AGENDA

Schaumburg Regional Airport Advisory Commission

Wednesday, August 13, 2025
Schaumburg Regional Airport - Airport Meeting Room (905 W. Irving Park Road)

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

A G E N D A

I. CALL TO ORDER

II. APPROVAL OF MINUTES

A. May 14, 2025

III. NEW BUSINESS

A. Airport Management Update

IV. UNFINISHED BUSINESS

V. CONTINUING ITEMS

A. Pilots Technical Advisory Committee Chairman Report (Verbal Update)

B. Commission Comments and Mentions

VI. DEFERRALS

VII. COMMENTS FROM THE PUBLIC

VIII. ADJOURNMENT

IX. NEXT MEETING

A. November 12, 2025

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the meeting will be accessible to individuals with disabilities. Persons requiring auxiliary aids and/or services should contact the Village Manager's Office at 847.923.4705, preferably no later than five days before the meeting.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

May 14, 2025
08/13/25
Schaumburg Regional Airport Advisory Commission

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action:

ATTACHMENTS:
- May 14, 2025

I have reviewed the minutes, and they accurately represent the actions taken by the Schaumburg Regional Airport Advisory Commission.

Erik Trydal
Airport Manager

Schaumburg Regional Airport Advisory Commission
Minutes of May 14, 2025

CALL TO ORDER

The Schaumburg Regional Airport Advisory Commission meeting was called to order at 7:32 p.m. by Chairman Mayle.

ROLL CALL

Members Present: Bernie Mayle, Chair
Brian Bieschke
William McLeod
Jon Kunkel (Alt)

Member(s) Absent: Rodney Craig
Pat McFarland
Mark Madej
Jamie Clar (Alt)
Jack Trudel (Alt)
Patrick Kinnane (Alt)

Staff Present: Sidney Kenyon, Director of Transportation
Erik Trydal, Airport Manager
Marisa Krawiec, Transportation Program Manager

Others Present: Bryan Sill, PTAC Chair
Josh Cannata, PTAC Member
Jim Griffin, PTAC Member
Sean Kline, Holiday Airways
Alec Seybold, Flight Tech Engineering
Bill Dunn, Flight Tech Engineering

APPROVAL OF MINUTES:

A motion was made by Trustee Bieschke, seconded by Mr. Kunkel to approve the minutes of April 30, 2025, as presented. All Ayes.

MOTION CARRIED

NEW BUSINESS:

A. Airport Management Update

Mr. Trydal provided the Airport Management Update.

Delta and Echo Hangar Pavement Rehab
Pavement reconstruction will begin May 15, 2025.

Harper College Hangar Upgrades
Hangar upgrades for Harper College were approved by Village Board on May 13, 2025. Harper College is targeting construction on May 15, 2025.

Holiday Airways FBO
Holiday Airways was approved by Village Board to begin operations as the Schaumburg Regional Airport's new FBO on June 1, 2025.

Schaumburg Regional Airport Event: Father's Day Pancake Breakfast
The Schaumburg Regional Airport Father's Day Pancake Breakfast will be hosted by Holiday Airways on June 15, 2025, from 8:00am – 12:00pm.

A motion was made by Trustee Bieschke, seconded by Mr. McLeod to accept the Airport Management update as Informational. All Ayes.

MOTION CARRIED

B. Schaumburg Regional Airport: Implementation Plan Update

Mr. Trydal provided an overview of three goals from the Schaumburg Regional Airport Implementation Plan. The first of these goals, which is carried over from the previous year, is the installation of an Instrument Approach, which will be covered more in-depth with the next agenda item with the presentation of the Feasibility Study. The second goal is the continued maintenance of the infrastructure, including a partnership with Harper College to update Hangar B27 for Harper's Aviation Maintenance Program, as well as the replacement of the fascia board on the Delta and Echo hangars. The third recommendation involved conducting an interview with the Airport's business tenants, the results of which can be found in the agenda packets and will give Staff some next steps with which to move forward.

A motion was made by Trustee Bieschke, seconded by Mr. Kunkel to accept the Schaumburg Regional Airport: Implementation Plan Update as Informational. All ayes.

MOTION CARRIED

C. Instrument Approach Feasibility Study

Mr. Seybold and Mr. Dunn from Flight Tech presented their findings from the Instrument Approach Feasibility Study. The Technical Report can be found in the agenda packet for this meeting.

