



### *From the Left Seat*

## Yes, It Is All About You

From time to time, it is essential that every organization step back and ask a couple of important questions. First, what do we stand for, i.e., what is our mission? There may be a written mission statement back in the archives, but is that statement reflective of the current direction of the organization and/or the world in which it lives? Second, are we fulfilling that mission? Third, do we have the wherewithall to achieve the desired mission? This question asks us to consider if our mission is achievable, and if so, are we organized, funded, staffed to accomplish the goals?

When I took on the role of president of CEPA, I thought long and hard about what the organization stood for and what is its purpose, i.e, what are its objectives and how to communicate that to our members and other stakeholders. My email signature has at the end, *"Our Mission: We Educate and Advocate for our Pilot Members, our Airport, and our Next Generation of Aviators."* After various discussions, the three pillars of our mission statement stood up to the trial, 1) On-going education and safety for our pilots, 2) advocacy of light aircraft owners and pilots, and 3) supporting development of the next generation of aviators. Our safety seminar programs make us the most active organization in our FSDO region. Our PAPA Scholarship is, slowly but surely, continuing to build our endowment while we have successfully helped one or more aspiring pilots and AMTs each year for many years. And finally, though we have fought battles with the Chicago Executive Airport (CEA) administration in the past, our advocacy mandate is thankfully in status as we work closely with Jeff Miller, the Executive Director of CEA, representing the pilots and owners early and often.

We spent some time over a few meetings to ask these questions and figure things out. We started with an exercise reviewing the mission statement. At the end of the exercise, we are still agreed on the three principles of education, advocacy, and next gen aviators. We did call out a couple of other principles but it seemed that they were covered in the standing three.

The next question was, are we organized to accomplish these strategic objectives? Over the last few years, starting while I was vice president, we began to reorganize the mechanics of how we execute our respective offices and committees. We went fully digital with collaboration tools and cloud storage of our documents and other artifacts. When the pandemic happened and we had to meet remotely via video conference call, it was a relatively easy transition.

One deficiency that we focused our attention on is membership. For, if not for members, what purpose and for whom do we exist? While we did move our recordkeeping to a digital format, we have done very poorly communicating with you on new memberships and renewals. We have broken the function up into three distinct areas and have begun fixing our missing and broken processes.

Now that your board of directors has started the conversation, we are going to ask you to weigh in. We want to know what you want of CEPA. Expect to see a request to complete a questionnaire soon. We want to know what you think of the activities that we are producing and how well we are fulfilling our responsibilities as officers, directors, and chairs of the various functions of CEPA.

Fly safely and help someone else make that decision, too!

Sincerely,

*Michael*

Michael Baraz, President  
Chicago Executive Pilots Association



**2024 OFFICERS & DIRECTORS**

PRESIDENT	Michael Baraz Michael@baraz.us	630-781-8890
VICE PRESIDENT	Rob Mark rmark@commavia.com	847-644-1575
SECRETARY	Marc Katz mkatz@broadfield-capital.com	312-286-5107
TREASURER	Chuck Heftman cheftman@gmail.com	847-757-8412
DIRECTORS	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
	Matt O'Reilly mjoreilly33@comcast.net	224-343-2243
	Matt Souza matt.souza.1982@gmail.com	224-256-7002
	Rusty Stevens cd987rusty@aol.com	847-910-2789

**COMMITTEES**

AIRPORT SUPPORT NETWORK REP		Vacant
SCHOLARSHIPS	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
BYLAWS/LEGAL	Larry Kream lkream@kreamlaw.com	312-419-9100
MEMBERSHIP	Matt O'Reilly mjoreilly33@comcast.net	224-343-2243
Renewals	Kriztine Ballerini kriznguyen87@gmail.com	815-582-8109
SAFETY/PROGRAMS		
AVIATION HALL FAME	Michael Baraz Michael@baraz.us	630-781-8890
PR/SOCIAL MEDIA	Rob Mark rmark@commavia.com	847-644-1575
WEBMASTER	Matt Souza papa@pwkpilots.org	224-256-7002
NEWSLETTER MGR	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
AD SALES	Rusty Stevens cd987rusty@aol.com	847-910-2789

