
(618) 337-6060



## National Weather Service

### Continued from Page 5 Spring Weather in Illinois

is 3.4 inches and 0.7 of an inch in April.

The spring and early summer months are usually the most active and varied time of year for weather across Illinois. People with aviation interests need to use caution, especially with convective activity.

Listed below are a few websites where up to date weather information can be found.

- <http://aviationweather.gov/>
- <http://www.weather.gov/>
- <http://adds.aviationweather.gov>
- <http://www.crh.noaa.gov/ilx/aviation.php>
- <http://www.crh.noaa.gov/lot/aviation.php>

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*Comments, suggestions, and submission of articles are welcome and should be directed to:*

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*Springfield, IL 62707*

*Phone: 217-785-8516*

*FAX: 217-785-4533*

*TTY: 800-526-0844*

*E-Mail [draperjk@nt.dot.state.il.us](mailto:draperjk@nt.dot.state.il.us)*

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## Illinois 2004 Calendar of Events Form

If you are planning any fly-ins, airshows, seminars or any other aviation-related programs at your airport, please complete and return the form below to ensure that your events are included in the calendar:

Location : \_\_\_\_\_

Name of event: \_\_\_\_\_

Date/time of event: \_\_\_\_\_

Planned activities: \_\_\_\_\_

Contact name and telephone number: \_\_\_\_\_

Please return information to: **Editor, *Illinois Aviation***  
**Illinois Department of Transportation**  
**Division of Aeronautics**  
**1 Langhorne Bond Drive**  
**Springfield, IL 62707-8415**  
**Phone: (217) 785-8516**  
**Fax: (217) 785-4533**  
**e-mail: [draperjk@nt.dot.state.il.us](mailto:draperjk@nt.dot.state.il.us)**

**April 24-25**  
**11th Annual Charlie Wells Memorial Fly-In**  
**Drive-In Breakfast**  
**Capital Airport, Springfield, Ill.**  
**Contact: Jerry Coleman (217) 483-3201**  
**e-mail [jerfly@cs.com](mailto:jerfly@cs.com)**  
**<http://www.wellsscholarship.com>**

**WINGS**

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**2 0 0 4**

**July 9-11**  
**Coles County Airport (MTO) Mattoon, IL**  
**For More Information**  
**Call (217) 524-5269**

## alendar of Events

### April 18

Fly-In Breakfast  
Rantoul National Av Cen. (**TIP**) Rantoul, IL  
Contact: (217) 244-8686

### April 24-25

Charlie Wells Memorial Fly-In/Drive In Breakfast  
Capital Airport (**SPD**) Springfield, IL  
Contact: (217) 483-3201

### May 1-2

Antique Fly-In  
Shelby County Airport (2HΦ) Shelbyville, IL  
Contact: (630) 234-4655

### May 2

Illinois Pilots Association  
Annual Board of Directors Meeting  
Contact: (217) 643-2325

### May 14-16

Kewanee Aeronca Fly-In  
Kewanee Municipal Airport (EZI) Kewanee, IL  
Contact: (309) 858-8671

### May 16

EAA Chapter 15 Breakfast  
Lewis University Airport (**LOT**) Romeoville, IL  
Contact: (630) 243-8213

### May 16

Fly-In Breakfast  
Taylorville Mun. Airport (**TAZ**) Taylorville, IL  
Contact: (217) 623-4224

### May 16

Fly-In Breakfast  
Ogle Co. Barnett Field (C55) Mt. Morris, IL  
Contact: (815) 732-7268

### May 22-23

Palmyra Annual Fly-In  
Spring-Fling/Breakfast  
Contact: (217) 439-7497

# More than 1400 people attended fall & winter Safety Seminars



These safety seminars are sponsored by IDOT Division of Aeronautics, Bureau of Aviation Safety

## ILLINOIS AVIATION

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