Chairman Mayle asked if Chicago Terminal Radar Approach Control's (TRACON, or C90) unwillingness to provide concurrence to the procedures presented by Flight Tech is a detriment to the growth of the Schaumburg Regional Airport. Mr. Trydal said yes, if the Airport were to grow and expand, then instrument approach would be necessary.

Mr. McLeod asked if any thought was given to contacting federal officials such as members of Congress or others at a similar level to ask for their intercession or perhaps get some federal push on C90 to reconsider. Mr. Trydal said this was discussed with Flight Tech, and that politicians may not want to push back on a decision made with safety concerns in mind. There will

need to be discussion to determine if it is worth reaching out to politicians to see if they would be willing to intervene.

Mr. Kenyon said that it had been discussed previously that the Federal Aviation Administration (FAA) or those who could work with TRACON might defer to the Subject Matter Experts in this realm. Mr. Dunn said that is correct. Politicians can successfully use their influence to change decisions on social issues, but those are the types of issues that do not have intricate safety elements to them that require in-depth study. Because there is a dedicated group that knows this airspace and has expertise in keeping the planes safe and separated, it can be hard even for someone with more authority to tell them to make something happen when that group of experts says it's going to cause problems. They have a lot of strength in their position because they are experts and professionals who are trying to protect those using the airspace and keep everything stable. Mr. Seybold said that typically, when they ask senators to stand up and put pressure, this is to try to allocate resources for procedure design and to begin to tackle a project. In this case, the Schaumburg Airport has already gotten through that piece and worked with Flight Tech to develop prototypes and initial concepts and to work with Air Traffic Control (ATC). There is no technical issue or resource issue, it's just the current opinion that this would potentially increase or cause safety issues with the O'Hare airspace.

Mr. Kenyon asked Flight Tech to explain to the Commission members where the Instrument Approach Feasibility Study sits within the typical development of an instrument approach, as well as the overall timeline. Mr. Seybold said that usually, if this was something that had been submitted through the normal processes, the FAA's timeframe is about three to five years. Schaumburg jumped to the front of the line because they brought in Flight Tech, an FAA service provider, who develops and implements these plans so that once ATC approval is gained with no objection, they can accelerate those development efforts once surveying and runway improvements have been made. This can accelerate the timeline to anywhere between 10 to 14 months. This would have been the timeline for the development of Schaumburg's instrument approach had they received no objection to the safety concerns.

Chairman Mayle asked if the current talk of modernizing the FAA help or improve Schaumburg's chances of gaining approval in years to come. Mr. Bieschke asked for clarification on whether the objection came from the FAA or Chicago's Air Traffic Control. Mr. Seybold said the objection came from Chicago's Air Traffic Control, but that they are a division of the FAA. He continued that the surveillance of aircraft has improved, and that there has been the addition of Automatic Dependent Surveillance Broadcast (ADSB), which provides better, more precise tracking of aircraft on radars. Faster radar sweeps could provide some benefit if that is made available to the Chicago Tower. Mr. Dunn described in detail some of the more recent improvements to surveillance and radar. He said that there is now a large base of pilots that are not only gaining the equipment to fly more precise approaches, but they are being trained in a more specific manner. As these improvements continue to develop that increase control, there is more confidence in the system overall, which could hopefully allow future personnel to be willing to revisit this project in the future.

Mr. Kline asked if Flight Tech was familiar with Linden, New Jersey, which he says is the New York equivalent of Schaumburg. He finds it hard to believe that if New York's airspace, which is by far more complicated than Chicago's, can accommodate the Linden Airport's instrument

approach, then Chicago should be able to emulate it. He asked if there was any way to look at Linden's Airport as a case study or an example of an approach that worked with a small airport next to another Bravo. Mr. Dunn said that it would be worth studying any similar case. Mr. Seybold said that there are countless examples of this same scenario. One question to ask when looking at these similar cases would be how long this approach has been there – was it done under a different era of lighter traffic, or with different figureheads in place? He said that personnel working at these ATC facilities often move to other locations, so they have plenty of experience with other airspaces and are very likely to be aware that this same situation exists elsewhere.

A motion was made by Trustee Bieschke, seconded by Mr. McLeod to accept the Instrument Approach Feasibility Study as Informational. All ayes.