**2024 CALENDAR**

**OUR BOARD MEETS MONTHLY**  
Except February & August

**MAJOR SOCIAL EVENTS INCLUDE:**  
HANGAR PARTY & SCHOLARSHIP AWARDS JULY  
HOLIDAY DINNER IN DECEMBER

BOARD MEETINGS

	3-Jul	Atlantic
	4-Sep	Aviation
3-Apr	2-Oct	FBO
1-May	6-Nov	Conference
5-Jun	4-Dec	Room

SAFETY PROGRAMS

24-Apr	28-Aug	Harper
22-May	25-Sep	College
26-Jun	23-Oct	Prospect
	13-Nov	Heights

SOCIAL EVENTS

10-JULY	DECEMBER tbd
---------	--------------

Membership in Chicago Executive Pilots Association is open to any user of Chicago Executive Airport. Membership dues are \$40.00 annually and include a newsletter subscription. **Associate Members** (family members, businesses at KPWK, youth aviation organization members-like Aviation Explorers, Civil Air Patrol and others) are \$15.00 per year. **Student Members** are expected to change to another category upon earning their first certificate.

CEPA has many ways you can maximize your membership

Jan-Nov safety programs                      social events July & Dec  
12 CEPA newsletters                          support for GA activities  
Discounts on Fuel at our FBOs and local restaurants  
Opportunities for outreach to our neighbor communities.

**NEW MEMBERS—**                      **Krzysztof Zacharewicz**  
**WELCOME !**                              **Erica Okwuazi**  
   **Justin McGee   John Kinyon**

Chicago Executive Pilots' Association Newsletter is published monthly This organization was formed in 1986 as a forum for the users of Chicago Executive Airport (formerly Palwaukee) and as a conduit for information from the users to the governing body and from the governing body to the users. Our mission is to promote the safety of operations and continued development of Chicago Executive Airport in a fraternal environment with the pilots, users and community. Membership is open to users of Chicago Executive Airport who support the goals and objectives as stated in the bylaws. Dues are \$40.00 annually and include newsletter.

*Letters to the Editor, feedback, concerns or questions and any articles submitted must be received by the 20th of the month. Submissions will be printed on a space available basis and may be edited for style, length and appropriate content. Send text as a Microsoft Word file attached to an email to editor@pwkpilots.org. Please make prior arrangement with the editor for any files not electronically transmitted,*

## Program **Postflight** Briefing 3-27-24

Our Safety Program in March was presented by



Tony Greco, CFI, from Blue Skies Flying Services at Lake in the Hills Airport

Tony presented an educational review of the unique differences in training and flying from a non tower airport.

A good group of attendees enjoyed the interactive program and lively discussion. Thanks to Tony Greco from our CEPA Officers, Board, and membership for taking the time to teach!

**HARPER COLLEGE  
LEARNING & CAREER CENTER**

**1375 S WOLF ROAD  
PROSPECT HEIGHTS IL**

A good pilot is always learning!



---

## April 24 Safety Program **Pre**flight Briefing



**A Presentation on Spring Flying  
Hazards and Difficulties  
CROSSWIND PROCEDURES**

**Dave Klopfeisch, CFI, ATP**



Join us as Dave—an esteemed Upset Recovery Instructor, discusses with us the mastery of the crosswind experience in aviation.

**WARNING:** repeated use of the word 'rudder' may happen during this program

**HARPER COLLEGE LEARNING & CAREER CENTER  
1375 S WOLF ROAD PROSPECT HEIGHTS IL**  
on the east side of Wolf Road just south of Palatine Road

### **PAPA SAFETY AND SCHOLARSHIP FOUNDATION ANNOUNCEMENT**

The scholarship applications for 2024, which again include a “home airport” flight training award, have been posted on our website [www.pwkpilots.org](http://www.pwkpilots.org)

**If you have financial need, a clear and achievable aviation goal, and live in Illinois, please look at the requirements and if, you qualify, apply.**

Our **Academic Scholarship** continues for students who live in Illinois and attend an institute of higher education as Sophomore, Junior or Senior in Illinois.

Our **Flight Training Scholarship** has been added to assist students taking their training at an approved PWK based flight training facility.

We look forward to receiving your applications and helping to advance your path in aviation.

*The state based aviation schools and the airport based flight schools have been notified.*

# CHICAGO EXECUTIVE PILOTS

## Fly Market Classified Ads

50% Partnership in 1983 P210N. Based at KPWK in the NE-Ts. \$120K



160 KTs in air conditioned, pressurized comfort! FIKI approved. Aspen PFD1000 and Gensys STEC-3100 Flight Guidance Computer. Garmin, Avidyne, and Bendix-King. Color Radar, XM weather, ADS-B in/out, and Jepp approach plates.

contact Chuck Malek, [chuck.malek@ieee.org](mailto:chuck.malek@ieee.org) or cell: 847.371.1765

### FOR SALE

¼ share **1974 182P** based at PWK  
Nice paint Leather interior  
Low time engine & prop  
Well maintained with full logs  
Garmin stack  
Garmin G5 HSI & attitude ind.  
Call for more info 847-736-3045



Ad paid through December 2023



## SOAR LIKE AN EAGLE

## EARN ADDITIONAL

## RATINGS



**Call (847) 599-9955**

**or visit**

**[www.skillaviation.com](http://www.skillaviation.com)**

**FOR SALE**

Two Lightspeed Sierra headsets with Bluetooth  
Both in excellent condition  
\$600 for pair or \$350 for one

Contact: Steve Daudelin at "[csdaudord@gmail.com](mailto:csdaudord@gmail.com)"



*It is time to renew your FAA Medical Certificate*

**Taher Sobhy, M.D. AME**

Chicago Executive Airport  
1061 S. Wolf Rd., Hangar 9 Bay 4  
Wheeling, IL 60090  
Phone (847) 244-6900



All Classes of Medicals Performed \*  
Quality \* Accessibility \* Convenience \*



[www.personamd.com](http://www.personamd.com)

## CHICAGO EXECUTIVE PILOTS ASSOCIATION SUPPORTS THE YOUNG EAGLES PROGRAM AT KPWK

### Free Young Eagles® Flights



According to EAA's Young Eagles website:

*"Launched in 1992, the Young Eagles program has dedicated 30 years to giving youth ages 8–17 their first free ride in an airplane. It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.*

*Today, over 2.3 million young people have enjoyed a free introductory flight through the Young Eagles program. These flights are made possible through the generosity of EAA member volunteers. Join them in offering youth ages 8-17 the opportunity to experience The Spirit of Aviation® by becoming a Young Eagles volunteer today!"*

The Young Eagles program at KPWK is under the guidance of Carol and Steve MacCabe. The program benefits local youth, as well as those who come from surrounding areas. Many CEPA members who are also EAA members volunteer to fly Young Eagles at KPWK and/or offer ground support. To be part of this wonderful program, you must be a current member of EAA and complete the Youth Protection Policy course, which may be taken online and includes a background check. Pilots must also have a current medical, current flight review and have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed) with \$100,000 per seat coverage.

This is a completely volunteer program. Signature Flight Support and Chicago Executive Airport does offer a fuel discount to pilots on the day of the Young Eagles rally. If you have questions or want to be added to the list of pilots for any of the rallies, please email Steve MacCabe at [smaccab@aol.com](mailto:smaccab@aol.com).

#### 2024 CALENDAR OF PWK YOUNG EAGLES DATES

APRIL 20, 2024

MAY 18, 2024

JUNE 15, 2024

JULY 13, 2024

AUGUST 17, 2024

SEPTEMBER 21, 2024

OCTOBER 19, 2024

Once accepted as a flight and/or ground volunteer, you will be placed on an emailing list and requested in advance to participate. The number of Young Eagles flown is dependent on the number of pilots and planes available for each event. With one or two 2-place aircraft and three or four 4-place aircraft, 35 - 40 young people can be flown at a rally.

Volunteers are asked to arrive beginning at 9 a.m. The pilot and ground volunteer briefing is at 9:30 a.m. Flights begin as soon as the briefing is over, and no later than 10 a.m. Flights are scheduled between 10 a.m. and noon.

A Go/No Go weather call will be made the evening before a rally, if at all possible. Otherwise, the call will be made by 7:15 a.m. on the day of the rally. Each pilot is final judge of his/her personal minimums.

**IF PILOTS CAN FLY IN FROM OTHER AIRPORTS TO ENJOY THIS VERY SATISFYING PROGRAM (and they do)**

**LET'S SEE HOW MANY CEPA MEMBER PILOTS CAN HELP MAKE YOUNG EAGLES SOAR!**

## CHICAGO EXECUTIVE AIRPORT PILOT INFORMATION Updated: 01/25/2024 [https://www.faa.gov/flight\\_deck/pilot\\_info/pwk.pdf](https://www.faa.gov/flight_deck/pilot_info/pwk.pdf)

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

**IMPORTANT NOTICE** The information in this facility supplement is subject to change. Not for navigation or legal\* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details. Here are some links to current FAA information. • Chart Supplement • NOTAMs • Runway Safety 3 [faa.gov/pwk](https://www.faa.gov/pwk)

Chicago Executive Airport (KPWK) is a medium sized, primarily business, and general aviation airport located seven miles north of Chicago O'Hare International Airport. Pilots should be aware that it has its own Class Delta airspace, which underlies the Class Bravo airspace around O'Hare.

**1. Know Before You Go** • KPWK is in Class D airspace which underlies KORD Class B airspace. • Due to airspace design and proximity to KORD, all IFR approaches to KPWK are to RWY 16 with circle to land if necessary. • Pay close attention to IFR cancellation instructions on the ATIS. • VFR arrivals from the north are asked to remain west of the railroad tracks that parallel RWY 16/34 located just west of the airport. • KPWK consists of three intersecting RWYs that intersect in two spots on each RWY. • All RWYs intersect at the south end of the airport. • 3 FBOs and numerous private hangars and businesses are located around the perimeter of the airport. • When landing to the north a wrong surface landing exists because pilots will confuse RWY 30 and RWY 34 because they may line up on the first runway that they see. • RWY 34 and RWY 30 are almost the same length, but RWY 34 is twice as wide. • HS 1 is a large expanse of concrete located at the intersection of TWY K, C, E and RWY 06/24. There is the risk of missing the Hold Short Line for RWY 06/24 at this intersection. • At HS-2, the RWY 06/24 Hold Short Line is located in a way that aircraft, on TWY D, may have to stop prior to making the turn onto TWY L. • When in doubt, hold short and ask ATC. • In some cases, the hold short line is at the edge of the ramp. Pilots must have the proper clearance prior to exiting the ramp area. • When proceeding from the parking area between RWY 24 and RWY 30 (on the east side of the airport), pilots must be aware that when taxiing to RWY 24 via TWY B, the Hold Short Line is located well back from the approach end of RWY 24 to protect aircraft on final approach to that RWY. This is due to the angle between TWY B and RWY 24. For clarity, refer to the airport diagram.

**2. Airspace** The airspace at KPWK is Class D with a ceiling up to but not including 3000' MSL. KPWK underlies Chicago Class B airspace. (See Sectional Chart) Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):  
o Visibility 3 statute miles  
o Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal  
o Communications Establish communications (controller response)  
o Pilot No special certification required.  
o Equipment Two-way radio  
Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)  
o Visibility 3 statute miles  
o Distance from Clouds Clear of clouds.  
o Communications Must obtain ATC clearance prior to entering/departing.  
o Pilot Private Pilot Certificate (see AIM for alt requirements)  
o Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out.

**3. Cautions** Hot Spots HS 1 TWY E, TWY K, and TWY C complex intersection in close proximity of RWYs. HS 2 TWY intersection in close proximity of RWY 06. Departure ☑ Verify proper heading prior to starting takeoff roll on all intersection departures. ☑ For CABAA Visual Departure see EC\_20231130.pdf ([faa.gov](https://www.faa.gov)) Landing See Arrival Alert Notices (AAN) ☑ Wrong surface landing risk. ☑ Circling east for right traffic RWY 34, aircraft have often misaligned with RWY 30. ☑ 1900 ft Bravo Airspace shelves when circling to RWY 34. ☑ Please use all available resources to verify that you are lined up for the surface that you have been cleared to land on. If you are unsure, ask the controller for assistance. ☑ Land and hold-Short Operations (LAHSO) possible on RWY 16. Surface Risk – Movement Area ☑ RWY guard lights are not available at all RWY/TWY intersections. ☑ Aircraft traversing NE hangars enter on TWY Q and exit on TWY P. 5 [faa.gov/pwk](https://www.faa.gov/pwk) ☑ Taxiway P – TWR view partially obstructed by hangars. ☑ Taxiway Q and NE Hangars – TWR view partially obstructed by buildings and trees. ☑ TWY T and SW Hangars – TWR view partially obstructed by hangars. ☑ Aircraft traversing NE Hangars, enter on TWY Q and exit on TWY P. Additional Cautions ☑ If ever in doubt about your position or your instructions, ask the TWR. ☑ Pyrotechnics, canines and wildlife laser bird control in use. ☑ Numerous cranes in vicinity of the airport.

**4. Communications** KPWK Tower (TWR) operates from: 0600L-2200L M-F, 0700L-2200L Sat/Sun. When TWR is closed: ☑ The airspace becomes Class E ☑ Use CTAF 119.9 ☑ IFR Clearances are obtained from Chicago Approach on 124.7 ☑ All IFR plans issued by tower are void at the time of tower closing. ☑ Use CTAF to control Runway lighting when TWR is closed.

**5. From the KPWK Control Tower** Local Information that your KPWK TWR controllers want you to know. General ☑ Please be prepared for an imminent departure if/when you are placed in "lineup and wait". Traffic Patterns ☑ When making right traffic on RWY 16, use caution for the Class Bravo airspace when in the right crosswind. Ground ☑ Taxiway Delta terminates at Taxiway Alpha in the southbound direction. Pilots should use caution not to miss Taxiway Alpha as the pavement continues and becomes a service road. ☑ If ever in doubt about your position or your instructions, ask the TWR. ☑ Please ensure you are ready to begin taxi after receiving instructions due to limited taxi routes and multiple runway crossings. ☑ Takeoff/Departure ☑ When departing runway 16, be prepared to begin your initial turn within 1/2 mile of the departure end of the runway to avoid KORD's Class Bravo airspace. ☑ Arrival/Landing Please use all available resources to verify that you are lined up for the surface that you have been cleared to land on. If unsure, ask the controller. Avoidance Areas ☑ VFR departures exiting the airspace to the North or Northwest should avoid the final approach for Runway 16 by executing the turn when altitude/safety permits.

**6. Additional Information for KPWK** ☑ RWY 06/24 and RWY 12/30 have displaced thresholds. ☑ No runways have an over-run. ☑ RWY 16 and RWY 34 have an EMAS Arresting Gear System. ☑ Noise sensitive area north and south of the airport. ☑ See Chart Supplement for maintenance run-up procedures. ☑ Numerous cranes in vicinity of airport. ☑ For listing of obstructions to TWR's view see Chart Supplement ☑ See Chart Supplement for US Customs procedures and contact information. ☑ See Special Notices – CABAA Visual Departure Chicago Executive Airport.

## **FAA Rolls Out New Technology to Improve Airport Surface Safety**

The FAA announced it is launching a new surface safety tool, called Approach Runway Verification (ARV), at air traffic control towers across the nation to improve safety at airports. ARV provides controllers with visual and audible alerts if an approaching aircraft is lined up to land on the wrong airport surface, or even the wrong airport.

ARV is currently installed at towers that service:

Austin (AUS)	Lincoln Tower (LNK)
Elton Hensley (FTT)	Lansing (LAN)
DuPage (DPA)	Chicago Executive (PWK)
Tallahassee (TLH)	Cedar Rapids (CID)
Branson West Municipal (FWB)	Gerald Ford International (GRR)
Elkhart Municipal (EKM)	South Bend (SBN)
M. Graham Clark Downtown Airport (PLK)	

The agency will deploy ARV at other facilities across the nation throughout the rest of the year and into 2025.

For more information, visit

<https://www.faa.gov/newsroom/faa-rolls-out-new-technology-controllers-improve-surface-safety-nations-airports>.

---

## **Sunday, March 17, at Chicago Executive Airport**

### **Cub Scout Pack 357 from Fox River Grove IL toured our airport**

21 scouts, moms and dads, were led in the tour by CEPA Members Robert “Rusty” Stevens and Madeleine Monaco, both Directors on the CEPA Board.

The kids and parents enjoyed a visit to a T-hangar, a description of the parts of the airplane, a look at the tower, a view from the Signature FBO to the jets on the ramp, a walk around Hangar 5 to see up close and a visit to the GIGANTIC snow brushes in the airport maintenance hangar.



If you are interested in helping with a tour, or bringing a group, please contact:

**PAPA@PWKPILOTS.ORG**



**Thanks to our CEA Airport Ops, Signature Flight Support, Hangar 5 tenant Leading Edge Flying Club and the owners of the Cessna 172 shown here.**

**#neighborhood outreach**





1005 S WOLF ROAD SUITE 106  
WHEELING IL 60090-6408

ADDRESS SERVICE REQUESTED

---

## Alert to Pilots Around Chicago- New Arrival to PWK

Notice Number: NOTC3460

Pilots transiting Lake Michigan shoreline beneath Chicago Class B should use caution for traffic at or below 2500 MSL on the PWK RNAV (GPS) RWY 30 approach. PWK RNAV (GPS) RWY 30 in use when KPWK ATIS includes arrivals to expect PWK RNAV (GPS) RWY 30 circle RWY 34. This new arrival procedure is added as a safety measure to avoid opposite direction operations at KPWK when arrivals on approach to KPWK RWY 16 conflict with opposite direction aircraft departing KPWK RWY 34. For questions call: 847-608-5591

PWK VFR Chart: [https://www.faasafety.gov/files/notices/2024/Feb/Chart\\_KPWK.pdf](https://www.faasafety.gov/files/notices/2024/Feb/Chart_KPWK.pdf)

PWK IFR Chart: [https://www.faasafety.gov/files/notices/2024/Feb/IFR\\_Chart\\_PWK.pdf](https://www.faasafety.gov/files/notices/2024/Feb/IFR_Chart_PWK.pdf)

---

A graphic with a dark teal background and a lighter teal border, containing text for a "Save the Date" event. The text is centered and includes the event name, date, and location.

**SAVE THE DATE**

**MEMBER APPRECIATION EVENT**

**SCHOLARSHIP PRESENTATION**

**Wednesday July 10 6pm**

**Hangar 5**