MOTION CARRIED

UNFINISHED BUSINESS:
None.

CONTINUING ITEMS:

A. Pilots Technical Advisory Committee Chairman Report (Verbal Update)
Mr. Sill said that PTAC received the same reports that were presented at SRAAC. One of the issues that came up regarding the interviews of Schaumburg's business tenants was that of the self-fueling that has been occurring. It was mentioned that this is something that needs to be addressed due to the safety concerns of individuals self-fueling and leaving fuel cans around the Airport. Hopefully this is something that will have some priority with Staff.

There was disappointment amongst the members of PTAC regarding the results of Flight Tech's report, but Mr. Sill said that there are some follow-up steps that can be taken. There is always the opportunity to go back when there are changes in personnel at C90. Mr. Sill is planning on reaching out to his contacts at the Aircraft Owners and Pilots Association (AOPA). Rather than exerting political pressure on C90, this organization has Subject Matter Experts who can bring their discussions to the relevant people on the topic.

B. Commission Comments and Mentions
Chairman Mayle asked if regarding the survey of business tenants, if Staff will be developing a plan based on the answers provided. Mr. Trydal said that the survey is one part of the implementation plan, which is a plan for the next 20 years of the Airport. Many of the issues raised in the interviews are issues that have often come up at PTAC and SRAAC meetings over the years. There are some short-term issues that can be addressed right away, and there are some longer-term items that Staff will continue to work through by adding them to the TIPS program and to the CIP in order to get more of these projects done. Mr. Kenyon said that in many ways, this is an update to the work that was done in 2021 to do the implementation plan. It's a way to keep a finger on the pulse of how the businesses feel about the operations at the Airport. Staff hopes to continue to do this periodically in order to stay on top of things. Chairman Mayle said that the survey was very good, and that there were many constructive comments made by those interviewed.

DEFERRALS:
None.

COMMENTS FROM THE PUBLIC:

None.

ADJOURNMENT:

A motion was made by Trustee Bieschke, seconded by Mr. McLeod, to adjourn the Schaumburg Regional Airport Advisory Commission at 8:15 p.m. All Ayes.

MOTION CARRIED

NEXT MEETING: August 13, 2025

Respectfully submitted,

Sara Mackh
Recording Secretary

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Airport Management Update
08/13/25
Schaumburg Regional Airport Advisory Commission

Presenter: Airport Manager - Erik Trydal
Lead Department: Transportation

Executive Summary:

Details of the Airport Management Update are provided in the attached memorandum.

Recommended Action:

For information only.

ATTACHMENTS:

- Airport Update - August 2025.pdf

VILLAGE OF SCHAUMBURG **MEMORANDUM**

Date: August 13, 2025

To: Director of Transportation

From: Airport Manager

Subject: **Airport Management Update**

For: Schaumburg Regional Airport Advisory Commission
Pilots Technical Advisory Committee

Introduction
This report provides an overview of events that have occurred at Schaumburg Regional Airport since the last update.

Discussion

Self-Serve Fuel Upgrade
Staff submitted quotes and 100% American Steel waivers to IDOT on May 23, 2025 for the Self-Serve Fuel Upgrade. Acterra Group was selected as the lowest responsible quote for $157,065.98. The high quote was submitted by Bear Construction Company in the amount of $213,724.00. On June 30, 2025 IDOT Aeronautics concurred with the quote and American Steel Waiver from Acterra Group.

The quote submitted by Acterra is $72,565.98 over the budgeted amount of $84,500. As is typical with Airport Improvement Program (AIP) projects funded by the State, the grant was awarded before engineering began. Unfortunately, that left the project vulnerable to then-unforeseen inflationary pressures that have impacted other capital improvement projects in the Village's CIP. The Rebuild Illinois (RBI) grant funds were awarded in 2021 and the total amount with the local match included is $105,000. RBI is a 90/10 split, meaning that the Village is eligible to be reimbursed up to $94,500 (90%) and will be required to provide a $10,500 (10%) match to IDOT. The difference between the grant award and the awarded contract will be the Village's responsibility. To offset the cost increase, staff will seek reimbursement for the remaining $52,065.98 via Aviation Fuel Tax (AFT) funds, also available to the Village through IDOT. After reimbursements are processed, the Village will ultimately expend a total of $10,500 to construct the project.

Once approved by Village Board in August, Acterra Group will order the items and there will be approximately an 8-12 week lead time on the delivery of the credit card terminal and fueling unit. It is expected that completion of the project will be in late October 2025.

Prox Card Gate Project

Staff submitted quotes and 100% American Steel waivers to IDOT on June 12, 2025 for the Prox Card Gate Project. Bear Construction Company was selected as the lowest responsible quote for $106,826.00. The high quote was submitted by Pentegra Systems in the amount of $161,379.00. On August 5, 2025 IDOT Aeronautics concurred with the quote and American Steel Waiver from Bear Construction Company. Staff will bring the quote for Transportation Committee approval at the September meeting.

Delta and Echo Hangar Pavement Rehab

Schroeder Asphalt started construction on May 15, 2025. Schroeder removed the old asphalt, added additional drainage, added additional stone, and laid down new asphalt. The taxiway was construction was completed on June 27, 2025 and tenants were allowed back in their hangars. Schroeder is currently waiting on IDOT for approval of the landscaping and line striping and is expected to be completed by the end of August.

Harper College Hangar Upgrades

The Village has been coordinating with Harper College to upgrade hangars B27 and B26 for the lab portion of their Aircraft Maintenance Program. The two hangar bays combined measure 3,016 square feet. Harper College started construction on the hangars June 26, 2025 after they were rezoned to allow for a classroom lab and approval of all permits. They have completed adding thermal insulation, dry wall to interior of hangars, installed water and sewer lines, and added framing for offices and a restroom. There will be an electrical upgrade to the two hangars and staff will coordinate with tenants about having the power shut off during this work. Harper College has a tentative substantial completion date of October 3, 2025 and will secure FAA approval before classes begin.

Airport Hazard Plan

Transportation staff will pursue one Key Recommendation from the Airport Implementation Plan for FY 2025/2026. This year, Staff will focus on Key Recommendation #8: Create a plan using knowledge learned from COVID-19 to ensure safe and effective operations in case of a future pandemic or another significant event. The plan will incorporate a broad assessment of potential events or hazards that could affect the Airport and its operations. Transportation staff will work with Schaumburg emergency management and risk management staff to develop an emergency plan for the Airport, and it will be presented at the end of this fiscal year.

Instrument Approach

Transportation staff and the PTAC Chair have worked with the Aircraft Owners and Pilot Association (AOPA) to revisit the instrument approach procedure that was designed by Flight Tech. AOPA reached out to Chicago Tracon (C90) to have additional discussions after not receiving concurrence for the Flight Tech approach and departure procedures. The PTAC Chair, Staff, Flight Tech, and AOPA went into further detail to explain safety mitigation items that were included in the procedure to avoid encroachments into O'Hare's protected airspace. Staff and the PTAC Chair will continue to work with C90 to develop additional options.

Schaumburg Regional Airport Event: Father's Day Pancake Breakfast

On June 15th Holiday Airways hosted the Father's Day Pancake Breakfast at the Airport. There were 400 attendees from the community and over 50 airplane rides at the event. This was an increase of 50 attendees from the previous year. Holiday Airways will continue the event for Father's Day next year.

Schaumburg Regional Airport Event: Hops and Props

Schaumburg Regional Airport will be hosting the sixth-annual Hops & Props on Saturday, September 13, 2025. This event will continue to provide the community with an adult oriented festival at the Airport. There are currently multiple beer, wine, and food vendors signed up to participate. Several aircraft will be on display for the event, and live on-stage music will be provided.

There will be a maximum of 400 admission tickets sold before the event, and each ticket will be priced at $10.00. If the weather is favorable, additional tickets will be available at the door. Tickets will go on sale on the Village of Schaumburg website. PTAC and SRAAC members are encouraged to attend the event and enjoy the aircraft, live music, food, and drinks.

Recommendation

For information only.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Pilots Technical Advisory Committee Chairman Report (Verbal Update)
08/13/25
Schaumburg Regional Airport Advisory Commission

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action:

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Commission Comments and Mentions
08/13/25
Schaumburg Regional Airport Advisory Commission

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action:

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

November 12, 2025
08/13/25
Schaumburg Regional Airport Advisory Commission

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action: