APPENDIX A

SECTION I

Scoping Document – December 3, 2001

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING DOCUMENT

Prepared by:

Aerofinity, Inc.

Prepared for:

Federal Aviation Administration

For Further Information Contact:

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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 3, 2001

FOR FURTHER INFORMATION CONTACT: Barbara Davis, Office of Information Management, 202–267–2326, for questions on this document; Dorothy Beard, Chief, Documentary Services Division, U.S. Department of Transportation, 202–366–5149, for questions on the docket.

SUPPLEMENTARY INFORMATION

Regulatory History

This request constitutes the 30-day notice required by OMB. The Coast Guard has already published [66 FR 47055 (September 10, 2001) the 60-day notice required by OMB. That notice elicited no comments.

Request for Comments

The Coast Guard invites comments on the proposed collection of information to determine whether the collection is necessary for the proper performance of the functions of the Department. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the collections; (2) the accuracy of the Department's estimated burden of the collections; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of the collections; and (4) ways to minimize the burden of collection on respondents, including the use of automated collection techniques or other forms of information technology.

Comments, to DMS or OIRA, must contain the OMB Control Number of the ICR addressed. Comments to DMS must contain the docket number of this request, USCG 2001–10524. Comments to OIRA are best assured of having their full effect if OIRA receives them 30 or fewer days after the publication of this request.

Information Collection Requests

Title: Submission of Continuous-Discharge Book, Revised Merchant Mariner's Application, Report of Entry-Level Physical, Report of Other Physical, Report of New Sea Service, and Report of Chemical Testing.

OMB Control Number: 2115–0514.

Type of Request: Extension of a currently approved collection.

Affected Public: Merchant Mariners.

Forms: CG–719A, CG–719B, CG–719K, CG–719S, CG 719P and CG–719K/E

Abstract: The Coast Guard needs this various information to evaluate the competency, character, and physical fitness of individuals applying for Coast Guard Licenses, Certificates of Registry, and Merchant Mariners' Documents.

Annual Estimated Burden Hours: The estimated burden is 21,359 hours a year.

Dated: November 21, 2001.

V.S. Crea,

Director of Information and Technology.

[FR Doc. 01–29686 Filed 11–30–01; 8:45 am]

BILLING CODE 4910–15–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement and To Conduct Environmental Scoping for Improvements to the Gary/Chicago Airport in Gary, IN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Corrected notice to prepare an Environmental Impact Statement and to hold a public scoping meeting.

SUMMARY: Previous notices to prepare an Environmental Impact Statement and to conduct a public scoping meting for the Gary/Chicago Airport were published in the **Federal Register** on November 07, 2001 (page 56369) and on November 16, 2001 (page 57770). Due both to the anticipated high level of interest in matters pertaining to the Gary/Chicago Airport, and a desire to fully accommodate persons, agencies and other potentially interested entities, the Federal Aviation Administration (FAA) is issuing this corrected notice to advise the public that an Environmental Impact Statement or other appropriate environmental documentation will be prepared to assess certain improvements to the Gary/Chicago Airport. This corrected notice changes the comment receipt date from December 27, 2001 to January 29, 2002 and also changes the scoping meeting date from December 13, 2001 to January 15, 2002. The environmental review will assess various improvements associated with the existing air carrier Runway 12–30, including railroad relocation and improved runway safety areas; an extension of the existing air carrier Runway 12–30; expansion of the existing terminal site; and analysis of sites for new passenger terminal and air cargo areas. A public scoping process will be held in order that all significant issues related to the proposed actions are identified.

FOR FURTHER INFORMATION CONTACT: Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contacted at (847) 294–7522 (voice), (847) 294–7046 (facsimile).

SUPPLEMENTARY INFORMATION: At the request of the Gary/Chicago Airport Authority, the FAA is preparing an Environmental Impact Statement or other appropriate environmental documentation. The review will address specific improvements of Gary/Chicago Airport as identified during the 2001 Airport Master Plan process and shown on the 2001 Airport Layout Plan. The following improvements have been grouped in four categories and are identified as ripe for review and decision: Improvements associated with Existing Runway 12–30, the primary air carrier runway at the airport, relocate E.J. & E. Railroad, acquire land northwest of airport to allow for modifications to runway safety area, relocate airside perimeter roadway, relocate Runway 12–30 navaids, improve Runway Safety Area for Runway 12, relocate Runway 12 threshold to remove prior displacement, and acquire land southeast of airport, located within or immediately adjacent to runway protection zone; Extension of Runway 12–30, including acquire land or rights northwest of existing runway, relocate/bury power lines, relocate airside perimeter roadway, extend Runway 12–30 (1,900 feet by 150 feet), relocate Runway 12–30 navaids, displace Runway 30 threshold using declared distance standards, extend parallel taxiway A to new end of Runway 12, construct deicing hold pads on Taxiway A at Runway 12 and Runway 30, and develop two high-speed exit taxiways; Expansion of existing passenger terminal to accommodate projected demands; and analysis of sites adjacent to extended runway for aviation related development, including new passenger terminal and air cargo areas.

The purpose and need for these improvements will be reviewed in the environmental documentation. All reasonable alternatives will be considered including the no-action alternative.

Copies of a scoping document with additional detail can be obtained by contacting the FAA informational contact person identified above. Federal, State, and local agencies and other interested parties are invited to make comments and suggestions to ensure that the full range of issues related to these proposed actions are addressed and all significant issues identified. The FAA informational contact person identified above should receive these comments and suggestions by January 29, 2002.

Public Scoping Meeting: To facilitate receipt of comments, two public scoping meetings will be held on January 15,

2002 at the Gary/Chicago Airport, 6001 Industrial Highway, Gary, Indiana. The first meeting will be held between 10 am and 2 pm Central Standard Time for Federal, State, and local agencies in the administrative offices. The second meeting will be held from 3 PM to 7 PM Central Standard Time for other interested parties in the passenger terminal facility.

Issued in Des Plaines, Illinois on November 19, 2001.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, Great Lakes Region.

[FR Doc. 01–29888 Filed 11–30–01; 8:45 am]

BILLING CODE 4910–33–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Security Advisory Committee; Meeting

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: Notice is hereby given of a meeting of the Aviation Security Advisory Committee.

DATES: The meeting will be held December 18, 2001, from 10 a.m. to 1 p.m.

ADDRESSES: The meeting will be held at the Capitol Holiday Inn, 550 C Street, SW, Discovery II Room, Washington, DC 20024, telephone 202–479–4000.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the Aviation Security Advisory Committee to be held December 18, 2001, at the Capitol Holiday Inn, 550 C Street, SW., Discovery II Room, Washington, DC. The agenda for the meeting will include: Regulatory/Legislative Initiatives, Enforcement Policy, and Status of Rapid Response Team Recommendations. The meeting is open to the public but attendance is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, DC 20591, telephone 202–267–7622.

Issued in Washington, DC, on November 26, 2001.

Lynne Osmus,

Deputy Associate Administrator for Civil Aviation Security.

[FR Doc. 01–29889 Filed 11–30–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Final Report of RTCA Future Flight Data Collection Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Final Report of RTCA Future Flight Data Collection Committee.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting on the Final Report of RTCA Future Flight Data Collection Committee.

DATES: The meeting will be held December 4, 2001, starting at 1 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc. 1828 L Street, NW., Suite 805, Washington, DC, 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site *http://www.rtca.org.*

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. Appendix 2), notice is hereby given for the Final Report of the Future Flight Data Collection Committee, being reviewed at an RTCA Policy Board meeting. The agenda will include:

- December 4:
  - Opening Session (Welcome and Introductory Remarks)
  - Consider Document for Publication: *Future Flight Data Collection Committee Final Report*
  - Closing Session (Other Business, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on November 26, 2001.

Janice L. Peters,

FAA Special Assistant, RTCA Advisory Committee.

[FR Doc. 01–29821 Filed 11–30–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Association of American Railroads

[Docket Number FRA–2001–10654]

The Association of American Railroads (AAR) has petitioned, on behalf of its member railroads, for a permanent waiver of compliance from the requirements of the 49 CFR Federal Track Safety Standards part 213.143, *Frog Guard Rails and Guard Faces; Gage.* This requirement prescribes a minimum and maximum value for guard check and guard face gages, respectively. Guard check gage is the distance between the gage line of a frog and the guard line of its guard rail or guarding face. Allowable minimum guard check dimensions vary with track classification, *i.e.,* train speed. FRA minimum safety standards permit a variation of 4-feet 6 ⅛-inches in Class 1 track, 4-feet 6 ¼-inches in Class 2 track, 4-feet 6 ⅜-inches in Class 3 and 4 track, and 4-feet 6 ½-inches in Class 5 and above track.

The AAR petition seeks relief from the guard check requirements for Class 5 track for a particular type of frog design called a "heavy-point" frog. The AAR seeks a waiver for its member railroads permitting application of the minimum guard check for Class 3 and 4 track to Class 5 track when through gage plates are used to control the movement of a "heavy-point" frog relative to its guard rails.

The heavy-point frog is a unique design, which has a thicker frog point. The AAR states that it offers safety benefits over a traditional frog because there is more insert mass to reduce metal fatigue from impact loading.

GARY/CHICAGO AIRPORT

ENVIRONMENTAL SCOPING DOCUMENT

The Gary/Chicago Airport is a commercial service primary airport located in Northwest Indiana. Charter, corporate jet, general aviation and on-demand cargo operators have been the primary users at the airport during the last decade. More recently, beginning in 1999, Pan Am Airlines provides service to and from Florida destinations using Boeing 727-200 aircraft. Casino Express provides periodic charter service to and from Elko, Nevada, using Boeing 737 aircraft.

The Gary/Chicago Airport is owned and operated by the Gary/Chicago Airport Authority, comprised of four members appointed by the Mayor of Gary. Because of the proximity of the Gary/Chicago Airport with Downtown Chicago, Illinois (located approximately 35 minutes away) a compact between the City of Chicago and the City of Gary established the Chicago/Gary Regional Airport Authority in 1995. The Regional Airport Authority is charged with developing and coordinating plans for airports in Chicago and Gary, with an emphasis on improving airport capacity to meet the needs of the region. The compact also allows the passenger facilities charge funds collected at Midway and O'Hare Airports to be used for projects at Gary/Chicago Airport.

An Airport Master Plan was completed in 2001 to ensure that "the Gary/Chicago Airport is strategically positioned to accommodate potential long-range demand by maximizing its expansion capability while minimizing potential impacts to the environment."

The Gary/Chicago Airport's primary air carrier Runway 12-30 is 7,000 feet in length, with 715 feet unusable for landings from the northwest. The Elgin and Joliet and Eastern (E. J. & E.) railway to the west, Industrial Highway (US Route 12) to the northeast, and the Grand Calumet River and the Indiana Toll-Road (I-90) to the south border the airport property. The E. J. & E. Railroad and the Grand Calumet River constrain the usable length of the primary runway.

Development Projects under Review in 2002 Environmental Document

To accommodate existing aviation demands and future growth at the Gary/Chicago Airport, improvements have been identified on an Airport Layout Plan, prepared as a part of the 2001 Airport Master Plan update. On October 17, 2001, the Federal Aviation Administration (FAA) conditionally approved the Gary/Chicago Airport Layout Plan. Select projects, which are near-term improvements that are "ripe for review and decision," will be environmentally reviewed within the overall development strategy. Most likely these improvement projects will require an Environmental Impact Statement, although this is being assessed further during the scoping process. The specific projects under review are described below. Other improvements shown on the Airport Layout Plan have either already received an environmental clearance or have independent utility, and as such are not under review in this environmental process.

Projects Under Review

There are four categories of near-term projects at Gary/Chicago Airport identified for environmental review:

- Projects that are needed to improve the existing Runway 12-30
- Projects associated with the extension of Runway 12-30 by 1,900 feet (to a length of 8,900 feet)
- Projects associated with the expansion of the Terminal at its existing site location
- An analysis of the sites adjacent to the extended runway for future aviation-related development

An exhibit has been included depicting the proposed improvements.

Improvements Associated with Existing Runway 12-30

Runway 12-30 is currently 7,000 feet long. In its September 8, 2000 Runway Safety Area (RSA) determination, the FAA stated that Runway 12-30 did not meet the current standards for runway safety areas contained in FAA Advisory Circular 150/5300-13. It was determined that it may be feasible to improve the runway so that the RSA will meet current standards; however, the FAA finding identified the relocation of the railroad as key for a resolution of the runway safety area issues while providing the needed runway length for the existing users of the facility. In the FAA's RSA determination, it was noted reducing the primary runway length to resolve the RSA issues would adversely impact some existing corporate users, the scheduled air carrier and the air charter operator. It was also noted that the air carrier would have to reduce the number of passengers being carried if the runway length was shortened. In addition to the runway safety area issue, Runway 12 has a 715-foot displaced landing threshold because of obstructions, namely the E. J. & E. Railroad. Also, the Runway 30 safety area is non-standard as the Grand Calumet River traverses it. In order to increase the margin of safety for the existing runway, several specific safety improvements are recommended.

Relocate E. J. & E. Railroad – To increase the margin of safety to the existing Runway 12-30, the E. J. & E. railroad tracks need to be relocated. The railroad relocation has been identified as needed since the 1970s, when the runway was extended to its present length. The following description of the railroad has been excerpted from the FAA's Runway Safety Area Determination, dated September 8, 2000:

> *The railroad tracks lie atop an earthen railroad embankment, which curves around the end of Runway 12. On centerline the center of the tracks is 320 feet from the runway end. At 250 feet right of the extended centerline the center of the tracks is 260 feet from the runway end. At 250 feet left of the extended centerline the center of the tracks is 320 feet from the runway end. The railroad tracks are approximately 17 feet higher than the elevation of the runway end. An additional track begins at the runway centerline 330 feet from the runway end and proceeds right of (south) and perpendicular to the extended runway centerline. At 250 feet right of the runway centerline and 330 feet from the runway end an additional railroad track begins which proceeds due north from that point. It*

> *crosses the extended runway centerline at 440 feet from the runway end. Then, beginning on the extended runway centerline at 440 feet from the runway end a rail spur curves northeast. The airport property line stops at the base of the railroad embankment. All of the above railroad tracks are on property not owned by the airport.*

The Gary/Chicago Airport Authority has retained the consulting firm TranSystems to conduct an analysis of the best alternative for relocating the railroad tracks. The planning process includes all stakeholders and the railroad users and owners, and with directions to consider the long-range impacts in a deliberate and comprehensive fashion. Relocation of the railroad tracks (including acquisition of the current railroad right-of-way) will allow the development of a standard runway safety area off the end of Runway 12, with a width of 500 feet and a length of 1,000 feet beyond the runway end. Further, with the removal of this primary obstruction (as well as other miscellaneous obstructions), the displaced threshold for Runway 12 will no longer be required.

Acquire Land Northwest of Airport – The Airport Layout Plan identifies an area northwest of Runway 12-30 for acquisition by the Airport Authority. With the relocation of the railroad, sufficient land needs to be acquired to allow for the development of a standard runway safety area and clear approach surfaces. Control of the runway protection zone is also desired. Land acquisition of just over 200 acres is proposed, with the intent to avoid partial acquisitions from any landowner. This land acquisition area does not include any homes. Four landowners own property needed for improvement projects associated with Runway 12-30.

Relocate Airside Perimeter Roadway – A perimeter roadway runs across the end of Runway 12 in closer proximity than is desirable. The railroad location and the area that is owned by the Airport Authority limit the location of the perimeter roadway. Currently, the perimeter roadway provides access to the air traffic control tower and FAA antennae facility, located on the south side of the airfield. With the relocation of the railroad and acquisition of additional land, the perimeter roadway should be located in accordance with FAA criteria. This new location of the perimeter roadway will most likely be for an interim period, with a second relocation required once the land has been acquired and runway extension project is moving forward.

Relocate Runway 12-30 Navaids – Although Runway 12 has only a visual approach, Runway 30 is served by a Category I precision instrument approach, a medium intensity approach lighting system with runway alignment indicator lights (MALSR), and has straight-in ILS approach minimums of 200 feet and ½ mile visibility. Additionally, the Airport Authority owns navigational aids (PAPI-4 and REIL on Runway 12; PAPI-4 on Runway 30), which enhance a pilot's visual cues for the runway. With the relocation of the railroad, the Runway 30 localizer (located off the end of Runway 12) should be relocated from its existing position 130 feet from the runway end to an interim location that meets FAA safety standards of 100 feet beyond the standard runway safety area end. In addition, the full runway can be used on the Runway 12 end, without a displacement, any other navigational aids serving the displaced threshold will require relocation.

Improve Runway Safety Area for Runway 12 – Upon relocation of the railroad, the runway safety area for Runway 12 can be cleared of obstacles or obstructions and improved to meet FAA criteria for a standard runway safety area. Specific grading and compaction requirements will need to be met for the area off the end of Runway 12.

Relocate Runways 12 Threshold – Upon completion of the railroad relocation and improvements to the runway safety area, the threshold for Runway 12 will be moved to the end of the runway to reclaim full use of Runway 12 (thereby eliminating the 715 foot displacement of the Runway 12 threshold).

Acquire Land Southeast of Airport – The FAA recommends that airports have positive control over the land under the runway protection zones off both ends of the runway. Southeast of Runway 12-30, the Airport Authority's control of land is limited in some cases to an avigation easement. There are several homes located within the future runway protection zone. To increase the margin of safety, the Airport should acquire these homes as opportunity and funding present themselves. The area to be acquired includes 61 parcels with 42 homes and one business, totaling approximately 20 acres.

Extension of Runway 12-30

The current users of Gary/Chicago Airport require a longer runway length to operate efficiently with the appropriate load factors and to the destinations desired. The existing runway length is capable of accommodating the B727-200 and other similar aircraft on short-haul routes and at lower takeoff weights; however, based upon the findings from the Airport Master Plan, the existing runway length is inadequate to support forecasted aircraft operations at maximum takeoff weight.

Acquire Land – In preparation for the proposed runway extension, the Airport Authority will need to acquire any remaining land to the northwest of the runway (to Cline Avenue) to allow for the extension of the runway as shown on the Airport Layout Plan. An area of just over 200 acres has been identified above, some of which is needed for improving the existing runway and some of which is needed for an extended runway. This land area does not include any homes and is owned by four landowners. The land acquisition requirements for the extended runway include sufficient property to allow for the runway extension, an appropriate runway safety area, and sufficient room for other facilities beyond the runway such as navigational aids or a perimeter roadway.

In addition to the runway safety area, the Runway Protection Zone (RPZ) should be cleared of incompatible objects and activities. Once Runway 12-30 is extended, a fuel tank from a fuel storage facility on Cline Avenue will encroach on the Runway 12 RPZ. This fuel tank will need to be relocated or removed to standardize the Runway 12 RPZ. At this time, there are no plans to purchase the property on which the tank is located; instead, an easement or use agreement may be appropriate to allow airport control over the acreage located west of Cline Avenue but within the Runway 12 RPZ.

Relocate/Bury Power Line – A transmission power line crosses the area off the end of the existing Runway 12 and will require either relocation or burial in order to meet the clear approach requirements for an extended Runway 12. Initial discussions with the power company have confirmed that burial of this power line may be the best option.

Relocate Airside Perimeter Roadway – To accommodate the extension of Runway 12-30, the existing airside perimeter roadway will be relocated east of the new maintenance facility and across from the new terminal apron, just south of the aircraft parking positions. The roadway will then run parallel to Cline Avenue (approximately 1,100 feet beyond the proposed runway end), north of the proposed cargo complex, and then meet the existing roadway again. Several gate access points for the airside roadway will be determined during the design phase.

Extend Runway 12 to 8,900 feet by 150 feet – Runway 12-30 is currently 7,000 feet long. It is proposed to extend Runway 12 1,900 feet to the northwest, after acquiring the necessary property and relocating the railroad tracks. This will result in 8,900 feet of runway pavement on Runway 12-30.

Relocate Runway 12-30 Navaids – To accommodate the extension of Runway 12-30 and meet current FAA standards, the Runway 30 localizer (located off the end of Runway 12) will be relocated either from its existing position 130 feet from the runway end or from an interim position identified upon the completion of the railroad relocation, to a location 2,770 feet to the northwest. This will result in the relocated localizer being 1,100 feet beyond the future Runway 12 end, or 100 feet beyond the future runway safety area end.

The Airport Layout Plan calls for a displacement of the Runway 30 threshold (addressed in further details below) to correct for runway safety area, runway object free area standards, and runway protection zone requirements. With the displacement of Runway 30, the approach lighting system (MALSR) and glide slope will also need to be relocated. The MALSR will be relocated to serve the Runway 30 displaced threshold. To accomplish this, some of the relocated MALSR lights will be installed in pavement. The glide slope will be relocated to serve the Runway 30 displaced threshold to a position that offers the least interference from terrain, buildings, power lines, vehicles and aircraft. The exact location will be determined through further study. Finally, additional navigational aids – in this case, the PAPI-4 serving Runway 30 – will also require relocation at the time of the runway threshold displacement.

Displace Runway 30 Threshold – Prior to any major improvements to the existing runway, declared distances criteria would be applied to the runway to provide an adequate runway safety area on Runway 30. This will result in displacing the Runway 30 threshold 546 feet to the northwest, which will make available 8,354 feet of runway length for landing on Runway 12 and 30 and for accelerate stop distance on Runway 12.

Extend Taxiway A – To support the extension of Runway 12, Taxiway A will be extended to the new runway end. The extended parallel taxiway will be constructed with a 400-foot runway centerline to taxiway centerline separation, although the FAA has granted for the existing portion of Taxiway A to remain separated by 392 feet runway centerline to taxiway centerline.

Construct Deicing/Hold Pads on Taxiway A at Runway 12-30 – The development plan recommends the construction of deicing/hold pads at the end of extended Taxiway A at Runway 12 and at the end of the existing Taxiway A at Runway 30. Adding two deicing/hold pads in these locations will allow an aircraft to be deiced immediately before takeoff. Also, the pads would allow a delayed departing aircraft to pull off on the hold pad, permitting other aircraft to access the departure end of the runway in order to minimize delays. Further study will occur before development of the additional deicing/hold pads to determine if only one of these additional deicing pads will suffice or if both should be developed.

Develop Two High-Speed Exit Taxiways – Two high-speed taxiways are proposed for development at the time of the runway extension. The timing for these high-speed taxiways is driven by the fact that there will be an economy of scale in constructing these improvements at the same time as the runway extension and taxiway extension programs. The taxiways are envisioned to primarily serve aircraft landing on Runway 30 that use the new terminal area, and aircraft landing on Runway 12 to access parallel Taxiway A.

Passenger Terminal Expansion at Existing Terminal Site

The Airport Master Plan recommends expanding the terminal building to meet the demands of existing and new airlines, as well as the traveling public. An expansion of the associated apron area is needed immediately to accommodate efficient movement of existing aircraft using the terminal facility. Accordingly, this apron expansion will be assessed outside of this environmental review.

Expand Existing Passenger Terminal Facilities – In the near term, it is recommended that the existing terminal building be expanded to the east to maximize the existing terminal site area. Expanding the current facility will allow it to adequately serve the expected demand in the short term; however, due to its constrained location, the current facility cannot be expanded to meet the potential passenger demand which may occur beyond the 20-year baseline forecast.

Analysis of Sites Adjacent to Extended Runway for Aviation Related Development

The Airport Master Plan identifies the need for new passenger terminal and air cargo facility development in the foreseeable future. The areas adjacent to the extended runway are identified in the Master Plan to accommodate these new development areas. An environmental review is proposed to allow for the acquisition of these areas so that the airport is ready to meet the future demands for development as they occur.

Purchase Site and Hold for Development of New Passenger Terminal Area with Associated Uses – Within the foreseeable future, but beyond the Master Plan's 20-year baseline projection, the current passenger facility cannot be expanded to meet the potential demands. Therefore, a new terminal site has been identified on the northwest side of the airfield. The environmental impacts of development of a new passenger terminal facility with associated land uses will be studied to identify mitigation requirements of purchasing this site and holding it for future terminal facility development.

Locating the terminal in the northwest quadrant would provide easy highway access from Interstate 90 (Chicago Skyway) and Cline Avenue, and the flexibility for future airport expansion. Additionally, relocating the terminal to this area would allow the airport to expand passenger parking outside the terminal and airport concessions inside the terminal. The acquisition of approximately 80 acres has been identified for this land use. Some of this property, especially that north of Chicago Avenue, is heavily developed. Accordingly, the property will be purchased as opportunity and funding present themselves.

Hold Site for Development of New Cargo Area – The current cargo area cannot be expanded to meet the forecasted long-term demand. Therefore, a new cargo area site has been identified south of the extended Runway 12. The environmental impacts of development of a new cargo area with associated land uses will be studied to identify mitigation requirements of holding this site for future air cargo development. The acquisition of this land was addressed earlier, since the same landowners hold both this area and the areas located immediately off the end of the existing runway.

Other Projects Within Foreseeable Future

The Master Plan has identified the development of a new terminal area and new cargo area within the foreseeable future. Certain taxiway improvements have also been identified to allow for the most efficient and safe operation of the airport. These improvements will be considered as "within the foreseeable future," but not within a timeframe that makes them ripe for current review and finding. The basic layout information will be useful in evaluating the site areas for adjacent aviation related development.

APPENDIX A

SECTION II

Public Scoping Process Summary Memo

aerofinity
51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

BRIEFING MEMO

TO | **Mike MacMullen, FAA**
Paul Karas, Gary/Chicago Airport

FROM | **Susan M. Schalk, A.A.E., AICP, Aerofinity, Inc.**

DATE | **February 15, 2002**

RE | **Summary of Agency Comments and Findings**

The following is an overview of the findings from the public scoping process for the environmental review of improvements proposed at Gary/Chicago Airport. We recommend that the environmental review continue with the preparation of an Environmental Impact Statement document. This recommendation is based upon the complexity of the environmental issues associated with the proposed improvements and was confirmed through the independent review of our team member who will be providing environmental analysis support during the next phase of our work (see attached letter dated February 4, 2002 from the Louis Berger Group). In addition, it should be noted that there is a high level of interest by various governmental agencies, as well as several non-governmental community based organizations. We believe the documentation and analysis included in an Environmental Impact Statement can provide sufficient details to respond to these interested parties' concerns.

In summary, the following issues were raised during the public scoping process. We propose to be address these issues as a part of the EIS (Part Two) plan of study under the appropriate areas of environmental analysis, as noted below:

Purpose and Need

- During the scoping process, consultants were asked to consider all previously identified master plan issues. The Airport Master Plan will be used as a source document for the environmental review process. As a part of the plan of study, we propose to review existing documents during the Purpose and Need phase of the environmental review. We propose to catalogue and investigate further issues identified during the master plan that are relevant to the proposed actions under study as a part of the EIS.

- We propose a thorough review and presentation of the forecast basis for the improvements at the airport to be prepared during the EIS. This is needed to present a solid case for the purpose and need of the improvements and will respond to the scoping comment to update/disclose passenger loads/operations figures. To the extent it is needed to justify purpose and need, an update of the aviation forecasts will be included. We also propose to include a summary of the latest activity levels, with the actual results of 2000 and 2001 identified.
- We propose for the basis for the forecast assumptions to be identified in order to address the question of the realism for growth expectations in response to the comment made during the scoping process that the airport should not be developed further since it won't be used because of safety issues in the neighborhood or area.
- One scoping comment addressed the need to consider/disclose the findings from the latest Midway (MDW)/Gary/Chicago Airport (GYY) airspace analysis. The approval of the Airport Layout Plan for Gary/Chicago Airport included an airspace analysis and approval process. We propose to review the findings of the Airport Layout Plan approval as a part of this section of the EIS process.
- We propose to review and assess all of the improvements identified in the Scoping Document, dated December 3, 2001, in accordance with NEPA; this includes the relocation of the railroad. Although the preferred relocation route was not yet identified at the time of the scoping process, any environmental impacts associated with the selected relocation alternative will be reviewed as a part of this EIS.
- It is also proposed for the independent nature of these projects to be reviewed as a part of this and other sections in the EIS. Included in a review for independence, the relationship of the proposed actions will be considered in regard to their relationship or how these improvements might require or facilitate expansion of other airport facilities, including the crosswind runway. During the scoping process, the consulting team and FAA conducted a review of the question of independence in order to identify the projects to be assessed. This question will be revisited during the course of the EIS, as necessary, to confirm that the proposed actions are independent of any future proposed or conceptualized actions.

Alternatives Analysis

- It is proposed to use the findings from the master plan process as a basis for the alternatives analysis. These findings are to be expanded to review the basis for the decision to extend the runway to the northwest with a level of detail to justify the preferred alternative and to meet the alternatives requirements for NEPA. The alternatives analysis will specifically review the decision during the master plan to avoid impacts that would occur should the proposed action require the relocation of the Grand Calumet River. Should the preferred alternative require filling or construction requirements in the Grand Calumet River, the appropriate environmental reviews and approvals would occur as a part of this EIS.
- The alternative routes for the relocated EJ&E rail line are under study by an independent consultant. It is proposed for the alternatives to be revisited during the EIS, with the community coordination of the preferred option occurring either

inside or outside but simultaneously with the EIS. It is preferred that the community coordination process allow for a similar level of public input into the selected railroad relocation alternative to occur as has occurred for other proposed improvements at the airport.

- The alternatives process will consider various options for relocation or burial of the power line. The preferred alternative will be reviewed as part of the detailed environmental analysis of the EIS.

Affected Environment

- During the scoping process, it was stated that there was a need for updated land use maps for surrounding area. In addition, at several points, the need to provide good environmental data maps of the area was expressed. This mapping is proposed to occur as a part of the affected environment portion of the EIS.
- The need for good economic impact data was also noted at several points during the scoping process. It is recommended that this either occur outside of the EIS process so that the information is available for use by the consulting team or that it occur within the study process.

Environmental Consequences

- The NEPA requirements for noise analysis of proposed actions are considered the best means to address comments made during the scoping process in regard to noise impacts on surrounding communities.
- We propose that special attention be paid to the air quality analysis modeling and techniques to recognize that the area is in the process of an air quality redesignation. Coordination with IDEM's Air Quality modeling staff is proposed to occur as a part of the EIS process. The air quality analysis will meet the requirements of NEPA and will follow the best practices for airport air quality modeling in regard to the impacts of increased aviation activities.
- The water quality assessment will include an analysis of storm water management requirements, especially in regard to the collection, treatment, or discharge techniques proposed for deicing fluids. In addition, the water quality impacts of the proposed actions will be considered due to known contamination in the area and discharge from cleanup sites in the area.
- We propose to coordinate closely with the Indiana SHPO by providing details, including good mapping and detailed information about the structures within the project area. Furthermore, where there are portions of the project area that may have never been evaluated by a qualified archaeologist, a reconnaissance level archaeological survey will be provided for all areas that have not been previously disturbed by excavation, grading, or filling.
- The NEPA requirements for biotic communities will be followed as a means to address any comments regarding documenting flora and fauna in the project area. Specifically there have been rare natural communities identified in proximity to the airport. The appropriate agency contacts will be made to assure that the study is addressing the vegetation and birds/wildlife that exist in the area. The impacts on

migratory species of the proposed improvements should also be included in this section of the analysis.

- Specifically, as a part of the biotic communities analysis we propose to consider/demonstrate compliance with Executive Order #13186, issued on January 10, 2001 and related to migratory bird populations.
- Numerous comments were made in regard to the quality of the impacted wetlands. It was brought to the consulting team's attention that the ADID wetlands may contain an error in regard to the quality of the wetlands mapped in the area of the proposed action. The present quality of the wetlands should be thoroughly investigated by the airport's wetland consultant and this information will be included in the EIS report. We also recommend that the historic condition of this area be acknowledged and that the project impacts on the hydrology of the area's wetlands be considered. In addition, we propose for the EIS to demonstrate avoidance and/or minimization of wetland impacts.
- Because the Gary/Chicago Airport is within the coastal area of the Lake Michigan basin and Indiana is in the process of developing a Coastal Zone Management Plan, we propose to coordinate the development proposal with the National Oceanic and Atmospheric Administration and the State of Indiana to assure that the Coastal Zone Management Plan is considered and compliance is demonstrated, as appropriate.
- Extensive consideration is proposed to be given to the condition of the site area where the proposed action is to occur. The appropriate level of analysis is proposed to occur to allow the consulting team to not only address the condition of the land and underground water in the area, but to also develop a cleanup plan to allow for the development of the proposed action and to allow for a financial evaluation of the cleanup costs in relationship to the land value.
- As a part of the construction impacts analysis, the impacts on Grand Calumet River sediments is proposed to be analyzed. In addition to considering the hazardous waste or cleanup concerns for the project area, the impacts on ongoing cleanup efforts of area hazardous waste sites are proposed to be evaluated.
- During the surface transportation section, the impacts on the Buffington Harbor Roadway and other area thoroughfares are proposed to be considered.

Cumulative Impacts Analysis

- This section of the EIS will take into consideration other ongoing development or cleanup/environmental efforts that are underway within the airport area. The cumulative and indirect impacts of this development will be addressed in accordance with NEPA. We propose for this to include considering the implications of ongoing Habitat Conservation Plans on airport operations and coordinating with US Steel on other Habitat Restoration Activities and other ongoing/recently completed environmental efforts. We propose for consideration to be given to the impacts, if any, of the timing for any mitigation efforts associated with this project and other ongoing area remediation efforts.

Mitigation Measures

- Where probable, unavoidable, adverse environmental impacts are expected mitigation measures will be proposed, using the best practices available. During the scoping process, it was requested that a determination be made if natural resource compensation payment is required and that the EIS describe/propose suitable wetlands compensation. This section of the EIS will be coordinated closely with agencies and will meet the requirements of NEPA.

THE Louis Berger Group, INC.
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February 4, 2002

Ms. Susan Schalk
Aerofinity, Inc.
51 South New Jersey Street
Indianapolis, IN 46204

SUBJECT: GARY/CHICAGO AIRPORT
ENVIRONMENTAL ASSESSMENT/
ENVIRONMENTAL IMPACT STATEMENT RECOMMENDATION

Dear Ms. Schalk:

After reviewing the proposed development projects outlined for Gary/Chicago Airport (GYY), The Louis Berger Group is of the opinion that these projects qualify for the performance of an Environmental Impact Statement (EIS), pending official determination by the Federal Aviation Administration (FAA).

Upon initial review of the Environmental Action Choices, outlined in Chapter 3, paragraph 20 of FAA Order 5050.4A, *Airport Environmental Handbook*, the projects proposed for GYY could potentially qualify for an Environmental Assessment (EA), or Categorical Exclusion (Cat Ex), rather then an EIS. However, recognizing the historical and political issues related to GYY and a fourth Chicago airport, and realizing the scrutiny that GYY projects will receive from federal, state and local agencies, a more in-depth assessment of the potential environmental impacts may be justified. Paragraph 24, of FAA Order 5050.4A, stipulates that any project normally categorically excluded may be the subject of an EIS due to extraordinary circumstances. Although the FAA does not specifically outline a circumstance that directly applies to GYY, FAA Order 5050.4A, paragraph 24, subparagraph b, details justification of an EIS based on controversial environmental grounds.

Two issues that could qualify the project under controversial grounds are site contamination from hazardous materials, and air quality. The GYY project areas are suspected of containing significant levels of contamination from activities associated with auto dismantling. Furthermore, GYY is located in an area classified by the Environmental Protection Agency (EPA) as a Non-Attainment area for ozone, caused by Volatile Organic Compounds (VOC). As a result, emissions from expanded airport activity would have to be thoroughly considered.

Using the criteria contained in FAA Order 5050.4A, paragraph 24, subpart b, it is recommended by The Louis Berger Group that the proposed projects for GYY be subjected to an EIS pursuant to FAA Environmental Guidelines. It is the FAA's responsibility under FAA Order 5050.4A to provide a final determination on the required environmental documentation.

If you have any further questions or comments, please call me at (202) 331-7775.

Sincerely,

Greg Heaton, AICP
Director of Aviation Services

APPENDIX A

SECTION III

Recap of Agency Scoping Meeting – January 15, 2002

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MEETING MEMO

MEETING	Gary/Chicago Airport Environmental Documentation Agency Scoping Meeting Conference Room, Administrative Offices
MEETING DATE	January 15, 2002

MEETING OVERVIEW

Paul Karas, the Administrator for the Gary/Chicago Airport, opened the meeting by welcoming everyone and identifying this environmental process as the next step to their master plan approved in November 2001.

Sue Schalk, Aerofinity, provided an overview of the airport improvement projects identified as "ripe for review" that are proposed for analysis in this study process. It is believed that these projects are ready for implementation to support the FAA accepted forecast. The environmental review process will precede implementation and FAA funding. Projects discussed earlier in the Master Plan process, such as extending the crosswind runway or developing a third new runway, have not been included in the approved Airport Layout Plan.

Ongoing wetlands analysis work and a rail relocation study were identified as projects that have been undertaken by the Airport Authority. Any applicable findings from these projects will be incorporated and considered in this environmental process.

Attendees at the Agency Scoping Meeting were invited to participate in one of two bus tours of the airport and surrounding areas where the improvement projects are proposed. Between the two bus tours of the project areas, Mayor Scott King of the City of Gary discussed how the Gary/Chicago Airport is an asset for the City of Gary and the region. He also reiterated the City's support for a thorough, diligent, balanced environmental process.

Mike MacMullen, the project manager for the FAA, overviewed the federal environmental review process. In December 2001 the FAA published its notice in the Federal Register regarding the intent to prepare an Environmental Impact Statement

document or whatever other documentation may be appropriate, beginning with this scoping process. During the scoping process, the consultants and FAA are asking for comments on environmental concerns and study techniques. The FAA will be the lead agency. If at some time in the future there is a desire on the part of other agencies to participate in the review process in a more significant way, a cooperating agency may be added. Should it be determined that a full Environmental Impact Statement (EIS) is needed, which is likely, it is anticipated that the Draft EIS (DEIS) will be prepared later in 2002 or early 2003, taking 6 to 12 months to prepare. The DEIS will be made available for public review and a public meeting/hearing will be held. Upon receipt of comments from this process, the Final EIS will be prepared and the FAA will prepare the Record of Decision. The airport will prepare an application for federal funds upon completion of the EIS. The projects to be included in the environmental study process are well thought out and needed in the short term. Should additional projects arise, they will require an independent review and will not be incorporated into this study process.

Streamlined environmental study processes have been used in other areas of the country and other modes that allow for ongoing consultation with principally concerned agencies; the FAA has used this at Cleveland. A draft preliminary product would be made available for agency comment as the study process progressed. The cost would be early investment of resources before the EIS, the benefit would be to identify and hopefully resolve problems early. Mike asked that the agencies consider whether they would be interested in using this streamlining process for this environmental review as they comment on the project.

Initial Agency Comments

Initial agency comments were received at the meeting. Many of these agencies will also summarize their comments in a written letter.

Federal Railroad Administration – The railroad relocation needs to be considered so it doesn't impact the railroad system, which is a vital part of the local and national rail system. While the concept for passenger rail service in this area is very preliminary, it should be given consideration as it may use one of the existing rail lines in the airport vicinity. The FAA and airport were encouraged to coordinate with the rail lines and INDOT Rail Section.

City of Gary Planning – During the analysis of airport improvements, the consultant needs to consider the economic impact of the program, especially the direct impact, and activities coming on board along the lakefront.

IDEM NW Regional Office – Air Quality - The State will be redesignating the area as attainment from severe non-attainment for the 1-hour ozone standard. However, it will likely not meet the 8-hour standards. IDEM is interested in how the proposed development and anticipated increases in operations will impact the air quality.

Water Quality – Need to identify status of land in the area. Although the project area may have contained dune and swale areas at one time, the wetlands may

not be high quality now. Areas need to be identified so an accurate assessment can be made. Wetlands may be under state jurisdiction even if no longer under the Corps. All wetlands should be identified.

Land Quality – Consideration should be given to contamination in the area of the runway extension. Containment needs to be planned to prevent additional release. There is a pipeline in the area from MidCo II across the river to 9th Avenue to MidCo I for deep-water injection; the pipeline will need to be displaced.

U.S. EPA – There are ongoing concerns about remnant dune and swale in the area. The known endangered species to the south should not be impacted since improvements to the crosswind runway are not proposed. Cleanup requirements due to the rail relocation should be considered. Also, the value or impacts on the areas for potential rail relocation needs to be assessed.

U.S. Corps of Engineers – When the Corps gets a permit application to review it considers the same things as an EIS. The Corps would be interested in the streamlining process; however, the work needs to be at a point in the evaluation that you can carry forward to a permit application. Potential changes in hydrology or drainage as a part of the overall project should be reviewed to identify if it will affect the area around the airport. Although no direct impacts are part of the proposal, the consultant should question impacts to the Grand Calumet River.

IDNR Fish and Wildlife – Terrestrial and aquatic loss should be identified, either as a direct or indirect result of the proposed improvements. Consider potential migration of contaminants. Use both resident and migrant species when considering habitats. IDNR would be interested in the streamlining process. The agency holds 300 acres of property in the area and is concerned about movement of contaminants. Potential effects of airborne pollution and water pollution on the state property should be considered.

INDOT, Rail Section – The importance of the railroad to the economy should be considered during the environmental review. The State will continue to work closely with the consultants on the railroad relocation study.

INDOT Toll Road – The toll road has been granted authorization to add a third lane to the toll road. The design is in progress and profile changes will be coordinated closely with the airport in an attempt to resolve obstructions to the 50:1 approach slope from the south.

City of Gary, Environmental Affairs – While there are concerns about the potential movement of contaminated material, the benefits of cleaning up those areas should be identified.

Questions Raised at the Scoping Session with Summarized Responses
The following questions were raised at the scoping meeting.

Is the federally required area beyond the runway end cleared with the proposed improvements? *Definitions of the runway safety area and runway protection zone for the primary runway were reviewed (see attached handout). The Airport Layout Plan identifies improvements to meet the runway safety area requirements through application of declared distance standards. Other surfaces such as the object free zone are also addressed on the Airport Layout Plan. The land acquisition program southeast of the runway is proposed to increase the airport's control over land in the runway protection zone. This area does not have to be cleared, although long-term plans for acquiring homes are encouraged.*

The term EIS has been used, is that the document that will be prepared? *Probably yes.*

How long is an EIS good? *Typically an environmental review is considered current for approximately five years before implementation; bottom line, if time passes between the approval of the EIS and implementation, then the approving lead agency would have to consider if the findings are still accurate and appropriate; if conditions have changed then the EIS would need to be supplemented.*

Is there ground water monitoring in the area now? *The MidCo II site has a monitoring well now. The ground water monitoring is not occurring on airport property but monitoring wells have been installed as a part of various projects located in the area.*

When would Chicago Avenue be vacated? *The vacation of Chicago Avenue is anticipated to occur outside the time frame of this proposed development. The area around Chicago Avenue will be evaluated during this study process to identify its future development potential and any environmental concerns.*

If there is contamination in land acquisition areas, who pays for the clean up? *It depends on the site and who owns it as to who is responsible. Recommended solutions for clean up will be identified as a part of the environmental analysis. The responsibility for clean up could vary depending upon a number of factors.*

What does it mean when it was stated that there is concurrent wetland work being undertaken by the airport? *The airport has been conducting ongoing wetland analysis and has retained a consultant to continue to provide services in the area of wetlands delineation and mitigation. This work may continue while the environmental documentation is ongoing. Any analysis or findings related to the projects under review as a part of this environmental process will be incorporated into the EIS.*

Is there a timeline for the acquisition of properties at the south end of the runway? *There is no timeline established for this land acquisition program; the environmental findings and funding availability will most likely drive the timing.*

Closing
Paul Karas, thanking everyone for attending and requesting that the lines of communication be kept open, closed the meeting on schedule. Paul also overviewed the outreach efforts the airport has been making that are above and beyond the legal requirements, such as the ad in the local paper encouraging community attendance at that evening's public open house.

Any comments should be sent to Mike MacMullen, FAA, by the close of business January 29, 2002. Any comments received by the airport or consultants will be forwarded to the FAA.

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AGENDA

PROJECT	Gary/Chicago Airport Environmental Scoping
MEETING DATE	January 15, 2002 10:00 a.m. – 2:00 p.m.

DISCUSSION TOPICS

• Welcome and Opening Comments	10:00 a.m. – 10:15 a.m.
• Overview of proposed development – Existing air carrier Runway 12-30 improvements – railroad relocation and improved runway safety areas – Extension of existing air carrier Runway 12-30 from its current length of 7,000 feet to a future length of 8,900 feet – Expansion of the existing terminal site – Site analysis for new passenger terminal and air cargo areas	10:15 a.m. – 10:45 a.m.
• Initial Agency Comments/Questions	10:45 a.m. – 11:00 a.m.
• Bus Tour of Project Area	11:00 a.m. – 11:30 a.m.
• FAA environmental review process – Part One Environmental Scoping – Part Two Environmental Review – purpose and need, alternatives, affected environment, environmental consequences, and mitigation plans	11:30 a.m. - 11:45 a.m.
• Additional Agency Comments/Questions	11:45 a.m. – 12:00 p.m.
• Informal discussion during lunch	12:00 p.m. – 1:00 p.m.
• Agency Comment Period	1:00 p.m. – 1:45 p.m.
• Closing Remarks	1:45 p.m. – 2:00 p.m.

Gary/Chicago Airport
Chicago's Best Approach!

Environmental Agency Scoping Process Fact Sheet

What is the difference between a Runway Safety Area and Runway Protection Zone?

The **runway safety area (RSA)** is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The dimension of the runway safety area for Runway 12-30 at Gary/Chicago Airport is 500 feet in width (centered on the runway) and extends 1,000 feet beyond the runway end. Upon the extension of the runway to 8,900 feet, the future runway safety area dimensions will be 10,354 feet by 500 feet, with the application of displaced threshold and declared distance applied on the southeast end of the runway.

The **runway protection zone (RPZ)** is a trapezoidal shaped area centered on the extended runway centerline. It begins 200 feet beyond the end of the area usable for takeoff or landing. The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over the RPZ. Such control includes clearing RPZ areas and maintaining them clear of incompatible objects and activities. The runway protection zone for Runway 12 has a width of 500 feet at the point closest to the runway end and flares to a width of 1,010 feet at its furthest point; the length of the RPZ for Runway 12 is 1,750 feet. The runway protection zone for Runway 30 at Gary/Chicago Airport has a width of 1,000 feet at the point closest to the runway end and flares to a width of 1,750 feet at its furthest point; the length of the RPZ for Runway 30 is 2,500 feet.

What activity levels have been forecast to occur at Gary/Chicago Airport?

During the Airport Master Plan process aviation forecasts of the operations and passenger enplanements for were submitted for review and approval. Forecasts were prepared for low, mid, or high case growth projections. The FAA reviewed and approved on January 3, 2000, the low case forecast for purposes of planning airport development projects for the next five years.

During the master plan process, the low case forecast assumed that GYY passenger enplanements will increase over the next two decades from an estimated annual base of 48,800 enplanements in 2000 resulting from Pan Am and Casino Express service (24,978 enplanements actually occurred in 2000) at a similar rate as forecast by the FAA for domestic scheduled air carriers in its Aerospace Forecast FY 1999-2010. Based upon this approved forecast, the total passenger enplanements would increase to just over 57,000 in 2005, with growth to nearly 100,000 passenger enplanements at the end of the 20-year planning period.

The low case forecast for aircraft operations projected an increase from an estimated 65,000 annual operations in 2000 (52,734 operations actually occurred in 2000) to just over 75,000 annual operations in 2005 and just over 92,000 annual operations by the end of the 20-year planning period. An aircraft operation is a take-off or a landing

What elements are being considered for Part Two of the Environmental Process?

Part Two -- Environmental Documentation Process
Plan of Study Conceptual Outline
Gary/Chicago Airport

1) Determination of Purpose and Need
   a) Airport master plan review
      i) Aviation forecasts
      ii) Demand/capacity
      iii) Facility requirements
      iv) Supporting documentation
   b) Additional analysis to strengthen purpose and need
      i) In response to public comments during scoping process
      ii) In response to agency comments during scoping process
   c) Summary for use as a chapter in the EIS

2) Alternatives Analysis
   a) Review of alternatives identified in master plan
   b) Use of other airports and other modes of transportation
   c) Do-nothing baseline
   d) Proposed action
   e) Other alternatives
   f) Qualitative review to identify range of alternatives for detailed assessment
   g) Test of reasonableness and practicality
   h) Preliminary draft project memorandum
   i) Summary for use as a chapter in the EIS

3) Affected Environment
   a) Study area definition, land use and base map
   b) Natural and physical environment
   c) Human environment
      i) Historic and archaeological resources
      ii) Social groups
   d) Socioeconomic and demographic characteristics
      i) Economic and demographic analyses
      ii) Infrastructure and surface transportation
   e) Description of affected environment
      i) Noise-sensitive facilities
      ii) Land-use summary
   f) Summary for use as a chapter in the EIS

4) Environmental Consequences
   a) Environmental factors
   b) Noise
      i) Preparation of operating schedules
      ii) Runway use and flight track definition
      iii) Noise contour analysis
      iv) Noise grid point analysis
   c) Compatible land use
   d) Social impacts
      i) Relocation and community disruption
      ii) Environmental justice
   e) Induced socioeconomic impacts
      i) Demographic impacts
      ii) Tax base, real estate value
      iii) Infrastructure and surface transportation impacts
   f) Air quality
      i) Federal and state air quality regulations
      ii) Air quality modeling coordination/approach report
      iii) Ozone precursors
      iv) Transportation conformity
      v) Air pollutant emissions inventory
      vi) Conformity review
   g) Water quality
   h) 49 USC Section 303c lands
   i) Historic, architectural, archaeological, and cultural resources
   j) Biotic communities
      i) Vegetation
      ii) Birds and wildlife
   k) Endangered and threatened species of flora and fauna
   l) Wetlands
   m) Floodplains
   n) Coastal zone management and coastal barrier
   o) Wild and scenic rivers
   p) Farmland
   q) Energy supply and natural resources
   r) Light emissions
   s) Solid waste impacts
   t) Hazardous materials
   u) Construction impacts
   v) Surface transportation
   w) Review of permitting activities
   x) Other considerations
      i) Relationship to other plans
   y) Compilation of environmental consequences for use as chapter of EIS

5) Cumulative Impacts Analysis
   a) Potential sources
   b) Other area development
   c) Independent utility
   d) Cumulative impacts summary matrix
   e) Summary of cumulative impacts analysis for use as chapter of EIS

6) Probable, Unavoidable, Adverse Environmental Impacts and Mitigation Measures
   a) Adverse impacts
   b) Mitigation measures
   c) Degree of controversy concerning the project
   d) Irreversible and irretrievable impacts

7) Draft EIS Report Preparation
   a) Preliminary draft EIS
      i) Provide review documents
   b) Draft EIS preparation
      i) Distribute public review documents
      ii) Provide reproducible copies
      iii) Provide electronic files of report and drawings

8) Public Involvement
   a) Mailing list
   b) Focus group meetings
   c) Project newsletter
   d) Public workshops
   e) Public hearing
   f) Processing of comments
      i) Assemble and maintain document record and index
      ii) Processing of FAA Freedom of Information Act (FOIA) Requests
   g) DEIS comment analysis

9) Final EIS Report Preparation
   a) Preliminary final EIS
      i) Provide review documents
   b) Final EIS preparation
      i) Distribute final documents
      ii) Provide reproducible copies
      iii) Provide electronic files of report and drawings
   c) FEIS comment analysis

10) Draft Record of Decision Preparation

11) Project Management
   a) List of preparers
   b) Index and list of parties to whom sent
   c) Ongoing progress reports
   d) Meeting participation and minutes
   e) Project coordination
   f) Assemble pertinent backup data for FAA and Airport files

Concurrent Work Outside of Environmental Process
Detailed analysis of:

- Wetlands
- Rail realignment
- Airfield improvements
- Known hazardous waste areas

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
AGENCY MEETING

January 15, 2002

	Name	Representing	Telephone
1.	ERIKA POWERS	EAST CHICAGO	(312)338-5904
2.	DAVID VALENSTEIN	Federal Railroad Admin	(202)493-6368
3.	MILAN KRUSZYNSKI	City of Hammond	219-853-6306
4.	Jim New	J.I. New & Assoc	219-586-3400
5.	Jay White	White Environmental	219-885-5068
6.	Tom Weigel	EJ&E Railway	815-740-6636
7.	JERRY McALLISTER	EJ&E Rwy	815-740-6685
8.	TONY MOLINARO	FAA-Public Affairs	847-294-7427
9.	Sharon Kendall	IDOC - BD	317-232-8891
10.	Ed Charbonneau	U.S. STEEL	219-888-5475
11.	Sally Swanson	USEPA	312-353-8512
12.	CHARLES SIMON	CORPS OF ENGINEERS Detroit Dist.	313-226-2221
13.	Samuel E. Wolfe	INDOT TOLL ROAD Dist	574-674-8836
14.	LOU KING	RQAW Corp.	317-255-6060
15.	GREG McKAY	South Pond CORPS OF ENGINEERS	574-232-1952
16.	ADRIANE BLASING	IDEM NWRO	2198816716
17.	DORREEN CAREY	City of Gary/Env. Affairs	219 882 3000
18.	Elizabeth McCloskey	US Fish & Wildlife Service	219-983-9753
19.	Debra Gwozdecki	Times	933-4158

	Name	Representing	Telephone
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25.	Thomas Hooyak	Clark Dietz Engineering	630-260-0200 x316
26.	Peter Byrne	The Louis Berger Group	518 432-9545 x205
27.	GREG HEATON	THE LOUIS BERGER GROUP	202-331-7775 x135
28.	Robert Nastal	TRANSystems	847-605-9600
29.	DAVID HADLEY	TRANSYSTEMS	312-668-9601
30.	Mike MacMillen	FAA	847/294-7522
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32.	Tom Post	I D N/R	219.843.5012
33.	MR. CARROLL LEWIS	City of Hobart	219-947-3407
→ 34.	TONY ZALESKI	P.O.	924-0040
35.	VICTOR BHATIA	CWE	BOX 16-9603
36.	MARK LOOFE	VISTA/USEN	219-884-1177
37.	Darrell Patterson	Capps Christopher	9499413
38.	~~JOE ANE~~ TOM Beck	INDOT Rail Section	317-232-1478
39.	MARY MUIA	INDOT - AERONAUTICS	317-232-1477
40.	Ken Ross	NGC/GCAA	317-358-0950
41.	Dennis Clark	IN. DEPT ENV. MGMT	317-233-2482

	Name	Representing	Telephone
42.	Jim Snitz, A.A.	IDEM - OLQ	317/233-3451
43.	Marty Maupin	IDEM	317/233-2471
44.	Spike Peller	City of Gary P.W.	938-0817
45.	Ben Clement	City of GARY	881-5235
46.	BERT DOCTOR	3RD A. DEPUTY CHIEF	708-333-3
47.	CINDY DOORN	CHICAGO SOUTHLAND CHAMBER OF COMMERCE	708 333 3323
48.	TRAM' DESHAMP	CITY OF GARY	886-7040
49.	Wayne Flatz	~~DNR~~ DNR/F&W	317 233-4080
50.	Bill Mauldin	DNR - F&W	317-233 4666
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52.	ROSALYN L. MITCHELL	GARY PLANNING	219 881-5490
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APPENDIX A

SECTION IV

Agency Notification

The following agencies or individuals were notified of the Agency Meeting held on January 15, 2002, from 10 a.m. to 2 p.m. at the Gary/Chicago Airport.

FEDERAL AGENCIES

FEDERAL AVIATION ADMINISTRATION
Michael W. MacMullen
Airports Environmental Project Manager
Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Ave.
Des Plaines, IL 60018
Notified: 12/7/01

ARMY CORPS OF ENGINEERS
Gary Mannesto, Chief of Regulatory Functions Branch
Box 1027
Detroit, MI 48231-1027
Notified: 12/7/01

DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE
Ms. Jane E. Hardisty
ASTC Planning and Technology
6013 Lakeside Blvd.
Indianapolis, IN 46278-2933
Notified: 12/7/01

DEPARTMENT OF INTERIOR FISH AND WILDLIFE SERVICES
Scott E. Pruitt
620 S. Walker St.
Bloomington, IN 47403-2121
Notified: 12/7/01

Lori Pruitt
620 S. Walker St.
Bloomington, IN 47403-2121
Notified: 12/7/01

U.S. FISH & WILDLIFE SERVICE
Elizabeth S. McCloskey
Fish and Wildlife Biologist
P.O. Box 2616
Chesterton, IN 46304
Notified: 12/17/01

DEPARTMENT OF INTERIOR NATIONAL PARK SERVICE
Michael Madell
700 Rayovac Dr., Suite 100
Madison, WI 53711
Notified: 12/7/01

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Eugene Goldfarb
77 W. Jackson Blvd.
Chicago, IL 60604
Notified: 12/7/01

ENVIRONMENTAL PROTECTION AGENCY REGION 5
Kenneth Westlake, Chief
Environmental Planning & Evaluation Branch
77 W. Jackson Blvd., B-19J
Chicago, IL 60604
Notified: 12/7/01

Mazin Enwiya (B-19J)
Environmental Planning & Evaluation Branch
77 W. Jackson Blvd., B-19J
Chicago, IL 60604
Notified: 12/7/01

FEDERAL HIGHWAY ADMINISTRATION
Matt Fuller, County Engineer
Federal Highway Administration
575 N. Pennsylvania St., Rm. 254
Indianapolis, IN 46204
Notified: 12/7/01

Larry Heil
Federal Highway Administration
575 North Pennsylvania Street (Room 254)
Indianapolis, IN 46204-1576
Notified: 12/7/01

FEDERAL RAILROAD ADMINISTRATION
David Valenstein
1120 Vermont Avenue NW
MS-20
Washington, D.C. 20005
Notified: 12/7/01

Richard Cogswell
1120 Vermont Avenue NW
MS-20
Washington, D.C. 20005
Notified: 12/7/01

John Cikota
1120 Vermont Avenue NW
MS-20
Washington, D.C. 20005
Notified: 12/7/01

STATE AGENCIES

INDIANA DEPARTMENT OF TRANSPORTATION
Bryan Nicol, Commissioner
100 N. Senate Ave., Room N755
Indianapolis, IN 46204-2249
Notified: 12/7/01

Janice Osadczuk, Section Manager
Environmental Assessment Section
100 N. Senate Avenue, Room N755
Indianapolis, IN 46204-2249
Notified: 12/7/01

Maria Mula, Section Manager
Division of Intermodal Transportation, Aeronautics Section
100 N. Senate Ave., Room N901
Indianapolis, IN 46204-2217
Notified: 12/7/01

Samuel Wolfe, P.E., Road Operations Engineer
Toll Road District
52551 Ash Road
Granger, IN 46530-0001
Notified: 12/17/01

Tom Beck, Rail Planner
Division of Intermodal Transportation, Rail Section
100 N. Senate Avenue, Room N901
Indianapolis, IN 46204-2217
Notified: 12/17/01

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
Lori Kaplan, Commissioner
100 N. Senate Ave.
P.O. Box 6015
Indianapolis, IN 46206-6015
Notified: 12/7/01

Gary Starks, Review Coordinator
100 N. Senate Ave.
P.O. Box 6015
Indianapolis, IN 46206-6015
Notified: 12/7/01

Beth Admire, NW Indiana Coordinator
Office of Legal Counsel
100 N. Senate Ave., IGCN-13
Indianapolis, IN 46206
Notified: 12/7/01

Adriane Esparza, Director
Northwest Region
504 N. Broadway, Suite 418
Gary, IN 46402
Notified: 12/7/01

INDIANA DEPARTMENT OF NATURAL RESOURCES
Steve Jose, IDNR Environmental Coordinator
Division of Fish and Wildlife
402 W. Washington Street, W273
Indianapolis, IN 46204-2781
Notified: 12/7/01

Tom Post
Division of Nature Preserves
5822 N. Fish & Wildlife Lane
Medaryville, IN 47957
Notified: 12/7/01

LOCAL AGENCIES

GARY/CHICAGO AIRPORT
Gary/Chicago Airport Authority
William L. Staehle, Board Chairman
Paul A. Karas, Administrator
Notified: 12/7/01

Robert Gyurko
Gary/Chicago Airport
6001 W. Industrial Highway
Gary, IN 46406
Notified: 12/7/01

Kenneth A. Ross, P.E.
New Generation Consulting
141 N. Shortridge Road, Suite A1
Indianapolis, IN 46219
Notified: 12/7/01

CHICAGO-GARY REGIONAL AIRPORT AUTHORITY
Terry Thomas, Executive Director
Department of Aviation
O'Hare International Airport
Terminal 2, F Concourse
P.O. Box 66142
Chicago, IL 60666
Notified: 12/7/01

Doug Goldberg
Landrum & Brown
1021 West Adams Street
Chicago, IL 60607
Notified: 12/7/01

INDIANA DEPARTMENT OF COMMERCE
Thomas McKenna, Executive Director
One North Capitol, Suite 700
Indianapolis, IN 46204
Notified: 12/7/01

INDIANA GEOLOGICAL SURVEY
Ms. Jennifer Olejnick, Geologist
611 North Walnut Grove
Bloomington, IN 47405-2208
Notified: 12/7/01

CITY OF GARY
Dorreen Carey, Environmental Affairs Coordinator
504 Broadway, Suite 1012
Gary, IN 46402
Notified: 12/7/01

Ben Clement, Director
Economic Development
504 Broadway, Suite 625
Gary, IN 46402
Notified: 12/7/01

Rosalyn Mitchell, Director
Planning & Community Development
475 Broadway, Suite 306
Gary, IN 46402
Notified: 12/7/01

Letty Almodovar, Director
Planning & Community Development
201 East 5th Avenue
Gary, IN 46402
Notified: 12/7/01

Gwen Adams
Waterfront Planning Development
504 Broadway
Gary, IN 46402
Notified: 12/7/01

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION (NIRPC) - MPO
James Ranfranz, Executive Director
6100 Southport Road
Portage, IN 46368
Notified: 12/7/01

Ms. Reggie Korthals, Director
Environmental Programs & Planning
6100 Southport Road
Portage, IN 46368
Notified: 12/7/01

LAKE COUNTY PARKS AND RECREATION
Robert Nickovich, Executive Director
2293 North Main Street
Crown Point, IN 46307
Notified: 12/7/01

LOCAL ELECTED OFFICIALS

Rudolph Clay
Board of Commissioners
Lake County Government Center
Administration Building, 3rd Floor
2293 North Main Street
Crown Point, IN 46307
Notified: 12/7/01

Frances L. Dupey
Board of Commissioners
Lake County Government Center
Administration Building, 3rd Floor
2293 North Main Street
Crown Point, IN 46307
Notified: 12/7/01

Gerald Scheub
Board of Commissioners
Lake County Government Center
Administration Building, 3rd Floor
2293 North Main Street
Crown Point, IN 46307
Notified: 12/7/01

Tim Brown, Town Manager
Town of Cedar Lake
P.O. Box 707
7408 Constitution Avenue
Cedar Lake, IN 46303
Notified: 12/7/01

Gayle Polakowski, Clerk-Treasurer
Town of Chesterton
726 Broadway
Chesterton, IN 46394
Notified: 12/17/01

James D. Metros, Mayor
City of Crown Point
101 North East Street
Crown Point, IN 46307
Notified: 12/7/01

Glen Eberly, Town Coordinator
Town of Dyer
One Town Square
Dyer, IN 46311
Notified: 12/7/01

Robert A. Pastrick, Mayor
City of East Chicago
4525 Indianapolis Boulevard
East Chicago, IL 46312
Notified: 12/7/01

Scott L. King, Mayor
City of Gary
401 Broadway
Gary, IN 46402
Notified: 12/7/01

Ron Szafarczyk, Clerk-Treasurer
Town of Griffith
111 North Broad Street
Griffith, IN 46319
Notified: 12/7/01

Duane W. Dedelow, Jr., Mayor
City of Hammond
5925 Calumet Avenue
Hammond, IN 46320
Notified: 12/7/01

Michael Griffin, Clerk-Treasurer
Town of Highland
3333 Ridge Road
Highland, IN 46322
Notified: 12/7/01

Linda Buzinec, Mayor
City of Hobart
414 Main Street
Hobart, IN 46342
Notified: 12/7/01

Shirley Wadding, Mayor
City of Lake Station
3705 Fairview Avenue
Lake Station, IN 46405
Notified: 12/7/01

Rick Dal Corobbo, Town Administrator
Town of Lowell
501 East Main Street
P.O. Box 157
Lowell, IN 46356
Notified: 12/7/01

Shawn Pettit, Town Manager
Town of Merrillville
7820 Broadway
Merrillville, IN 46410
Notified: 12/7/01

Sheila Brillson, Mayor
City of Michigan City
100 East Michigan Boulevard
Michigan City, IN 46360
Notified: 12/17/01

Thomas DeGiulio, Town Manager
Town of Munster
1005 Ridge Road
Munster, IN 46321
Notified: 12/7/01

Sherry Hall, Clerk-Treasurer
Town of New Chicago
122 Huber Boulevard
New Chicago, IN 46342
Notified: 12/7/01

Douglas W. Olson, Mayor
City of Portage
6070 Central Avenue
Portage, IN 46368
Notified: 12/17/01

Judith Companik, Clerk-Treasurer
Town of St. John
10955 W. 93rd Avenue
St. John, IN 46373
Notified: 12/7/01

Richard Krame, Town Administrator
Town of Schererville
833 West Lincoln Highway
Suite B 20W
Schererville, IN 46375
Notified: 12/7/01

Rebecca Sayers, Clerk-Treasurer
Town of Schneider
P.O. Box 207
Schneider, IN 46376
Notified: 12/7/01

David A. Butterfield, Mayor
City of Valparaiso
166 Lincolnway
Valparaiso, IN 46383
Notified: 12/17/01

Robert J. Bercik, Mayor
City of Whiting
1443 119th Street
Whiting, IN 46394
Notified: 12/7/01

Ed Graveline, Clerk-Treasurer
Town of Winfield
10645 Randolph Street
Winfield, IN 46307
Notified: 12/7/01

The following agencies or individuals were notified of the Public Open House held on January 15, 2002, from 3 p.m. to 7 p.m. at the Gary/Chicago Airport.

LAKE COUNTY COUNCIL

Bernadette Costa
Lake County Council – District 1
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

Troy Montgomery
Lake County Council – District 2
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

Will Smith
Lake County Council – District 3
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

Thomas O'Donnell
Lake County Council – District 4
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

Joel Markovich, Councilman
Lake County Council – District 5
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

Donald Potrebic
Lake County Council – District 6
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

Larry Blanchard
Lake County Council – District 7
Lake County Government Center
2293 North Main Street
Crown Point, IN 46307
Notified: 12/17/01

GOVERNOR

Frank O'Bannon, Governor
Office of the Governor
206 State House
Indianapolis, IN 46204-2797
Notified: 12/20/01

Joseph Kernan
Lieutenant Governor
206 State House
Indianapolis, IN 46204-2797
Notified: 12/20/01

Joseph Smith, Jr.
Governor's Liaison for INDOT
206 State House
Indianapolis, IN 46204-2797
Notified: 12/20/01

Cherilyn Freeland
Office of the Governor
504 Broadway, Suite 423
Gary, IN 46402
Notified: 12/20/01

U.S. SENATE
Richard G. Lugar
United States Senate
306 Hart Senate Office Building
Washington, D.C. 20510-1401
Notified: 12/17/01

Tim Sanders, Local Director
Senator Richard G. Lugar's Office
8585 Broadway
Merrillville, IN 46410
Notified: 12/17/01

Evan Bayh
United States Senate
380 Russell Senate Office Building
Washington, D.C. 20510-1401
Notified: 12/17/01

U.S. HOUSE OF REPRESENTATIVES
Peter J. Visclosky
United States House of Representatives
2313 Rayburn Office Building
Washington, D.C. 20515-1401
Notified: 12/17/01

Timothy Roemer
United States House of Representatives
2348 Rayburn Office Building
Washington, D.C. 20515-1401
Notified: 12/17/01

Rashid Hallaway
Administrative Assistant
Senator Evan Bayh's Office
463 Russell Senate Office Building
Washington, D.C. 20510
Notified: 12/17/01

David Rozmanich, Local Director
Senator Evan Bayh's Office
Ivy Tech State College, Room T207
1440 East 35th Avenue
Gary, IN 46409
Notified: 12/17/01

Steve Buyer
United States House of Representatives
326 Cannon Building
Washington, D.C. 20515-1401
Notified: 12/17/01

INDIANA STATE SENATE
Frank Mrvan, Jr.
Indiana State Senate
Senate Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Sam Smith, Jr.
Indiana State Senate
Senate Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Earline Rogers
Indiana State Senate
State House Senate Chamber
200 West Washington Street
Indianapolis, IN 46204
Notified: 12/17/01

Rose Ann Antich
Indiana State Senate
Senate Post Office
Indianapolis, IN 46204
Notified: 12/17/01

INDIANA STATE HOUSE OF REPRESENTATIVES
Linda Lawson
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Earl Harris
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Charlie Brown
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

William Alexa
Indiana State Senate
Senate Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Sue Landske
Indiana State Senate
Senate Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Anita O. Bowser
Indiana State Senate
Senate Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Ralph D. Ayres
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Scott D. Pelath
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Duane Cheney
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Dan Stevenson
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

John Aguilera
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Chester F. Dobis
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Vernon G. Smith
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Daniel Dumezich
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Gary Cook
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Robert Kuzman
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

Mary Kay Budak
Indiana State House of Representatives
House Post Office
Indianapolis, IN 46204
Notified: 12/17/01

GARY CITY COUNCIL
Roy Pratt
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Chuck Hughes
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Kyle Allen
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Marilyn Krusas
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Robert White
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Mary Brown
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Carolyn Rogers
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Jerome Prince
401 Broadway
Gary, IN 46402
Notified: 12/17/01

Alex Cherry, Jr.
401 Broadway
Gary, IN 46402
Notified: 12/17/01

CITIES AND TOWNS

John Pope, Alderman
City of Chicago
3522 E. 106th Street
Chicago, IL 60617
Notified: 12/17/01

BUSINESSES
Tom Keilman
Director, Government and Public Affairs
BP Oil, Inc.
2815 Indianapolis Boulevard
Whiting, IN 46394
Notified: 12/20/01

Ed Charbonneau
U.S. Steel
One American Square, Suite 1745
Indianapolis, IN 46282
Notified: 12/20/01

STAKEHOLDERS
Randy Jacobs
Director Economic Development
NIPSCO
801 E. 86th Ave.
Merrillville, IN 46410
Notified: 12/17/01

Mark McLaughlin, Vice President
Economic Development
Northwest Indiana Forum
6100 Southport Rd.
Portage, IN 46368
Notified: 12/17/01

Kay Nelson
Northwest Indiana Forum
6100 Southport Rd.
Portage, IN 46368
Notified: 12/17/01

Ross Amundson, Board Member
Gary Chamber of Commerce
504 Broadway, Suite 324
Gary, IN 46402
Notified: 12/17/01

William Beavers, Alderman
City of Chicago
2552 E. 79th Street 773.721.1999
Chicago, IL 60649
Notified: 12/17/01

Venus Cobb
Empowerment Zone
840 Broadway, 1st Floor
Gary, IN 46402
Notified: 12/20/01

Lucinda Bush
Northwest Indiana Interfaith Federation
504 Broadway, Suite 1025
Gary, IN 46402
Notified: 12/20/01

Michael Kwiat, Chief Pilot
Cardinal Properties
5201 W. Industrial Highway
Gary, IN 46406
Notified: 12/17/01

Chuck Donofrio, Chief Pilot
Burrell Colour, Inc.
5301 W. Industrial Highway
Gary, IN 46406
Notified: 12/17/01

Wil Davis, President
Gary Jet Center
5401 W. Industrial Highway
Gary, IN 46406
Notified: 12/17/01

Joyce Wood
Trump, Indiana
6012 W. Industrial Highway
Gary, IN 46406
Notified: 12/17/01

Jojuana Meeks
Airport Development Zone
825 South Lake Street
Gary, In 46403
Notified: 12/17/01

Jim New
J.F. New & Associates, Inc.
708 Roosevelt Rd.
Walkerton, IN 46574
Notified: 12/17/01

Rob Wolfe
J.F. New & Associates, Inc.
708 Roosevelt Rd.
Walkerton, IN 46574
Notified: 12/17/01

Jeffrey Williams
Gary Chamber of Commerce
504 Broadway, Suite 328
Gary, In 46402
Notified: 12/17/01

Lynn Cunningham
Southeast Chicago Development Commission
9604 S. Commercial Avenue
Chicago, IL 60617
Notified: 12/17/01

James McShane, President
Lake County Integrated Services Delivery Board
840 Broadway
Gary, IN 46402
Notified: 12/17/01

Denise Dillard, Executive Director
Workforce Development Services
840 Broadway Avenue
Gary, IN 46402
Notified: 12/17/01

Chareice White
Majestic Star Casino
One Buffington Harbor Drive
Gary, IN 46402
Notified: 12/17/01

The following agencies or individuals were notified of a special meeting of environmental interest groups held on January 9, 2002, from 2 p.m. to 4 p.m. at the Gary/Chicago Airport.

Bowden Quinn
Grand Calumet Task Force
2400 New York Avenue
Whiting, IN 46394
Notified: 12/20/01

Sandra Wilmore
Save the Dunes Conservation Fund
444 Barker Road
Michigan City, IN 46360
Notified: 12/20/01

Sandy O'Brien
Dunelands Sierra
5500 S. Liverpool Road
Hobart, IN 46342
Notified: 12/20/01

Carol Ann Seaton, Executive Director
Northwest Indiana Brownfield Redevelopment Project
720 W. Chicago Avenue
East Chicago, IN 46312
Notified: 12/20/01

Mary Mulligan, President
Northwest Indiana Brownfield Redevelopment Project
City of Gary
504 Broadway, Suite 1012
Gary, IN 46402
Notified: 12/20/01

Mark Reshkin, Ph.D., CPG, Geologist
2907 Windsor Trail
Valparaiso, IN 46385
Notified: 12/20/01

Arthur A. Schulz, MRC
Environmental Counsel
4910 Massachusetts Avenue, N.W. #221
Washington, D.D. 20016
Notified: 12/20/01

Fred Krikau
KPR, Inc.
1056 Killarney Drive
Dyer, IN 46311
Notified: 12/20/01

Kay Nelson
Northwest Indiana Forum
6100 Southport Road
Portage, IN 46368
Notified: 12/20/01

Tom Anderson
Save the Dunes Council
444 Barker Road
Michigan City, IN 46360
Notified: 12/20/01

Charlotte Read
Save the Dunes Council
444 Barker Road
Michigan City, IN 46360
Notified: 12/20/01

Paul Labus
Indiana Nature Conservancy
2400 New York Avenue
Whiting, IN 46394
Notified: 12/20/01

Richard H. Acker
Open Lands Project
25 E. Washington Street Suite 1650
Chicago, IL 60602
Notified: 12/20/01

Cameron Davis, Executive Director
Lake Michigan Federation
220 S. State Street, Suite 1900
Chicago, IL 60604
Notified: 12/20/01

John Stankovic
Calumet Project
7128 Arizona Avenue
Hammond, IN 46323
Notified: 12/20/01

Ron Trigg, Executive Director
Shirley Heinz Environmental Fund
444 Baker Road
Michigan City, IN 46360
Notified: 12/20/01

Tom Weigel, Environmental Engineer
E.J. & E. Railroad
1141 Maple Road
Joliet, IL 60432
Notified: 12/20/01

Dorreen Carey
Environmental Affairs Coordinator
504 Broadway, Suite 1012
Gary, IN 46402
Notified: 1/3/02

Reggie Korthals, Director
Environmental Programs & Planning
6100 Southport Road
Portage, IN 46368
Notified: 1/3/02

APPENDIX A

SECTION V

Governmental Agency Comments

APPENDIX A -- SECTION V

GOVERNMENTAL AGENCY COMMENTS

INDEX

Agency	Date	Person
U.S. Department of Agriculture	12/12/01	Jane E. Hardisty
Indiana Department of Natural Resources	1/29/02	Stephen H. Jose
U.S. Department of the Interior	1/29/02	Scott E. Pruitt
U.S. Environmental Protection Agency	1/31/02	Kenneth A. Westlake
Indiana Department of Transportation	2/05/02	Maria Muia
Indiana Department of Natural Resources	2/15/02	John R. Goss
Indiana Department of Environmental Management	2/15/02	Lori F. Kaplan

USDA

United States
Department of
Agriculture

Natural
Resources
Conservation
Service

6013 Lakeside Blvd.
Indianapolis, IN
46278-2933
(317) 290-3200
FAX 290-3225

December 12, 2001

Susan Schalk, A.A.E., AICP
aerofinity
51 South New Jersey Street
Indianapolis, Indiana 46204

RE: Environmental Impact Study
Gary/Chicago Airport
Lake County, Indiana

The project consisting of various improvements to the Chicago/Gary Airport in Lake County, Indiana, referred to in your letter of December 7, 2001, will not impact resources within our area of concern.

If you need more information, please contact Phil Bousman, 317-290-3200, extension 385.

Sincerely,

Jane E. Hardisty

JANE E. HARDISTY
State Conservationist

DNR Indiana Department of Natural Resources

Frank O'Bannon, Governor
Larry D. Macklin, Director

Diversity and Habitat Protection Unit
Division of Fish and Wildlife
402 W. Washington Street, Rm. W-273
Indianapolis, IN 46204-2781

29 January 2002

Ms. Susan M. Schalk, A.A.E., AICP
President
Aerofinity, Inc.
51 South New Jersey St.
Indianapolis, IN 46204

RE: DNR #9377 - Environmental Scoping Document: Gary/Chicago Airport; Lake County

Dear Ms. President:

The Indiana Department of Natural Resources (IDNR) has reviewed the above referenced document per your request. Department staff also participated in the 15 January 2002 scoping meeting hosted by your agency at the airport administrative offices. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

On a broad basis, the department's concerns center around terrestrial and aquatic habitat losses or impacts including those associated with the Grand Calumet River. The department expects the environmental document to provide a full analysis and assessment of affected habitats and use of these habitats by resident and migratory species. Direct and indirect impacts include the potential for exposure and movement of contaminated materials. More specific concerns and requests are included below. Staff will have additional comments, concerns, and recommendations as the NEPA process continues.

This proposal will require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) if any construction, excavation, or filling is proposed in or on the floodway of the Grand Calumet River.

The IDNR requests that an Environmental Impact Statement (EIS) be prepared for all phases of the proposed development including the relocation of the EJE railroad tracks.

Impacts to natural resources including wetlands, dune and swale topography, and rare species will occur through the proposed runway expansion to the northwest. These impacts must be addressed and quantified (acres impacted, acres lost, species impacted) and where needed mitigation must be addressed (how many acres, location). A wetlands delineation would be an appropriate part of this EIS process.

An existing superfund site occurs in the proposed expansion area. Impacts to this site and other contaminated and potentially contaminated sites must be addressed and a determination made as to any natural resource damage compensation that may be required. The details of compensation, if needed, must be addressed.

Increases in air, noise, and water pollution are expected with increased activity at the airport. The IDNR owns 300 acres of high-quality land to the north and east of the airport. Impacts to this property and to other nature preserves in the airport vicinity due to increased pollution must be addressed. These other preserves include Seidner Dune and Swale, Ivanhoe Dune and Swale, Gibson Woods, and Tolleston Ridges.

Wildlife issues must be examined and impacts addressed. This includes the several hundred acres of natural ground surrounding the airport and issues such as bird strikes on aircraft and deer management.

Hydrological impacts such as stormwater run-off (including de-icing areas), how that water is treated, and possible dewatering of the area due to construction projects must be examined. All of the nature preserves previously mentioned have wetlands and associated rare species occurring on them. Disruption of the hydrology of the preserves, even temporarily, will have negative impacts on these areas.

The proposed airport developments will contribute to the development of the surrounding areas. Such ancillary development will also impact the existing protected and unprotected natural areas in the vicinity of the airport. This must be addressed in this EIS.

Our agency appreciates the opportunity to comment during this early phase of the project study; we request that future correspondence include tracking number "**DNR #9377.**" Please do not hesitate to contact me at (317) 232-4080 if we can be of further assistance.

Sincerely,

Stephen H. Jose
Environmental Coordinator

cc: Michael W. MacMullen, Chicago Airports District Office, Federal Aviation Administration, Des Plaines, IL
Tom Post, Division of Nature Preserves, IDNR, Medaryville,IN

4

United States Department of the Interior

FISH AND WILDLIFE SERVICE

BLOOMINGTON FIELD OFFICE (ES)
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261 FAX (812) 334-4273

January 29, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue, Room 332
Des Plaines, Illinois 60018-4686

FEB 04 2002

Dear Mr. MacMullen:

This is in reference to the December 3, 2001 Federal Register Notice of Intent to Prepare an Environmental Impact Statement and to Conduct Environmental Scoping for Improvements to the Gary/Chicago Airport in Gary, Indiana. The U.S. Fish and Wildlife Service (FWS) offers the following comments.

We understand that the project being investigated at this time is shown in the 2001 Approved Airport Layout Plan and represents the low-case use projections as identified during the 2001 Airport Master Plan process. The approved layout plan involves improvements to runway 12-30, the main runway, including relocation of the E.J. & E. Railroad, purchase of approximately 280 acres of land northwest of the airport and eventual extension of the runway into that area, extension of the parallel taxiway, relocation of the perimeter roadway, purchase of land to the southeast across the Grand Calumet River to expand the runway protection zone, runway safety area improvements at both ends of the runway, expansion of the existing passenger terminal, construction of deicing hold pads, relocation of powerlines adjacent to Cline Avenue, and a study of the need for a new passenger terminal and air cargo areas within the 280-acre land purchase site. The plan does not include the extension of crosswind runway 02-20 or modification to or closure of Industrial Highway or Columbus Drive.

Gary/Chicago Airport wishes to relocate the E.J. & E. Railroad from the northwest side of the airport for safety reasons whether or not runway 12-30 is expanded an additional 1,900 feet to the northwest. Possible relocation sites are being studied but have not yet been determined, so it is unknown if existing tracks can be utilized or if new tracks would be needed to replace the double track mainline E.J. & E.

The FWS has serious concerns about where the railroad would be relocated because of the presence of significant natural dune and swale habitat remnants among existing railroads north of Gary/Chicago Airport. If new tracks are required to accommodate E.J. & E. traffic, these globally significant habitats could be adversely affected. Clark and Pine State Nature Preserve is already protected but the other remnants remain in private ownership. The environmental impacts of this proposed railroad relocation will need to be carefully considered in this airport EIS. Also, a new entrance roadway is being designed for the nearby Buffington Harbor recreation complex, which includes consideration for relocation of various railroads. The airport-related railroad relocation should be coordinated with this other railroad relocation project.

The lands between the existing E.J. & E. Railroad and Cline Avenue which Gary/Chicago Airport wishes to purchase are primarily a mixture of active and abandoned industrial properties. However, some remnant dune and swale habitats may remain in the central portion of the tract. Such habitat was known to exist several years ago, but our staff has not visited the area since that time. Therefore, we believe that a detailed wetland and botanical review of the area is required. Wetland losses will need to be mitigated at a ratio greater that 1:1, with the ratio dependent upon the types and values of the destroyed wetlands. The Federal Aviation Administration (FAA) has an obligation to minimize the destruction, loss or degradation of wetlands pursuant to Executive Order 11990, as amended by Executive Order 12608, concerning protection of wetlands, regardless of the need for a wetland fill permit.

Hazardous materials issues also need to be addressed for the active and abandoned industrial sites within the 280 acres, including responsibilities for cleanups and the degree of cleanup necessary. The U.S. Environmental Protection Agency (EPA) has already been involved with cleanup of subsurface oil contamination at Conservation Chemical within the proposed purchase area (however it is not clear whether contaminant issues at the site have been fully addressed), and there is a pipeline in the vicinity of the E.J. & E. Railroad which connects 2 Superfund sites, MIDCO I and MIDCO II. The impacts of changes in land use and storm water runoff or infiltration on both surface and ground water quality and on contamination clean-up efforts will need to be addressed.

As noted in the NOI, there are power lines in the proposed project area which would need to be buried or relocated. If the voltage carried by the lines is not too high, they probably could be safely buried. Otherwise, relocation would be necessary. Either burial or relocation will need to avoid natural habitats, including those south of the airport and the Grand Calumet River (Ivanhoe Dune and Swale Nature Preserve) and southwest of the airport near Cline Avenue (Gibson Woods, Tolleston Ridges and Cline Avenue Nature Preserves and privately owned dune and swale habitats).

The FWS is concerned about bird-aircraft strikes that might occur with the airport expansion and increased flights, given the large number of wetlands and other wildlife habitats adjacent to the site, plus the Grand Calumet River. Waterfowl and numerous herons of several species are known to utilize the wetlands, ring-billed gulls are common throughout the area, and hawks and owls of several species have been observed. Large numbers of passerines are permanent residents, summer residents, or migrants through the habitats adjacent to the airport. Deer and other large species of wildlife are plentiful in the area and could be a safety concern.

Executive Order 13186, issued on January 10, 2001, directs each Federal agency taking actions having or likely to have a negative impact on migratory bird populations to work with the FWS to develop an agreement to conserve those birds. In addition fo avoiding or minimizing impacts to migratory bird populations, agencies will be expected to take reasonable steps that include restoring and enhancing habitat and incorporating migratory bird conservation into agency planning processes whenever possible. Therefore, the EIS you are preparing will need to address this issue.

Expansion of Gary/Chicago Airport and increased aircraft operations would affect air quality and may increase pollutant deposition within adjacent wetlands and other habitats due to wind drift even if these areas are not directly under the flight paths. Such pollutants could affect normal life functions of both aquatic and terrestrial species, including the numerous rare species known to be present at the State Nature Preserves close to the airport. These possible indirect impacts will need to be addressed during the environmental review.

The Gary/Chicago Airport is within the coastal area of the Lake Michigan basin. Coastal Zone Management Plans are developed by the National Oceanic and Atmospheric Administration (NOAA). Indiana is in the process of developing a plan. If Indiana joins the CZM Program, development in the coastal zone will have to be consistent with the Management Plan.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and Karner blue butterfly (Lycaeides melissa samuelis) and the threatened bald eagle (Haliaeetus leucocephalus). There is no habitat available in the Gary/Chicago Airport vicinity for the Indiana bat or bald eagle. The Karner blue butterfly is known from Ivanhoe Dune and Swale Nature Preserve directly south of the airport, south of the Grand Calumet River. It is also known further west in several Nature Preserves in eastern Hammond. However, the major population in Indiana is within the Indiana Dunes National Lakeshore several miles east of the airport. The FWS is considering reintroducing the Karner blue butterfly to suitable dune and swale habitats in western Gary and eastern Hammond as part of the recovery process for the species, but no final determination has been made.

Gary/Chicago Airport is also within the range of the Eastern massasauga rattlesnake (Sistrurus catenatus catenatus), which has been listed as a Candidate species for listing as threatened or endangered under the Endangered Species Act (Act). Candidate species are those for which sufficient information on their biological status exists to warrant listing, but for which listing has not yet occurred. The current status of the Eastern massasauga within the dune and swale habitats around the airport is unknown, but it was historically present.

The airport is also within the range of the following Species of Concern being considered for listing as threatened or endangered: Black tern (Chlidonias niger) and Blanding's turtle (Emydoidea blandingii). These species live or breed within wetlands such as those found at the dune and swale habitats around the airport. Black terns nested several years ago along the Grand Calumet River about a mile west of the airport. Suitable habitat still remains at that site and there may be suitable habitat at other locations along the river, including adjacent to Gary/ Chicago Airport. Blanding's turtles have been found both within the Grand Calumet River and the dune and swale wetlands near the airport and may be present in any remnant dune and swale within the proposed land purchase area. These species are not afforded legal protection under the authorities of the Act; however, the FWS encourages consideration of these species in project planning because there is general concern among resource agencies for their status.

We appreciate the opportunity to provide input during this environmental scoping process. If you have any questions about our comments, please call Elizabeth McCloskey at (219) 983-9753.

Sincerely yours,

for Scott E. Pruitt
Supervisor

cc: Regional Director, FWS, Fort Snelling, MN (AES-DHC ER01-1034)
Director, Indiana Division of Nature Preserves, Indianapolis, IN
Division of Aeronautics, INDOT, Room N901, Indianapolis, IN
Jim Smith, IDEM, Office of Land Quality, Indianapolis, IN
Marty Maupin, IDEM, Office of Water Management, Indianapolis, IN
Bill Maudlin, Indiana Division of Fish & Wildlife, Indianapolis, IN
Tom Post, Indiana Division of Nature Preserves, Medaryville, IN
Sally Swanson, USEPA, HRM-7J, Chicago, IL
Charlie Simon, USCOE, Detroit, MI

13

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 04 2002

JAN 31 2002

REPLY TO THE ATTENTION OF
B-19J

Mr. Michael MacMullen
Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

RE: Scoping Comments - Gary/Chicago Airport, Indiana

Dear Mr. MacMullen:

The U.S. Environmental Protection Agency (U.S. EPA) Region 5 is pleased to provide scoping comments on the proposed improvement plans at the Gary/Chicago Airport in Indiana.

Our Agency concurs with the need to develop an Environmental Impact Statement (EIS) on behalf of this project, and we look forward to participating with your Agency throughout the project's National Environmental Policy Act (NEPA) review process. Our Agency supports the decision to incorporate environmental streamlining for this project. We feel that it would add value to the entire EIS process.

On the issue of direct fill impacts to wetlands and waters, the upcoming Draft EIS (DEIS) should include a full analysis of the indirect effect of project drainage–of changing or re-routing drainage ditches and the details of stormwater management. All alternatives should be fully analyzed. Likewise, alternatives and impacts must be examined for any under-drains to ensure the stability of pavement and structures on site, including runways and taxiways, streets, parking areas, etc. These can have substantial hydrologic impacts to wetland resources. If power lines are to be buried, that trench should be designed to not turn into a wetland drain. It must be assessed if removing the railway embankment would alter the current surface and groundwater equilibrium at the site, and what would happen. For both surface ditches and under-drains, what will be the quality of the effluent draining from the site, given the chemical complexity of the area north and west of the airport?

The upcoming DEIS should include information on the biology, hydrology, water quality and chemical composition/land use history of the wetlands to the northwest, beyond the railroad embankment. We are fortunate to be concluding the Advance Identification (ADID) study

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update for Northwest Indiana, which will give us a strong regional perspective on the wetlands of the project area. Avoiding wetland areas, especially high quality ADID wetland areas, must be part of the alternatives search for the airport expansion and relocation of any regional facilities. The ADID study team was unable to make a detailed site visit for the northwest wetland; it will be correctly categorized as an "other" wetland in the ADID database. Please note that it was incorrectly represented in a draft ADID map, causing some initial confusion. Any ADID designation does not preclude the owner for applying for a Section 404 permit. Our 404 and NEPA work will need to be based on more detailed information than the ADID is intended to represent. An interagency site visit, including U.S. EPA and the Corps of Engineers (COE) would be an excellent idea, at the proper time.

Impacts to both wetlands regulated under Section 404 of the Clean Water Act (CWA) and any "isolated" wetlands should be considered in the upcoming DEIS. After any wetlands impacts are avoided or minimized, sufficient quantity and quality of compensatory mitigation must be planned.

Regarding the proposed extension of Runway 12-30 which includes plans to remove a railway embankment, the upcoming DEIS should provide a discussion of the airport's configurations. Alternatives for re-routing the railroad or any roads or highways need to be considered in depth. Our Agency believes these issues have the potential for impacts to wetlands and other natural areas, including high quality sites. These issues could be extremely complex, and sufficient time and resources must be planned to resolve them. Furthermore, the upcoming DEIS should provide specific references for assessment under the Endangered Species Act (ESA) for potential adverse effects from the Airport improvement/expansion activities.

The upcoming DEIS should include a discussion of assessments, which are either on-going or recently completed by the U.S. EPA, of any removal, remedial or other media projects (including ESA interests) that will be affected by the airport improvement/expansion activities. This is especially true given some of the rare dune and swale areas and Federally recognized wetlands areas on and adjacent to the airport property.

Finally, if the proposed runway extension is completed, will other airport facilities (such as the length of the cross runway) be inadequate to match its new capability? If so, would there be new pressure for further expansion based on finishing this first phase? If the cross runway remains the same, could the main runway be shorter and still be compatible? While this project will likely have a large number of wetland issues to resolve, they would be more complex for other portions of the airport facilities if future expansion is considered.

We look forward to continued close coordination and cooperation with you and your Agency throughout the NEPA process. If you have any questions, please feel free to contact Mazin Enwiya of my staff at 312/353-8414 or email at enwiya.mazin@epa.gov.

Sincerely,

Kenneth A. Westlake, Chief
Environmental Planning and Evaluation Branch
Office of Strategic Environmental Analysis

ADVANCE IDENTIFICATION OF WETLANDS UNSUITABLE FOR FILLING IN THE GRAND CALUMET RIVER/INDIANA HARBOR CANAL AREA

U.S. Environmental Protection Agency
Region 5
230 South Dearborn Street
Chicago, Illinois 60604

The wetlands, indicated in red on the overlays, have been found unsuitable for filling under Section 230.80 of the Guidelines to Section 404(b)(1) of the Clean Water Act. Determination was made by the application of the restrictions on discharge found in Section 230.10(c) of the Guidelines. The wetlands found unsuitable for filling possess natural resource values that would be lost if these wetlands were destroyed. These include wildlife habitat, floodwater storage, filtration of pollutants, habitat for rare, threatened and endangered species, and scientific and educational values.

These values were determined by site visits, aerial observations, and existing information from the National Park Service, the U.S. Fish and Wildlife Service, the Indiana Department of Natural Resources, the Lake Michigan Federation, and the Northwestern Indiana Regional Planning Commission.

The base maps are adapted from National Wetlands Inventory maps produced by the U.S. Fish and Wildlife Service. Not shown on these maps are wetlands on the west side of Lake George in Section 18, T 37 N, R 9 W, and wetlands on the southeast side of Wolf Lake in Sections 12 and 13, T 37 N, R 10 W. Most of these wetlands are also unsuitable for filling. Interested persons should contact U.S. EPA Region 5 if they have questions concerning these wetlands.

Wetlands shown on the base maps that are not covered by color overlays are not necessarily suitable for filling. A permit from the U.S. Army Corps of Engineers is still required for placing fill material in these wetlands, and the Corps will deny permits for activities that are not in the public interest. Interested persons should contact the Detroit District, Corps of Engineers, P.O. Box 1027, Detroit, MI 48231.

US EPA · May 1987
ADID Unsuitable for Fillings in The Grand Cal. River

17

Date: 2/5/02 12:37 PM
Sender: "MUIA MARIA" <MMUIA@indot.state.in.us>
To: Michael W MacMullen
Priority: Normal
Subject: FW: GARY AIRPORT SCOPING

Mike, this is the response I got from our rail guys.

Maria

-----Original Message-----
From: SCIME, MIKE
Sent: Tuesday, February 05, 2002 12:34 PM
To: MUIA, MARIA
Subject: RE: GARY AIRPORT SCOPING

My comments are limited to the railroad portions of this project. As I understand it, we are now just looking at the need to relocate the EJ&E's line to the northwest of the airport. One rerouting that I've seen proposed is referred to as the "Bud Line" since it crosses part of Budwieser's property. From my experience at the railroad, I know that an EIS must not only look at where the line is currently located and how it can be moved, it must also look at the impact on the area around the new routing. I would assume this EIS will account for the fact that these trains will be running through different neighborhood and over different crossings then on their current route. Other than this, I cannot think of anything.

-----Original Message-----
From: MUIA, MARIA
Sent: Tuesday, February 05, 2002 11:36 AM
To: SCIME, MIKE; BECK, TOM
Subject: FW: GARY AIRPORT SCOPING

Hi guys,
Do you have any scoping comments from the Gary EIS that you want to provide the FAA at this time?
See below. Let me know. Thanks!

Maria J. Muia, Ph.D.
Manager, INDOT-Aeronautics Section

"Build one mile of highway...and it will take you one mile.
Build one mile of runway...and it will take you anywhere...."
-Al Ambrosini

-----Original Message-----
From: Michael W MacMullen [mailto:Michael.W.MacMullen@faa.gov]
Sent: Tuesday, February 05, 2002 10:34 AM
To: mmuia@indot.state.in.us

17

Subject: GARY AIRPORT SCOPING

Hi, Maria:

I'm working to compile the scoping comments received on the GYY Runway extension EIS project. I'll be meeting with Sue Schalk tomorrow to begin to rough out how best to proceed on this project into the EIS preparation phase, and I wanted to make sure that if you have any comments or concerns to be addressed in the forthcoming EIS that we take recognition of those comments. Do you have any comments that you would care to provide at this time?

Also, I haven't yet received any scoping comments from IDEM, and I was wondering if you have a contact person at IDEM that could be contacted to see if we can get IDEM's comments (if any) ASAP.

Thanks;

Mike

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charset=iso-8859-1">
<META NAME="Generator" CONTENT="MS Exchange Server version
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<TITLE>FW: GARY AIRPORT SCOPING</TITLE>
</HEAD>
<BODY>

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<FONT SIZE=2> </FONT>

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<FONT SIZE=2>From: Michael W MacMullen [<A HREF="mailto:Michael.W.MacMullen@faa.gov">mailto:Michael.W.MacMullen@faa.gov</A>] </FONT>

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<P><FONT SIZE=2>Mike</FONT>
</P>

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RFC822.TXT

DNR Indiana Department of Natural Resources

Frank O'Bannon, Governor
John Goss, Director

Division of Historic Preservation and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204-2748
PH: 317/232-1646
FAX: 317/232-0693
dhpa@dnr.state.in.us

February 15, 2002

Susan M. Schalk, A.A.E., AICP
President
Aerofinity
51 South New Jersey Street
Indianapolis, Indiana 46204

Federal Agency: Federal Aviation Administration

Re: Improvement to the Gary/Chicago Airport including railroad relocation, improved runway safety areas, extension of Runway 12-30, expansion of the terminal site, and analysis of sites for new passenger terminal and air cargo areas (DNR #9377)

Dear Ms. Schalk:

Pursuant to the National Environmental Policy Act of 1969 and Section 106 of the National Historic Preservation Act of 1966, as amended (and implementing regulations at 36 C.F.R. Part 800), the Indiana State Historic Preservation Officer (" Indiana SHPO") is conducting an analysis of the materials dated December 7, 2001, and received by the Indiana SHPO on January 7, 2002, for the above indicated project in Gary, Lake County, Indiana.

A complete analysis of the submitted project is not possible, as the information provided is incomplete.

Please provide the indicated information to facilitate the identification and analysis of historic properties in the project area:

1) Define the area of potential effects[1] and provide a map or a good quality photocopy of a map containing the following:

   - The boundaries of the area of potential effects and the precise location of the project area within those boundaries clearly outlined in dark ink on a copy of the relevant portion of a town, city, county, or U.S. Geological Survey quadrangle map.

   - The names of nearby landmarks clearly labeled (e.g., major streets, roads, highways, railroads, rivers, lakes).

2) Give the precise location of any buildings, structures, and objects *within the area of potential effects* (e.g., addresses and a site map with properties keyed to it).

3) Give the known or approximate date of construction for buildings, structures, objects, and districts *within the area of potential effects*.

4) Submit historical documentation for buildings, structures, objects, and districts *within the area of potential effects*.

5) List all sources checked for your historical research of the *area of potential effects*.

6) Provide recent, clear photographs or good quality computer-generated images (not photocopies), keyed to a site plan, showing the exterior (and interior, if feasible) of any buildings, structures, objects, or land *that could be affected in any way by the project*.

[1] Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking (see 36 C.F.R § 800. 16[d]).

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Furthermore, in terms of potential impact upon archaeological resources, a review of our records at the Division of Historic Preservation and Archaeology indicates that portions of the project area may be environmentally suitable to contain archaeological resources, but have never been evaluated by a qualified archaeologist. Moreover, one archaeological site (12-La-64) has already been recorded within one-half mile of the project area. Site La-64 was a prehistoric **burial** site that was encountered during railroad construction.

Given the aforementioned factors, a reconnaissance level archaeological survey will be required for all portions of the project area that have not been previously disturbed by excavation, grading, or filling. The reconnaissance must be conducted in accordance with IC 14-21-1 and 310 IAC 19 (see enclosed list of qualified archaeological contractors). The Division of Historic Preservation and Archaeology will comment further on the potential impact to archaeological resources when it receives the report of the field investigation.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project.

A copy of the revised 36 C.F.R. Part 800 that went into effect on January 11, 2001, may be found on the Internet at www.achp.gov for your reference. If you have questions, please contact our office at (317) 232-1646. Questions about archaeological issues may be addressed to Jim Mohow. Questions about buildings and structures may be addressed to Karie Brudis.

Very truly yours,

for John R. Goss
State Historic Preservation Officer

JRG:JAM:KAB:kab

Enclosures

cc: Michael MacMullen, Airports Environmental Program Manager, Federal Aviation Administration
Steve Jose, Division of Fish and Wildlife, Indiana Department of Natural Resources

Archaeologists
Qualified Professional List

According to federal regulations, an archaeologist who undertakes or supervises archaeological investigations must meet minimum professional qualifications established by the Department of the Interior. The following individuals and institutions meet the Department of the Interior requirements for archaeological work (an * denotes institutions which hold archaeological records):

BHE Environmental Services
Cincinnati, Ohio
Chris Bergman, Principal Investigator
513-326-1500

Algonquin Archaeological Consultants, Inc.
Cincinnati, Ohio 45220
Rebecca Hawkins
513-861-3313

Allied Archaeology
Aurora, Illinois
Douglas Kullen, Senior Archaeologist
708-896-9375

Applied Archaeological Services
Columbus, Ohio
614-488-3700

*Archaeological Resources Management Service
Ball State University
Muncie, Indiana
Donald R. Cochran, Director
765-285-5328

ASC Group, Inc.
Indianapolis, Indiana
Shaune Skinner, President
317/788-3182

Archaeological Research, Inc.
Chicago, Illinois
David Keene, CEO
773-384-8134

Archaeological and Historical Consultants, Inc.
Centre Hall, Pennsylvania 16828
David Rue, Sr. V-P
814-364-2135

Archaeological Consultants of Ossian
Muncie, Indiana
Larry Stillwell, Principal Investigator
765-565-6803

BZ Engineering, Inc.
Archaeological Services Division
Allan P. VanDyke, Director
414-257-3674

Commonwealth Cultural Resources Group
Jackson, Michigan
Donald J. Weir
517-788-3550 or 800-731-3550

Cultural Resource Analysts, Inc.
Lexington, Kentucky 40508
Chuck Niquette
606-252-4737

Cultural Horizons, Inc.
Harrodsburg, Kentucky 40330
Nancy Ross-Stallings, Principal Investigator
606-734-2277

Dr. Edward Smith
Fort Wayne, Indiana

Espey, Huston, and Associates, Inc.
Austin, Texas
Michael Nash, Senior Archaeologist
512-327-6840

GAI Consultants, Inc.
Monroeville, Pennsylvania
Jack B. Irion, Archaeological Manager
412-856-6400

*Glenn A. Black Laboratory of Archaeology
Bloomington, Indiana
Christopher S. Peebles, Director
General Inquiries 812-855-9544

Golder Associates
Mississauga, Ontario, Canada
Scarlett Janusas, Senior Archaeologist
416-567-4444

Gray and Pape Cultural Resources Consultants
Cincinnati, Ohio
Marlesa A. Gray and Kevin Pape
513-287-7700

Great Lakes Research Assoc., Inc.
Williamston, Michigan
Mark C. Branstner, General Partner
1-800-964-4610

Haywood Archaeological Services
Lexington, Ohio
419-884-8899

*Indiana State University
Anthropology Laboratory
Terre Haute, Indiana
C. Russell Stafford, Director
812-237-3997

*Indiana University - Purdue University at Fort Wayne Archaeological Survey
Dr. Robert G. McCullough
Fort Wayne, Indiana
219-481-6892

Indiana University
Bloomington, Indiana
Cheryl Ann Munson, Archaeologist
812-855-0528

Environment and Archaeology, L.L.C.
Florence, KY 41042
Laura Clifford, Principal Investigator
606-746-1778

Landmark Archaeological and Environmental Services, Inc.
Sheridan, Indiana
Jeffrey A. Plunkett, Projects Manager
317-758-9301

Lockwood Greene Technologies
Oak Ridge, Tennessee
Michael Morris, Ph.D.
615-241-4000

Louis Berger and Associates, Inc.
Marion, Iowa
Thomas J. Chadderdon, Archaeologist
319-373-3043

Michael Baker Jr., Inc.
Cultural Resources Section
Coraopolis, Pennsylvania 15108
Ronald C. Carlisle, Director
412-269-4600

Midwest Archaeological Research Services, Inc.
Harvard, Illinois 60033
Rochell Lurie and M. Catherine Bird
Principal Investigators
815-943-3399

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There may be other archaeologists qualified to do archaeological investigations in Indiana, however, such individuals must first submit their professional credentials to the Division of Historic Preservation and Archaeology to determine that they meet the standards.

Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, Indiana 46204
Phone #317-232-1646 Fax #317-232-0693
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WEBSITES:

www.achp.gov - Website for the Advisory Council on Historic Preservation. The Advisory Council on Historic Preservation is the major policy advisor to the Government in the field of Historic Preservation. They also oversee the implementation of the Section 106 regulations. The Section 106 regulations (36 C.F.R. Part 800) can also be referenced on this website.

www.cr.nps.gov/nr/ - Website for the National Register of Historic Places. This website not only gives general information on the National Register program, but allows one to search the National Register database by state and county for a list of all resources listed in a particular county.

www.indianahistory.org - Website for the Indiana Historical Society. The Indiana Historical Society's website provides information on the programs and services of the organization. It also contains lists of many local preservation organizations in Indiana sorted by county as well as a list of the county historians.

www2.cr.nps.gov/tps/briefs/presbhom.htm - Website for the *Preservation Briefs*. The *Preservation Briefs* provide technical assistance on various aspects of building rehabilitation as well as other related preservation topics.

www2.cr.nps.gov/tps/standards/ - Website for the *Secretary of Interior Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*.

www2.cr.nps.gov/tps/care - This new website, which is part of the National Park Service's Heritage Preservation Services, is devoted to all aspects of caring for historic buildings. One useful feature is a couple of interactive rehabilitation case studies that allow one to apply the *Secretary of the Interior's Standards for Rehabilitation*. The *Secretary's Standards* can be referenced at www2.cr.nps.gov/tps/tax/rehabstandards.htm.

www.state.in.us/dnr/historic/index.htm - Website for the Indiana Division of Historic Preservation and Archaeology. It gives information on the various programs offered by our office along with information on the various sections of the office. NOTE: The Section 106 information is currently out of date, but will hopefully be updated in the near future.

terraserver.microsoft.com - This website provides access to quad maps and aerial photographs for the United States. Some of the aerial maps on the website were taken as recently as 1998, which provides up to date information on where buildings exist in close proximity to project areas. NOTE: There is no "www" in this website address.

www.historiclandmarks.org - Website for Historic Landmarks Foundation of Indiana ("HLFI"). HLFI is the largest statewide non-profit preservation organization in Indiana. HLFI can provide information on interim reports, and the regional offices may be able to provide historical information for a particular area in their vicinity.

www.doi.gov/bia/tribes/entry.html - The Bureau of Indiana Affairs can provide information on any Native American tribes that may have a vested interest in your project area. This website provides a list of federally recognized tribes. A list of Tribal Historic Preservation Officers (THPO's) can be found on the Advisory Council's website at www.achp.gov/thpo.html.

www.cr.nps.gov/nr/listing.htm - This website provides you with information on applying the National Register Criteria. By clicking on How to Apply the National Register Criteria text on the last page, you will find the information that is printed in *Bulletin 15, Applying the National Register Criteria for Evaluation.*

www.cast.uark.edu/other/nps/nacd/nacd.html - Website for the Native American Consultation Database. This website contains contact names and addresses of Native American groups.

OTHER USEFUL RESOURCES:

Interim Reports - The Interim Reports provide surveys of historic buildings, structures, districts, and objects for various Indiana counties. Copies of Interim Reports are usually available at local historical societies and public libraries. A complete set can also be found at the Indiana State Library in Indianapolis. Furthermore, copies of many Interim Reports can also be purchased from Historic Landmarks Foundation of Indiana [340 West Michigan Street, Indianapolis, Indiana 46202, (317) 639-4534, www.historiclandmarks.org]. Please refer to the attached list of counties that have been surveyed.

Historical Societies and County Historians - Local historical societies and county historians can provide additional information on the history of a particular area. Furthermore, they may possess county histories and historical atlases, which are good resources for historical documentation. NOTE: Most historical societies and county historians are not familiar with the Section 106 process and do not have the knowledge to make determinations of eligibility for potential historic resources or make determinations of effect.

National Register Bulletins - The National Register Bulletins provide information on various aspects of the National Register program. Of particular interest is *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, which is useful in helping to determine whether or not a property is eligible for inclusion in the National Register.

Contact Information for the Indiana Division of Historic Preservation and Archaeology:

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Amy Walker, National Register Assistant

Grants:

Steve Kennedy, Grants Manager
Malia Savarino, Assistant Grants Manager

Clerical:

Sue Judy, Secretary

Other:

Jeannie Regan-Dinius, Cemetery Registry Coordinator

Counties surveyed by Historic Landmarks Foundation or other organizations

ALLEN (City of Fort Wayne)
BARTHOLOMEW
BOONE
BROWN
CARROLL
CASS
CLARK
CLAY
CLINTON
DAVIESS
DEARBORN
DECATUR
DELAWARE
DUBOIS
ELKHART
FAYETTE
FLOYD
FOUNTAIN
FRANKLIN
FULTON
GIBSON
GRANT
GREENE
HAMILTON
HANCOCK
HARRISON
HENDRICKS
HENRY
HUNTINGTON
JACKSON
JAY
JEFFERSON
JENNINGS
JOHNSON
KNOX
KOSCIUSKO
LAKE
LAPORTE
LAWRENCE
MADISON
MARION
CENTER TOWNSHIP
DECATUR TOWNSHIP
FRANKLIN TOWNSHIP
LAWRENCE TOWNSHIP
PERRY TOWNSHIP
PIKE TOWNSHIP
WARREN TOWNSHIP
WASHINGTON TOWNSHIP
WAYNE TOWNSHIP
MARSHALL
MIAMI
MONROE
MONTGOMERY
MORGAN
NOBLE
OHIO
OWEN
PARKE
PERRY
PORTER
POSEY
PUTNAM
RANDOLPH
RIPLEY
RUSH
ST. JOSEPH
SHELBY
SPENCER
SWITZERLAND
TIPPECANOE
VANDERBURGH
VERMILLION
VIGO
WABASH
WARRICK
WAYNE
WELLS
WHITE

Frank O'Bannon, Governor
Larry D. Macklin, Director

DNR Indiana Department of Natural Resources

SUMMARY OF THE KEY STEPS FOR CARRYING OUT THE SECTION 106 REVIEW PROCESS IN INDIANA (UPDATED AS OF 06/19/00 i:\enreview\newregul\106step)

INTRODUCTION

Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and the Section 106 regulations (36 C.F.R. § 800 as revised effective June 17, 1999) require that any Federal agency or its delegatee having jurisdiction over a project that will be funded or licensed by that Federal agency or its delegatee take into account the project's effect on historic properties and give the Indiana State Historic Preservation Officer ("SHPO") and another Federal agency, the Advisory Council on Historic Preservation, a reasonable opportunity to comment on the project. An historic property is any district, building, structure, object, or site that is either listed in or eligible for the National Register of Historic Places.

Unlike all other Federal agencies, the U.S. Department of Housing and Urban Development ("HUD") has delegated its responsibility under Section 106 to local governments that receive Community Development Block Grant funds from HUD, either directly or through grant programs such as the Indiana Department of Commerce's Community Focus Fund ("CFF") or programs administered by the Indiana Housing Finance Authority ("IHFA"). Therefore, the local government that receives or hopes to receive such a grant bears the responsibility of ensuring that the Section 106 process is completed, usually before the project begins. Consequently, all references to the "delegatee" specifically refer to those local governments legally delegated by HUD for certain HUD programs. The following discussion refers to certain responsibilities of the Federal agency or its delegatee.

STEP 1: INITIATING THE SECTION 106 REVIEW PROCESS

The Federal agency or its delegatee must determine whether the proposed action is an undertaking as defined in 36 C.F.R. 800.16(y), and, if so, whether it is a type of activity that has the potential to cause effects on historic properties 36 C.F.R. § 800.3. If the Federal agency or its delegatee has determined that the undertaking is the type of activity that has the potential to cause effects on historic properties, then the Federal agency or its delegatee needs take steps to involve the public and identify the appropriate officers who need to be involved in the process.

"*Consulting parties,*" where appropriate, must be invited by the Federal agency or its delegatee to participate in the consultation process. It is the Federal agency or its delegatee's responsibility, in consultation with the SHPO, to identify consulting parties and formally grant specific parties the ability to participate in consultation at the beginning of the review process. The SHPO automatically participates in consultation and special invitation is not needed.

An initial submission to the SHPO should include a letter from the Federal agency or its delegatee identify the contact names and addressed of consulting parties, if any, who have been invited and authorized by the Federal agency or its delegatee to participate in consultation. If no additional consulting parties will be participating, then provide a brief explanation of why (i.e. the nature or scope of the project, a written or lack of reply to an invitation by a designated time, etc.) Be advised that the naming of consulting parties at the beginning of the review process *does not preclude* the invitation of additional consulting parties once the review process has been initiated. Applicants for Federal assistance, permits, licenses or other approvals are entitled to participate as consulting parties as long as they are invited to do so. Ultimately, the Federal agency or its delegatee has the role of deciding who may participate as consulting parties. *Moreover, the SHPO may consult with an applicant other than a formal delegatee acting in the place of the Federal agency, only where the applicant has received express, written authorization from the Federal agency or delegatee and a copy of the authorization document has been provided to the SHPO.*

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STEP 2: IDENTIFYING HISTORIC RESOURCES

The current regulations set forth that the Federal agency or its delegatee "shall make a reasonable and good faith effort to carry out appropriate identification efforts, which may include background research, consultation, oral history interviews, sample field investigation, and field survey" (36 C.F.R. § 800.4 [b][1]). Although this step remains largely unchanged from the former regulations, recent modifications include a greater emphasis upon the documentation of the steps that must be followed by the Federal agency or its delegatee to identify historic resources and specific flexibility measures for the Federal agency or its delegatee to carry out the identification process. It is important to gather information for the evaluation of all resources within the area of potential effects (see definition below), especially those resources that will be affected. The Federal agency or its delegatee is entitled to enlist the services of consultant to assist with the identification process. However, a *consultant must have received express, written authorization from the Federal agency or its delegatee to act on its behalf to gather historic information and a copy of the authorization document must have been submitted to the SHPO prior to or at the commencement of consultation.*

Determining the scope of identification efforts through the area of potential effects

The Federal agency or its delegatee also needs to determine the *area of potential effects*, which means the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist. The scale and nature of an undertaking help to determine the appropriate boundaries of the *area of potential effects*. It is especially important to note that the area of potential effects *is not influenced by the pre-existing awareness of historic or non-historic resources*. Defining the area of potential effects is the first step for determining the scope of identification efforts, and needs to be established before one begins to seek information to assess the potential historic properties. Although defining the area of potential effects was part of the former review process, it often went unspoken or unwritten unless a memorandum of agreement was prepared. To define the area of potential effects, one must take into account effects that are *direct or indirect, cumulative, later in time, or at a distance*. Once a good faith effort has been made to define the area of potential effects, then it is necessary to consult with the Indiana SHPO. The Federal agency or its delegatee is also entitled to enlist the services of an authorized consultant to assist in this step.

Evaluating historic resources

Below, we have listed some of the most heavily used sources to help the Federal agency, its delegatee, or the authorized consulting parties evaluate historic resources:

a) The National Park Service (NPS) maintains a database list of all those properties that are currently listed in the National Register of Historic Places. This information is accessible through the NPS website (www2.cr.nps.gov/nr/).

b) The NPS's *National Register Criteria for Evaluation* are used for considering whether a property is eligible for inclusion in the National Register. The criteria are found in the publication entitled National Register Bulletin 15, which may be obtained by writing to the National Register of Historic Places, National Park Service, U.S. Department of Interior, Post Office Box 37127, Washington D.C. 20013-7121.

c) About two-thirds of the counties in Indiana have been surveyed to identify potential historic buildings, structures, objects, and districts. Furthermore, the results of the most of the surveys have been published in Interim Reports. Although some of the Interim Reports are available for purchase through the Historic Landmarks Foundation of Indiana at (317) 639-4534, others are out of circulation. However, all of them can be found at the Indiana State Library. Also, many of the Interim Reports can be found at local libraries and historical organizations.

d) Historic preservation organizations and county historians may also have historical information on a particular resource or area. For a list of contact names, addresses, and telephone numbers, please check the website of the Indiana Historical Society (www.indianahistory.org).

e) Other sources that might be useful for identifying potential historic or archaeological resources include: Sanborn maps (available for reference at the main library of Ball State University or the Geography Library at Indiana University), U.S. Geological Survey maps, old atlases, census information, local, county or regional histories and prehistories, and other records indicating previous land use.

Documenting findings

After evaluating the historical significance of the properties within the area of potential effects, the Federal agency or its delegatee is supposed to provide documentation of its determination and findings to parties specified in the Federal regulations *and* ensure that a determination, finding or agreement is supported by sufficient documentation to enable any reviewing parties to understand its basis pursuant to 36 C.F.R. § 800.11(a).

No historic properties affected

In the event that the Federal agency or its delegatee finds that *no historic properties will be affected*, then the Federal agency or its delegatee shall:

a) Notify SHPO of its findings and provide SHPO with *required* documentation pursuant to 36 C.F.R. § 800.11(d).

   1) A description of the undertaking, specifying the Federal involvement, and its area of potential effects, including photographs, maps, and drawings, as necessary;

   2) A description of the steps taken to identify historic properties, including as appropriate, efforts to seek information; and

   3) The basis for determining that no historic properties are present or affected.

b) Notify all consulting parties of the finding and make the above documentation available for public inspection.

Historic properties affected

In the event that the Federal agency or its delegatee finds that there are *historic properties which may be affected* by the undertaking, or the SHPO disagrees with a finding that no historic properties will be affected, then the Federal agency or its delegatee shall:

a) Notify all consulting parties and invite their views on the effects

b) Proceed with the assessment of adverse effects

STEP 3: ASSESSING EFFECTS ON HISTORIC RESOURCES

If the Federal agency or its delegate finds that there are historic resources within the area of potential effects that *may be affected*, then the Federal agency or its delegate is responsible for applying the criteria of adverse effect for those properties in consultation with the SHPO and other consulting parties. The Federal regulations state that an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects are found at 36 C.F.R. § 800. 5(a)(2).

Finding of no adverse effect

If the Federal agency or its delegatee proposes a finding of no adverse effect and there is agreement, then it shall notify the SHPO, all consulting parties, and the general public of its findings, provide the SHPO and all consulting parties with supporting documentation pursuant to 36 C.F.R. § 800.11(e), make supporting documentation on the finding available to the general public upon request, and maintain a record of the finding. The supporting documentation is recorded below:

Summary of documentation requirements for historic properties affected:

1) A description of the undertaking, specifying the Federal involvement, and its area of potential effects, including photographs, maps, and drawings, as necessary;
2) A description of the steps taken to identify historic properties;
3) A description of the affected historic properties, including information on the characteristics that qualify them for the National Register;
4) A description of the undertaking's effects on historic properties;
5) An explanation of why the criteria of adverse effect were found applicable or inapplicable, including any conditions or future actions to avoid, minimize, or mitigate adverse effects; and
6) Copies of summaries of any views provided by consulting parties and the public.

Finding of Adverse Effect

If the Federal agency or its delegatee proposes a finding of adverse effect, then the Federal agency or its delegatee shall proceed to resolve the adverse effects.

STEP 4: RESOLVING ADVERSE EFFECTS

When the Federal agency or its delegatee proposes a finding of adverse effect, then the Federal agency or its delegatee shall:

a) Continue consultation to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize or mitigate adverse effects on historic properties pursuant to 36 C.F.R. § 800.6.

b) Notify the Council of the finding, provide the Council with documentation specified under 36 C.F.R. § 800.11(e), and, where applicable, invite the Council to participate in consultation.

c) Assuming there is agreement, execute a memorandum of agreement (MOA) that establishes how the adverse effects will be resolved, and ask the SHPO, and any invited signatories or concurring parties to sign the MOA.

d) Provide a copy of the executed MOA to the Council.

SUMMARY

The best way to reduce the time needed for Section 106 review is for the Federal agency or its delegatee and the applicants for funding or licensing to plan their projects so as to avoid adverse effects on historic properties. This can be done if the Federal agency or or its delegatee its applicant identify all historic properties or important archaeological sites at the beginning of project planning, use The Secretary of the Interior's Standards for Historic Preservation Projects as a guide to designing project that will affect historic properties, and contact the SHPO before reaching any final decisions on project design.

Questions should be directed to the Division of Historic Preservation and Archaeology ("DHPA") at (317) 232-1646 or by writing to the DHPA at the Indiana Department of Natural Resources, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204.

Advisory Council on Historic Preservation

Section 106 Regulations Users Guide
Regulations Summary

Introduction

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by the Council. These regulations, "Protection of Historic Properties" (36 CFR Part 800), became effective June 17, 1999, and are summarized below.

Initiate Section 106 process

The responsible Federal agency first determines whether it has an undertaking that could affect historic properties, which are properties that are included in the National Register of Historic Places or that meet the criteria for the National Register. If so, it must identify the appropriate State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) to consult with during the process. It should also plan to involve the public, and identify other potential consulting parties. If it determines that it has no undertaking, or that its undertaking has no potential to affect historic properties, the agency has no further Section 106 obligations.

Identify historic properties

If the agency's undertaking could affect historic properties, the agency determines the scope of appropriate identification efforts and then proceeds to identify historic properties in the area of potential effects. The agency reviews background information, consults with the SHPO/THPO and others, seeks information from knowledgeable parties, and conducts additional studies as necessary. Districts, sites, buildings, structures, and objects listed in the National Register are considered; unlisted properties are evaluated against the National Park Service's published criteria, in consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that may attach religious or cultural importance to them.

If questions arise about the eligibility of a given property, the agency may seek a formal determination of eligibility from the National Park Service. Section 106 review gives equal consideration to properties that have already been included in the National Register as well as those that meet National Register criteria.

If the agency finds that no historic properties are present or affected, it provides documentation to the SHPO/THPO and, barring any objection in 30 days, proceeds with its undertaking.

If the agency finds that historic properties are present, it proceeds to assess possible adverse effects.

Assess adverse effects

The agency, in consultation with the SHPO/THPO, makes an assessment of adverse effects on the

identified historic properties based on criteria found in the Council's regulations.

If they agree that there will be **no adverse effect**, the agency proceeds with the undertaking and any agreed-upon conditions.

If the parties cannot agree or they find that there is an **adverse effect**, the agency begins consultation to identify ways to avoid, minimize, or mitigate adverse effects.

Resolve adverse effects

The agency consults with the SHPO/THPO and others, who may include Indian tribes and Native Hawaiian organizations, local governments, permit or license applicants, and members of the public. The Council may participate in consultation when there are substantial impacts to important historic properties, when a case presents important questions of policy or interpretation, when there is a potential for procedural problems, or when there are issues of concern to Indian tribes or Native Hawaiian organizations.

Consultation usually results in a Memorandum of Agreement (MOA), which outlines agreed-upon measures that the agency will take to avoid, minimize, or mitigate the adverse effects. In some cases, the consulting parties may agree that no such measures are possible, but that the adverse effects must be accepted in the public interest.

Implementation

If an MOA is executed, the agency proceeds with its undertaking under the terms of the MOA.

Failure to resolve adverse effects

If consultation proves unproductive, the agency or the SHPO/THPO, or the Council itself, may terminate consultation. If a SHPO terminates consultation, the agency and the Council may conclude an MOA without SHPO involvement. However, if a THPO terminates consultation and the undertaking is on or affecting historic properties on tribal lands, the Council must provide its comments. The agency must submit appropriate documentation to the Council and request the Council's written comments. The agency head must take into account the Council's written comments in deciding how to proceed.

Tribes, Native Hawaiians, and the public

Public involvement is a key ingredient in successful Section 106 consultation, and the views of the public should be solicited and considered throughout the process.

The regulations also place major emphasis on consultation with Indian tribes and Native Hawaiian organizations, in keeping with the 1992 amendments to NHPA. Consultation with an Indian tribe must respect tribal sovereignty and the government-to-government relationship between the Federal Government and Indian tribes. Even if an Indian tribe has not been certified by NPS to have a THPO who can act for the SHPO on its lands, it must be consulted about undertakings on or affecting its lands on the same basis and in addition to the SHPO.

INFORMATION NEEDED TO BEGIN THE SECTION 106 REVIEW PROCESS
(Updated as of 09/27/99)

To begin the Section 106 historic preservation review process, the Federal agency or its delegate needs to establish whether there is an undertaking that has the potential to affect historic resources and, if so, identify listed or eligible historic properties or archaeological sites. Also, if desired, the Federal agency or its delegate may begin to evaluate the nature of the project's effect on any such properties or sites. Then, the Federal agency--or authorized consulting party, such as an applicant for funding or licensing--should submit the following items to the State Historic Preservation Officer (SHPO) at the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (DHPA), 402 West Washington Street, Room W274, Indianapolis, Indiana 46204 (telephone number 317-232-1646). The letter should provide the SHPO with sufficient information about the project, its location, and how it will affect historic properties to enable the SHPO to reach his own conclusions regarding whether historic properties are present and the nature of the project's effect on any such properties.

The SHPO or his staff at the DHPA will notify the Federal agency or its delegate if basic elements needed in the submission for SHPO review are missing. The SHPO will attempt to send such notifications within two to four weeks after the initial submission.

CHECKLIST: INITIAL ITEMS TO BE SUBMITTED TO THE SHPO FOR THE SECTION 106 REVIEW

Step 1: Initiating the Section 106 Review Process

___A) A letter or a copy of a letter from the Federal agency or its delegate (e.g., in the case of Community Development Block Grant [CDBG] or HOME funds from the U.S. Department of Housing and Urban Develoment [HUD], the local government delegate; except that where Indiana Housing Finance Authority [IHFA] is providing grant funds directly to a non-profit organization, IHFA will be the delegate) naming the undertaking (i.e., the project, program, or activity) and identifying the consulting parties (e.g., the applicant, local governments, local historical societies or other preservation organizations, or a county historian who have expressed, or may be expected to express, an interest in or concern about the undertaking), unless the Federal agency or its delegate has already provided authorization directly to the SHPO.

___B) Where applicable, if another person or organization is authorized to represent a consulting party named by the Federal agency or its delegate in the Section 106 review process, then a letter should be provided from the consulting party clearly indicating who that authorized representative is (e.g., a particular regional planning agency, grant administrator, architect, engineer, or consultant);

___C) The name of the Federal agency or its delegate, that has direct or indirect jurisdiction over the project, activity, or program, and, if applicable, the name of the program. For example, if grant funds will be used or a license, permit or other approval by a Federal agency or its delegate is required, then identify the source of the grant funds (e.g., federal CDBG money from the Indiana Department of Commerce's Community Focus Fund, or federal funds from Rural Development or the Federal Highway Administration) or simply the name of the agency issuing a license, permit or other approval (e.g., U.S. Army Corps of Engineers, Federal Deposit Insurance Corporation);

___D) An overall description of the undertaking (or project) and its location (including address, city, township, and county);

Step 2: Identifying Historic Resources

Determining the Scope of Identification

___A) Define the area of potential effects (the geographic area or areas within which an undertaking may cause changes in the use or character of historic properties, if any such properties exist; *includes effects that are direct or indirect, cumulative, later in time, or at a distance*); and provide a map or a good quality photocopy of a map containing the following:

i) The boundaries of the area of potential effects *and* the precise location of the project area within those boundaries clearly outlined in dark ink (highlighter and pencil do not photocopy well) on the a copy of the relevant portion of a town, city, county, or U.S. Geological Survey quadrangle map;

ii) The names of nearby landmarks clearly labeled (e.g., major streets, roads, highways, railroads, rivers, lakes);

Evaluating Historic Resources

___B) Give the precise location of any buildings, structures, and objects within the area of potential effects (e.g., addresses and a site map with properties keyed to it);

___C) Gather and organize documentation on buildings, structures, and objects within the area of potential effects including: dates of construction, statement of any known modifications to individual buildings, structures, and objects, associations with significant events or persons, and any other historical information known about the land, buildings, and structures within the area of potential effects;

___D) Describe the existing condition of any vacant land within the project area; in particular, state whether or not the ground is known to have been disturbed by construction, excavation, grading, or filling, and, if so, indicate the part or parts of the project area that have been disturbed; agricultural tilling generally does not have a serious enough impact on archaeological sites to constitute a disturbance of the ground for this purpose;

___E) Document the sources checked (i.e., using correspondence, bibliographical citations [e.g., title, author, page number], or copies of relevant materials obtained from oral history interviews, sample field investigations, field surveys, background research, consultation with a county historian, a local historical or historic preservation organization, or reference materials such as the interim report of a local historic sites and structures inventory);

___F) Provide recent, clear photographs or good quality computer-generated images (not photocopies) showing the exterior (and interior, if feasible) of any buildings, structures, or objects that could be affected in any way (such as by demolition, rehabilitation, expansion, taking of right-of-way, or visual modification or obscuration) by the project;

Documenting Findings

___G) Summarize the Federal agency's or its delegate's findings regarding the existence of historic properties within the area of potential effects by providing a list of historic and non-historic resources ("historic" resources or properties are those that are listed in or eligible for inclusion in the National Register of Historic Places) and the reasons underlying those conclusions;

Step 3: Assessing Effects on Historic Resources:

___A) Provide a detailed scope of work and describe how any land, buildings, structures, or objects, within the area of potential effects could be physically altered or visually modified or obscured as a result of the proposed work;

___B) State whether or not any buildings, structures, or objects might be demolished or otherwise disposed of as a result of the acquisition or construction of a new facility, and, if so, be sure to proceed with the following:

___i) Provide a site plan **for undertakings that will involve new construction, additions to existing buildings, changes in right-of way or earthmoving** activities:

a) Showing the footprint of existing and/or proposed buildings or structures;

b) With the precise location of all construction, changes in right-of-way or earthmoving activities on a particular lot or lots clearly marked;

___ii) If applicable, describe whether or not the buildings, structures, or objects to be demolished or otherwise disposed of are currently owned or leased by a Federal agency.

___C) Summarize the Federal agency's or its delegate's findings regarding the effects on historic properties within the area of potential effects by outlining the reasons for your conclusions.

Depending on the nature of the undertaking and the properties it could affect, the SHPO or his staff in the DHPA may request additional information, such as the report of an archaeological investigation of a vacant parcel of land, a structural report on a building to be demolished, or photographs of work areas and detailed plans and specifications of proposed rehabilitation work. This information usually need not be provided in the initial submission to the SHPO, however. For more information on the process refer to the Federal regulations at 36 C.F.R. Part 800, which are available on the Internet at www.achp.gov.

Introduction to Section 106 Review

Participant's Course Book

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JANUARY 2000

Determining an undertaking's area of potential effects

The agency's first step in establishing the scope of needed identification efforts is to determine the undertaking's **area of potential effects.** This is done in consultation with the SHPO/THPO. [36 CFR §800.4(a)(1)] The area of potential effects (APE) is defined as:

> *. . . the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.* [36 CFR § 800.16(d)]

If there is disagreement concerning the extent of the APE, the consulting parties may seek guidance and assistance from the Council. Also, the Council can elect to issue an advisory comment to the agency on its APE determination. [36 CFR § 800.9(a)] If this occurs, the agency has to consider the views of the Council in reaching a final decision regarding the boundaries of the APE.

Points to remember. When defining an area of potential effects (APE), agencies need to remember that:

1. The APE is defined before identification begins, when it may not yet be known whether any historic properties actually are within the APE. To determine an APE, it is not necessary to know whether any historic properties exist in the area.

2. An APE is not determined on the basis of land ownership.

3. The APE should include:

- all alternative locations for all elements of the undertaking;
- all locations where the undertaking may result in disturbance of the ground;
- all locations from which elements of the undertaking (e.g., structures or land disturbance) may be visible or audible;
- all locations where the activity may result in changes in traffic patterns, land use, public access, etc.; and
- all areas where there may be indirect as well as direct effects.

4. An APE need not be a single area and need not always have hard and fast boundaries. There may be different APEs for

different effects of an undertaking. Revising project plans may also lead to revising APE boundaries.

5. Determining an APE does not mean that any historic properties within its boundaries must be preserved. They will, however, have to be taken into account during the review process.

The agency is required to document its determination of the APE. [36 CFR §800.4(a)(1)] The general standard for documenting determinations, including the APE, is that the determination be "supported by sufficient documentation to enable any reviewing parties to understand its basis." [36 CFR §800.11(a)] The agency should use appropriate graphic materials to illustrate the APE, so that the Council, the SHPO/THPO, another consulting party or a member of the public could readily comprehend its scope.

Gathering existing information

The agency should next ascertain what information is already known about properties in the APE. This should include both reviewing known information and conferring with consulting parties and members of the public who might have knowledge of resources in the area and concerns regarding the undertaking's potential impacts on historic properties. [36 CFR §800.4(a)(2-3)]

The regulations specifically require that the agency seek information from Indian tribes and Native Hawaiian organizations about properties that may be of religious and cultural significance to them. However, because of the nature of the properties in question, these groups may not wish to divulge information about such properties. Such properties may have spiritual or sacred values for those who ascribe significance to them, or may be used in ongoing cultural activities that may not be readily shared with outsiders. Thus, it may be strongly desired that both the nature and the precise location of the property be kept secret. Agencies should work with Indian tribes and Native Hawaiian organizations to address such confidentiality concerns. [36 CFR §800.4(a)(4)]

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
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February 15, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

FEB 2 5 2002

Dear Mr. MacMullen:

Re: Notice of Intent to Prepare an Environmental Impact Statement and to Conduct Environmental Scoping for Improvements to the Gary/Chicago Airport in Gary, IN. Federal Register Vol. 66, No. 232:60239-60240.

I appreciate your efforts to obtain agency comments relating to the Gary/Chicago Airport Environmental Scoping Document and the Conceptual Outline for the Environmental Documentation Process. Various IDEM staff have suggested elements that the Conceptual Outline should include, and I outline these below.

3) Affected Environment

a) **Study Area Definition, land use and base map** – The study area should reflect the regional scope of the airport setting, including proximity to Lake Michigan, industrial centers, the river, natural areas, National Parks, various urban centers. FAA should not restrict the Study Area to the immediate vicinity of the airport expansion.

b) **Natural and physical environment** – Should include detailed description of natural area that surrounds the airport, geology, hydrology, etc. (see above)

4) Environmental Consequences

f) **Air Quality** - FAA and Gary/Chicago Airport should work with the IDEM Office of Air Quality modeling staff, Ken Ritter, to confirm that IDEM has the current FAA forecast for aircraft operations. IDEM will use that information to review the State's general conformity determination.

g) **Water Quality** – Assessment should evaluate the deicing pad construction and operation. Does collection, treatment, discharge (offsite to treatment facility or directly) to surface waters (or groundwater) require permits? Evaluate the possibility of extensive contamination in storm drains and subsurface runway drains under the E J & E Railroad tracks, discharge from Midco 2 Superfund Site, groundwater from vicinity of Conservation Chemical Company Site, and from the entire expansion area to west of current airport. The area is a remnant wetland. Extensive dumping of tank bottoms, slag, and construction debris has resulted in extensive degradation and contamination of this area. All construction activity and drainage designs for this area must consider the potential of releasing contaminants to waters of the State.

h) **Biotic communities –**

i) **Vegetation** – Rare natural communities are in areas that are north, northwest, south and southwest of the airport. Some communities (Wet Sedge Meadow) previously were in the Airport Master Plan (see Master Plan, Figure 1. Flora, Fauna, Natural Areas, Communities. Contact IDNR Division of Nature Preserves for details in the Natural Heritage Database.

ii) **Birds and Wildlife** – Presence of aquatic habitats to the south river results in numerous species of birds and wildlife in the corridor surrounding the airport. Airport expansion should minimally affect the biota, but enhancing the environment might attract wildlife that could cause adverse impacts to airport operations (migration of waterfowl, gulls, etc.).

i) **Endangered and threatened species of flora and fauna** – IDNR Division of Nature Preserves should be contacted regarding rare, endangered, and threatened plants and animals in the planned expansion area and in areas surrounding the airport (see attached figure for general location of historic distributions – as in J(i) above).

j) **Wetlands** – Area west of airport and other onsite areas to be impacted by expansion activities should be examined for impacts to wetlands. See attached Figure 2 - Wetlands identified in the National Wetland Inventory – this needs to be ground proofed during the EIS and impacts addressed.

k) **Floodplains** – Determination of floodplain location and impact on safety zone improvements at east end of runway 12-30 should be included.

l) **Hazardous materials** – Expansion of runway 12-30 to the west will impact several areas known to contain hazardous materials and areas potentially contaminated with hazardous materials. Movement of EJ & E Railroad will impact oil seep that an EPA Removal action addressed on the Industrial Highway Oil Spill Site – remedial controls in place will be displaced and oil contaminated area will have to be addressed. EPA completed a second removal action at the Conservation Chemical Company; contractors addressed surface contaminant removal and installed a cutoff barrier to enclose contaminated oil and groundwater under the site. Runway expansion will impact this area and the containment system. Steps must be considered to either complete remediation or construct around this site. Wetlands to west of Conservation Chemical have had tank bottoms throughout the area. Characterization and potential remediation of this entire area may need to occur. Gary/Chicago Airport should take measures to prevent the release of contaminants from this area during all phases of construction, drainage, etc.

n) **Construction impacts** – See t) above. Construction activities must not release contaminants from the areas to be impacted.

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v) **Review of permitting issues** – Air, water, wetland (dredging, certification, mitigation), construction in floodway, disposal requirements for waste materials need to be considered.

I appreciate the opportunity to review the outline and if you have any questions about these comments, please call Dana Reed Wise, Chief of Staff, at 317 233-3043.

Sincerely,

Lori F. Kaplan

Lori F. Kaplan
Commissioner

APPENDIX A

SECTION VI

Other Briefings or Meetings

aerofinity **BRIEFING MEMO**

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

TO	**Mike MacMullen, FAA**
FROM	**Susan M. Schalk, A.A.E., AICP, Aerofinity, Inc.**
DATE	**January 15, 2002**
RE	**Summary of Meetings**

The following is a summary of the various meetings or briefings attended in advance of the Scoping Day for the Gary/Chicago Airport Environmental Review Process.

Meeting Date: December 5, 2001
Meeting Purpose: NIRPC Environmental Management Policy Committee

Sue Schalk of Aerofinity, Inc. made a brief presentation about the Gary/Chicago Airport improvement program and ensuing environmental review as a part of the December 2001 monthly meeting of the NIRPC Environmental Management Policy Committee (agenda attached). It was noted during the discussion following this presentation that there were many parties represented at the Environmental Management Policy Committee that were not familiar with which portions of the master plan "vision" for the airport had been approved by the FAA as a part of the Airport Layout Plan document. Based upon this input, it was determined that at least one additional advanced briefing of interested environmental groups would be appropriate before the scheduled Scoping Meetings on January 15, 2002.

Meeting Date: December 27, 2001
Meeting Purpose: City of East Chicago Briefing

At the request of the Mayor of East Chicago, one of the attendees at the December 5, 2001 NIRPC Environmental Management Policy Committee, a briefing meeting was scheduled by Paul Karas with representatives of the City of East Chicago. The following people were in attendance: Paul Karas, Gary/Chicago Airport Administrator; Darnail Lyles, General Counsel, Gary/Chicago Airport; Bob Gyurko, Gary/Chicago Airport; Ken Ross, New Generation Consulting; Sue Schalk, Aerofinity, Inc.; Bill Moreau, Barnes and Thornburg (legal counsel representing East Chicago); Jim McDonald and Charlie Schimpeler of Schimpeler/American; Terry Baker, Schneider Corporation; and J. Justin Murphy, Four City Consortium.

A brief summary of the meeting discussion follows:

- The representatives expressed an interest in reviewing the various alternatives considered for development of a longer runway (for instance, the possibility of dredging and relocating the Grand Calumet River to minimize the extension to the northwest was questioned). They were also interested in the noise impacts and the type of analysis that would occur during the environmental study.
- The Airport was encouraged to include an analysis of the economic impacts as a part of any further study.
- The master plan vision for the long-term development of the airport was of interest to the participants in the meeting.

Meeting Date: January 9, 2002
Meeting Purpose: EPA Briefing

A briefing meeting was held in the EPA offices in Chicago. Mike MacMullen scheduled this meeting because a prior commitment precludes the attendance at the January 15, 2002 agency scoping meeting by several EPA representatives, although EPA will be represented at the agency scoping meeting. The following people were in attendance at this briefing meeting: Mike MacMullen, FAA; Sue Schalk, Aerofinity, Inc.; Kenneth Westlake, EPA; Sally Swanson, EPA; Mazin Enwiya, EPA. A discussion summary follows:

- Will the environmental process be an Environmental Impact Statement (EIS) or Environmental Assessment (EA)? Based on the FAA's preliminary review, the FAA expects environmental documentation to occur in the form of an EIS. As a part of the scoping process and after listening to the various agency or public comments, the consultant will provide a recommended plan of study for completion of the environmental review process. Should it be determined that an EA might suffice in meeting the NEPA requirements, the consultant will make that case to the FAA. For the purposes of the meeting briefing, it was assumed that the environmental review process would be an EIS.
- Do the forecasts for the Gary/Chicago Airport tie-in to the regional enplanements forecasts under consideration for the Chicago area, particularly those forecasts under scrutiny for O'Hare International and the South Suburban Airport? The FAA approved only the low-case forecasts for Gary/Chicago Airport based upon growth that could occur within the foreseeable future, given today's activity levels. The level of activity forecast at Gary/Chicago Airport under this scenario does not impact significantly the forecasts for long-term activity and demand at the hub airports serving the Chicago region.
- Will the rail relocation be addressed in the EIS process? Yes. The preferred alternative for the EJ&E relocation will be reviewed in the EIS process. An independent study is underway, working primarily with affected stakeholders to identify the preferred option for the rail relocation. The EIS will include a review to meet the requirements of NEPA of the preferred alternative, with all alternatives examined to confirm that the best alternative from an environmental perspective has been considered. Sally Swanson encouraged the airport to provide public information on the rail relocation at the earliest appropriate time.
- Should tunneling be considered as an option for the rail relocation, the water table and condition of the groundwater (potentially containing petroleum products) should be a consideration. We will pass this information along to TranSystems, the rail consultant.
- Who bears the costs of the rail relocation or other proposed improvements? The rail relocation would be an eligible project cost as a part of the airport improvement program, so long as the relocation is required to meet aviation demands.
- The power lines that will require burial or relocation are owned by NI-source. Earlier coordination with the owners of the power lines has occurred and a letter is on file with a quote for preliminary cost estimates for the burial of these lines.

Meeting Date: January 9, 2002
Meeting Purpose: Interested Environmental Groups -- Advanced Briefing

At the suggestion of Dorreen Carey and with input by Reggie Korthals, invitations were sent to various representatives of local environmental interest groups to a meeting that was held at the airport to overview the proposed development, discuss the FAA environmental review process, and facilitate an open discussion. The following people were in attendance at this meeting: Mike MacMullen, FAA; Sue Schalk, Aerofinity, Inc.; Dorreen Carey, City of Gary; Reggie Korthals, NIRPC (MPO); Bob Gyurko, Gary/Chicago Airport; Richard Acker, Openlands Project; Joel Brammeier, Lake Michigan Federation; Kevin Brubaker, High-speed Rail Project, Environmental Law & Policy Center; Paul Labus, Indiana Nature Conservancy; Fred Krikau, Krikau Pyles Ryseiwicz, Environmental Consultation and Remediation (involved in the cleanup of Conservation Chemical property); Mark Reshkin, Geologist; Sandra Wilmore, Save the Dunes Conservation Fund. A discussion summary follows:

- The changing air quality status of the region was discussed. Close coordination with the appropriate agencies and with NIRPC is encouraged during the environmental process to make sure that the air quality analysis is conducted with special consideration given to the current status of the air quality in the area.
- A brief discussion about the noise analysis process that would be conducted as a part of the environmental process occurred.
- Other issues of interest in this area include wetlands, water quality, and the environmental condition of the study area. There was some discussion about the quality of the wetlands located in the area of the runway extension. Representatives at the meeting had firsthand knowledge of the wetland condition and believed that the wetlands impacted by the runway extension are not of a high quality, primarily because of potential contamination in this area.
- One of the products of this environmental process needs to be good mapping showing information about the environmental condition of the project area.
- Once a preferred alternative for the rail relocation has been identified, this environmental group would like to be re-convened to overview that alternative.

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ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE

Monthly Meeting
Thursday, December 6, 2001

AGENDA

9:00 A.M. **Call to Order; Approval of November 1, 2001 minutes**
Kevin Breitzke, Co-chair- NIRPC Commission Member

9:10 **Reports and Announcements**
Watershed Management Project
Jennifer Gadzala, NIRPC

9:25 **Gary/Chicago Airport – Environmental Impact Statement**
Susan M. Schalk, Aerofinity, Inc, Indianapolis, IN
Aerofinity has been selected to complete an Environmental Impact Statement (EIS) as a third-party contractor to the Federal Aviation Administration (FAA) for proposed improvements to the Gary/Chicago Airport. Presentation will include an (1) overview of airport improvements proposed for environmental review, along with a brief explanation about why these improvements are considered by the FAA as needing environmental review at this time; (2) description of the EIS process and the first step, the Public Scoping Document.

9:50 **Redesignation for Ground Level Ozone – A Closer Look**
Patricia Morris, US EPA Region 5
Scott Deloney, IDEM, Department of Air Quality
Adriane Blaesing, IDEM, NW Office Director
Lake and Porter Counties are part of the metropolitan Chicago-Milwaukee area and as such are eligible to petition the U.S. EPA to redesignate the area from "severe non-attainment" to "attainment". Presentation will include explanations on the process, the steps Indiana, Illinois, and Wisconsin are taking and what this means for the region. QUESTIONS MAY BE ASKED DURING THE PRESENTATION.

10:40 **Public Comment**
10:50 **Adjournment**
*The next EMPC Meeting – **Thursday, February 7, 2002***
There is NO EMPC Meeting in January

- Members and guests are encouraged to participate in the question and answer periods. Time is always allowed for public comment at the conclusion of the meeting.
- The Environmental Management Policy Committee (EMPC) is made-up of representatives from federal, state and local governments, industry, business, academia, environmental organizations, and citizens. EMPC members welcome public participation and encourage members of the community to attend monthly meetings.

December 4, 2001

FACT SHEET

REDESIGNATION OF LAKE AND PORTER COUNTIES TO ATTAINMENT OF THE 1-HOUR NATIONAL AMBIENT AIR QUALITY STANDARD FOR OZONE

Background
The Clean Air Act requires U.S. EPA to set air quality standards, called "National Ambient Air Quality Standards" (NAAQS), for ground-level ozone and five other major pollutants considered harmful to public health and the environment. Lake and Porter counties, as part of the Chicago ozone nonattainment area, were classified as a severe ozone nonattainment area for violating the NAAQS for ground-level ozone. However, businesses and citizens in northwest Indiana have worked for many years to reduce emissions from motor vehicles and industrial activities. That hard work, along with the implementation of federal, state and local control measures, has paid off in cleaner, healthier air quality for all citizens in the area. Attainment of the standard has been monitored well in advance of the area's 2007 attainment date. Air quality monitoring data for 1999 – 2001 shows that the Chicago area is now meeting the 1-hour ozone standard. As a result, Indiana has started preparing a request to U.S. EPA to redesignate these counties to attainment of the 1-hour ozone standard. Illinois and Wisconsin are preparing similar requests for their nonattainment areas.

What does redesignation to attainment mean for Lake and Porter counties?
First, "attainment" means that air quality in these counties has improved greatly since the area was designated nonattainment, so that it now meets the 1-hour ozone standard. Second, the air pollution reduction programs that brought the air quality into attainment will need to be kept in place for air quality to be maintained. Third, it will be easier for existing businesses to expand and new businesses to locate in Lake and Porter counties, so long as they use the best controls available and do not cause the area to violate the 1-hour ozone standard.

What about the revised 8-hour ozone standard promulgated by U.S. EPA in 1997?
In 1997 U.S. EPA revised the 1-hour ozone standard to a more stringent 8-hour ozone standard that provides greater public health protection during longer exposure periods. After lengthy litigation, the U.S. Supreme Court upheld the revised 8-hour ozone standard. However, it remanded the implementation plan back to U.S. EPA. As a result, U.S. EPA must develop an implementation plan consistent with the Clean Air Act (CAA). U.S. EPA has not made nonattainment area designations for the 8-hour ozone standard, but based on the last three years of monitored air quality data; Lake and Porter counties are violating the standard, as are neighboring counties in Illinois and Wisconsin.

Why is the State moving forward with redesignating the area to attainment if the area does not meet the more stringent ozone standard?
Attainment of the 1-hour ozone standard is an important step in the ongoing effort to ensure that residents of northwest Indiana breathe cleaner, healthier air. When an area attains the standard, redesignation is the next appropriate step. U.S. EPA currently is developing a policy to determine how best to transition from the 1-hour ozone standard to the 8-hour ozone standard, prior to implementing the more stringent standard. By moving forward with the request for U.S. EPA to redesignate the area to attainment of the 1-hour ozone standard, the State will be in a better position to focus resources on the development of plans to address the more stringent 8-hour ozone standard when it is implemented.

How will redesignation affect air quality between now and when the 8-hour ozone standard is implemented?
A major component of the redesignation request is a plan that demonstrates how the area will maintain continued compliance with the 1-hour ozone standard, along with a contingency plan that will be implemented if monitoring data indicate levels are increasing. This plan is known as the maintenance plan. The maintenance plan must demonstrate attainment of the 1-hour ozone standard for at least the next 10 years. An additional element in the redesignation request is a regional motor vehicle emissions budget. A motor vehicle emission budget ensures that new transportation plans, programs, and projects do not adversely impact air quality. Therefore, all major emission reduction programs will remain in place, as well as all air quality monitoring for the 1-hour and the 8-hour ozone standards.

Will Lake and Porter Counties residents still be required to have their vehicles tested?
Yes. The vehicle inspection and maintenance program, as well as all other programs that were put in place to improve air quality must remain in place because air quality levels must be kept at or below the 1-hour ozone standard.

What will redesignation mean for local businesses and economic growth in the area?
The redesignation would allow existing industry to expand and increase the possibility of new, cleaner industry locating in the region. The requirement for new or expanding sources to obtain pollution offset credits, that is, reductions in pollution from other sources, would be eliminated. However, the rules will still require that new and expanding sources install the best controls available, use cleaner solvents and materials, and monitor and control emissions as stringently as possible. These rules will help to ensure that the area remains in compliance with the 1-hour ozone standard.

How long does the redesignation process take and will there be opportunities for public participation?
The entire process usually takes 12-18 months. The state plans to submit a redesignation request to U.S. EPA by the summer of 2002. There will be several public hearings and draft copies of the redesignation document available for public review and input prior to an EPA decision on the request.

Is there a chance U.S. EPA would deny the redesignation request?
U.S. EPA should approve the redesignation request if the request meets all the requirements of the Clean Air Act and there are no new violations of the 1-hour ozone standard before the decision.

What happens if ozone levels go back up while EPA is reviewing the request or after the area is redesignated?
If the request is already approved, a process to quickly implement contingency measures will kick in. If violations occur while EPA is in the process of reviewing the request, it is likely that EPA will put it on hold.

Whom do I contact if I have questions during this process?
For additional information regarding the development of the redesignation request, public hearings, draft documents or general comments or questions, please contact Adriane Blaesing of IDEM's Northwest Regional Office, at 881-6712, or Patricia Daniel, Office of Air Quality in Indianapolis, at 1-800-451-6027, ext. 3-0429. They can also be reached by email at ablaesin@dem.state.in.us or pdaniel@dem.state.in.us, respectively.

Sign In Sheet

Name	Representing	Phone	Fax
Ken Ross	New Generation Consulting	(317) 358-0450	(317)358-045
BOB GYURKO	GARY/CHICAGO AIRPORT	219-949-4912	219-949-0573
ARNAIL LYLES	GCA-GEN. COUNSEL	219 883-5291	219 883-0680
Paul Karas	GCA - Administrator	219-949-4902	219-949-0573
JIM McDONALD	SCHIMPELER/AMERICAN	317-259-8915	317-259-8907
Terry Baker	Schneider Corporation	317-826-7267	317-826-7200
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CHARLIE SCHIMPELER	Schimpeler/American	502/339-7663 x: 305	502/339-96
SUE SCHALK	AEROFINITY, INC.	317.955.8395	317955.8479
J. Justin Murphy	Four City Consortium	2198443025	2198443400

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51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
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MEETING MEMO

MEETING	Final Meeting – Part One Public Scoping Process Gary/Chicago Airport Environmental
MEETING DATE	February 27, 2002

DISCUSSION SUMMARY

A final meeting was held at the Gary/Chicago Airport to conduct a review of the Part One Public Scoping Process. A sign-in sheet has been attached to this meeting memo, providing a listing of all in attendance.

The Public Scoping for the environmental review is substantially completed and the environmental consultants delivered ten copies of the Appendix A notebook to summarize the Part One findings and process. This appendix will become a part of the environmental document, which will be prepared to meet NEPA requirements.

In summary:

- Based upon the comments received during the Part One Public Scoping Process, the environmental consultants recommend that an Environmental Impact Statement (EIS) be prepared.
- Specific scoping comments from governmental agencies and non-governmental groups were reviewed during the meeting. The environmental consultants recommend that the EIS process proceed as soon as possible, with a phased approach recommended. This allows for Part Two, the preparation of materials that can be used as the first three chapters of the EIS document, to begin immediately, facilitating continued communication with the agencies.
- The Airport has retained an independent consultant, TranSystems, to conduct a rail relocation study. The completion of this study process and introduction of the preferred route to the community is a prerequisite for proceeding with the remaining EIS tasks.

- A representative from TranSystems provided a status report on the alternatives under study for relocation of the rail line. By phasing the environmental analysis, Part Two of the study may proceed concurrent with the completion of the rail consultant's study. The rail consultant's findings will be incorporated into Part Two as the schedule allows. The initiation of Part Three cannot occur until the rail relocation study is completed.
- The Airport has also retained an independent consultant to evaluate and delineate the wetlands within the area of the proposed actions. The wetlands consultant, J.F. New, was also represented at the meeting and provided an overview about their expectations for mitigation within the area northwest of the existing runway, where the runway extension project is proposed.
- The City of Gary's environmental representative, Dorreen Carey, emphasized that it is important to consider during the hazardous waste and wetland evaluations the appropriate way to identify potential benefits to the area's environmental resources as a result of cleanup efforts that may occur during implementation of the improvement program. Specifically, if through the Airport's development, there is less contaminated runoff reaching adjacent environmental resources, we need to identify and quantify this benefit.
- A preliminary draft for the scope of work for Part Two of the EIS process was reviewed and meeting attendees provided comments. The environmental consultants will use the discussion from today's meeting to prepare a more detailed Part Two scope of work for the EIS.
- One of the specific suggestions provided by the FAA was that as a part of the deliverables for the purpose and needs analysis to develop a concise (two to five sentence highlighted statement of the project's purpose and need) to be shared with federal and state resource agencies, following review by the Airport. The purpose of this would be to facilitate purpose and need discussions and, hopefully, to obtain resource agency concurrence with the project's purpose and need presentation, prior to the issuance of the Draft EIS itself. This process of early concurrence is a part of an effort by the FAA to incorporate streamlining techniques into the GYY EIS process. The same early concurrence process is planned to occur as a part of the alternatives analysis element.
- The next Gary/Chicago Airport Authority meeting is scheduled for March 13, 2002. The environmental consultants were asked to submit a revised scope of work for Part Two, with a fee proposal before this meeting. Paul Karas stressed that the Airport Authority needed a budget for the overall project fees, along with a schedule for completion of the EIS (Part Two and Part Three). The consulting team will address this to the extent that it is possible at this time.
- It was agreed that the environmental consultants would submit further information to the Airport staff by Monday, March 11, 2002.

copy: all in attendance

SIGN IN SHEET

MEETING SUBJECT/ DEPARTMENT:

PUBLIC SCOPING PROCESS
FINAL MEETING

DATE: 2-27-2002

NAME:	COMPANY:	PHONE #:
Dorreen Carey	City of Gary	882 8000
Gregory Sweeny	FAA-CHI-ADO	847-294-7526
Victor Bhatia	Clean World Eng.	630-260-0200
Thomas Blaszak	Clean World Eng.	630-260-0200
Mike MacMillen	FAA	847/294-7522
Jim Scotts	J.F. New	574-586-3400
J. Justin Murphy	Four City Consortium	219 844 3025
Peter Byrne	The Louis Berger Group	(518) 452-4545 x205
Ken Ross	New Generation	(317) 358-0450
Lowell Gatewood	GCAA	2199499413
Sue Schalk	AeroFinity	317.955.8395 x: 305

David Hanley	TransSystems	312-669-9601
Bob Gyurko	Gary/Chicago Airport	219-944-4912
Paul Karas	" " "	219-548-4902

APPENDIX A

SECTION VII

Non-Governmental Community-Based Organizations Comments

APPENDIX A -- SECTION VII

NON-GOVERNMENTAL COMMUNITY-BASED ORGANIZATIONS

INDEX

Organizations	Date	Person
Save the Dunes Council	12/05/00	Thomas R. Anderson
Gary Chamber of Commerce	1/18/02	Jeffrey Q. Williams
Openlands Project	1/22/02	Richard H. Acker
Dunesland Sierra	2/04/02	Sandy O'Brien
Lake Michigan Federation	1/29/02	Joel Brammeier
Save the Dunes Conservation Fund	1/29/02	Sandra L. Wilmore
Save the Dunes Council	1/29/02	Thomas R. Anderson
Third Airport Information & Clearing House	1/17/02	Bert J. Docter

444 Barker Road, Michigan City, IN 46360 • 219-879-3937 • Fax 219-872-4875 • www.savedunes.org

December 5, 2000

Mr. Paul Karas
Gary Airport
6001 West Industrial Highway
Gary, Indiana 46406

Dear Mr Karas:

The following comments are submitted by Save the Dunes Council pursuant to the meeting held on Tuesday, November 21, 2000 concerning the proposed expansion of the Gary Airport in Lake County, Indiana.

We received information and notice of the meeting on November 20, the day before the scheduled meeting. In addition, the first time we saw the documents to be discussed at the meeting was the day before the meeting. This does not allow adequate time to review this information. Additional public meetings must be scheduled so that the public has the opportunity to see these public documents, and at least 30 days should be allowed, once the documents are released to the public. At the meeting, the group was told these are not public documents. We challenge that statement. Unless these documents were submitted with a claim of confidentiality pursuant to Indiana law, they are public documents.

We understand that the Federal Aviation Administration (FAA) has a new policy to more closely consider environmental impacts from airports and airport expansion. Obviously as a major federal project this proposal will need an Environmental Impact Statement (EIS) to comply with provisions of the National Environmental Policy Act (NEPA), 42 United States Code § 4331(b), 42 USC § 4332.

The Save the Dunes Council has serious concerns about the impact of expansion on important, globally rare resources in and around the proposed

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airport site. Dune and swale habitat, wetlands, coastal resources, impact on other water resources, as well as the impact on air quality are all very important public issues that must be fully considered. In addition, the NEPA process will identify alternatives to protect environmental quality, if the development is deemed an important public activity.

The following comments relate to the draft: "Working Paper Number Five: Environmental Overview" (EO):

6.1.3 Air Quality - Lake County is designated as "Severe Non-Attainment" for ozone. Any major impact to air quality must be assessed and alternatives to any impact must be considered. The EO seems to only consider the impact from construction activities, which are minor. However, the Airport must consider operations and maintenance and the entire impact to air quality on our region. In addition, new air quality standards may be imposed should the Supreme Court uphold EPA's health-based standards for ozone and PM2.5. The Indiana Department of Environmental Management (IDEM) has worked hard during the past 10 years since the 1990 amendments to the Clean Air Act to develop a State Implementation Plan (SIP) to show how air quality will meet health-based standards in the future. Therefore, any development proposal must be consistent with the SIP, or it will violate federal law.

6.1.4 Water Quality - The section is confusing. The writer seems to confuse the NPDES stormwater and Rule 5 erosion control plan. In addition, there are proposed impacts to wetlands, which are waters of the United States. Also, the proposed plan calls for relocation of a portion of the Grand Calumet River, which would require a number of specific permits, public hearings, and consideration of alternatives that would be developed through the EIS process. Dune and Swale wetlands near the airport represent some of the last unprotected, globally rare habitats of its kind left on the planet. The value of these wetlands cannot be overestimated, yet they are not even mentioned in the Water Quality Section.

6.1.5 Navigable Waterways - In addition to the federal government's interest in permitting, the State of Indiana has a significant role that is not mentioned. For example, even the Nationwide permits require individual state notice and approval under § 401 of the Clean Water Act. This section also discusses wetland fills, without mention that Dune and

swale wetlands exist in this area. The Advanced Identification of Wetlands Unsuitable for Fill in this area was published in May 1987, pursuant to the federal Clean Water Act (CWA), under §230.80 of the Guidlines to §404(b)(1) of the CWA. The report concluded that: "The wetlands found unsuitable for filling possess natural resource values that would be lost if these wetlands were destroyed. These include wildlife, habitat, floodwater storage, filtration of pollutants, habitat for rare, threatened, and endangered species, and scientific and educational values." We have a copy of the Advanced Identification study if the Airport Authority does not have access to one.

Rerouting the Grand Calumet River poses a number of problems. There is significant contamination of the sediments in the river and dredging and disposal is a major environmental issues. Also, wetlands along the river would be impacted from any relocation. Finally, the Ralston St. Lagoons are near this area, and a cleanup plan for PCBs has been on hold for years for that area. A full explanation and public hearings must be held to assess this proposal.

6.1.9 Endangered Species - On page 6-12 there is an important error. The statement that: "The U.S. Fish and Wildlife Department (sic) has indicated that there are no federal endangered species in the area of the airport" conflicts with by a letter dated November 17, 1999 from U.S. Fish and Wildlife Service contained in the document presented. This confusion supports our claim that an EIS must be done for this project to coordinate all the information available. In addition, the document contains lists of rare plants and animals, which have not been considered.

6.1.10 Wetlands - The writer does not seem to understand that wetlands are also "waters of the United States" and existing uses must be protected. Indiana Department of Environmental Management has permitting authority for §401 of the CWA. In addition U.S. EPA has final authority for wetland fills. Page 6-13 is wrong. Indiana does have authority for permitting wetland impacts through §401 of the CWA.

6.1.12 Coastal Zone Management - Again, the document misrepresents the current situation. The Gary Airport is within the coastal area of the Lake Michigan basin. Indiana has been using money from the National Oceanic and Atmosphere Administration (NOAA) for several years. In fact, the April 1998 report, "The Status of Natural Areas In Indiana's Coastal Zone; A comparison: 1979-1996", includes many natural areas surrounding

the Gary Airport. The cover of the report has a drawing of Clark & Pine State Nature Preserve, which is a globally rare habitat just north of the airport. A number of other areas have been identified. Again, this error supports our claim that the only way to fully consider impacts and alternatives is to do a full EIS, pursuant to 42 USC § 4331. We have a copy of this report if the Gary Airport Authority does not.

6.2 On-site Environmental Concerns - Much of the Environmental Overview discusses the many environmental issues in and around the Gary Airport. There are a number of contaminated sites, CERCLA & Superfund sites in various stages of cleanup. This again supports our claim that a full EIS must be required to assess all impacts and alternatives to the proposed expansion of the Gary Airport.

Thank you for the opportunity to comment on these draft plans. We maintain that this information should be made available to the public and there is a duty to inform and include the public in this process. We urge the Gary Airport Authority to work with all sectors, including public agencies, conservation organizations, and the general public as this planning process continues.

We also believe that some expansion of the Gary Airport, within the existing environmental constraints, could occur if a full EIS was completed to assess those impacts and to minimize the destruction of important natural resources.

Sincerely,

Thomas R. Anderson
Executive Director

cc: Ms. Cecilia Hunziker, FAA
Mr. Frank Lyons, U.S. EPA, Region V
U.S. Fish and Wildlife Service
IDEM, Office of Water Management
Indiana DNR, Division of Nature Preserves
Congressman Pete Visclosky
Indiana Governor Frank O'Bannon

Gary Chamber of Commerce

January 16, 2002

JAN 1 8 2002

Michael W. MacMullen
(Chi-ADO 630.4)
Chicago Airports District Office
Federal Aviation Administration
2300 E. Devon Avenue
Des Plains, IL 60018

Dear Mr. MacMullen:

The Gary Chamber of Commerce fully endorses expansion efforts of the Gary/Chicago Airport (GCA). The airport represents the single-most important and potentially largest economic development initiative the City of Gary and the Northwest Indiana region has seen in decades.

It is our sincere hope that the FAA will approve the environmental study on the airport, thereby creating opportunity for future growth and development.

We applaud the airport's dynamic plans for improvements, which include railroad relocation, enhanced runway safety areas, runway extension, and terminal expansion. All of these, of course, are key elements in the continued growth and vitality of the airport, which will provide much needed jobs, business development and convenient air passenger service for our community.

Sincerely,

Jeffrey Q. Williams
Executive Director

JQW: jgb

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Openlands Project

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January 17, 2002

JAN 2 2 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Scoping Process for Proposed Improvements at Gary/Chicago Airport

Dear Mr. MacMullen:

It was a pleasure to meet you and the representatives from Gary/Chicago Airport and Aerofinity, Inc., on January 9. I believe the meeting was fruitful, and enjoyed the opportunity to discuss with you and leaders of the environmental community how the proposed airport improvements may affect the environment. This letter is a follow-up to that meeting.

As alluded to in the Environmental Scoping Document, a full environmental impact statement (EIS) would be the most appropriate way to evaluate the potential environmental impacts of the proposed project.

The EIS should examine many environmental impacts, such as how the project (including the railroad relocation) would affect wetlands, water quality, air quality, and so on. In addition to these very important considerations, I noted two specific issues at the meeting: rare, threatened, and endangered species; and cumulative and indirect impacts. Ms. Susan Schalk of Aerofinity, Inc., suggested that I submit my thoughts on these issues in letter format, so I am doing that here.

The EIS should fully examine how the project may affect rare, threatened, and endangered species. This includes noting what species occur within the project areas as well as what species occur nearby (close enough that they might reasonably be affected). All potential impacts – such as impacts from the construction activities, increased aircraft operations, increased traffic and passenger volume, and altered surface or groundwater flows – should be considered. The EIS should also explain whether or not any impacts will impede management and restoration of habitat for rare, threatened, or endangered species. At the meeting, the Gary/Chicago Airport representative stated that the impacts will not impede habitat management and restoration. Assuming this is true, the EIS should note how conflicts will be avoided.

In addition, the EIS should fully examine all cumulative and indirect impacts. These include, of course, impacts such as the effects on air and water quality of the increased operations and passenger volume attributable to the project. At least one other impact that should be examined is how the project may influence development patterns. For example, if passenger traffic increases due to the improvements, that may promote the development of new commercial

establishments along Industrial Highway. The EIS should evaluate this possibility and what effects it would have on natural lands near the airport that remain undeveloped and unprotected. Some of these lands retain high-quality natural communities.

Thank you for the opportunity to submit these suggestions.

Sincerely,

Richard H. Acker

Richard H. Acker
Regional Land Use Coordinator
Openlands Project

12

FEB 0 4 2002

January 29, 2002

also sent by fax Jan. 29

Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

This is a comment from the Dunelands Group of the Hoosier Chapter of the Sierra Club for the Gary/Chicago Airport's Environmental Scoping Document.

From a smart-growth perspective, it is good to use the brown fields around the Gary airport for airport expansion. We do have reservations about the effect of airport expansion on the quality of life for the people in Northwest Indiana. This region already burdened by heavy industrial and mobile source (cars and trucks) air emissions, impaired water quality, noise pollution from three major interstates, lack of open space and parks etc.

We hope that the airport is not going to replace the pollution from NIPSCO's newly closed Dean Mitchell power plant. The very fine particles (2.5-10 microns) in exhaust, including jet aerosols, have been implicated in recent news stories to the rise in asthma. Asthma rates are unusually high in Northwest Indiana, especially in the northern cities in Lake County.

Though we are relieved to see that the FAA is only considering Runway 12-30's expansion and not the north-south runway, we are still concerned about the effects on important lands in and around the globally significant Clark and Pine State Nature Preserve. This is an absolutely irreplaceable habitat for many endangered species of birds, reptiles, frogs, plants, and insects. Even if Clark and Pine Nature Preserve is not paved over, its habitat would still suffer water and air pollution from the jet emissions. Clark Junction and the other unpreserved natural areas also harbor rare species that need consideration. These areas may look disturbed, but they could be restored with stewardship.

The 200 acres targeted for acquisition northwest of the existing airport should be surveyed for rare and endangered animal and plant species that may be using the habitat. Rare species could at least be collected out for zoo propagation and educational use.

The representatives at the January 15 meeting said that the land targeted for acquisition northwest of the airport is heavily disturbed and suffers from contamination, but had no data to back up their claim. Where is the data from plant and animal surveys done by reputable experts? From the aerial photo it sure looks like recoverable dune and swale habitat.

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Wetland mitigation will surely have to be done for the runway expansion. This should follow the 31 October *Regulatory Guidance Letter* for the US Army Corps of Engineers which recommends transfer of title of mitigation sites "to Federal or state resource agencies or non-profit conservation organizations" with "adequate funds" for "long-term management and protection" (page 7). What is the long-term plan for care of the mitigation sites? The *Regulatory Guidance Letter* also says normally 5-10 years of monitoring will be needed to ensure success. It also recommends doing mitigation that will be actually work, and cautions against mitigating in heavily disturbed sites. If such sites are used, more acres of mitigation and more money for long-term care are recommended.

Thank you for the opportunity to comment.

Sincerely,

Sandy O'Brien

Sandy O'Brien
Duneland Sierra
5500 S. Liverpool Rd.
Hobart, IN 46342

also sent by fax

LAKE MICHIGAN FEDERATION

January 29, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

FEB 0 1 2002

Re: Lake Michigan Federation Comments – Gary/Chicago Airport Environmental Scoping Document

Dear Mr. MacMullen:

With this letter, the Lake Michigan Federation urges the U.S. Department of Transportation Federal Aviation Administration (FAA) to include more coverage of possible environmental impacts in its environmental impact statement (EIS) for the Gary/Chicago airport in Gary, Indiana. Specifically, we urge the FAA to balance airport expansion needs with the need to provide for better protection and restoration of nearby natural resources, including wetlands and water quality.

The EIS Must Account for Wetland and Natural Area Impacts

Northwest Indiana is a region long dominated by heavy industry. As a result, extensive contamination and habitat degradation define the area in a way that is unique across the entire Great Lakes region. Despite this history, the Northwest Indiana region is moving towards an environmental, economic, and cultural rebirth.

Lake County is home to some of the most diverse natural habitats in the nation. The region surrounding Gary/Chicago Airport hosts several nature preserves that have been identified by both government and non-profit groups (U.S. Environmental Protection Agency, The Nature Conservancy, Save the Dunes Council) as irreplaceable. These preserves, including the Clark and Pine preserve northwest of the current runway, are host to numerous locally threatened or endangered species. These remnants from the pre-industrial era have proven to be havens for federally endangered and other rare species such as the Karner blue butterfly.

Because habitats found in the region are likely irreplaceable, the EIS must describe how impacts on these habitats, particularly the Clark and Pine preserve, will be avoided. This includes, but is not limited to impacts posed by the:

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- Relocation of the E.J. & E railroad
- Extension of Runway 12-30
- Relocation of any navigational aids, and
- Rerouting of any roadways as a result of airport expansion.

All relocation plans should emphasize the need to preserve these high quality habitats.

It will be impossible to develop an accurate EIS without a clear understanding of the natural habitats that exist within and outside of the airport property. Land use mapping of these sites has so far proved inconclusive, as demonstrated at the January 9, 2002 scoping meeting where local experts called U.S. EPA's GIS data accuracy into question.

There appear to be numerous wetland habitats in the area, some of which may benefit from restoration rather than continued degradation. To make construction siting decisions based on accurate information, a land use map of the airport and the surrounding area should be completed using new or recently gathered data. The need for this is clear, as the proposed site for a new cargo area and the runway protection zone is near a wetland of undetermined quality. Impacts due to expansion on habitats outside the area outlined on the Master Plan should also be considered as part of the EIS.

The EIS Must Account for Water Quality Impacts

The airport lies directly north of the Grand Calumet River, an official Area of Concern (AOC) designated by the International Joint Commission. At one time, the Grand Calumet River supported highly diverse, globally unique fish and wildlife communities. Today, the river is a waterway impaired by industrial and urban pressures, yet it still supports some remnants of its past diversity.

As the airport is within the watershed of the Grand Calumet, any stormwater runoff or point source pollution discharged on site will necessarily impact the water quality of the Grand Calumet and its associated habitats, as well as Lake Michigan. Potential sources of pollution include chemicals from increased de-icing activities, other runway pollutants associated with increased air traffic, and disposal of the increased volume of sewage that will result from increased activity at the airport. A comprehensive stormwater runoff and sewage management assessment should be included in the EIS.

Because the Grand Calumet system is already degraded and in the process of being restored, new pollution inputs are not acceptable and may undermine the millions of federal, state, municipal, and private dollars that have gone into watershed restoration over the past several decades. A Remedial Action Plan (RAP) for cleanup of the river is

progressing towards restoration of some of the ecologically valuable areas associated with the river.

As a result, we recommended that FAA collaborate with U.S. Environmental Protection Agency (U.S. EPA) and Indiana Department of Environmental Management (IDEM) to determine how the expansion project will assist in meeting the goals of the RAP. Several corporations including U.S. Steel in Gary have made habitat restoration a goal of their cleanup efforts on the Grand Calumet. We urge the FAA and the Gary/Chicago Airport Authority to do the same.

The EIS Must Be More Inclusive and Predictive About Ecological Impacts

The environmental scoping document states that some improvements outlined in the Master Plan are within the foreseeable future but not "within a timeframe that makes [improvements] ripe for current review and finding." Yet the same document states with regard to the proposed site for a new terminal and cargo area that: "Locating the terminal in the northwest quadrant would provide easy highway access . . . and the flexibility for future airport expansion."

This language implies consideration of sites for expansion beyond the current Master Plan has already taken place. Because the scoping document implies the project is likely to act as a gateway to more airport expansions in the future, the EIS must consider the effects of these possible expansions. Further expansion would likely require purchase of more land and relocation of roadways and/or rail lines, as well as increases in polluted runoff. Given the sensitive nature of local habitats and waterways as described above, it is impossible to consider the long-term impacts of the current Master Plan without the EIS assessing long-term secondary and tertiary effects of airport expansion.

Conclusion

While we do not question the need for airport expansion, we believe that such expansion must occur in a way that enhances—not minimizes or even negates—the area's ecological health. As the northwest Indiana landscape is reclaimed from a century of environmental degradation, it is essential that any economic redevelopment result in a net benefit to both natural habitats and citizens of the region. On behalf of our many members, the Lake Michigan Federation urges the FAA to incorporate these recommendations.

Formed in 1970, the Lake Michigan Federation is the oldest citizens' Great Lakes organization in North America. Our mission is to restore fish and wildlife habitat, conserve land and water, and eliminate pollution in the watershed of the largest lake within the United States.

Thank you for this opportunity to comment. Should you have any questions, please don't hesitate to contact me at (312) 939-0838 x4 or jbrammeier@lakemichigan.org.

Sincerely,

Joel Brammeier
Coordinator of Habitat Programs

Save the Dunes Conservation Fund

29 January 2002

FEB 0 1 2002

Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen,

Please accept the following comments on the preparation of an environmental impact statement (or other appropriate environmental documentation) to assess certain improvements to the Gary/Chicago Airport in Gary, Indiana.

The review is described as limited to addressing specific improvements that have been determined "ripe for review". While we appreciate the convenience of this approach, we are also mindful of the fact that long-term expansion plans for the Gary/Chicago Airport are much larger in scope. The implications of this larger expansion process must be considered from the earliest phase to avoid future problems most effectively. To this end, we suggest that issues identified in comments submitted previously on the Master Plan be considered during this scoping project. They should be available from the Airport Administrator.

One of the primary concerns regarding expansion at GYY is the proximity of potential development to unique dune and swale habitats. The immediate issue is the filling of dune and swale wetlands to expand the existing runway (12-30) to the northwest. We acknowledge that this wetland area has lost much of its particular value in terms of dune and swale habitat, but no documentation of the site's current flora and fauna has been provided to confirm its current condition. And, of course, it remains a functional wetland. As such, mitigation must be conducted to compensate for the wetland services to be lost. Surveys of the area, including hydrology, flora, and fauna, will have to be conducted to evaluate mitigation needs, but a 1:1 ratio is the minimal. Given that most of the 200 acres targeted for acquisition and development have previously been determined to be wetlands, mitigation requirements may be substantial. It is imperative that GYY work cooperatively with the appropriate agencies and organizations to develop adequate mitigation plans, as was the case for mitigation of the hangar construction.

Indirect impacts to the surrounding dune and swale habitats over the long term must also be considered. Several high quality parcels remain unprotected, and even the protected areas are vulnerable to habitat degradation caused by development of adjacent natural areas and increased air, noise, and water pollution associated with airport expansion. Land acquisition and

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email: sand@savedunes.org • web site: http://www.savedunes.org/STDCFund/stdcfund.html

development at GYY should include protection and buffers of the remaining dune and swale fragments to ensure the ecosystem's viability. The effects of active management of these areas must also be considered, such as prescribed burns in proximity to public facilities.

Other environmental concerns include noise pollution from increased activity at the airport and increases in air pollution. Expansion plans must take into consideration the existing regional air quality conditions, in addition to airplane and car traffic considerations.

Finally, water quality is a major concern in the area surrounding the airport, which has been identified as the Grand Calumet River Area Of Concern for significantly impaired waters. Runoff from the airport must be diverted and treated to avoid contributing to local water quality problems. Efforts are underway to remediate the degraded waters of the river, and activities at the airport should be coordinated with the Remedial Action Plan.

The issues discussed above, in addition to the historic contamination problems of the lands surrounding the airport, demand that a full Environmental Impact Statement be conducted.

Thank you for your consideration.

Sincerely,
Sandra L. Wilmore
Director

Save the Dunes Council
444 Barker Road, Michigan City, IN 46360 • 219-879-3937 • Fax 219-872-4875 • www.savedunes.org

January 29, 2002

Mr. Michael W. MacMullen
Airport Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018

FEB 0 1 2002

Re: Gary Airport Expansion Scoping Document

Dear Mr. MacMullen:

Save the Dunes Council was founded in 1952 to preserve and protect the Indiana Dunes and the natural environment in Northwest Indiana. Some of the most important natural areas in the entire state of Indiana are located near the Gary Airport. We have concerns about the impact on these areas by the proposed expansion of the Gary Airport in Lake County, Indiana.

We have attended numerous meetings and the Open House held on January 15 at the Gary Airport. We understand the project now considered by FAA is smaller than the 20-year plan submitted by the Airport in December 2000. However, we believe these overall impacts must be considered in a comprehensive manner consistent with the requirements of the National Environmental Protection Act (NEPA) and that a full Environmental Impact Statement (EIS) be required. Included are our comments of December 2000 on the entire expansion proposal.

We do have specific comments and questions about the proposal as presented at the January 15 open house. The wetlands located to the west of the current runway need to be identified. There has been much confusion about this and we were told at the Open House by a representative from Aerofinity (consultants) that there was one wetland and "it wasn't any good" according to someone at DNR. Upon further

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investigation it was determined that no one from Indiana DNR was at the early meeting. We have the Advanced Identification of Wetlands Unsuitable for Filling in the Grand Calumet River/Indiana Canal Area dated May 1987 which indicates at least 3 separate wetlands west of the airport and east of Cline Ave. The U.S. EPA map (included) shows 2 Palustrine/Emergent and one Palustrine/Forested wetlands between the existing runway and Cline Ave. These wetlands resources must be considered.

The EJ & E Railroad which forms the current eastern boundary would need to be relocated to accommodate the expansion. When questioned at the Open House, we were told by Aerofinity, that: "someone else is handling that aspect." Since the relocation could have serious impacts on the wonderful natural areas north of the airport, these impacts and alternatives to the impacts must be considered in total.

On the southeast corner of the airport, there is an area near the Grand Calumet River. The river was not shown on the maps presented at the Open House. Any impacts from construction that disturb the sediments would have negative impacts to water quality. In addition, the Ralston St. Lagoons, which contain nearly 60,000 pounds of PCBs must be remediated before any expansion of the airport. The community and Northwest Indiana has waited over 10 years for the cleanup of that contamination.

We have requested passenger information for the Gary Airport that has not been received. We understand this project to be "demand driven" , yet we cannot determine the current level of operations and how future projections mesh with reality. We urge that information be provided to the public.

In conclusion, we urge a full Environmental Impact Statement be required for this project due to the potential negative impacts. The Save the Dunes Council offers our support for a EIS and we hope this will be an open process that considers impacts and alternatives to allow for environmental protection and a sustainable community.

Sincerely,

Thomas R. Anderson

January 15, 2002

To: Michael W. MacMullen
Airports Environmental Project Manager
FAA Chicago Airports District Office
2300 E. Devon Ave.
Des Plaines, IL 60018

From: Bert J. Docter
Director
Third Airport Information & Clearing House
1904 W. 174th St.
East Hazel Crest, IL 60429

JAN 17 2002

Re: Gary Airport

Thank you for allowing me to speak at this hearing today.

I would like to focus on all the aviation needs of the Northern Illinois-Indiana area.

We are encouraged by the deal now before Congress struck by Governor Ryan and Mayor Daley.

As Peotone supporters, we are especially happy that this aviation process is now off the shelf and land is being purchased in Will County for the third airport.

The O'Hare initiative seems to be moving along through the approval process.

We also welcome the modernization of the Gary Airport and the extension of the existing runway. We do, however, offer a word of caution. Before any further expansion be considered, a service analyses has to be made of the air space as it relates to Chicago Midway and the Gary Airports. I only say this because in 1990, when Mayor Daley proposed the Lake Calumet Airport, which is just a few miles from here, he indicated that Midway would probably have to be closed because both would be using the same air space.

As our region is the crossroad of the Nation's Aviation system, it is vital that we utilize all of our airport resources and continue to improve, modernize and build state of the art, secure facilities to facilitate air transportation.

I thank you for the time you have given me today.

GARY AIRPORT TESTIMONY - 1/15/02

My name is Bert J. Docter. I am the Director of the Third Airport Information & Clearing House.

Thank you for allowing me to speak at this hearing today.

I would like to focus on all the aviation needs of the Northern Illinois-Indiana area.

We are encouraged by the deal now before Congress struck by Governor Ryan and Mayor Daley.

As Peotone supporters, we are especially happy that this aviation process is now off the shelf and land is being purchased in Will County for the third airport.

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the Lake Calumet Airport, which is just a few miles from here, he indicated that Midway would probably have to be closed because both would be using the same air space.

As our region is the crossroad of the Nation's Aviation system, it is vital that we utilize all of our airport resources and continue to improve, modernize and build state of the art, secure facilities to facilitate air transportation.

I thank you for the time you have given me today.

Bert J. Docter
Director, Third Airport Information & Clearing House
261 W. Taft Dr.
South Holland, IL 60473
708-333-3044

APPENDIX A

SECTION VIII

Recap of Public Open House Meeting
January 15, 2002

aerofinity
51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING	Gary/Chicago Airport Public Information Meeting/Open House Airport Terminal Building
MEETING DATE	January 15, 2002

MEETING OVERVIEW

A public open house/information meeting was hosted in the airport passenger terminal from 3:00 p.m. to 7:00 p.m. on Tuesday, January 15, 2002. This meeting provided an opportunity for the consulting team to review the projects considered "ripe for review" with interested members of the community. Attached to this meeting memorandum are copies of the handout materials available at the public information meeting and copies of the presentation boards.

The sign-in sheets have been attached to this meeting summary to provide a record of those in attendance at this informational forum.

Those attending the meeting were offered an opportunity to provide public comments into the scoping process for the environmental review of the airport improvements. Three means of recording public comments were offered:

- A stenographer was available to record oral testimony
- Comment forms were provided and could be completed either at the open house or mailed in to the FAA after the open house
- The address and deadline for submitting other written comments in regard to the scoping process was provided to those in attendance

Gary/Chicago Airport
Chicago's Best Approach!

Welcome to the Public Open House

To Review Proposed Improvements to the Gary/Chicago Airport

The Public Open House is being hosted to answer questions about the proposed development and the 2002 environmental review process for the Gary/Chicago Airport. Your input at tonight's open house will be used to help identify all significant issues related to the proposed improvements so they can be addressed in the 2002 environmental review process.

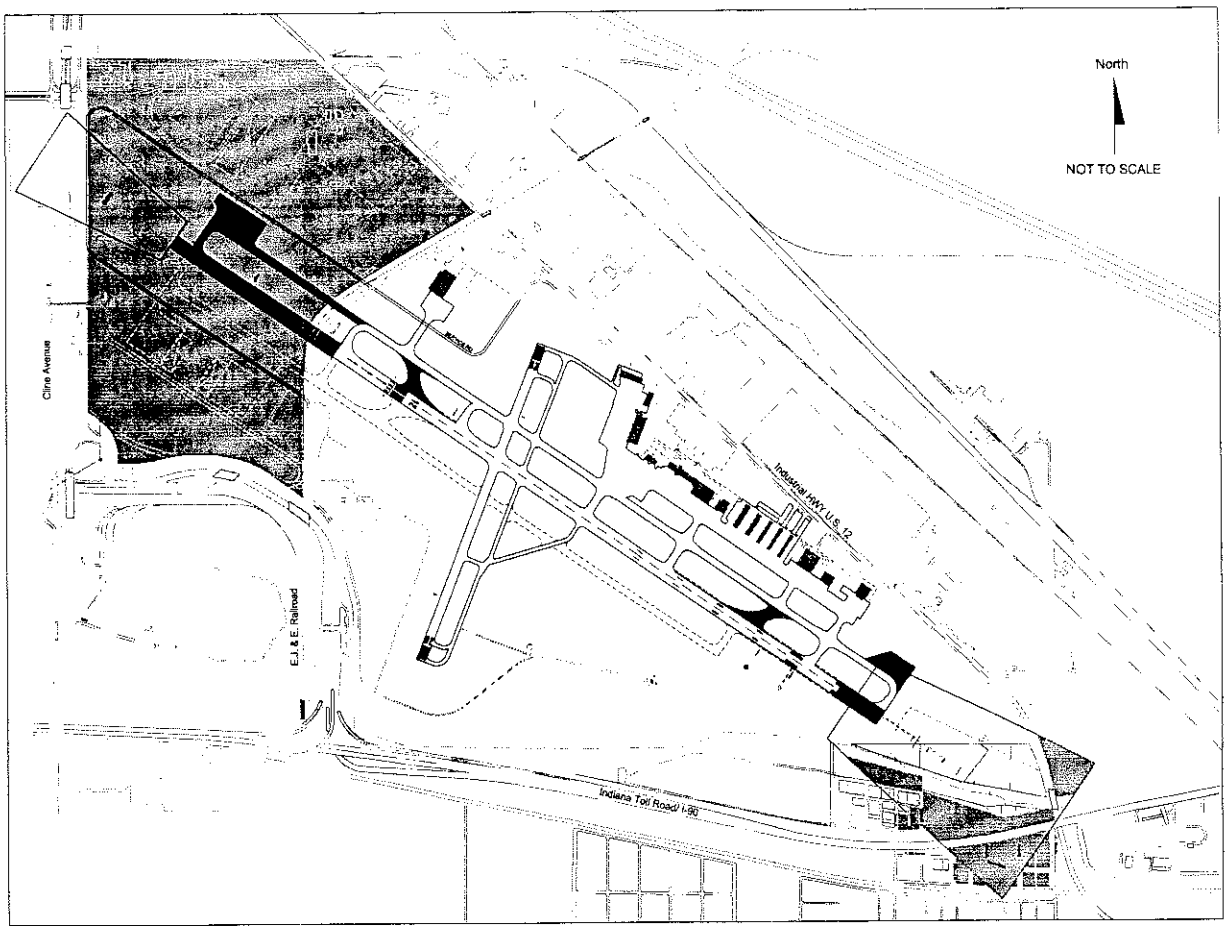
Airport representatives and consultants are available to provide information and answer your questions about the proposed development. The proposed improvements to the airport are illustrated on boards located throughout the meeting area and are also pictured on the back of this handout. These proposed improvements include:

- railroad relocation and improved runway safety areas;
- an extension of the existing air carrier Runway 12-30 from its current length of 7,000 feet to a future length of 8,900 feet;
- expansion of the existing terminal site; and
- site analysis for new passenger terminal and air cargo areas.

No improvements to the airport's crosswind runway are being proposed.

Comment sheets are available in the meeting area. Please take a moment to record your comments and deposit them in the box on the comment table. For your convenience, a court stenographer is also in attendance at the open house to take your comments. If you do not make comments tonight but desire to make comments later, they must be received no later than January 29, 2002 by:

Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
Fax: (847) 294-7046



A-VIII-3

Gary/Chicago Airport
Chicago's Best Approach!

GARY/CHICAGO AIRPORT
Environmental Process

A-VIII-5

Master Plan Update completed 2001

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Environmental review of airport improvements required to qualify for Federal Aviation Administration funding

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Part One - Scoping process to identify critical environmental issues to be studied in environmental review

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Scoping process to be completed Early 2002

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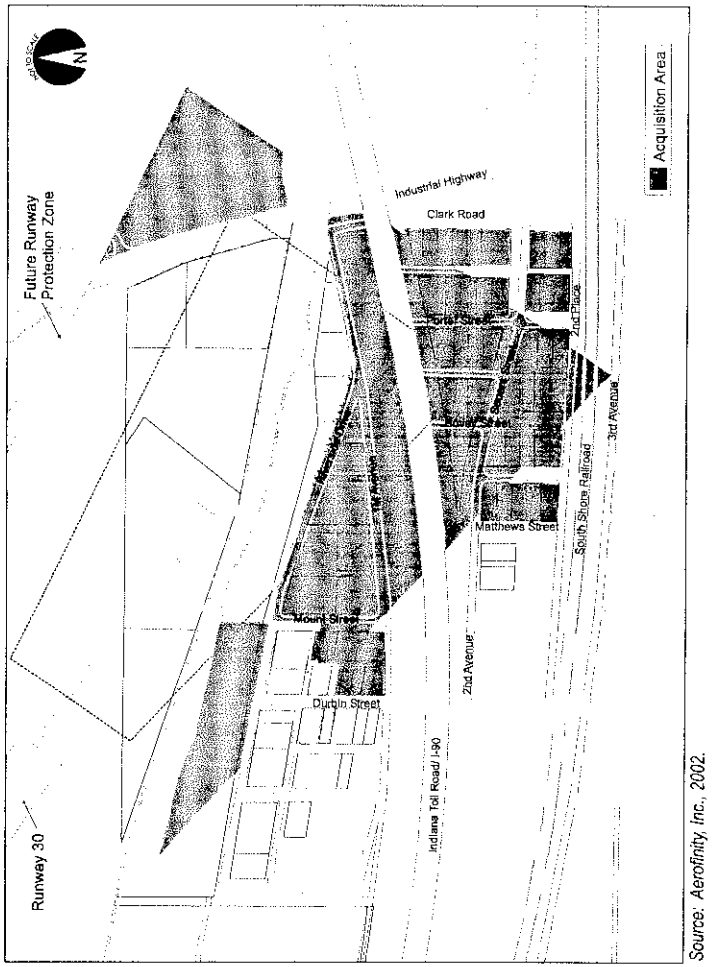
Part Two - Environmental analysis and documentation to meet National Environmental Policy Act requirements

Residential Land Acquisition



Source: Aerofinity, Inc., 2002.

Sixty-one parcels of land, including 42 homes and one business, have been identified as being within or just outside of a future southeast runway protection zone for the primary runway (Runway 30). Acquisition recommended by FAA in this area as opportunity and funding present themselves.

Gary/Chicago Airport
Chicago's Best Approach!

GARY/CHICAGO AIRPORT
Environmental Process

(132)

GARY/CHICAGO AIRPORT ENVIRONMENTAL SCOPING PUBLIC MEETING

January 15, 2002

	Name	Address	Telephone
1.	RICHARD WOTKUN	HAMMOND IN.	219.844.03
2.	CHARLOTTE READ	MICHIGAN CITY	219/879-393
3.	BURRELL COLOUR PAUL VANDERVOORT	GARY IN	219-945-3122
4.	[illegible]	Gary IND	8853410
5.	Jordan Kim	Chicago IN	(312)930-9119
6.	John STANKOVIC	7128 AZ. Ave. Hammond	845-5008
7.	Anthony Rayson	27009 S. Egyptian Trail, Monee	6044 (708)
8.	RICKEY J. AUSTIN	4475 CHASE ST GARY, IN 46408	534-13 219-980-0
9.	AVENUE STORAGE	5900 INDUSTRIAL HYW.	219/397-
10.	Bowden Quinn	Grand Cal Task Force	219/473-4246
11.	Eloise Gentry	Urban League of Northwest Ind. Inc. 3101 Bldg GARY, IND. 46408	1-219 88796
12.	Richard Uzzell	N.W. IN. Bld. Tds.	
13.	Myrna J. Newgent	7841 Forest Ave, Gary 46403	938-580
14.	John M Newgent	Same	844-36
15.	Hazel Newell	2333 Sherman Gary 46406	
16.	Harold Henderson	1355 W. Spvl. La Porte 46350	219-32 262
17.	TIM MILES	MECCON INDUSTRIES, INC.	(708) 474-8300
18.	Lisa Tokarz-Gutierrez	Grand Cal Task Force 2400 New York Ave., Whiting, IN 46394	219-473-424
19.	Chester JONES	6000 SOUTHPORT RD PORTAGE, IN	762-0200

1 of 8

	Name	Address	Telephone
20.	Barbara E. Plampin	18 East Rd, Chesterton 46304	(219) 787-9438
21.	Earl R. Yonto	2041 164TH ST. Hammond, IN 46320	219/844-8400
22.	Mary Ellen	2341 Sherman St.	989-9159
23.	Brumley Carter	5404 W 25th Ave Km103	985-9159
24.	BILL LASTER	7801 MAPLE AVE, GARY	939-1542
25.	SUSAN AKERS	653 S. Main CP	226 9202
26.	Gaye M. Bide	11420 Delaware	662-7304
27.	Ken Schumm	6000 JOHN H POUTRE RD, PORTAGE	762-0200
28.	LEN PRYWELLER	6001 MILLER AVE	GARY 938 6009
29.	BILL WALTON	CONTINENTAL ELECTRIC	GARY 938-3460
30.	Muretta George	Gatlin Plumbing & Heating	Griffith 924 6577
31.	George E. Snyder	Griffith, IN	219-924-5305
32.	Lynn T. Susang	8116 Woodlawn, Munster	
33.	Doris D. Rettke	610 E Main	Griffith IN
34.	Mark McCleskey	"	"
35.	Bernard J. Banks	3507 W Oakwood Dr	Gary IN 845-0816
36.	Rick Dyer	3647 Highway	Highland
37.	Roland Jungy	2335 Chase St	219 924-1314
38.	Wallace Dattilo	659 McKinley St	8822190
39.	Robert J. Bolden	6081 E 80th Pl	Indianapolis 845-27
40.	Scott S. Upshaw	840 Broadway, Gary	886-9047
41.	Charles Linnett	3206 Wabash St	Gary IN 46406

	Name	Address	Telephone
42.			
43.	David Chenault	111 East Main Street	924-6912
44.	Boxer BROWN	100 BLOINE GARY	949-1000
45.	Kim Kelly	340 Sandpiper Dr. Chesterton	926-1252
46.	JEFF RICHMOND	CONTINENTAL ELECTRIC 9501 E. 6TH AVE GARY	938-3460
47.	Gregory Gimmer	3651 BLVD DR HIGHLAND IN	924-1623
48.	Clarence Turner	237 Indiana	949 4236
49.	Wallace Dattilo	659 McKinley	8822490
50.	Wilton Fleming	5309 Wolf St 46403	
51.	LARRY MCCOMBS	208 W. CHURCH	922-7051
52.	Wayne Fowler	5185 Broadway #27 Gary 46409	887-6741
53.	Jane M. Brower	2366 W 20TH Pl.	944-9733
54.	Leslie P Brown	2007 Taft St. Gary,	944-1561
55.	RON COHEN	ALWAYS THIS IS IT - 5306 W 25TH	GARY 884-7130
56.	Betty Kuret		
57.	Bill Brown	NIRPC 6100 Southport Rd. Portage, IN 46368	763 6001
58.	Ross Hamilton	I-A Insurance Co 650 Madison	Gary, IN 46402 886-23
59.	David Schmidt	Portage 2532 Willowdale Dr.	
60.	TOM GOLDECKI	2655 GARFIELD AVE	HIGHLAND IN 219 923 GR
61.	LEWEY T. PEARMAN	739 N. MONTGOMERY ST,	GARY IN 219-938-2301
62.	DENNIS NOLAN	1939 STEIBER ST.	WHITING, IN (219) 659 6251
63.	Bill David - STV	200 W. Monroe	312-553-8424 Chicago, IL 60606

	Name	Address	Telephone
64.	David + Brigitte	611 McKinley	882
65.	Allen	Gary	1997
66.	Hazel Thornton	2311 W. 19th Pl	04 944-8439
67.	Alan Martell	2760 Jay. St	
68.	Kenneth Hodges	2711 Co. 6 Ave	887-1351
69.	Evelyn Morrison	3901 Winkler Lane - Valpo	462-991
70.	Ed Magnus	PO Box 3632, Barrington, IL	60011
71.	Dick Kratzenberg	302 Tyler St. LaPorte	IN 46350
72.	Ray Miller	RR1 La Crosse	In 46348
73.	Roosevelt Haywood III	650 E. Lake St. Gary	46403
74.	Michael J. Saade	100 Spear St., San Francisco,	CA. 94105
75.	Ken Dallmayer	NIRPC Portage	IN
76.	Phil Furman	United Anco Ct. Griffith	In.
77.	Ray Kasmar	NW Ind. Bldg Trades	
78.	Ralph Mora	IES	(219) 939-5000
79.	M. Gordon	P O Box 4686	(219) 9448287
80.	Cindy O'Brien	Dunelad Sierra 5500 S. Liverpool Rd. Hobart	46342
81.	Vilvian Sherman	565 Taft Pl Gary	46404
82.	John Wotkun	1004 W. Elm Griffith	219 972 8060
83.	Joe Guarnaccio	1913 Briggs St. Joliet,	IL.
84.	Don and Peg Mohan	1100-IN 475E	Chesterton IN 46304
85.	Bill Hasse	PO. Box 300	Calumet City IL 60409

	Name	Address	Telephone
86.	Clifford Anderson	421 Matthews	219 949 2361
87.	Michael E. Bergin	3062 W. 167th Markham, IL	708-339-2600
88.	Clarence Hoff	9837 Erie St Highland	219-924-8164
89.	Earl Mowry	353 S. Lake St	219-659-0461
90.	Steve Strains	NIPRC 6100 Southport Rd. Portage 46368	219-763 6060
91.	Frances Bolin	735 Colfax St. Gary 46406	219-949-098
92.	Victor Grimes	3165 West 19th Pl	Y6464
93.	John Wysockey	7100 Industrial Hwy, Gary, 46406	9-949-2084
94.	Tom Schafer	7100 Industrial Hgwy Gary 46406	219 949-20
95.	Tom Thompson	6560 Mecton Rd. Portage 46368	219-764
96.	Ross Pangere	" " " "	"
97.	David + Sandra Elsea	2266 Hobart St. Gary In	46404
98.	Bill Rathsen	4050 W 4th Ave Gary IN	46406
99.	Jack Thomas	1645 Norwood Dr. Griffith, In	46319
100.	Dave Walker	7245 Michigan Ave Ste 1000 Chicago, IL	6061
101.	Sadie Sheffield	138 Porter St	9496180
102.	Ray Kozlowski	402 E Chicago Ave	East Chicago IN 46312
103.	Jim Bartos	1142 N. Vermillion St.	Gary, IN 46403
104.	Dan Waldrop	2535 165th St. Hammond	IN 46323
105.	Connie Klar	7479 Climbe St. Merr.	736-5049
106.	Joe McCollum	ISBAT Industry 3210 Watling S.C.	IN 395-3827
107.	Florzell Hawkins Jr.	Rieth-Riley	219-977-0722

	Name	Address	Telephone
108.	OA ELEA	2216 HOBART ST	845 73 91
109.	RICH KULA	1127 NORTH NORTHWEST HWY PARK RIDGE, IL	3122035315
110.	Rebecca Conlin	Des Plaines, IL	
111.	Dharma Thapa	1428 Hillview Ln Homewood, IL	708 922-9711
112.	MIKE PERRY	220 WILDWOOD HAMMOND	219 805 1074
113.	Ode Bernatsky	3411 Sherwood Hammond	219-931-7462
114.	Tom Anderson	444 Baker Rd. Michigan City, IN 46360	219/879 3431
115.	Tom Senyner	1000 N. Warrick St Gary, IN 46403	938-5410 872-9777
116.	IRENE HERLOCKER-MEYER (River-Ridge Comm. College)	PO BOX 538	Beverly Shores IN 46301
117.	DOUG ROBINSON	301 N. Cline Gary 46406	219 977-0722
118.	RON TRIGG	218 Summer Tree DR PORTER IN 46304	219-929-1120
119.	RALPH GUIDOTTI	2213 Wisconsin St. Gary	844-2788
120.	Roy Lee Peters	120 Hawkins Rd Clarksdale	926 4961
121.	BERT Bohlen	6050 Southport Parkway	
122.	Agustin Carreon Laborers #81		462-8165
123.	Sherry Meyer	Valparaiso University Mueller 7A Valpo, IN	219/464-6885
124.	Anthony Gallos	9021 Richinson st. Dyer IN	219
125.	Claude Powers	2636 W 15th Ave Gary In 46404	
126.	Alan Resetar	482 Park Ave Valparaiso, IN	219-465-1231 46385
127.	FRANCESS LUCIO	1754 E 170th St	708)163-0297
128.	Jay White	600 Van Buren St Gary	219 885-5068
129.	Jarrett Simmons	2695 S Indiana Ave #2404 Chicago IL	60616 (80) 494-4255

	Name	Address	Telephone
130.	ANDY YOUNG	38355 SHAGBARK LN WADSWORTH, IL	60085 (219) 944-8254
131.	KASSANDRA CHAVEZ	123 Porter St. Gary, IN	46406
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	Name	Address	Telephone
152.	Paul & Millie Peterson	31957 Chesterton	219-926-1008
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APPENDIX A

SECTION IX

Stenographers Record
Public Information Meeting

BEFORE THE
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RE: Intent to Prepare an Environmental Impact Statement and to Conduct Environmental Scoping for Improvements to the Gary/Chicago Airport in Gary, Indiana.

TRANSCRIPT OF PROCEEDINGS

The transcript of the public hearing proceedings as held before the Department of Transportation, Hearing Officer Susan Zellers, and as reported by MICHELLE A. WHITAKER, Notary Public, and duly sworn official reporter for this hearing, commencing at 3:00 p.m. on Tuesday, January 15, 2002, at the Gary/Chicago Airport Terminal, 5001 Industrial Highway, Gary, Lake County, Indiana.

MARILYN M. JONES & ASSOCIATES, LTD
1416 Franklin Street
Michigan City, Indiana 46360
(219) 879-4077

ORIGINAL

APPEARANCES:

AEROFINITY
BY: SUSAN ZELLERS
51 South New Jersey Street
Indianapolis, Indiana 46204
(317) 955-8395 Ext. 303

ALSO PRESENT
Members of the general public

EXHIBITS
1 - Documents from Mr. Rayson

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Tuesday, January 15, 2002 --

(All parties present in the Gary/Chicago Airport terminal at or about 3:00 p.m.)

MS. ZELLERS: I'm Susan Zellers with Aerofinity. Susan, S-u-s-a-n, Zellers, Z-e-l-l-e-r-s. I am one of the consultants that is hosting this evening's public open house. The public open house is being hosted at the Gary/Chicago Airport from 3:00 p.m. to 7:00 p.m. central standard time on January, 15th, 2002. It's being hosted to answer questions about the proposed development in the 2002 environmental review process for the Gary/Chicago Airport. The input of tonight's open house will be used to help identify all significant issues related to the proposed improvements so they can be addressed in the 2002 environmental review process.

This is not a public hearing, but rather an opportunity for the public to provide comments to be considered as a part of the scoping of the environmental plan of study. Airport representatives and consultants, including the team of Aerofinity, Clean World and Louis Berger Group, are available to

provide information and answer questions about the proposed development. The proposed improvements to the airport are illustrated on the boards located throughout the meeting area and are also pictured on the back of the handout provided at the registration table. These proposed improvements include: Railroad relocation and improved runway safety areas; an extension of the existing air carrier Runway 12-30 from its current length of 7,000 feet to a future length of 8,900 feet; expansion of the existing terminal site and site analysis for new passenger terminal and air cargo areas. No improvements to the airport's crosswind runway are being proposed.

Comment sheets are available in the meeting area to record comments and then they can be deposited in a box on the comment table. For the public's convenience, a court stenographer is also in attendance at the open house to take comments. If comments are not made tonight but are desired to be made later, they must be received no later than January 29, 2002 by Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District

Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; or they can be forwarded to him by fax at area code 847-294-7046. Members of the public, as they wish to give comments, will be asked to state their name, their address and who they represent, if someone other than themselves. All members of the public will be accommodated before the public scoping meeting is closed this evening.

MR. RAYSON: My name's Anthony Rayson. I live in Monee, Illinois. Since 1990 we -- we're on the Peotone Airport footprint. And ever since I moved there I've been involved in fighting this thing. I co-founded STAND in 1998 and I've really studied this thing thoroughly from all kinds of angles not just because it directly affects the citizens. We've been supportive of Gary for several years because it is an obvious, viable third airport already in existence, has room to grow, is situated in brown fields that would have to be cleaned up anyway. It's a half an hour from Chicago's Loop, has existing train and expressway infrastructure. It's really a no-brainer third airport and it's surprising

really that the airlines haven't already used it more. But it really is an up and running -- Gary as opposed to what they're trying to do in Peotone. Those are really the -- the third airport -- the main third airport anyway.

We think the Peotone airport is a colossal mistake. They're destroying communities of farmers, homeowners and a farmland that is prime farmland which is irreplaceable; and it would be the beginning of a multi, tens of billions of dollars sprawl situation which would degrade a lot of communities from there all the way to Chicago. It would deplete any -- taxes would be poured into it. Other serious projects would be ignored. It would be an enormous mistake for many, many reasons.

The airlines want nothing to do with it. Their passenger base is nowhere near Peotone and they will not fund it or use it. Peotone has no infrastructure whatsoever, so every form of infrastructure would be necessary for tens of miles. There's already an up and running -- another beautiful, viable airport 15 miles from the Peotone site, Greater Kankakee Airport, which was given the designation of Airport of

the Year by none other than IDOT. Such a beautiful two runway airport right off I-57, also quite underutilized like Gary, like Rockford, even Milwaukee. So there's plenty of satellite airports already in existence in Chicagoland.

What needs to be done is the plug needs to be pulled on this Peotone project, which has already wasted over a hundred million dollars of Illinois taxpayer money. Serious high speed rail connections have to be designed and actually created linking up the major cities in the Midwest to their airports and airports to each other. Other transportation options need to be seriously used. Amtrak needs to be fully funded, buses and shuttles, and people -- neighborhood-friendly, community-friendly modes of transportation besides more highways, more cars and more trucks and more airports that aren't needed or aren't used. The FAA has to realize that each one of these airport projects, the Peotone project, the Gary project, O'Hare expansion, they're all linked and O'Hare will be expanded 'cause it's the most important airport in the world. But the

Peotone Airport needs to be eliminated as an option. It's -- it's a huge mistake in this whole mess. And destroying all those communities will also be a -- create strong social upheaval because the citizens out there have been organized to fight this thing a long time and we will not allow our communities to be destroyed by this unnecessary project.

So, I'm encouraged about the expansion of this Gary airport. I'm a little worried about the few homeowners that eventually may be forced out and that certainly environmental mitigating circumstances that need to be addressed. But as far as the impact on citizens, the ecology, farmland, clean water, the prairies and woodlands and all this stuff that is very much so going on in Peotone would be alleviated. Airports are necessary evils and they should be kept to a minimum of functional, logically run and utilized enterprises because the effects on the citizens around them is terrible. More and more studies are showing the huge cancer rates are caused because our risks are increased around airports, especially major airports like

O'Hare. And what they would want for Peotone, it would degrade the rural livability for tens of miles around if it ever did become viable.

So, I guess that's what I'm gonna say. I'm gonna leave a lot of written material that explains a lot of these arguments in detail and we hope you genuinely consider them and think of proper use of resources and how it affects citizens not just driven by money, and what politically connected insiders, politicians businessmen, construction industry insiders and people that are looking to profit on this whole sprawl agenda are gonna do and realize that the citizens of both Illinois and Indiana are the most important part of this whole equation. The viability of the environment and Gary airport can certainly benefit the south side of Chicago in some respects. It's not a cure-all like they try to make the Peotone Airport sound but it can be a significant piece of the puzzle. After all, the Illinois and Indiana border's not the Berlin Wall. Hundreds of thousands of people traverse both directions every day to go to work or see their families or entertainment or whatever and we -- and this

is -- Gary, the whole northeast (sic) Indiana, even into Michigan is part of the Chicagoland megalopolis. Peotone is not. Peotone is farmland and should not be ruined. Thank you.

MR. AMUNDSON: Hi, my name is Ross Amundson. R-o-s-s, first name, A-m-u-n-d-s-o-n, last name. I'm with Indiana American Water Company, office at 650 Madison in Gary. I'm also with the Gary Chamber of Commerce. We've been involved in -- and also I served on the original technical planning group that put this plan together. This is a much needed plan for not just the city of Gary but for Northwest Indiana and the state of Indiana. The mitigation (sic) needs to go forward with the expansion of this runway and in my opinion are minimal, the benefits are tremendous and well needed in Northwest Indiana. Jobs, jobs jobs, are the important thing for the people and the economy in Northwest Indiana and the airport provides us with the potential for that here. One of the few things I -- in fact, I think it's the best economic development opportunity that exists in Northwest Indiana. And whatever environmental concerns there may

be, and I believe them to be extremely minimal in this initial phase, I hope can be overcome in a reasonable manner that weighs all interests. Additional expansion plans in the future phases need also to be implemented in a reasonable manner, again recognizing the needs that Northwest Indiana has as it relates to economic development. So, I would appeal to all of those involved in this process to -- to look at the overall scope of things and to get behind it. It's something that is -- makes a lot of sense for -- for the state of Indiana as well as the local community and it should have all of our total support. Thank you very much.

MR. HAWKINS: My name is Florzell Hawkins, Jr. I live at 7011 Indiana Boundary, Gary, Indiana. And I think that the master plan for the Chicago/Gary Airport is a great idea. I would like to see it move forward. I would also like to see it move forward at a faster pace than it is at the present time. I think passenger travel out of the airport would benefit a lot of the locals and will make it a lot more convenient. Now we have to go to either Midway or South Bend and I think the

numbers here would indicate that we can very easily have sufficient air travel out of this airport. That's it.

MR. BARTOS: My name is Jim Bartos, B-a-r-t-o-s. I live at 1142 North Vermillion Street, V-e-r, million Street in Gary, Indiana. I was born, raised, live and work here in Gary, Indiana. I'm a teacher at an elementary school in the inner-city or downtown. The kids that I teach grow up in a depressed economic area with double-digit employment -- unemployment, excuse me. So, the expansion of our airport would be a tremendous boost to their livelihoods as they grow older. Instead of leaving Gary, they would have fantastic opportunities for employment and living fulfilling lives here. Obviously the expansion of our airport would obviously -- would lead to future businesses relocating near it as well as the creation of new ones. In addition, I, along with representatives of the Gary Chamber of Commerce were able to gather approximately 9,800 signatures from people in Lake and Porter Counties in favor of expanding our airport as a third alternative within the Chicagoland and

Northwest Indiana area. 9,000 of these signatures were given to FAA representatives in Matson, Illinois at the EIS public hearing. Finally, the Gary/Chicago airport would be an excellent addition to major air travel in the United States.

MS. ZELLERS: I'm Susan Zellers with Aerofinity. It is now 7:00 p.m. and there's no other public interest wanting to make comments at this time so we will be closing the comment -- the public comment portion for the public open house. Written comments will still be accepted through January 29th by Mike MacMullen with the FAA as stated earlier.

(Public hearing concluded at 7:00 p.m.)

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STATE OF INDIANA)
)SS:
COUNTY OF LAPORTE)

COURT REPORTER'S CERTIFICATE

I, Michelle A. Whitaker, Notary Public, do hereby certify that on the 15th day of January, 2002, at Gary/Chicago Airport Terminal, 5001 Industrial Highway, Gary, Indiana, commencing at or about the hour of 3:00, I reported said public hearing proceedings by the means of machine shorthand and that I have transcribed my original shorthand notes through the use of computer-aided transcription into the typewritten form and that the foregoing and attached pages, or parts of pages, numbered inclusively one through 13, comprise a true, correct, complete and accurate transcript of said public hearing proceedings;

I further certify that I am not employed by, nor am I related to, any of the parties herein.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 17th day of January, 2002.

Michelle A. Whitaker

MICHELLE A. WHITAKER

ASSOCIATE REPORTER

January 15th, 2002

Greetings!

I would like to bring to your attention a meeting planned for **Thursday, January 31st** at the Eastern Will County Senior Citizen's building, which is located adjacent to Monee's blue water tower at 25864 S. Chestnut Road, Monee. It is a block east of the stop light off Route 50. This will begin at **7 pm**.

This is primary season and we are inviting the candidates vying for both Jesse Jackson Jr.'s and Gerald Weller's seats, as the districts now sort of overlap. Other candidates running for the state and federal senate, will also be invited, along with the incumbents.

As you can see by the accompanying registered letter that was sent to each household in the 4,200 "inagural site" for the Peotone Airport, IDOT is now using bully tactics on certain citizens in our community. So, local citizens will of course be invited, along with eminent domain lawyer(s) and members of the media.

New candidates have emerged who are not afraid to voice their opposition to this airport, which so menaces the citizens out here. After all that has happened, such as the terrorist attack, the recession, lay-offs, war, budget cuts, etc. the state still insists on trying to bum rush us out of our homes! We have had enough!

Anthony Rayson

(708) 534-1334

STAND
P. O. Box 433, Monee IL 60449
phone & fax (708) - 534 - 7319
www.standnoairport.org

EXHIBIT
Anthony Rayson
1-15-02

Citizens Airport Questions

I read Guy Tridgell's front page story in the Sunday, January 6th *Southtown* entitled, "Plane truths not so plain" with considerable interest. He ends his piece by saying "In the confusing world of airport politics, questions have a way of disappearing." They also have a way of being ignored and not even asked!

Let's start with Peotone. Ed Paesel, Director of the South Suburban Mayors and managers Association is quoted as saying, "We will be open at a time when all this disruption is happening."

Well Ed, the Mid-America Airport which is twenty-five miles east of St. Louis, has been open since April Fool's Day, 1998. But it's not doing any business because airlines refuse to service it! Meanwhile, Lambert is being expanded at a cost of 2,000 homes. The "build it and they wil come" mantra does not apply to airlines, unless forced to, as what happened in Denver. Who do you have lined up? And which airport do you plan on closing - O'Hare, Midway or both?

There is no funding for Peotone, unlike O'Hare expansion. Why does he and the other pro-Peotone lobbyists feel these longstanding farming communities are there for their taking? Could it be, that there is no accountability involved? If Peotone goes belly up (after incalculable costs) not one politician &/or businessman will shoulder any responsibility. It'll be another colossal waste of taxpayer money, sorely needed at the real people level. Not only that, but communities themselves will be destroyed in the process! Any idea about who owns all the "blind land trust" land out here? Thought not!

What is the connection between the various construction industries, campaign contributions, their political benefactors position on the Peotone Airport and the awarding of comunity infrastructure improvements, by the lords of IDOT? "Growth for growth's sake" is the motto of the cancer cell!

Besides, how do you expect us to believe that depressed Southland communities are to be revitalized (with 236,000 jobs, no less!) with a ghost airport out in the hinterlands, where exburbs melt into farmland? You don't rebuild communities by destroying others, no matter how insignificant you arrogantly judge them to be. You actually painstakingly and honestly rebuild them.

How can you proceed with landbanking after all that has happened recently? Ryan leaves office, one step ahead of the prosecutor, with millions he gets to keep. Meanwhile, after stabbing nearly every voter, taxpayer and citizen of Illinois in the back, he ends his term by cruelly hurting the citizens who need our money the most - the old, sick and handicapped! But, are his volumnous pork barrel projects so much as touched? Yet, the media and the other politicians talk like he's some sort of saint! Hello?! Does a "20% approval rating" ring a bell? How much can we take until we've just about had enough, folks?

What's the story about Gary's Airport? The master plan for their expansion plan was recently approved by the FAA. Not one home will be destroyed, as this is located in industrial brown fields, west of Gary, which would have had to have been cleaned up, anyway! It's a half-hour from the loop, and has vitally important heavy infrastructure, such as expressways and railroads already in place. So, why are we supposed to treat the state line like the old Berlin Wall? Are there no political plums for the Peotone pols, perhaps?

A legitimate expansion and utilization of Gary, won't cost Illinois taxpayers a nickel, yet will benefit many southside people with increased travel options and jobs. Airports are not panaceas. Local problems and their solutions have been pitifully neglected in this whole airport fixation. Lawyers, consultants and lobbyists have had a field day. So what! We work so hard... and for what? It's ridiculous!

OK. What about O'Hare? Daley and Ryan made a deal. Why weren't the air traffic controllers in on the planning of this? And what about the many citizens who live around O'Hare? After all, major airports generate horrific air, soil, water and noise pollution for many miles around. The health, safety and livibility of these citizens are alarmingly degraded. How is that a "good thing" for Eastern Will County and all of the surrounding farms and towns out here?

O'Hare will be re-configured and expanded. All major airports are going through this process throughout the world, and O'Hare may well be the most important airport in all the world. Not good for the people around O'Hare, but they have known about this situation for several decades. It's not prime, productive farmland! Is it "fair?" No! Does it render Peotone unnecessary? Yes, it does!

What about other Chicagoland satellite airports? Rockford is a beautiful airport crying for more business. Milwaukee is a bustling airport, that could handle much more business, as well. How many people know that the Greater Kankakee Airport is just off I - 57, is fifteen miles from the Peotone site, has two runways (one of 6,000 feet - like Midway) and was crowned "Airport of the Year" by none other than IDOT?! So, why aren't the Southland's reporters going over this airport with a fine tooth comb? How many of these not being used airports do we need?

What about the airlines? What do they say? They say that if a major hub is needed, it should be built farther away than Peotone, such as Champaign, Bloomington or Rantoul. This would move it safely away from the airspace of O'Hare, Midway and Gary. Why hasn't this been analysed? They also say that connecting flights into O'Hare only generate $7.00 per passenger. Is it really worth it to have all those flights dump all their horrible poisons during take-offs and landings for these connecting flights? They could just as well switch planes in say, Detroit. Enplanements are not the ever-lovin' end-all! Flights into O'Hare should be destined for Chicago!

Scheduling that results in delays due to profit maximization is not solved by sacrificing Peotone!

What do the airlines say about Peotone? They see rivers of red ink down here! It's not wanted on purely business grounds. Passengers don't want to land in Peotone - unless they'd be switching planes. To the airlines, Peotone = bankruptcy! They refuse to pay for it or use it. It's extremely risky and expensive for airlines to base their operations at major airports, and thus can't and won't split themselves from close-in hubs to new airports dozens of miles from their main customer base, just because outside political and business interests want them to! What part of "NO!" doesn't the pro-Peotone crowd understand? If they could make money down here, the airlines would be the first ones crying for it! Like every other Big Tuna in whole melodrama, they don't care about the citizens of Peotone, either!

What do they say about Gary? They say that they'll increasingly use it for cargo flights and overflow. That sounds good, but they really haven't used it much yet. Yet we're supposed to think that Peotone is really "viable?"

How do the pro-Peotone people who push for this thing so repeatedly, plod ahead without ever taking the needs of the airlines, their workers, their passengers and all the other citizens into account? The advise, expertise and opinions of those directly affected and in a position to understand the situation are treated like nuisances to be avoided at all costs! Why should we buy all that IDOT - generated noise?

What about Amtrak and high speed rail? Well, tens of billions of our tax money is poured into road construction and airports every year, but only $500 million is spent on Amtrak! Railroads have the existing infrastructure and are a much less polluting means of transporting people and cargo. Has all of that money spent on airports and roads done anything but increase pollution and congestion? What a pathetic system of resource allocation!

High-speed rail is decades-old U.S. developed technology that is used to great effect in Europe and Japan. Short-hop flights that bog down the U.S. are almost unheard of in Europe! So, why is this important transportation option and solution still in it's infancy, here in the U.S.? Just guess!

Could it be the political and economic system we are now saddled with is thoroughly corrupt and wasteful? Are not the politicians strung out on campaign contributions and PAC money and thus beholden to do the bidding of big oil, the automobile, trucking and airline industries, the road builders and construction companies? Is this not much to the neglect of genuine citizens' needs, livability and an environmentally sustainable future for our children??? If it's not time to stand up and act accordingly, when will it be?

Anthony Rayson, Secretary

Illinois Department of Transportation

Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois / 62707-8415

[RESIDENT'S NAME & ADDRESS]

January 9, 2002

Dear Property Owners:

Governor Ryan stated that his regional transportation plan includes the opening of the South Suburban Airport within five years. In order to accomplish the Governor's goal, the State of Illinois will acquire all properties within the inaugural area of the airport within the next two years.

It has been determined that your property is located within the inaugural area for the South Suburban Airport and is needed to construct the first phase facilities. We are advising you that personnel representing the South Suburban Airport Property Management Office will contact you to schedule appointments to perform a boundary survey, environmental site assessment, appraisals and a relocation assistance analysis associated with acquisition of your property.

These personnel represent the South Suburban Airport Property Management Office, a contractor for the Illinois Department of Transportation. When they contact you they will identify themselves by name and as a representative of the South Suburban Airport Property Management Office. All authorized project personnel will present photo identification when they meet with you.

We understand that some of you may not be interested in selling your property and do not want our personnel to enter your property. However, state law permits agents of the state to enter private owned property to perform required inspections needed for public projects. Your cooperation in letting these people perform their jobs without interference will be appreciated.

Once the appraisal and relocation assistance analysis processes are complete, an offer to purchase with any relocation benefits will be presented to you for consideration. It is our policy to make every effort to reach a negotiated settlement. However, if those attempts are unsuccessful, the State could seek legal action to obtain your property. If you have any questions, please contact the South Suburban Airport Property Management Office at 708-679-1395.

Ed Johnson

Sincerely,

Hugh Van Voorst
Director

STAND
P.O. Box 433
Monee, IL 60449
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STAND

Shut This Airport Nightmare Down

George Ochsenfeld, President
Mike Bernard, Vice-President
Anthony Rayson, Secretary

28020 S. Crawford
Monee, Illinois 60449
(708)534-7319

"Never doubt that a small group of concerned citizens can change the world. Indeed, it's the only thing that ever has." Margaret Mead, Anthropologist

November 7, 2001

Mr. Denis Rewerts, P.E.
Federal Aviation Administration
Capacity Officer,Chicago Airports District Office
2300 East Devon Ave., Room 312
DesPlaines, IL 60018

Re: DEIS No. 010361, FAA, IL
Fed. Reg. Vol.66, No. 168, Aug. 29,2001

Dear Mr. Denis Rewerts,

The following comments are submitted for the written record in the above matter by STAND on behalf of its officers and members. STAND is a volunteer membership organization representing 5000 local individuals who are vitally interested in the issues raised in the draft environmental impact statement and the quality of life which is threatened thereby.

The Tier 1 Draft Environmental Impact Statement for the proposed South Suburban Airport is deeply flawed. The FAA should not approve land acquisition by IDOT for the following reasons:

(1) The impact on the agricultural economy has not been adequately studied. (See Appendix A, a report commissioned by STAND and written by Robert Heuer, evaluating the agricultural impact).

(2) IDOT and the FAA have not taken into consideration the impact of landbanking prior to airport approval, on the psychological and physical health of residents in and around the site, who have already been harmed by 10 years of threat to their homes, farms, businesses, community and expected value of their primary investments. No land should be purchased with FAA approval before the FAA approves the building of the SSA. (See Appendix B, by George Ochsenfeld).

(3) Extremely important paleoindian archeological sites within the SSA footprint were not adequately studied. In fact, the IDOT commissioned study appears grossly incompetent. (See Appendix C, by Margo Hupe).

(4) The fundamental flaw which invalidates the dEIS is the lack of proper analysis of alternatives to the SSA. To approach regional aviation capacity problems by reducing the solution to a choice between destroying prime farm land in Will County vs. doing the same in Kankakee County is ludicrous, and would be laughable, if it were not so tragic.

(5) The expansion of O'Hare and the impact on the aviation industry of September 11, including decreased enplanements, were not addressed in the dEIS. The utilization of existing infrastructure is, of course, an FAA priority.

(6) Current plans for expansion of the Gary Chicago Airport were not taken into consideration. It's shocking that the FAA did not question IDOT's use of a 1991 study to discredit Gary.

(7) The population of the south suburbs, according to airline studies, have a very low rate of enplanement. The market does not exist even for a one run way airport.

(8) The dEIS does not consider an integrated regional alternative (Gary, Rockford, Milwaukee airports, high speed rail, peak hour pricing, Central Terminal Automation System, etc.) to the SSA; components of a capacity solution are rejected because they are not individually sufficient.

(9) The dEIS dismisses peak hour pricing as a possible partial solution without providing any quantitative analysis.

(10) A SSA would promote sprawl, one of the most serious problems facing America. The Open Lands Project has submitted testimony to the FAA quantifying the massive amount of sprawl which would result from the SSA.

(11) A pertinent fact not contained in the dEIS is that the Northeastern Illinois Planning Agency's employment forecasts indicate that the SSA would bring no net job growth to northeastern Illinois by 2020.

(12) The FAA hearing and public input process were flawed. Within two weeks of the published notice of the public comment period and the public hearing, America suffered a terrorist attack and was plunged into war. STAND repeatedly requested the FAA to cancel the October 4 public hearing, since residents within the site were upset and unprepared for the hearing. The hearing took place as scheduled. STAND is appreciative that the public comment period was at extended from October 23 to November 13, however

this still was not enough time for many residents to prepare their comments. In addition, the commentary period took place during the extraordinarily busy harvest time, making it virtually impossible for many farmers to look at the massive dEIS volumes and prepare comments. Another flaw in the FAA process is that no FAA hearing ever occurred at Peotone, Beecher or Monee, places convenient for site residents. Instead, the hearings were scheduled for apparent convenience of south suburban promoters of the airport.

(13) Recently, the only carrier serving the IDOT built Mid-America airport has abandoned that site, confirming it's status as a colossal mistake, while nearby Lambert Field is undergoing a major expansion. Currently IDOT wants to build a one run way airport at Peotone, while O'Hare will be undergoing a major expansion. Apparently IDOT has not learned it's lesson. Hopefully, the FAA will not be complicit in another embarrassing economic disaster.

Thank you.

Sincerely,

George Ochsenfeld, President of STAND

APPENDIX A

Heuer Report:

The Failure of the State of Illinois to Adequately Address Agricultural Issues in the Environmental Assessment of the Proposed South Suburban Airport

Commissioned by

STAND (Shut This Airport Nightmare Down)

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Executive summary

The Federal Aviation Administration's (FAA) Tier 1 draft Environmental Impact Statement (dEIS) reflects the Illinois Department of Transportation's (IDOT) simplistic view of the public policy challenges supposedly addressed through construction of a South Suburban Airport (SSA). The FAA should deny IDOT's request to begin land acquisition because of serious flaws in the methodologies employed and conclusions reached.

The stated purpose of this document is to comply with the National Environmental Policy Act. NEPA requires a public works project's sponsor to submit to the appropriate federal agency an environmental assessment. This in turn is turned into an EIS that considers the "environmental effects of proposed action and alternatives to proposed actions and to provide decision makers and the public with sufficient information to make informed decisions in planning for future action."

Since 1985, the state of Illinois has spent tens of millions of dollars in tax monies on SSA-related staff time, studies and planning processes. Concerns about future air capacity issues led FAA to fund a process that briefly brought together the Chicagoland region's stakeholders---the state governments of Illinois, Indiana and Wisconsin. But this effort to build regional consensus quickly ended. A decade later, it's evident that decision makers and the public haven't been sufficiently informed to ensure a purposeful dialogue about the full range of alternatives. Serious consideration was never given to solving the problem through a combined approach involving full utilization of existing airports. A strategy to make the most of what we already have was never pursued, let alone one augmented by development of a high-speed rail network on privately-owned freight lines. An inclusive strategy could have generated a truly effective result in that Congressional delegations from the entire tri-state region might have found the common ground needed to present a united front in Washington. As the crossroads of North America, the Chicago region's transportation systems merit a huge influx of federal resources. However, SSA proponents have failed to justify a national purpose for their plan. As such, this multi-billion-dollar project should be scrapped, especially since the September 11 massacre has caused a radical shift in federal priorities.

In retrospect, it's clearly a mistake that the state of Illinois didn't set out 16 years ago to work with neighboring states to determine the most cost-effective and energy-efficient means for the Chicagoland region to meet its travel needs over the next 25 to 50 years. Instead, the state of Illinois set out to build a massive airport that it alone would control. Through the years, IDOT's one-track focus has been the driving force in a public policy debate through which Chicago region's business, civic, and political leadership have become obsessed with the rearrangement of eggs in the airport-planning basket. Boiled down to a sound-bite form of whether to build Peotone or expand O'Hare, the so-called "Third Airport debate" has managed to siphon intellectual capital that could have been used to address many other public policy concerns. The absence of discussion has hindered the development of such assets as the industrial base along the southern half of the metropolitan region and—of particular concern in the comments below—the agricultural base in more outlying areas.

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Pursuant to federal requirements, FAA has reduced the public policy choices to the ridiculously simplistic question of whether farm fields in Will County or farm fields in Kankakee County are best suited to house a new airport. The FAA has decided that the "most technically feasible site" is in Will County where the "ultimate acquisition alternative" would result in a 35.59-square-mile commercial air terminal nearly three times the size of O'Hare International Airport. A project of this magnitude merits a much broader discussion than the comparative utility of two patches of real estate.

The dEIS cites a number of sub-regional planning efforts whose ostensible aim was to provide decision makers and the public with the knowledge to make informed decisions about the future development of their communities. In reality these state-funded groups are fronts that were created to build political support for the airport agenda. (Another purpose, as suggested by the dEIS itself, was to generate a paper trail to help bolster the project sponsor's case in a federal permitting process.)

One such cheerleading unit is the I-57 Corridor Planning Council. This CPC developed a growth strategy for a 41-mile long corridor extending from I-80 in Cook County, south through Will and Kankakee Counties to the Iroquois County line. Reflecting the desire of communities to retain their rural heritage, some local officials expressed support for farmland preservation measures. The CPC was asked to consider a thorough evaluation of the potential for agriculture to remain the building block for local economic

development in the southern part of the study area. The CPC denied the request which certainly didn't conform with Springfield's definition of the policy choices. Despite mounting public interest in farmland protection, policy makers were essentially told that the area is destined to rapidly suburbanize whether or not the SSA is ever built. As these comments below will suggest, a thorough study would likely demonstrate that a properly developed agricultural economy in Will and Kankakee Counties offers more long-term benefits to the Chicago region than the SSA.

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This assertion may sound absurd to some people. After all, IDOT's long and costly campaign has succeeded in the manufacture of public opinion. Based on the estimates of IDOT-funded consultants, SSA proponents have said over and over that the project's full development would "create" 236,000 jobs. As a testimony to the success of IDOT's misinformation campaign, this huge figure continues to appear in the press even now that the state is proposing an airport that would be only 25 percent the size of the "ultimate acquisition alternative."

What's truly absurd are IDOT's employment projections. The dEIS, justifies the SSA with the help of population forecasts by the Northeastern Illinois Planning Agency (NIPC). One of many pertinent facts not contained in the dEIS is that this regional planning agency's employment forecasts indicate that the SSA would bring no net job growth to northeastern Illinois by 2020.

Not only would the SSA fail to create genuine wealth, it would also accelerate yet another government-sponsored strategy to squander vital agricultural resources. As population forecasts in the dEIS suggest, the SSA would trigger a tidal wave of suburban growth in rural Kankakee County. This activity would be a boon for the quick-buck land speculation economy in Illinois Gov. George Ryan's home county. Yet, a huge influx of newcomers into the Kankakee countryside would generate enormous cost. Ill-prepared local governments unities would be forced to shoulder the burden of new infrastructure and services. Meanwhile, this "growth" would come at the expense of older suburbs where population decline would accelerate an already shrinking tax base.

Springfield's obsession with the SSA diverts attentions from the development of policies that can help make existing communities more capable of retaining people and jobs. A key component of this "smart growth" agenda must be to reduce the economic incentives

to systematically carve up outlying farmland. Strategies must be developed that make farmland owners more optimistic about the potential for their properties to continue to provide a wealth of economic, ecological and social benefits for many future generations.

This dEIS offers compelling evidence that the state of Illinois is failing to meet the challenge made by Maj.Gen. Harold George at the 1943 dedication of the warplane factory on the site of O'Hare. Six decades ago, this visiting dignitary observed that the Chicago region's destiny "depends upon the vision of its people to see what lies just over the horizon." By rejecting this airport land acquisition plan, the Bush administration can send a powerful message about the obligation of state governments to assure that decision makers and the public have the knowledge to enact plans designed to assure the future vitality of America's metropolitan and rural communities.

Regional Alternatives

Public discussion for this proposed airport dates back to 1968. It was inspired by a 1950s-era logic which fostered the belief that the best building block for economic growth in a metropolitan region is a commercial air terminal on outlying farmland Farming in such areas was perceived as a virtually worthless enterprise that must yield to truly valuable activity—the growth and development of suburbia. This way of thinking helped define the very idea of progress in the United States during the second half of the 20th century. Farm, forest and ranch lands have given way to housing subdivisions and commercial strip malls and, for a relative handful of suburbanizing communities, office towers, hotels and corporate headquarters that can often crop up around big airports. A new south suburban Chicago airport would trump corn and soybean fields in the economic development game, but only if it's clearly needed.

Since 1985, when the Illinois legislature approved the initial planning study for the SSA, the administrations of three Illinois governors have made no effort to help agriculture remain the building block for economic development on the outskirts of Chicago's south suburbs. Nor have the state's political leadership done much of anything to strengthen the extraordinary infrastructure that underpins the industrial economy of south Cook County. Instead, the state of Illinois has spent tens of millions of dollars to create the illusion that its proposed south suburban airport represents the only option for the future prosperity of Chicago's Southland.

The dEIS reflects the FAA's disinterest in stimulating genuine dialogue with owners and operators of the greater Chicago region's airports. In 1986, the FAA sponsored the formation of an Illinois Airport System Plan Policy Committee consisting of representatives from the states of Illinois, Indiana and Wisconsin, and chaired by the secretary of IDOT. The committee set out to study the region's air carrier airport capacity and prospects for the future. Eventually, Wisconsin and Indiana dropped out of the discussion as it became apparent that the conclusions had been predetermined. IDOT was intent on building an airport that it alone could control. ("Airport Terminal;" a white paper by Carol Henrichs, Residents United To Retain Agricultural Lands; 1992).

The manipulation of the airport planning process has alienated both neighboring states whose existing airports are pieces to the regional aviation puzzle.

Up in Wisconsin, along the northern edge of the region, officials at Milwaukee County's Mitchell International Airport recently asserted its intellectual property claim to the name "Chicago's Third Airport." IDOT officials objected strenuously in the press to a claim it had conceded to in 1988 when the study process designated Mitchell as a supplemental airport serving the Chicago region.

In the southern part of the region, IDOT continually misrepresents the Gary-Chicago Regional Airport whose very presence precludes the need for the SSA. Gary, Indiana's barely used terminal is almost as big as New York City's LaGuardia and Washington D.C.'s Reagan National Airports. Moreover, it's located just across the Indiana border much closer to downtown Chicago and even many south suburbs than the SSA itself. IDOT is currently petitioning FAA for permission to acquire land to build a brand-new airport which in this initial phase would be almost exactly the same size as the already functioning Gary airport. Based on assumptions made during those initial studies about a "market need" to create a second O'Hare, IDOT and and other SSA boosters have actively fought the efforts of Gary-based air carriers trying to serve the south suburban air passenger marketplace.

The dEIS's disregard for this resource has incensed Indiana's remarkable unified political delegation. On behalf of U.S. Senators Richard Lugar and Evan Bayh, U.S. Representative Pete Visclosky and the administration of Gov. Frank O'Bannon, Indiana Department of Transportation commissioner Bryan Nicol submitted written comments

"expressing strong opposition to the acceptance" of the dEIS. According to the INDOT official, the state of Illinois justifies the need for a brand-new airport based "on the results of decade-old studies that are not currently accurate or reliable in determining the capability and potential for air service for this region...Gary/Chicago Airport has changed significantly since the completion of previous studies, placing doubt on the adequacy, accuracy and validity of this ten-year-old data." Since 1997 alone, passenger traffic has increased more than 400 percent. The dEIS claims "No significant airfield capacity projects..." are being considered at the Gary within the 20-year planning frame. Yet, in October, the FAA approved the new Gary master plan calling for more than $530 million in improvements over the next 20 years. Nicol informs the FAA: "Obviously, the Airport is already growing to meet the demands of the Chicago metropolitan area, and still has more than enough room to accommodate additional air traffic." 10

IDOT can't even find consensus within its own state jurisdiction. For years, the agency has been at loggerheads with city of Chicago regarding future plans for the city-owned O'Hare and Midway, the region's two main air passenger terminals. The city is undertaking a significant expansion at Midway and, in recent weeks, has announced an expansion for O'Hare. But the plan hadn't been announced at the time of the writing of the dEIS which the FAA construes as further evidence that there are no options other than to build the SSA. Ironically, IDOT's campaign to promote construction of a "third Chicago airport" was exposed as a misnomer last spring. Counting O'Hare, Midway, Mitchell, Gary, and a Rockford, Illinois airport, an Illinois House Aviation Committee report concluded that the SSA would be the region's sixth such facility.

The region's five existing air passenger terminals aren't the only assets that are treated dismissively in the dEIS. It also downplays the future potential for a high-speed rail network to divert trips of 300-500 miles from airports. Elsewhere in the world, linking rail networks to major airports is a common practice, a means to optimize transportation assets. In the U.S., this linkage strategy has focused on bringing highways to airports. Transit links to airports has been a secondary priority. Nevertheless, as eight Midwestern states develop plans for a high-speed rail network that would have Chicago as its hub—an initiative that is gaining momentum since September 11—IDOT has resisted efforts by transportation planners to even include O'Hare on the planning map.

NEPA requires a project sponsor to "rigorously explore and objectively evaluate all reasonable alternatives." Air passenger demand in the region can likely be met for the foreseeable future through full utilization of existing airports in coordination with the development of a high-speed rail network. However, throughout the dEIS, reasonable components of an alternative—e.g. Gary Airport, high-speed rail—are rejected because they do not singlehandedly solve the problem. Taxpayers expect government to seek a higher standard for justifying a massive public works project. 11

DEIS Ignores Existing Economic Assets

The comments below are based on the premise that air passenger demand in the region can likely be met for the foreseeable future through full utilization of existing airports in coordination with the development of a high-speed rail network. The state of Illinois has demonstrated no genuine need to buy land in a proposed airport site. That IDOT and its SSA allies think otherwise is reflective of an insidious U.S. cultural ethic that equates economic growth with the systematic destruction of farmland. With global demand for food and fiber projected to triple over the next 50 years—it indeed civilization as we know it is to endure for at least another half century—it is imperative that public, private and civic sectors place considerably more attention on assuring that productive soils continue to sustain the world. Unfortunately, the dEIS reflects the anachronistic mind-set that concrete, asphalt, and acres of roof area shall necessarily seal the fate of the fertile farm fields along the southern edge of Chicagoland.

Responding to NEPA requirements of the "environmental justice" impacts of the airport plan, the dEIS contends "no disproportionate impacts to low-income or minority residents are expected to occur under any acquisition alternative." Perhaps the definition of aggrieved parties should be expanded to include the farming community which IDOT treats as disposable. Farmers are definitely a minority who tend to have little wealth unless they sell the farm. Farmland in rapidly suburbanizing northwest Will County is selling for as much as $50,000 an acre. However, IDOT is currently attempting to buy farmland in the eastern Will County airport site for $3,500 per acre.

IDOT's low regard for the human beings standing in its path is itself illustrated by actions that many perceive as government getting into the land speculation business. It is

entirely unclear why IDOT is seeking federal permission for land acquisition after having already let a $7 million contract for a company to expedite land buys in the airport footprint. One might conclude that the letting of this contract to a private company is premature unless, of course the whole issue has been prejudged, thus, freezing out almost all but a very few insiders from the planning process. 12

For years, airport boosters saw this area's farmland as vacant land waiting to be turned over into what the quick-buck real estate lawyers call its "highest and best use." In recent years, politically-connected land speculators took options to buy real estate parcels in the vicinity of where proposed interchanges for proposed interstate highways would meet the entrance to proposed airport in eastern Will County. Lo and behold, FAA wound up selecting the Will County site as the "most technically feasible."

Nothing appears to prevent IDOT from getting FAA approval and later deciding to turn its acquired land into, for example, a landfill, a state park or more subdivisions. IDOT's landbanking campaign would result in the state becoming an absentee landowner without the gentility. The SSA plan is a terminal patient being kept alive by life support systems. When the state finally gets around to pulling the plug, Springfield might sell the land, a privilege not available to current landowners, who must take fair market value or less, not development value. Unlike homeowners, farms are the farmers' business investments. For the farmers, it's more than equity, it's their fortune and retirement.

According to the dEIS, 39,802 acres of prime farmland are situated within the two airport sites in Will and Kankakee Counties. Prime farmland is a self-perpetuating factory that produces the highest crop yields with a minimal amount of inputs such as fertilizer and chemicals, and relatively little soil erosion and water runoff. As agriculture perfects the production of bio-fuels, the strategic importance of prime farmland as a renewable resource has hardly begun to be recognized. The Illinois Department of Agriculture has stated that airport construction on either site would have "a profound and irrevocable impact," adding that both sites are "highly viable for long term, efficient agricultural production." These lands represent more than 60 square miles of Drummer soil. This is the most fertile soil on Earth formed after the glaciers receded thousands of years ago and recognized by the Illinois General Assembly earlier this year as the official state soil.

"Because we have rich, fertile and productive soils in Illinois, it's important to recognize this resource." {Robert McLeese, state soil scientist with the U.S. Agricultural

Department's Illinois Natural Resources Conservation Service office in Champaign.} The idea is that an officially designated state soil will make residents more aware of the connection between the success of the state's farm and non-farm economies and the soil resources that make those successes possible. "Soil is crucial to our state's history, our quality of life and our future." {Bill Gradle, the state conservationist with NRCS.} The importance of Drummer soil is undisputed. Without it, the state likely would not enjoy its ranking as one of the top four agricultural producing states in the nation.{McLeese and Gradle} "It is, arguably, one of the best, if not the best, soils in the world."{Paige Buck, NRCS specialist} {Chicago Tribune July 17, 2001} 13

This dEIS proposes to build an airport on soils that have produced bountiful supplies of food for the last five generations and are fully capable of continuing to do so for the next five generations. These are the lands best suited to meet the challenge for a projected tripling of global food production in the next 50 years. Despite soaring per acre crop yields, there's little disagreement among experts. "Good farmland is the scarcest resource of all," observed Dennis Avery of the Hudson Institute's Center for Global Food Issues. "The idea that America has a surplus of cropland has always been a fallacy and today the thought is a crime against nature." {See attached Exhibit A: "Will America's Breadbasket Feed China or House Suburbia?"; AgriFinance Magazine; February 1996.}

Production values are but one attribute of the farmland that government is proposing to destroy. As the costs of ever-outward suburban expansion become more obvious, so too does the value of prime farmland, for starters as a public-health resource. It is a natural sponge which reduces flooding by absorbing and storing rain water. As a water filter, it recharges underground aquifers. Also, it contributes to the biological integrity of riparian habitat by acting as a buffer between developed and natural areas. Farmland provides cover for wildlife and food for many species. It is a spatial buffer between incompatible land uses, also helping to dissipate noise and air pollution. Moreover, farmland provides recreational opportunities. This working landscape is esthetically pleasing for many who appreciate the open space. In addition, this working landscape keeps local taxes low since agriculture requires fewer public services and infrastructures than those demanded by suburban land uses. In total, Will and Kankakee Counties possess 613,900 acres of farmland—a 930-square-mile generator of ongoing ecological, economic and social benefits that's capable of being sustained well into the 22nd century.

Federal and state farmland protection policies advise governmental bodies to preserve farmland to the extent that, as the Illinois laws note, this is "practicable and feasible, giving appropriate consideration to the state's social, economic and environmental goals." According to IDOT's airport land acquisition policy, all land currently in ag production would remain in production with the state government leasing farmland and outbuildings "on a competitive basis" until such time as airport construction might begin. There are 378 pages of detail which offer the conclusion that moving title of land from farmers to the state government will have no environmental impact. Yet, in the discussion of secondary and cumulative impacts, the dEIS concedes a number of suburbanization-related problems including a huge strain on water resources, new costs for infrastructure, mounting air pollution and wildlife loss. All of these problems wouldn't exist if production agriculture were to remain the principal land use. 14

The dEIS seeks to render the Will and Kankakee County agricultural treasure in as worthless a way as possible. Agricultural output is measured for a single year—1999. In recent years, commodity prices have hovered at a 30-year low, thanks in no small part to agricultural producers' enslavement to antiquated federal farm policy. None of the farmlands' many attributes are addressed. Also, in the entire 23,492 acre build out, the SSA figures to destroy 129 farm operations. However, in its discussion of "employment impacts," the number of "businesses" requiring relocation total a mere 16.

This calculation, the result of arcane demographic data, could leave a reader of this report with the impression that IDOT and the FAA view Will and Kankakee County farmers as unemployed. Talk about an injustice. Indeed, this systematic disregard for farmers, farming and farmland suggests that it's about time for environmental permitting processes to do a much better job of assessing the impacts on agriculture—the historical and future basis for our national wealth.

Impact on Ground Water and Drainage

Government's blind spot to farmland's environmental attributes are quite evident. The dEIS fails to adequately address the problems which will be created by the construction of an airport with respect to water pollution, run-off, flooding, drainage, and the impact on the Kankakee river and streams in the area. This issue was expertly addressed by Leslie Simms and others at the October 4 public hearing.

The proposed airport facility would sit like a damn over the Exline Slough and drainage area. Furthermore, Illinois Department of Natural Resources' streams biologist Bob Rong has stated that there are twelve intolerant, sensitive species of fish found in the 2000 streams assessment of the Exline Slough. According to Rong, a negative change in the environment will threaten or cause the loss of the banded darter, fantail darter, least darter, longear sunfish, northern hog sucker, orangethroat darter, rainbow darter, rock bass, spotfin shiner, shorthead redhorse, smallmouth bass, and stonecat. Exline Slough would go from 23 species to 11 more tolerant species. The problem comes from runoff from impervious surfaces such as would be created at an airport site in the form of runways, parking lots, parking garages, access highways, service roads, roof tops, hangars, terminal facilities, service facilities and the like. The Rock Creek watershed would also be impacted immediately. The Black Walnut Creek traverses the proposed airport site. Seven of the thirteen species found in Rock Creek's 2000 assessment would likely be eliminated. The canyons of lower Rock Creek may be the best smallmouth bass nursery on the river. Streams biologist Steve Pescitelli states that the Kankakee River is "one of the best river systems we have left in the state". (Chicago Sun Times, June 3, 2001) This watershed should not be destroyed for the sake of a Peotone airport. 15

Population and Employment Issues

IDOT's total disregard for the strategic value of the local agricultural economy plays nicely the "grab-while-the-grabbing-is-good" logic underpinning its appeal to quickly begin airport land acquisition. This phase is necessary, the dEIS claims, to forestall the seemingly unstoppable forces of suburban expansion. This claim is buttressed by the population forecasts of the NIPC.

The regional planning agency refers to "decentralization" when tracking the migration of population and employment away from Chicago and inner suburbs to more outlying suburbs. The dEIS cites the source for this decades-old trend—NIPC's 1992 land management strategy—but fails to mention that this document's central theme was that decentralization is hurting the Chicago region. What newspaper real estate sections call "growth and development" is, in fact, little more than a shell game of relocation. In its land management strategy, NIPC contended that wasteful land development policies were driving up taxes by requiring services and infrastructure to be stretched over ever greater distances to serve virtually the same-sized population. NIPC called for the state's

political leadership to enact policies making the redevelopment of existing urban and suburban places as attractive as new development in outlying farmland. Responding to this advisory council's recommendation, then Gov. Jim Edgar told a reporter: "We've got to figure out how to make places more livable where people already are to lessen the urge to escape and lessen demand for suburban sprawl." 16

But governors also have to figure out how to get re-elected. In Illinois, the two most important tools for dispensing political favors are IDOT and its sister agency, the Illinois State Toll Highway Authority (ISTHA). In fiscal year 1992, these two agencies led the Edgar administration in contracts with individuals or companies that had contributed to Edgar during the 1990 cycle. {See page 37; ILLINOIS FOR SALE: Do Campaign Contributions Buy Influence?; University of Illinois Springfield; 1997.} In fact, further review of the data collected by staffers at the Springfield Journal Register staffers shows that these politically-tainted contracts with the IDOT and the ISTHA totaled more than 20 times the combined dollar value of the next eight state agencies on the list of doling out monies to Citizens for Edgar campaign fund contributors. IDOT and ISTHA would oversee the lion's share of SSA-related infrastructure which might help explain why then Gov. Edgar's hand-wringing didn't stop him from rubberstamping IDOT's great strategy to promote suburban sprawl through construction of the SSA.

The dEIS reveals that the SSA would ignite a great wave of decentralization. The outward exodus of people from the existing communities would decimate the farm fields of Will and Kankakee Counties, and severely burden police and fire protection services, water and sewer capacity and result in overcrowded schools.

SSA backers' claim that Will County needs jobs is a ruse. The dEIS overlook important business and labor statistics for the year 2000 which show a healthy economy in Will County. The number of business establishments in the six county Chicago Area increased in 2000, +0.6%, reaching 200,761. There was an *increase* in the City of Chicago and DuPage, Kane, McHenry, Lake, and Will Counties. Will County increased by 215 establishments or +2.5%. In jobs Will County enjoyed the largest percentage increase of 7,620 or +6.9% in the six-county area.

The dEIS projects air passenger demand based on regional population forecasts. At the behest of the state government which accounts for a substantial portion of its annual

budget, NIPC has developed two separate sets of population and employment forecasts. One alternative assumes that the city of Chicago's existing airports will be expanded to handle growth in capacity. The second alternative assumes that the south suburban airport will be built. As a sign of how overstated the importance of aviation capacity issues, the region's overall population and employment growth is projected to remain the same no matter which airport alternative takes place. 17

Will County, which had a little over 500,000 residents in 2000, is projected to add 223,000 residents over the next 20 years if the south suburban airport is built. If the airport isn't built, the county would add a mere 54,000 residents. The differences are even more dramatic in Kankakee County. NIPC didn't crunch the numbers for Kankakee which is situated outside the planning agency's six-county service area. Kankakee County grew eight percent between 1990 and 2000 to 103,883. The county is expected to add a mere 7,000 residents over the next 20 years if an airport is not built in the area. However, IDOT's own consultants estimate that construction of a south suburban airport would result in the Kankakee County population nearly tripling to 270,000. Presumably, these 170,000 people would move to employment centers that would crop up on the cheap farmland south of the new airport. As the dEIS itself suggests, rural Kankakee County is utterly unprepared to absorb this tidal wave of growth.

The dEIS, IDOT states that "alternatives are at the heart" of the environmental impact statement. Yet, sheer demagoguery is at the heart of IDOT's airport plan. Indeed, a closer examination of the NIPC forecasts exposes a ruse that IDOT has consistently used to confuse Illinois constituencies. NIPC projects that metropolitan Chicago will have the same population and employment growth whether or not the SSA is built. This fact is never mentioned in the press releases put out by IDOT and SSA boosters who claim that a new airport would "create" 236,000 jobs. IDOT uses NIPC's population projections to justify its arguments for a new airport, but not employment projections which show that the SSA wouldn't "create" jobs but merely shift them from one part of the region to the other. Second, based on the Kankakee population estimates in the DEIS, it's clear that much of the ancillary development would occur in a rural area 20 and 30 miles away from south Cook County communities who have long viewed the new airport as a miracle cure for their shrinking tax bases and soaring unemployment. Over the years, the south Cook County political, business and civic leaders have led their constituencies to believe that they will be the chief beneficiaries of airport-induced commercial and industrial

development. IDOT's own numbers suggest otherwise.

17

dEIS Ignores Regional Bi-state Economy and Partnership

Agriculture is hardly the only economic sector hurt by the airport obsession. Boosters claim the SSA would help south Cook County "retool" itself, and to move away from its rust belt past. With so much energy focused on bringing the SSA in for a landing, boosters pay short shrift to opportunities in which the area has competitive advantages. {See attached Exhibit B; "Building on the Basics: Economic Development Strategies for South Suburban Cook County; Center for Neighborhood Technology; 1999.} In this report, Joel Rast looks at "assets linked to the region's industrial history—including an extensive freight transportation network, a critical mass of steel-based industrial firms, well-developed industrial infrastructure and a skilled industrial workforce." He identifies three such assets that can help the local economy prosper in the 21st century —intermodal freight transportation, the metalworking industry and brownfields redevelopment.

This industrial belt, located along the southern shores of Lake Michigan reaches across the state line into Indiana and is known as the Calumet Region. This region would benefit from public-private partnerships designed to develop the three assets listed above as well as a fourth asset—the Gary-Chicago Regional Airport.

Fully half of the Gary Airport's market territory is in Illinois. But the state of Illinois and other proponents of the new airport are actively working to prevent the public from learning about the Gary option. That IDOT uses its largesse to force local governments to support its agenda became evident in 1999 shortly after Pan-Am Airlines became the first commercial carrier to offer daily flights from the Gary Airport. The Pan Am announcement was of special interest to the members of STAND, or Shut This Airport Nightmare Down, a community organization consisting of over 4,000 people, most of whom live in and around the footprint of IDOT's proposed airport site in eastern Will County. They include long-time area farmers as well as recent newcomers. STAND is an outgrowth of another local community group called RURAL or Residents United to Retain Agricultural Lands. As their name suggests, RURAL and STAND members are looking for public policy solutions that can help them protect the eastern Will County countryside. Targeting growth in aviation demand to an urban facility where that growth is sought is one such solution.

In 1999, STAND members asked local governments to adopt a resolution calling for the governors of Illinois and Indiana to work cooperatively to take full advantage of the 19
underutilized Gary airport. The village board of Peotone, located along the southwest edge of the footprint, quickly approved the resolution. Local officials elsewhere were remarkably reluctant to follow suit despite overwhelming support for the measure from their constituents. The reason eventually became apparent after a board member in the village of Monee, located along the northwest edge of the airport site, prepared to take the Gary Resolution for a vote. Before the meeting, the board member was persuaded to remain silent following a plea from the village president who feared passage of the resolution would cause the state to renege on a pledge to provide $500,000 for a water tower. This incident seemed to confirm what people had long suspected: a local government's position on the airport determined IDOT's position on proposals for such things as stoplights, road widenings, highway interchanges.

Evidence of the state of Illinois' heavy-handed tactics also helped Peotone village officials understand something else. Like many outlying communities trying to accommodate suburban growth while also preserving their rural heritage, these part-time officials need help. Peotone's pleas for guidance to determine how similarly-situated local governments nationwide can strike a balance that keeps the local agricultural economy going were consistently ignored by Springfield. Is there any environmental justice in the state government's unwillingness to help local government and local residents to protect their local agricultural resources?

State-funded council ignores options to build farm economy

In 1999, the Illinois Department of Commerce and Community Affairs let a $170,000 grant for the South Suburban Mayors and Managers Association to create and administer the I-57 Corridor Planning Council. Thirteen municipalities, three counties and 12 townships were convened by the CPC to develop an economic-growth strategy for a 41-mile long corridor extending from I-80 in Cook County, south through Will and Kankakee Counties to the Iroquois County line. The CPC set out to develop corridor-wide principles and standards in a dual planning approach that included "with and without SSA scenarios."

According to its first status report, "major portions" of the corridor are in agricultural use and many local officials—reflecting the desire of communities to retain their rural

heritage—expressed support for farmland preservation measures that could help ensure that these working landscapes endure. This request was never pursued by report consultants who, consistent with the views of their sponsors, appeared to work from the assumption that rapid suburbanization was inevitable, particularly "if Chicago's 'South Suburban Airport' is constructed, as planned, within the I-57 corridor." 20

The "with an airport scenario" was correct to assume that the planning area would become an extension of the southern suburbs and, thus, accelerate the land use trends that could help justify the landbanking scheme. However, to help meet the NEPA standard to "rigorously explore and objectively evaluate all reasonable alternatives," the CPC's "without an airport scenario" should have been based on a different set of assumptions so that local governments might develop tools to help promote the premise that agriculture remain the foundation of local economic development.

At first glance, few if any such tools appear to be available. Public interest in farmland protection is mounting. The biggest proponents are often non-farmers who don't fully understand the economic pressures that compel agricultural landowners to sell their property. Many farmers are fearful that non-farmers will attempt to restrict their property rights. Farm groups have not taken steps to develop strategies to transform a potential threat into an opportunity by articulating a pro-agriculture agenda that the anti-sprawl interests can support. With federal farm policy increasingly focused on global markets, policymakers and agricultural industry stakeholders have placed little or no emphasis on the cultivation of regional and local agricultural markets.

Regional planning entities have avoided this subject, treating farmland protection as a euphemism for gradual suburbanization. As the dEIS notes, NIPC's farmland protection strategy involves encouraging economic growth in cities and villages. Certainly compact and contiguous development along a town's borders is preferable to planting subdivisions in cornfields. After all, this costly "leapfrog" development practice requires running sewer and water lines and school bus service over great distances as well as the need for new schools, fire and police protection districts. Yet, NIPC's efforts leapfrog past the core issues. For starters, proposed solutions fail to acknowledge that a working agricultural landscape is itself an economic activity that necessarily must take place outside of a municipality's borders. Much of the discussion has focused on the concept of purchasing development rights, with Kane County actually starting a program.

"Saving" farmland doesn't make sense without a corresponding focus on the cultivation of local and regional markets in which farmland owners can sell their products. 21

Addressing this dilemma should have been a priority for the I-57 Corridor Planning Council. But this group had no interest in exploring future economic potential in the predominantly agricultural areas of eastern Will County and Kankakee County.

A pro-agriculture, anti-sprawl alternative was presented to the CPC in the fall of 1999. Drawing from my decade-long experience of writing and researching about these topics for agricultural finance publications, this author proposed a set of study recommendations in my capacity as Will County liaison for the Chicagoland Transportation and Air Quality Commission. CTAQC is a regionwide coalition of over 150 public interest and grassroots organizations supporting sustainable development and transportation investment policies. CTAQC members include Will County-based grassroots organizations like STAND and the village of Peotone.

The CPC was provided with an analytical framework that would have allowed its consultants to measure the components of the agricultural economy and, at the same time, provide policymakers and the public with a better understanding of the challenges and opportunities to assure the farm industry's long-term viability. As such, the state-funded planning council could have provided a genuine alternative to the airport-based economy.

A useful "without an airport scenario" planning document should begin by describing farm operations in Will and Kankakee Counties, and include annual sales volume as well as a cost/benefit analysis of how these business enterprises affect the social, economic, and ecological fabric of the area. Indeed, the most effective evaluation of the local farm economy's future potential might mean extending the planning area south along I-57 to I-64 in Champaign County. After all, Will and Kankakee Counties farm operations don't exist in isolation. They're components of a much larger agricultural sector—an Upper Midwest Corn Belt whose primary focus is on serving global markets by way of the lock and dam systems of the Illinois and Mississippi Rivers. The trouble is, over-production has reduced the value of traditional commodities, and the agricultural economy has focused precious little attention on the development of secondary markets that over the long-run may prove more profitable for farmers.

Most farmland owners would rather keep their land in production if they are confident 22
that the local agricultural economy will remain viable. Thus, key questions to consider should focus on federal, state and local governments' role in encouraging private investment. I encouraged the CPC to consider what financial mechanisms and land-use practices are being enacted in similarly situated communities around the nation to protect farmland. I identified specific issues and trends that merit further exploration to determine how government can prime the pump to stimulate greater market development. For example, some area farmers are tapping the demand of nearby population centers. The trend toward high-value, speciality-trait grains linking growers and end users offer special opportunities for local market development. The same might be true of new federal bio-energy research project that's developing cost-competitive technologies for biofuel and biochemical production. A new industrial park at the old Joliet Arsenal offered opportunities for agricultural development. With corn a major source of biomass for ethanol, local economic development agencies might seek an ethanol plant for the area. The development of more localized ag economies will require freight transportation infrastructure improvements that help area growers get their crops to market.

The I-57 CPC's leadership declined to act on any of these recommendations. Reflecting the group's sentiment, one airport booster claimed in a public meeting that I was trying to tell farmers what to do with the land. I countered that, in fact, the reverse is true. I was trying to offer policymakers a means to help farmers have more options for keeping their land in production. This suggestion was met with hostility. Clearly, the group's sole interest was pursuing lines of inquiry that helped cultivate the perception that a new airport is inevitable and necessary.

Where is America's agricultural transportation agenda?

The CPC administrator was then the transportation planner for the South Suburban Mayors and Managers Association. The SSMMA represents an area where the convergence of rail freight, water shipping routes and highways are envied in economic development circles worldwide. South Cook County is the cargo hub of North America, and the center of a regional freight sector that annually generates $8 billion in economic activity, a figure that could triple in size by 2020. But SSMMA ignores this bird in its hand, and instead has spent the last 15 years working closely with IDOT to promote a bird in the bush—cultivating the perception that the only way South Cook County can

prosper is through the construction of a new airport in the vacant farmland of Will 23
County. The SSMMA transportation planner admitted to not knowing much about the freight sector that shapes south Cook County's economy. And, when presented with the prospect that the local agricultural sector could benefit from improvements in the freight system, he conceded that he didn't know that agriculture even has freight needs.

According to a recent U.S. Department of Agriculture report, the entire ag sector—including commodities, processed foods, equipment, etc.—accounts for one-third of U.S. freight volumes. Transportation represents one of the biggest costs for agricultural producers. Yet, the public policy debate regarding the efficiency of multi-modal freight transportation systems is remarkably underdeveloped, as shown at a USDA-sponsored transportation summit in St. Louis last November. (See attached Exhibit C; "Defining Rural America: Rebuilding the Aging Infrastructure;" Ag Lender Magazine; April 2001)

Governmental policymakers have traditionally taken a project-specific approach in allocation of funds for highways, bridges and airports. In recent years, interest is mounting for systemic integration of various transportation modes—including rail and waterways—in programs that also consider the effects of infrastructure investments on neighboring communities. In the late 1980s, a number of public-interest groups mounted a challenge to the practice of steering federal transportation dollars toward an automobile-based metropolitan way of life at the expense of urban transit systems. Since 1991, federal transportation bills have provided funds for state transportation agencies that comply with the law that "citizen participation shall be early and continuous" in regional planning processes. In the last decade, philanthropies have invested tens of millions of dollars in organizations giving private citizens a voice in debates that used to be the exclusive domain of highway engineers. Community leaders nationwide are more educated than ever before about the connection between transportation investments and quality of life. One result is the emergence of an anti-sprawl movement.

Given the importance of cargo as a revenue stream for air carriers, the FAA has a stake in the freight transportation debate. Yet, given the vacuum of leadership from the public sector, at least some freight industry officials are gratified by recent remarks by USDOT Secretary Norm Mineta of his interest in seeing freight issues get their due in the 2003 federal transportation bill. This policy debate will also offer an opportunity for agricultural stakeholders to articulate their own concerns and investment priorities. One

of the ways that rural constituencies can build a base of support for their agenda through outreach to metropolitan constituencies looking for ways to rein in suburban sprawl. The outward march of development through America's farm fields is siphoning the wealth of metropolitan landscapes. Steps need to be taken to create more viable farm economies in outlying areas and, thus, reverse the capital drain by encouraging reinvestment in existing metropolitan communities. Such an agenda shift would have the secondary effect of helping to persuade the FAA and state governments to devote their energies to more sensible ideas than unneeded airports in cornfields.

"For farming to prosper in suburbanizing communities, four legs of a stool must be sturdy," according to Bob Rose, executive director of Washington state's Skagitonians to Preserve Farmland. "We need the land base. We need farmers making profits. We need infrastructure to support profitable farming. And we need to have a general public that wants agriculture to be a viable part of the community." {See attached Exhibit D; "Maintaining Farm and Forest Lands in Rapidly Growing Areas; USDA; January 2001.}

Stronger farm economies in the shadow of metropolitan areas begin with farmland owners forming alliances with their neighbors to cultivate local and regional markets. Farmers produce markets can be profitable for small farms, but this is just the tip of the iceberg. In agriculture, an industry where approximately 20 percent of growers account for 80 percent of production, the most common practice is selling bulk volumes at wholesale prices. Smart growth policies should aim to foster regional farm economies through the provision of technical support, matching grant programs and financing mechanisms. The goal is to create a profitable environment for farming in which farmers feel positive enough about their future to continue investing in their enterprises. One result would be agricultural development zones—market-based firewalls that send a signal to suburban style real estate developers to site their projects elsewhere.

One promising trend is the formation of regional pockets for speciality crops—a niche market business sector in which processors pay a premium to growers who produce a certain type of grain for a specific food, feed, or industrial use. Technological improvements facilitate the so-called identity-preserved grain business. Eager to develop new revenue streams as middlemen, some agribusinesses have been pushing this new business model which has been slow to catch on due largely to agriculture's traditional focus on a commodity system ingrained in the logic of mass production.

Regional farm economies may benefit from the growth of farmer-owned, value-added marketing cooperatives. This type of enterprise offers farmers a means to influence the price of production. "If we can process more of what we produce in the local areas, rather than shipping our commodities across the country for processing and packaging, then local farmers will reap the benefits *in* their local communities," observed Terry Jorde of the Independent Community Bankers Association. says. {Growing Rural America: Meeting Challenges & Finding Opportunities; speech before the National Council of State Agricultural Finance Programs; 2001} Such value-added enterprises will prove beneficial for an array of niche market businesses—the broader the mix the less the likelihood that the venture will fall prey to over-supply. For now, this business model is popular among farmers climbing on the bandwagon to convert corn into the gasoline additive ethanol.

One such venture is being launched this fall in Indiana, approximately 50 miles southeast of the state of Illinois' proposed airport site. Two-hundred-and-eight corn growers, including one from Kankakee County, have invested $500 each to develop plans to raise $50 million for an ethanol plant. The proposed site, in the town of Rensselaer, meets a basic criteria for a successful ethanol plant—an abundant supply of corn, proximity to natural gas lines, and rail transportation. A key to the business plan is proximity to nearly 30,000 head of dairy that have come into area in recent years. Ethanol produces a byproduct called distillers dry grain. DDG happens to be a more nutritious livestock feed than corn. Not having to dry DDG and ship it out will cut natural gas costs alone by 25 percent. The farmers aren't looking at the venture as a means to get more money for their corn, but to generate the profits to reinvest in their businesses.

Northeastern Illinois farmers considered building an ethanol plant approximately 30 miles from the proposed airport site in a western Will County industrial park blessed with extraordinary freight rail access as well as a new interchange on I-55. But the farmers are instead focusing on a nearby Grundy County site that adjoins the Illinois River.

The 2,032-acre western Will County industrial park, called CenterPoint Intermodal Center, occupies a portion of the old Joliet Arsenal next to 20,000 acre Midewin Tall Grass Prairie. The two sites are part of a more than 30 square mile parcel of land where the U.S. Army made armaments during World War II. To the east, south and west of the site there are tens of thousands of productive agricultural lands owned by farmers who do

not see the imminent sale of their property to homebuilders as an option. State and local governments have invested approximately $100 million in various improvements to enhance the industrial park, but probably not a penny to evaluate the rural development potential of area farmers developing value-added agribusinesses. 26

Over the next decade, nearly $2 billion of private investment is likely to help transform CenterPoint Intermodal Center into the premier Upper Midwest transfer point for cargo crisscrossing North America. Anchor tenant Burlington Northern Santa Fe is building a 621-acre intermodal rail yard on the site. In addition, the developer aims to create 17 million square feet of warehousing and distribution companies handling rail-to-truck and truck-to-rail bulk cargo shipments. A natural fit would be industries that leverage the asset of nearby farmland "factories." Such enterprises would certainly help the developer achieve his claim of "creating" 8,000-12,000 permanent jobs.

Unless locally-owned farm enterprises are a building block for CenterPoint Intermodal Center's marketing plan, the more likely scenario will be cargo businesses bailing out of Cook County due in no small part to the lack of political leadership facing increasingly severe freight congestion problems. In this case, the industrial park wouldn't be creating jobs so much as fueling the outward migration of existing Chicago area jobs in the conventional pattern of suburban sprawl.

IDOT secretary Kirk Brown describes freight congestion as the second biggest transportation problem facing metropolitan Chicago. (He claims that aviation capacity is number one). Motorists are forced to make long delays at many area crossings. Many in the freight industry would like to move their businesses out of the area. This potential job loss is a relatively new concern for Brown. During a recent speech to the City Club of Chicago, the IDOT chief said the state is waiting for freight rail companies to reach consensus among themselves about how to end the Chicago region's notorious freight bottlenecks. (Last winter, Burlington Northern Santa Fe proposed the creation of a state bonding agency to finance a number of rail projects that could streamline the movement of freight trains through the area.) Six months later, the concept lacks a political champion. "I'd love to come up with a plan," Brown claimed. "But we're dealing with private railroads. These are very independent sorts who are jealous of their competitors. We encourage the railroads to come up with a plan."

Private airlines are also "independent sorts" whose narrow business focus underscores the purpose of the public sector to develop entire transportation systems. However, as the leading champion of the SSA over the last decade, IDOT's Brown has had no qualms about trying to airline companies how to run their businesses. The state of Illinois chooses to intrude in aviation affairs, but stay out of the railroad issues. The main reason is that government owns airports but not freight rail lines, trucking facilities or intermodal rail yards. This certainly means that government can exercise more pressure over airlines than railroads, especially in the current era of deregulation. But Chicago's dragged out airport wars also illuminates a more fundamental problem: A massive airport represents a tremendous opportunity for ambitious politicians. Prospects for a treasure chest of jobs, contracts, and campaign contributions offer powerful incentives for state government to want to meddle in the business of airlines. By contrast, there are no empire-building opportunities for a politician who tackles complex freight issues. 27

Local Planning Efforts Violate Federal Law

In the dEIS, IDOT lists an array of state-funded local and subregional planning efforts that supposedly gave decisionmakers and the public knowledge to make informed decisions about issues affecting the future development of their communities. Nothing is further from the truth, as the following four examples show:

1. The Heritage Corridor Planning Council is described as a body of local officials "established to plan for the development along the planned 12.5 mile extension of Interstate 355." This is the first leg of the proposed tollroad to Peotone (as the proposed airport is known). In the fall of 1995, area residents and their representatives petitioned this council to schedule a presentation in which regional public interest groups would discuss how improvements to local arterial road networks could address area transportation needs for much less money and environmental disruptions than a $700 million tollroad. The council chairman denied this request, claiming that the time for discussion of alternatives had past. The local residents, members of a grass-roots group called South Corridor Against the Tollway (SCAT), became plaintiffs in a federal lawsuit. On their behalf, environmental lawyers argued that state roadbuilders—IDOT and its sister agency the Illinois State Toll Highway Authority—violated NEPA for failing to properly analyze the no-build alternative in the EIS submitted to the Federal Highway Administration. In January 1997, a federal court judge ruled for the plaintiffs.

Roadbuilders were ordered to return to the drawing boards and develop an EIS that met federal standards. Fully six years after the Heritage Corridor Planning Council chairman said there wasn't time to give area residents a chance to a full range of transportation improvement options, the tollroad project remains in limbo. Not moving ahead with the new road has been a blessing for the state which lacks the means to rebuild the decades-old, 275-mile tollway system, let alone add on the cost of new construction. IDOT makes no mention of this to the FAA, stating simply that "The Illinois Tollway Authority (sic) is currently planning the extension of I-355..."

2. The dEIS is equally evasive in its description of the Heritage Corridor Planning Council's subsequent activities as a participant "in the planning process for the next proposed extension of I-355." Here's the rest of the story. In 1997, days after a federal court ruling that the state of Illinois had yet to justify the need for the first leg of its tollroad to Peotone, state roadbuilders made a public presentation about its plans for the second leg. Area residents formed a sister organization to SCAT, called LSCAT (Lincoln-Way SCAT). This group sought to have a voice in a newly-formed planning council. Heritage Corridor representatives were invited to participate but LSCAT's request was denied. Citing the federal transportation law provision which says that "citizen participation shall be early and continuous," LSCAT contended that the planning process violated federal law. After a string of negative headlines in local newspapers, the council leadership chose to fold rather than allow concerned citizens to actually participate in the development of a plan regarding the future development of their communities.

3. In the dEIS, the Eastern Will County Regional Council is said to be "conducting an educational effort to promote the need for cooperative transportation planning between local agencies and the states of Indiana and Illinois." That's another lie, as the following demonstrates. In 1999, when the council was soliciting topics for a series of workshops, the Will County Farm Bureau formally proposed in a letter that a forum be held to consider the Gary Airport's potential to meet air capacity needs for the southern part of the metropolitan region. The council refused to hold such a workshop even though its objective, as stated in the dEIS, is to develop "bi-state transportation strategies." IDOT's sole interest is an eastward extension of that proposed I-355 tollroad, one that would link I-57 to I-65 through the farm fields of northwest Indiana. The state of Indiana is focusing on widening and improving I-80 over the course of the next few years. IDOT

planned to do the same on the Illinois side of the border (for I-80/I-294) but recently announced that the project is on hold—prompting speculation that the state of Illinois is uninterested in improving access to the Gary Airport.

4. The I-57 Corridor Planning Council released an economic development and marketing plan in May 2000 that outlined such issues as a) the pattern and mix of future land use; b) opportunities to capitalize on market demand and development potential; c) creation of "sustainable" development settings within the corridor; d) constructive means for intergovernmental collaboration to realize economic development within the corridor. In this section, the dEIS doesn't mention agriculture. Giving communities options for stabilizing the local farm economy would weaken the core argument that land acquisition for a potential airport site is needed before the clean slate of farmland becomes inconveniently cluttered by suburban patterns of residential and business development. The dEIS leaves the impression that every constituency of consequence shares the conclusion that the farm fields of Will County offer a better alternative for airport construction than the farm fields of Kankakee County.

Conclusion

IDOT's vision for the future reflects a firm commitment to look in the rear-view mirror. Its airport plan was conceived decades ago in an era when the basis of wealth was still considered the development of real estate. FAA's airport plan is based on the idea that ever-outward suburban expansion doesn't come at the expense of existing communities and that there is also no downside to a society organized around dependence on the automobile. IDOT derives much of its revenues from a state gasoline tax and, hence, has an institutional bias favoring public policies that encourage consumption of oil, much of which comes from the powder keg of the Middle East. As Secretary Brown told the City Club of Chicago: "Those of you driving pick-up trucks and SUVs, we love it."

Brown gave his overview on IDOT's priorities at a breakfast meeting on September 10, 2001. Within 24 hours, the first jetliner had crashed into the World Trade Center.

In the aftermath of September 11th, federal, state and local governments have no choice but to enact policies designed to make the most of limited resources—especially given

the unanticipated costs of security that will affect every layer of government in the country. Yet, the state of Illinois persists with its misguided scheme to build a new O'Hare in the vacant cornfields. Its proponents' now argue in the press that this will be the most secure airport in the country, thanks in no small part to the site's distance from downtown Chicago skyscrapers. Yet, nobody refuted this tripe with the obvious: the terrorists didn't launch their attacks until the jets were cruising at 40,000 feet a couple hundred miles away from their takeoff points. Such is the sorry state of public policy discourse in metropolitan Chicago. None of the major business groups—including the Commercial Club of Chicago, Metropolis 2020, the Union League Club, Business Leaders for Transportation and the Metropolitan Planning Council—has conducted a thorough evaluation of the assumptions upon which planning for the SSA has been based. But all are promoting a strategy of political expedience, as if the only way to break the airport deadlock between Chicago Mayor Richard Daley and Governor Ryan is to support both the former's O'Hare expansion plan and the latter's south suburban airport landbanking plan. 30

The state of Illinois and the FAA aren't just holding the Chicago region hostage. This one-track focus on a new airport is undermining the capacity for Midwest states to collectively develop a long-term transportation strategy. For this very purpose, USDOT should convene a planning process that recognizes O'Hare as lynchpin of the multi-modal transportation systems for the entire country—including aviation, highways, and rail. Agricultural interests should demand that USDOT also assume a leadership role to plan multi-modal freight systems—including highways, railways, waterways, and airports. In Illinois, candidates in the 2002 gubernatorial campaign should call for the state to begin evaluating how regions can stimulate the development of local farm economies as a central component of strategies to rein in the mounting costs of sprawl. Such a study may well show that western Will County's industrial park could be the engine for agricultural development in at least a half dozen north central Illinois farm counties. Surely, this economic development strategy would result in more net growth for the Illinois economy than the state's rob-Peter-to-pay-Paul airport scheme.

The dEIS has failed to adequately address all issues impacting the environment, population movement, existing alternative airport capacity, economic models, and the serious adverse impact on agriculture. As such, it fails to meet federal mandates regarding farmland preservation. A final EIS must not approve Tier 1 land acquisition. Quite the contrary, the final EIS must conclude that the SSA site be abandoned in favor of other viable alternative means of addressing the region's air transportation needs, including planned expansions for Gary-Chicago, Mitchell, Rockford and O'Hare. 31

APPENDIX B

Ochsenfeld Report:

The Failure of the State of Illinois to Address the Impact of Land Acquisition on the Residents of Will County

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November 7, 2001

Mr. Denis Rewerts P.E.
Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Avenue
Des Plaines, IL 60018

Re: DEIS No. 010361, FAA, IL
Fed. Reg. Vol.66, No. 168, Aug. 29,2001

Dear Mr. Denis Rewerts,

The following comments are submitted for the written record in the above matter by George Ochsenfeld on behalf of the thousands of residents who have been harmed by the continuous threat of the South Suburban Airport, which has caused a disruption of the established community.

The purpose of this letter and the three enclosed letters is to demonstrate that the psychological and perhaps health of residents in and around the proposed South Suburban Airport has been negatively impacted by 10 years of continuous threat to their homes, farms, businesses, community and property value resulting from uncertainty about the airport; that landbanking would cause further psychological harm and perhaps physical harm; that IDOT has not taken into consideration this impact; and that IDOT has no plan for mitigation.

My clinical impression, as a Licensed Clinical Professional Counselor, is that a disproportionately high number of residents are suffering from Generalized Anxiety Disorder (classification 300.02, Diagnostic and Statistical Manual of Mental Disorders). There also appears to be a significantly increased rate of morbidity and mortality among this population. Of course, only carefully conducted research can accurately determine the nature and degree of any such negative impacts.

The FAA states that they prepared the Tier 1 Draft Environmental Impact Statement for the proposed South Suburban Airport, "to identify the potential environmental effects associated with the site approval and the proposed acquisition of land by the state of Illinois to preserve the option for a potential, new supplemental air carrier site." (Section 1.0) 34

Tier 1 deals with the impact of land acquisition. The dEIS discusses social impacts under the section on Social Impacts (Section 5.3) and Induced Socioeconomic Impacts (Section 5.4). However, an extremely important impact has been completely ignored by IDOT and the FAA and that is the impact of land acquisition on the psychological and physical health of residents within the acquisition sites, both Inaugural and Ultimate, constituting a disruption of an established community.

For the last 10 years residents within the site have lived with a continuous impending threat to their homes, community, farms, livelihoods (in many cases), and to the expected economic value of their primary investment. According to the DEIS, the Will County site has 2985 residents in 1,232 households, 9 commercial businesses employing an estimated 100 people, and 93 farms. Several thousand residents living outside the perimeter are also severely effected.

Tremendous psychological suffering has been inflicted upon residents as a result of living under constant threat, the impact of which is described in the accompanying letters, including two by university professors of psychology. Furthermore, the Illinois Department of Transportation intends to subject these citizens to many more years of harmful threat, as indicated in Section 5.4.2: "Land acquisition for the Inaugural and Ultimate Acquisition Alternatives would occur within 0 to 5 years and 10 years, respectively."

Obviously, the number of years could be much longer, since there are many unpredictable variables effecting the viability of this project, which has been touted since 1967 and has yet to materialize. The South Suburban Airport, in fact, may never be built, or built only in the Inaugural version. No one can predict what will happen, and that uncertainty is one of the significant stressors.

In addition, the FAA express skepticism that the Ultimate Alternative will ever be built. That leaves the residents outside the Inaugural site, but in the Ultimate site under threat virtually forever. It appears highly unlikely that the State of Illinois will have the revenue to buy these citizens out in the foreseeable future.

Of special significance is the anxiety, despair and rage resulting from the threat to the expected economic value of residents' primary investment, their homes and/or farms. IDOT will be paying agricultural rates for property that otherwise could soon sell at development or commercial rates, and in fact, if the airport comes, will be used for a commercial purpose. While IDOT, following the letter of the law may be able to get away with this practice, it is certainly harmful and unethical, and one would hope that FAA officials will take this into consideration before giving approval to IDOT for Tier 1. 35

As noted by Dr. Jagdish Dave', Professor Emeritus and Clinical Psychologist, chronic stress can result in cardiovascular disease and in the suppression of the immune system leading to various illnesses, including cancer. IDOT has failed to conduct studies to determine the nature and extent of psychological and physical harm already inflicted by the ongoing threat of the airport, and IDOT has not produced documents evaluating potential harmful impacts of landbanking upon residents in and around the proposed site. Before Tier 1 is approved, this extremely important impact on the human environment should be studied.

In addition, IDOT has no plan for mitigation of damage resulting from this ongoing stress. A mitigation plan should include, at a minimum, a mechanism whereby residents would be compensated for psychological and medical treatments, including counseling, psychiatric medication, marriage counseling, etc.

The negative emotional and psychological impact of the threat of this project was expressed at the FAA's previous scoping session in the testimony of numerous residents. Anyone doubting the severity of the distress caused by this unrelenting threat need merely listen to or read the testimony of residents at FAA hearings or note the behavior of residents at events such as the hearing conducted by Governor Ryan on October 20, 2001, in Tinley Park, Illinois where a thousand normally polite, law abiding residents nearly rioted. The aftermath of that event included a woman who became seriously emotionally distraught for two days and was unable to attend to her customary daily activities, and several other residents reporting sleeplessness and lingering rage for days afterward.

The FAA should deny IDOT's request for site approval for land acquisition for the proposed South Suburban Airport, since IDOT has not adequately studied impacts of such land acquisition on the psychological and physical and health of residents and has no plan for mitigation concerning such impacts.

Although it is understood that the State of Illinois can purchase land without FAA site approval, it is hoped that the FAA would not legitimize IDOT's conduct by approving an improperly studied venture which would be harmful to a significant number of residents in Will County.

Land should not be purchased with FAA approval for the reasons set forth herein and in the appended documents referred to earlier. 36

Sincerely,

George Ochsenfeld

George Ochsenfeld MHS LCPC

GOVERNORS STATE UNIVERSITY

University Park. IL. 60466-0975

November 7, 2001

Mr. Denis Rewerts P.E.
Federal Aviation Administration
Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Avenue
Des Plaines, IL 60018

re: EIS No. 010361, Draft EIS, FAA, IL
Fed. Reg. Vol. 66, No. 168, August 29, 2001

Dear Mr. Denis Rewerts:

I am writing this letter to inform you about the adverse impact of the ongoing chronic stress on the thousands of residents in and around the proposed airport site near Peotone, due to the long, drawn out uncertainty about the airport location decision.

I have been teaching at Governors State University for the last 25 years as a Professor of Psychology. I have been also teaching special courses in stress management at GSU for the last eight years. It is a well established scientific fact that chronic stress can lead to a wide variety of psychological, medical, and interpersonal problems. Stress is strongly linked to heart disease and to the suppression of the immune system, which can lead to a variety of diseases, including cancer. 37

My students come from many south suburban communities including Peotone and other communities affected by the chronic stress brought on by the threat of the proposed airport. Many of these students who have families to look after have been menaced with the fear of losing homes, their roots and in the case of farmers their livelihood. They have been going through a wide range of toxic emotions such as anger, resentment, fear, anxiety and helplessness affecting their medical, mental, emotional and familial health. The situation they have been facing is a classical example of relentless emotional stress. Marriages are strained with one partner wanting to stay and the other wanting to leave.

In making decisions about acquiring land for the airport, I strongly urge appropriate agencies to conduct research to assess the nature and extent of the emotional, physical, mental and interpersonal damage done to the people affected by this chronic stress. Our University could be very helpful in
conducting such research.

Lives of people should not be measured only by dollars.There is more to life than the bottom line. I urge the FAA to seriously consider my concerns and ideas in making recommendations regarding the third airport site.

Sincerely,

Jagdish P Dave

Jagdish P Dave Ph.D.,Psy.D
Professor Emeritus and Clinical Psychologist
Governors State University
University Park IL 60466

David R. Matteson, Ph.D.
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Nov. 8, 2001

Mr. Denis Rewerts P.E.
Federal Aviation Administration
Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Rewerts,

I am submitting this letter as written comments concerning the Draft Environmental Impact Statement on the Proposed Peotone Airport (EIS No. 010361, Draft EIS, FAA, IL Fed. Reg. Vol. 66, No.168, August 29, 2001)

I am writing both as a clinical psychologist in private practice in the area near the proposed site for the Peotone Airport, and as a professor in counseling psychology at Governors State University (recently retired). In these capacities I have known many clients and students who, directly, or through their families, have been dealing with the stress related to the potential loss of their homes and places of employment (In the case of those from farmlands). It is well known the the potential of loss or violence can deep psychological effects whether or not the actual dreaded event occurs. As recent events have taught us, people living under the fear of terrorism can become depressed or highly anxious, even if they have not directly experienced terrorism.

It is clear that the potential of this area being converted from productive farm lands with generations of history, to urban sprawl duplicating numerous look-alike suburbs, with the destruction of rural and small town lifestyles that have been meaningful to its citizens, poses an environmental hazard to the mental health of many of these people. One of the worst decisions that could be made concerning the Peotone airport would be to stretch out the period of uncertainty. The people living in the footprint of the airport, or nearby, have already been living with this potential threat for ten years or more. To approve the site, at the very time that all indications (in terms of airline business) are that a major airport would not be built for at least another decade, would only keep the uncertainty going, and thus to continue the stress.

As a psychologist, I can vouch for the effects of stress, loss, and especially of uncertainty--not just theoretically, but in specific cases of individuals and married couples that I have seen as clients. I urge you not to act in ways which prolong the stress. 39

Sincerely,

David R. Matteson

[SIGNED COPY OF THIS LETTER WAS MAILED TO MR. REWERTS]

Dear Mr. Rewerts:

It is with great concern that I write to you regarding the recent proposal to allow Illinois State Agencies to begin "landbanking" in the Will County Area. As a Psychologist I ask that you consider very seriously the consequences of this allowing on the emotional and physical health of the families, individuals, children, and business owners who have made these communities their home.

It cannot be a surprise to anyone that this situation has been a long and ongoing struggle for the communities who have had to live under the "threat" of losing their land, their homes, their livelihoods, their way of life, their family traditions and their environment! It must also be known that this "threat" has created economic stress, as well as the aforementioned emotional and familial stressors.

The impact of this "deal" by state agencies has had an immensely difficult and powerful effect on the emotional well being of the individuals who live in this portion of Will County and yet, it has not been approached or even considered for a subject of research. The effects of this long term threat can be very devastating to familial relationships, as well as to emotional health. Depression, anger, and despair can eventually erode physical health. Research shows the impact of stress on the human body and links Cancer, heart disease, high blood pressure, ulcers, etc to long term stress. Yet, this subject has up to this point, been virtually ignored by the FAA and the State of Illinois.

Since it is your jurisdiction to explore and evaluate the environmental impact of this EIS, you must also begin to look at and research the HUMAN environment that will be affected by this kind of land acquisition. And after having done so, facilitate and develop a plan to mitigate the emotional hardships and related difficulties that must be addressed should you decide to move forward.

Respectfully, Patricia Fares-O'Malley, Ph.D.

APPENDIX C

FEDERAL AVIATION ADMINISTRATION

PRELIMINARY ENVIRONMENTAL IMPACT STATEMENT

Proposed South Suburban Airport

Peotone, Illinois

ARCHAEOLOGICAL SURVEY

Chapter 5.0, Section 8
Pages 1, 2 and 3

Comments by Margo Hupe
October 4, 2001

The preliminary archaeological study entitled "*The South Suburban Airport, Phase I Archaeological Investigations for the Proposed South Suburban Airport, Will County, Illinois* " totally fails to convey the vast number of archaeological sites within the surveyed area.

It is stated in the FAA Environmental Impact Statement that the methodology used in the preliminary study is "based on extensive prior archaeological studies in the former prairies of northern Illinois" which says that prehistoric site density varies from two sites per 100 acres in high probability zones to one site per 400 acres in low probability zones. These figures should never have been used as a base in the preliminary archaeological survey, as stated in the environmental impact statement, simply because they do not apply to the morainal area of the proposed airport site but instead apparently apply to the flat prairie south and west of this morainal area (see attached physiographic map, page 10). The Eastern Will County site should not be compared to the Kankakee site because they are not alike and are two different geographical areas. The morainal area located in Eastern Will County contains many, many more sites than is predicted by the State of Illinois and what was recorded in the preliminary survey.

Evidence for the under-reporting of sites is seen in Examples A and B (pages 4 and 5). Example A depicts the archaeological site reported to the State of Illinois during the preliminary survey conducted in 1996 and 1997. Example B depicts the actual number of archaeological sites found in this approximate 40-acre section, bounded by two roads and a creek, and is considered to be a low probability zone. Required documentation for the nine archaeological sites that went unreported was sent to the Illinois Transportation Archaeological Research Program (ITARP). Each of these nine sites has been assigned permanent State site numbers.

More evidence for a faulty study is seen in Example C (page 6) which depicts archaeological sites in a 40 acre upland section of land that was previously un-surveyed. Required site documentation for the 30 archaeological sites has been sent to ITARP and permanent site numbers from the State of Illinois should be forthcoming. This upland area would be considered a high probability zone and certainly contains many more sites than the predicted two sites per 100 acres.

Example D (page 7) depicts another 40 acres of previously un-surveyed land within the proposed airport site and contains a minimum of 21 archaeological sites. The required site documentation was sent to ITARP and I am awaiting permanent State site numbers. Again, we see that the number of sites per acre in no way concurs with the model used for the preliminary archaeological survey, nor the results of the survey itself. This 40-acre section typically reflects the average site density within the proposed airport site.

Example E (page 8) depicts a parcel of land located in Monee Township that falls within the proposed airport site. Students recorded zero archaeological sites in this area and Dale McElrath of ITARP has been notified that this, once again, is not the case. This area contains at least six archaeological sites and needs to be resurveyed. More detailed information is included with the examples.

Example F depicts 120 acres, located in Washington Township and within the proposed airport site. This acreage was surveyed during the preliminary study and apparently only one archaeological site was registered. The owner of this property requested that the State of Illinois return all artifacts taken from his property during the Phase I archaeological study. All artifacts were returned in their plastic bags and denote just one site number. If only one site was recorded in this 120 acres, represented by the one site number assigned, then the conclusion is that this is also a false representation of the number of sites that are within this 120 acres. The back 20 acres alone contain a minimum of fourteen archaeological sites. See Example F, page 9. 42

The morainal area of the proposed airport site contains hundreds and hundreds of archaeological sites that have gone unrecorded. The statement contained within the preliminary archaeological survey that there are 216 archaeological sites in 16,199 acres of surveyed land is in total error. Whatever the reason/reasons for the lack of registration of sites it remains the fact that the preliminary survey, and therefore the FAA environmental impact statements, fall far, far short of reflecting the number of prehistoric sites that are heavily scattered within the proposed airport site.

If an airport were ever to be constructed in Eastern Will County, Illinois then the given previous examples alone should demonstrate to the State of Illinois that further work is needed. The State has legally binding obligations to see that archaeological studies are performed properly and is mandated by State and Federal laws regarding cultural resource management. Archaeological sites are considered part of this Nation's heritage and once they are destroyed they are gone forever. The information these sites contain is then forever lost to the archaeological record if studies are not performed diligently.

What is being found in Eastern Will County is evidence of Adena-type mound building culture, an extremely strong representation of Early Archaic culture and 12,000 year old Paleo-Indian sites in concentrations that warrant a more thorough study. The unique geographical area of Eastern Will County needs an accurate and comprehensive investigation before destruction of these sites occur for any reason. In my opinion, time constraints, lack of funding, and possibly ground conditions could have played a part in the under reporting of sites. However, the fact remains that the Phase I Archaeological Investigation falls far short of an accurate investigation and should be redone to reflect the actual number of archaeological sites that are within the proposed airport site, thousands of them, not 216 in 16,199 acres of surveyed land.

The information contained within the FAA's preliminary environmental impact statement regarding the archaeology of the Eastern Will County proposed airport site should not, and cannot be allowed to stand, for it is in gross error.

Contained within the preliminary FAA environmental impact statement is the following, found in Chapter 5, Section 8, page 3, first paragraph:

"No prehistoric mounds or cemeteries are located in the study area."

Contained within the Preliminary Archaeological Survey is the following:

"The final historic site that is recommended for the National Register of Historic Places is the cemetery of the First Presbyterian Church of Will Township. The cemetery minimally contains 38 burials dating from 1854 to 1904. These burials must be treated under the Human Skeletal Remains Protection Act if avoidance is not possible."

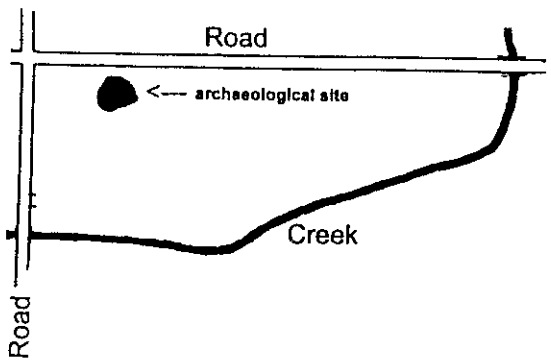
Concerning the statement that there are no prehistoric mounds within the proposed Eastern Will County site, there is one gigantic anomaly within the proposed airport site that went unnoticed during the preliminary archaeological survey. This structure calls for further study whether an airport is built or not. Be it a glacial anomaly, a huge mound, or prehistoric village site, it calls for serious study. Joseph Standing Bear Schranz, President of Midwest Soarring Foundation (Midwest Save Our Ancestors Remains & Resources Indigenous Network Group Foundation) is of the belief that this structure was created by Native American ancestors and deserves a much closer look. Mr. Schranz can be contacted at Midwest Soarring Foundation, P. O. Box 275, Lyons, Illinois, 60534, telephone 773-585-1744.

Margo Hupe (margo2@ameritech.net)
30828 S. Egyptian Trail
Peotone, Illinois 60468
708-258-6066

*As requested by Dr. John Walthall of IDOT, specific road and creek names have been deliberately removed so as to not divulge exact locations of archaeological sites.

EXAMPLE A

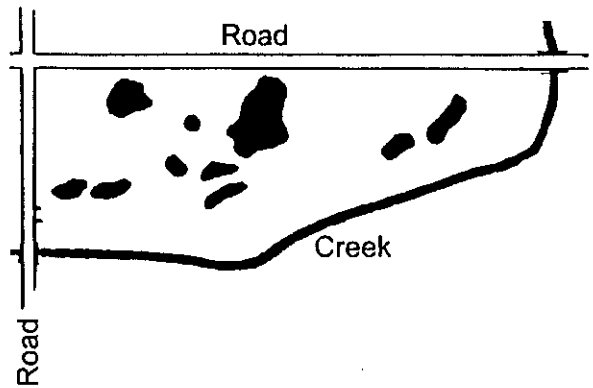
Archaeological Site Recorded in Preliminary Survey



The above sketch depicts the one archaeological site that was recorded during the 1996-997 Phase I archaeological study for the proposed South Suburban Airport located in Eastern Will County. This approximate 40 acre area is bounded by two roads and a creek and the land is tilled each spring and fall, making it easy to find the chert material that denotes archaeological sites. Nine other archaeological sites contained within this same acreage went unrecorded, including the largest site in this particular area.

EXAMPLE B

Actual Archaeological Sites



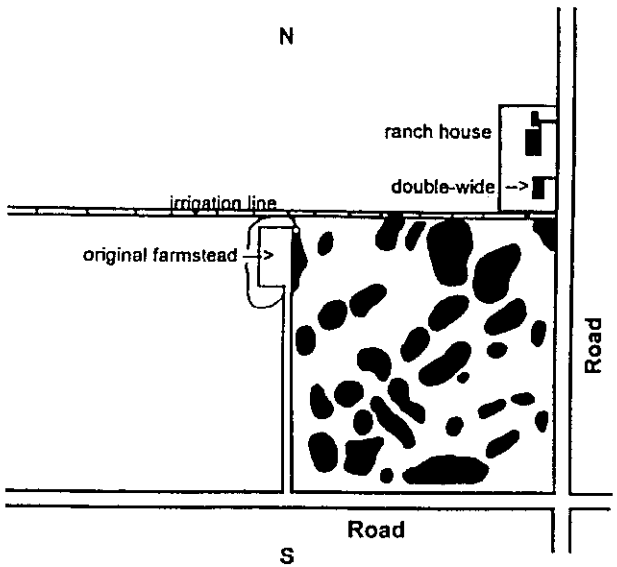
Pictured above is the same acreage where only one site was recorded during the Phase I Preliminary Archaeological Survey. There are actually ten archaeological sites within this approximate 40 acre section of land.

Site registration forms, along with other required documentation, were sent to the Illinois Transportation Archaeological Research Program. The nine sites that were missed during the preliminary survey were assigned permanent State site numbers by the Illinois State Museum on September 4, 2001.

These sites are found in a low probability zone and the number of sites per acre does not concur with the figures put forth in the FAA environmental impact statement of one site per 400 acres for this type of zone. In this 40 acres nine out of ten sites went unrecorded, including the largest site in this section, which sets upon the highest hill and has hundreds of pieces of chert material scattered about.

EXAMPLE C

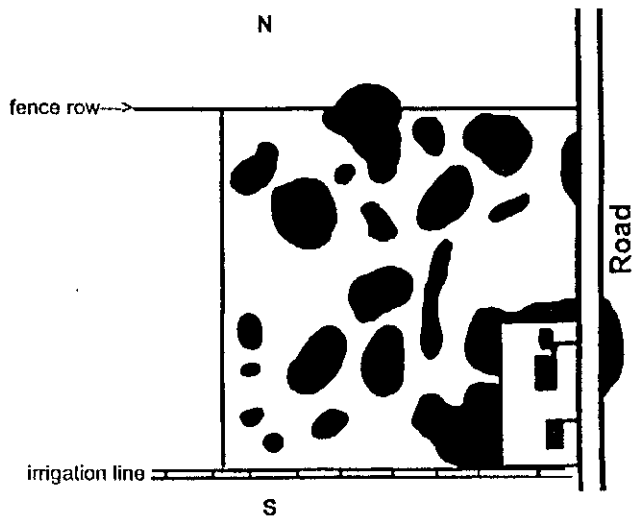
ARCHAEOLOGICAL SITES – 40 ACRE SECTION
(Not Surveyed During 1996-1997)



Pictured above is a 40-acre section of land located in an upland area of the proposed airport site and would be considered to be a high probability zone for archaeological sites. Thirty sites are pictured and two partial sites are also shown. Required site registration forms, USGS maps and sketch maps have been sent to Illinois Transportation Archaeological Research Program for each of these archaeological sites and permanent State site registration numbers are being awaited. The number of sites per acre does not concur with the FAA environmental impact statement of two sites per 100 acres in high probability zones.

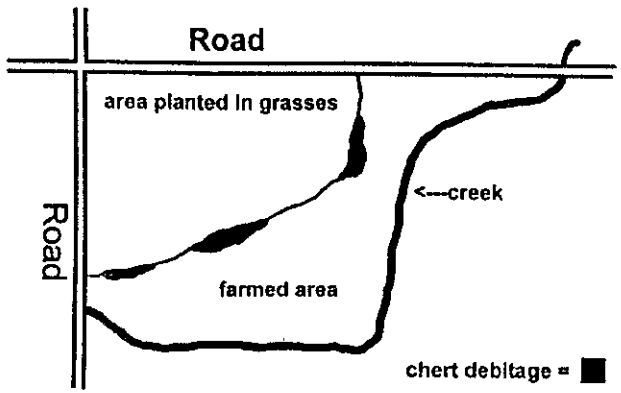
EXAMPLE D

ARCHAEOLOGICAL SITES – 40 ACRE SECTION
(Not Surveyed During 1996-1997)



Example B depicts a forty-acre section of previously un-surveyed land, within the proposed airport site, which contains a minimum of twenty archaeological sites. Required site documentation for these sites was sent to Illinois Transportation Archaeological Research Program in September of 2001. Permanent State site numbers are being awaited. Again, the number of sites per acre does not concur with the statement contained within the FAA's environmental impact statement of two sites per 100 acres in high probability zones.

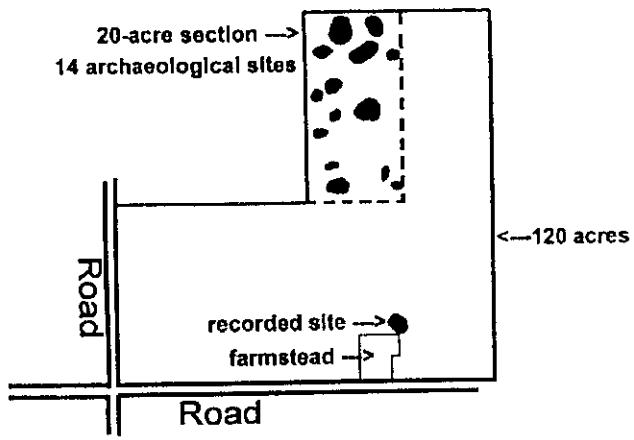
EXAMPLE E
(Previously Surveyed)



The parcel of land depicted above is located in Monee Township, falls within the proposed airport site and was surveyed during the 1996-1997 preliminary archaeological survey. According to Dale McElrath, of ITARP, students did not record any archaeological sites within this area that is bounded by two roads and a creek. The farmed portion of this area contains a number of archaeological sites. The three blackened areas depicted next to the grasses, and falling into the tilled area, contain many pieces of chert debitage, the materials that determine archaeological sites. All areas containing visible chert material went unnoticed.

The area that is planted in grasses also contains archaeological sites but students failed to record these. Mr. McElrath is aware of this situation and has stated that this particular area would need to be resurveyed should an airport be built in Eastern Will County.

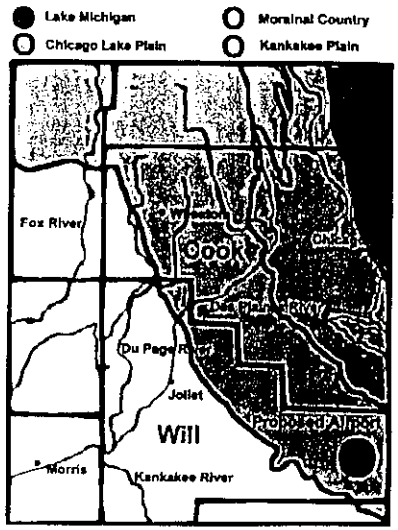
EXAMPLE F
(120 Acres Surveyed in 1996-1997)



Illustrated above is a 120-acre farm that was previously surveyed during the 1996-1997 archaeological survey. To the best of my knowledge only one site was recorded and that site lies northeast of the farmstead. The owner if this 120 acre parcel requested that the State of Illinois return all artifacts removed from his property. When the material was returned only one site number was on each and every bag containing artifacts. Each archaeological site is assigned a separate site number so it is deduced that only one site was actually recorded in this 120 acres.

Early in September of 2001 I went over a 20-acre section of land that lies in the northwestern section of this property. The remaining acreage could not be covered at that time due to crops being in the fields. Once these crops are removed the remaining 80 acres will be looked at. As is readily apparent, the back northwestern section of this property (approximately 20 acres) contains 14 archaeological sites.

PHYSIOGRAPHIC DIVISION OF NORTHEASTERN ILLINOIS



Physiographic divisions of the Chicago area with proposed third regional airport site.

The physiographic division of this map clearly shows the division of the hilly morainal area of the proposed Peotone airport site versus the flat plain area of Western Will County and Kankakee County, which lies south of Will County. The proposed Kankakee airport site and the "Peotone" site should not be compared as to density of archaeological sites as is stated in the environmental impact statement. The archaeological sites found in the morainal area are much more dense than sites found in the Kankakee Plain.

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Testimony – South Suburban Airport
Draft Environmental Impact Statement

by Carol Henrichs

Since September 11 when terrorists turned airplanes into weapons of mass destruction, the country, the aviation industry, public confidence and the national economy has been sent into a tailspin. A federal bailout of the aviation industry may or may not cause the hoped-for-rebound in the industry. This life-changing event has affected the nation, the world, and the industry. The Chicago region should do as so many other cities are doing – withholding talk of building another airport – a folly before Sept. 11. Holding a scoping hearing, was insensitive at best, given the timing. I personally made the decision to refuse to attend, despite my interest in the project for the past fifteen years.

Thus, this testimony will describe what I have witnessed as a study process skewed since its inception. In light of this and my subsequent comments, I urge the Federal Aviation Administration to issue a record of decision as quickly as possible on the South Suburban Airport – a positive record of decision for the ***No Build Option***.

Long forgotten by most, the study of Chicagoland's airport capacity began more than a decade ago.

The recent push for an airport near Peotone is not new, nor is it a transportation solution to aviation capacity, despite the aggressive public relations work promoted by the Illinois Department of Transportation.

In fact, the state's fixation with building the largest public works project in Illinois history has gotten in the way of genuine transportation discussions which for too long have been pushed aside.

For example, Illinois lags behind the rest of the nation in its desire to develop high-speed rail. Passenger service in the state of Illinois is abominable because of a lack of investment, vision, and leadership.

Additionally, the movement of freight, which should be aggressively pursued, exists in the south suburban area and could solve the economic development dilemma for that region. The area is already developed as a nationwide freight hub, yet south suburban leaders obsessing with a project not even located in their political jurisdictions have all but ignored it.

Finally, adding capacity to O'Hare International Airport, the busiest airport in the world, has been completely overlooked by state transportation officials, until forced by last summer's costly delays and recent plan by the City of Chicago to remedy the situation. It took a national aviation capacity crisis and threat of federal intervention to cause IDOT to even consider O'Hare's expansion. Still, this DEIS glosses over what could be the most important factor in aviation capacity ever.

IDOT has for years dismissed the regional benefit of fully utilizing existing facilities to enhance the Chicagoland aviation system. This is despite the state's own aviation commission's recommendation to formulate a bi-state commission with Indiana, and to fully use the airports at Milwaukee, Rockford and Gary.

The study has not investigated the best technological advances in transportation nor examine the vision for moving people and goods in an efficient and cost-effective manner. Instead, an old idea was propped up with pretty brochures, and the best adjectives tax money could buy. Rather than exploring innovative new ideas or incorporating reasonable trends, old ideas were leaned upon, despite their lack of merit. 52

The first "study," The Chicago Airport Capacity Study in 1988, from which all others were predicated was highly criticized for containing "numerous misrepresentations, misconceptions, and incorrect assumptions," – which points to the South Suburban Airport's fatal flaw.

Rather than an aviation solution, the Peotone airport is simply a politically motivated scheme, using transportation and economic development as a guise to promote urban sprawl to enhance real estate development, and reward political contributors for the sake of an enhanced political power base.

None of IDOT's arguments that favor building an airport at Peotone will benefit the region as a whole. IDOT can't even define "the region."

Since the first dollar was spent, IDOT's effort was skewed toward building an airport near the Peotone site.

Transportation officials have long stated that the airport proposed near the small farming town of Peotone, more than 40 miles south of Chicago is the most studied airport project ever examined. They say all the studies point to a need for the Peotone project. There have been many reports written on the subject, but the word "study" intimates an investigation into factual learning. It is more accurate to say that reports have been written and re-written – massaged until a final document could meet minimum requirements. The tier 1 DEIS also appears to be another such document.

It was no surprise that all of IDOT's reports pointed to the building of an airport in eastern Will County near Peotone. Information that did not fit that scenario was simply omitted. IDOT gained its desired results, by using a very heavy hand – engineering the entire study process.

Yet this is the foundation for which all further studies have been built. It provides what many have considered a "cracked foundation." Building on a cracked foundation can guarantee that eventually the entire process will fail.

A flawed study presents a poor foundation upon which to build.

The first study, a tri-state study wrongly excluded the City of Chicago, the owner and operator of the busiest airport in the world, led to support for a South Suburban Airport. The Chicago Airport Capacity Study was completed in 1987. A supplemental report concluded in 1988. The study received widespread criticism by its own politically appointed technical committee. That committee voted against proceeding to the next phase of the study process – the master plan. The politicians, who made up the policy committee, decided to move on regardless of the technical committee's recommendation.

Instead of a master plan phase, another study was to be undertaken.

Dissention was needed for the vote to proceed. So, to gain Wisconsin's critical vote, that state was given status as a supplemental Chicagoland airport in a supplement report to the Chicago Airport Capacity Study. Wisconsin was "bought off" in that process. Once named the "third airport," Wisconsin began successfully marketing their choice for another airport – General Mitchell Field – to Illinois passengers.

53

Following the Chicago Airport Capacity Study, of which Illinois was the prime sponsor, the City of Chicago entered the process. The city included a site on the southeast side near Lake Calumet. Chicago had a stake in airport capacity as the owner/operator of the world's busiest airport – O'Hare International Airport. Illinois officials balked, but had no choice but to allow Chicago to enter the process.

The next study – a site selection study dubbed The Illinois/Indiana Regional Airport Study – concluded in February 1992. Its purpose was to choose the preferred location for a supplemental air carrier airport. Five sites were being considered: Lake Calumet, on Chicago's south side; the existing Gary Regional airport; and three rural sites: Bi-state, east of Beecher, straddling the state line; Kankakee, west of Manteno; and the Peotone site. That study was undertaken by TAMS. A bi-state policy committee, which would make the determination of a final site, was formed. It contained 4 members from Illinois, 4 from Indiana, and 3 from the City of Chicago.

Illinois and Chicago members chose Lake Calumet in Feb. 1992 as the site of choice. Indiana members remained solidly committed to the Gary site.

Three separate amendments were introduced by then State Sen. Aldo DeAngelis to study the Peotone site in the event that the Lake Calumet site couldn't pass muster.

All three attempts were voted down, unanimously. *Even Gov. George Ryan, former Sec. of State, voted against Peotone in favor of Lake Calumet.*

Too much wrangling in the state legislature over the Lake Calumet site caused Chicago Mayor Richard Daley to withdraw that site from consideration. In November 1992, then Gov. Jim Edgar threw Illinois' support and funds behind promoting the Peotone site based on the earlier studies, already steered in its favor.

Illinois taxpayers have foot the bill for tens of millions of dollars for studies, consultants, and public relations work.

Some of the key points that show a pattern of misinformation began during the first phase of the airport study. They are as follows:

- A combination of expanding O'Hare and/or Milwaukee or Gary could have been considered an alternative and this was not studied by the consultant. Former IDOT Secretary Gregory Baise, who chaired the state's first policy committee, stated that the future capacity of O'Hare and Midway were "insignificant" as far as a new airport was concerned.
- The Chicago Airport Capacity Study portrayed Gary as the most feasible existing regional airport to serve Chicago yet formally named Milwaukee as a supplemental airport. Today, Gary is all but ignored by Illinois officials. A 1968 study of airport capacity recognized the Chicagoland region as an area from Joliet through Gary and Portage and from 127th Street in Chicago to Kankakee. For IDOT officials, the region ends at the Illinois/Indiana border.
- Absolutely incorrect information was accepted in the study, such as the claim that the Gary Regional Airport, only if expanded, could be considered a supplemental airport, pending further study. Illinois officials have been consistent in their inaccurate portrayal of the potential of the Gary/Chicago Regional Airport.
- IDOT has also been consistent in its downplaying the potential to expand O'Hare International Airport, a fact that is now imminent. Early into the study process, the Chicago aviation department was critical of the consultant's evaluation of O'Hare. "Our judgment tells us that your estimates of costs to expand O'Hare are grossly overstated...Your report does a very poor job of describing the logic and assumptions which underlie your numbers...We believe your logic, your methodology or your data are not correct."

• The portion of the study dealing with airspace was scrutinized. The Southeastern Wisconsin Planning Commission (SEWPC) stated, "The Chapter on 'FAA Airspace Analysis' presented are superficial and do not adequately address the information already known at this time. 54

• South Suburban Airport boosters in so many ways corrupted the public mandate. For example, Ed Paesel, now the Executive Director of the South Suburban Mayors and Managers Association, but was then the Director of the Third Airport Information Clearinghouse, told Monee Village board members that public opposition should be a part of the ongoing study process. Yet, when the Peotone School Board passed a Resolution opposing the construction of the third airport, Ed Paesel, who was then the IDOT-employed Third Airport Clearinghouse Director and has moved up to head the more secure job of South Suburban Mayors and Managers along with former Third Airport Project Manager Don Corinna made a special visit to the board requesting they withhold their opposition until the study was completed. The School Board declined.

• During the process, opponents of the third airport submitted 10,000 petition signatures. They were never mentioned after they were submitted. IDOT employees say they were lost.

• Little things were included in the Chicago Airport Capacity Study final report, dated August 1988 including some additions not in the July edition. For instance, in the Public Acceptability Section of the report, several inaccuracies have been noted. They were small, but painted an inaccurate picture of the support for the project.

For example, The Study indicated that the Village of Peotone passed a Resolution supporting the airport. In actuality, the resolution endorsed the study, not the airport.

Also, it was noted that a meeting of the Beecher Chamber of Commerce held a meeting in the Downtown Beecher Gymnasium where 150 persons present showed a significant majority in support. This is completely erroneous, as the Chamber of Commerce sponsored a public meeting at the Beecher Community Hall. The report noted 150 people were in attendance. In reality, there were 75.

I attended that meeting and witnessed that a show of hands was not in support of the airport as the study states. 22 voted absolutely opposed. 21 voted in favor. 32 showed neutrality, voting to continue the study.

• The 45-minute travel times that support passengers' proximity to a Peotone airport is portrayed via a south suburban expressway – one that is merely proposed, but has never been built. It is the third leg of the ill-fated I-355 southern extension. To show the close ties between the airport and the tollway projects, the airport project includes the "leg" of the tollway extension in its proximity. IDOT said it would build the road as part of the airport and turn it over to the tollway authority when necessary.

The map that indicated the circle of passengers to be served touched the area near Midway Airport, though Midway was not depicted on the map. This illustrates that potential passengers at 63rd and Cicero would drive to Peotone instead of using Midway. This was considered proof to some that building an airport at Peotone would eliminate Midway Airport.

• The Equal Propensity to Travel Theory, was alluded to throughout the Chicago Airport Capacity Study. This was the theory that the propensity of persons to travel by air in 2010 would be the same in the southland near Peotone than in the affluent north and northwest suburbs near O'Hare. Technical Committee members called the theory "false". They explain that the recent growth patterns in the Chicago region have increased travel propensity in the areas closer to O'Hare, not led to equal travel propensity

• November 16, 1992, just one day before former Gov. Jim Edgar announced his choice for the location of the third airport; I received a letter, signed by Edgar's Chief of Staff, Kirk Dillard. Enclosed was a statement dated February 24, 1992, outlining why Edgar supported the Lake Calumet site over any of the rural sites. Some of the following remarks in Dillard's letter included:

- "I doubt that we can find a consensus for any other site."
- "Airlines will fly from the airports which are most convenient to their frequent flyers."
- "We cannot say that a successful airport is impossible at any of the five finalist sites. However, we think the risk is significantly greater that an airport at the rural sites would not attract sufficient traffic to solve our transportation problems. And that risk translates into financial risk, as well."
- "We want an airport which is served by highway, rail and water transport. Although in theory such facilities could be brought to another site, such massive additional public works are speculative and extremely expensive."
- "The three downstate sites would export to relatively clean environments the many environmental costs of urban sprawl. We would lose two ways: we would fail to clean up what is already dirty, and instead we would make dirty what is clean."

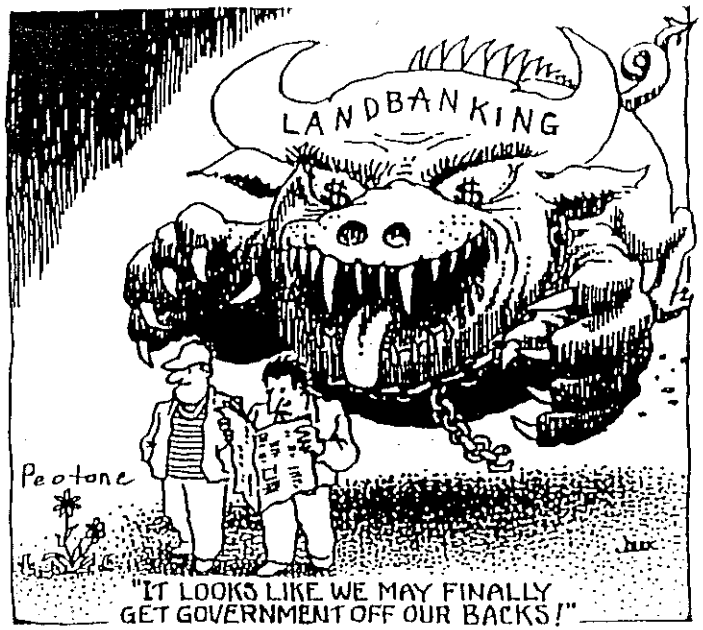
• Long before the study identifying Peotone as the preferred site among five others, south suburban officials who were largely responsible for all of the policy decisions already decided it. Former State Sen. Aldo DeAngelis, a policy committee member, identified "a parcel of land stretching from I-57 on the west and Route 41 in Indiana on the east, as land owned by absentee landowners, therefore, a perfect place for the proposed airport.

• To gain control of the local communities, who were in most cases opposed the airport; IDOT bribed the small towns adjacent to the airport with planning money. The towns had to hire consultants, with IDOT's approval, to write a plan with and without an airport. Will County received $70,000. Kankakee County received $50,000. Beecher, Crete, Monee, Peotone, and University Park received $40,000 each. Most of the money went to politically connected, pro-airport planners who have been hired by the small towns, in spite of citizen protest.

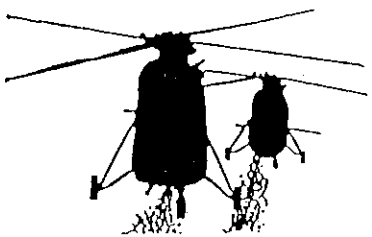
The result of the planning exercise, was a map IDOT that shows an airport in the community's future, satisfying an FAA requirement for airport funding outlined in the federal code – a unified planning work program, that could be misconstrued as support for an airport.

The communities were duped.

There should be no conclusion by the Federal Aviation Administration other than to issue a record of decision that favors the no build option and to end the state's quest to build an airport at the Peotone site. In addition to a negative record of decision, a recommendation should be made to Illinois officials to stop spending public tax dollars on a project that will never be built.



NO AIRPORT



Shut This Airport Nightmare Down
P.O. Box 433, Monee, IL 60449
www.standnoairport.org

Report to The Environmental Law & Policy Center for 2001

The annual pro-Peotone Airport push by the usual crowd of politicians, such as Governor Ryan and Congressmen Hyde, Weller & Jackson, the Southland business folks, headquartered in Homewood and the peculiar religious alliance, cobbled together by the Jackson forces, got off to a vigorous start, soon after the presidential inauguration. George W. Bush was handed the Presidency by a more than suspiciously argued decision by the U.S. Supreme Court. By a razor-thin, 5 to 4 vote, the presidency was bequeathed to Bush, in effect by Clarence Thomas, he of pubic hair on coke can fame!

True to his big business, anti-environment agenda, Bush loaded his cabinet with virulent anti-environmentists. This gave the pro-Peotone sprawlmongers great hope.

They sent not one, but two high-powered delegations of politicians and businessmen and women to lobby Washington, at Illinois taxpayer expense, of course. The south suburban papers added their unobjective voice to also scream for this must have airport, as did the two major Chicago dailies.

The House Aviation Committee held hearings in Springfield, which *STAND* testified at. Their recommendation was the complete smorgasbord of expanding O'Hare, utilizing Gary, Rockford and Milwaukee and giving the cautious go-ahead to landbank land for the Peotone Airport.

Landbanking, as you recall, was snuck in as part of Ryan's massive Illinois First package - a knife to the back of the people of Eastern Will County - amidst all the packages of statewide largesse, which wasn't allowed to be voted on separately.

STAND made several moves, also. Locally, we got much more involved in elections, endorsing nine candidates, many of whom were *STAND* members and all of them emerged victorious. We came out with new

Mayors in Peotone and Monee, a new Will Township Supervisor, township trustees, etc. We greatly increased our leverage in these towns and the surrounding townships.

We organed large public airport forums in Monee, Crete and Beecher, which led up to our huge parade and rally in Peotone held on May 12th, the day before Mother's Day. We paraded through town and rallied at Peotone High School to a huge media presence and an enthusiastic contingent of 1,000 people - many riding or walking in or around creative, rural floats. It was a massive and very successful action. We had people from Gary (such as Mayor Scott King) Rockford, the High Speed Rail Initiative, Short Milling Company, the Chicago Greens, SCAT, the Sierra Club, the Will County Farm Bureau, local politicians, and other inportant players in this drama. It dominated the nightly news reports and made national news. It showed once and for all how firmly the people in this area are against having our communities destroyed for an airport!

Before May 12th, at the end of March, I editted an edition of our newspaper, *Rural Life Standard*, which we made 15,000 copies of! We mailed them out to our membership, which now boasts 2,400 households. We also got many bundles distributed to outlying towns, such as New Lenox, Manhattan, Manteno, Grant Park, Park Forest, Richton Park and spread them throughout Chicago, Gary, Rockford, Joliet, etc.

Around this time, a delegation of *STAND* members (twenty of us) caravanned down to Springfield in a rented bus, a car and the semi we painted, which we parked in front of the Capitol. We held a news conference in the Blue Room, tabled in the rotunda, lobbied, met privately with various Senators and Reps and hand-delivered comprehensive packets of information to every Senator and Representative - 177 in all.

I was also invited to participate in a much hyped Airport Forum which was co-sponsored by the Chicago Sun-Times and Channel 2, CBS TV in Chicago. Alas, this was a window-dressing presentation however, as genuine

knowledgable citizens were not allowed to speak, but rather the same old parade of politicians and IDOT officials who repeated their mantra of rotish, shallow and disingenous blather, which has been allowed to continue to pass as "debate" in this complicated mess!

Under pressure from the state, the Will County Board took a vote on the Peotone Airport, which several *STAND* members also testified at. They voted 16 to 7 in favor of the Peotone Airport, even though several of them didn't know which Will County townships would be affected, nor had they really studied the issues. Some even said "their heart wasn't in it, but..." This was two years after we had gotten them to vote *unanimously* against landbanking. So much for political integrity from the county level! They had only heard the state's propaganda of huge jobs forecasts, low costs of building the airport and the virtual salvation of the southland that it would bring. It was a "bonanza" and they didn't want to be left out.

Also, before Congress let out for the summer in June, my wife Leslie Simms our two sons and I flew to Washington to lobby on behalf of *STAND*. I put together more packets of information and lugged them all around Capitol Hill. We met with Senators Fitzgerald and Durbin, their aides, several other aides of politicans, went to the Department of Transportation and had a meeting with an official at the Federal Aviation Administration who was working on the EIS (Environmental Impact Study) for the Peotone Airport. She was very interested in the data we presented concerning the water situation out here. She said the FAA looks more favorably on already existing infrastructure (i.e. Gary) but the state of Illinois had been putting "horrific pressure" to give Peotone their approval.

STAND participated in various parades, such as the Memorial Day parade in Crete, where we passed out hundreds of newspapers to a very supportive crowd. We also paraded in the big Fourth of July parade through Beecher and passed out 1,000 bumper stickers. We were in the Monee Fall Faire Parade and tabled the two-day event.

We tabled at Earth Day at Plum Grove (in Crete.) We tabled for five days at the Will County Fair in Peotone, the organizing rally for the Campus Greens in Chicago and other events.

I was invited as a guest speaker at the Illionis Forum in April which was held at the Champaign Airport. This is a high-powered lobbying group of mainly conservatives, who are very concerned with tax issues, etc. They were very receptive my statements, except for Senator Patrick O'Malley who made that meeting his kick-off meeting as he announced his intention of seeking the governorship, as a republican. Everyone else thought the Peotone Airport was a huge waste of taxpayer money as well as an insider's boondoggle.

The end of May was also the time that I did another crop circle with the help of Deb and Scott Pigniatello. Behind their home is a five acre alfalfa field which we cut our symbol on. They outlined it in paint and printed STAND in huge letters in the middle. They then contacted the media, as did I, and it became widely publicized. It was on the front page of the Daily Southtown and made USA Today. In fact, my sister Ann called me from Amsterdam and said she had our crop circle in her hand! Deb was also a guest on one of those morning shows in Chicago.

In mid-July, a farmer by the name of Marshall Paul and I did another crop circle, this time in a 25-acre soybean field in Beecher, within the 24,000 acre "footprint." This was the biggest one I have done of the three, measuring 400 feet in diameter and covering 125,000 square feet! unfortunately, the media did not pick up on this impressive statement. It cost Marshall about $500 in lost crop revenue, quite a statement of its own! I did get up in a Piper Cub and take pictures of it, though, and I'm sure folks saw it who flew over it. Thanks for the ride Henry May, *STAND* pilot of Monee!

In late August, Governor Ryan put on the last of four public forums on the airport debate, ostensibly to gauge reaction to Daley's recent proposal to expand and reconfigure O'Hare. It was held at the Holiday Inn in Tinley

Park. Funny how they could never actually make it all the way down to Peotone, isn't it?

Around this time, I editted another edition of *Rural Life Standard*, shortly after Daley laid out his plans. We printed uo 5,000 of these and mailed them to our membership.

Also, all during this time, I have been writing letters, guest editorials, doing interviews over the phone and in various studios, feeding reporters stories, etc. as have many other *STAND* members.

As Secretary of our group, I'm writing this report specifically to the Environmental Law & Policy Center, and thus am omitting the tremendous amount of work done by many other STAND members on a wide variety of projects. So, I'm trying to explain how I urilized our resources, mainly. Also as Secretary, I've been continually editting, writing, collecting and formatting argument sheets, booklets, position papers, etc. printing copies up and making them available for tablings, mailing them to politicians, reporters and activists and others (such as college students doing term papers on the airport, etc.)

I've spoken at many meetings throughout Chicagoland trying to network with people, and building connections to help fight this thing. It's a slowly spreading, painstaking process, but our struggle is getting more national exposure and awareness of. This is a very important fight for the whole country in reality and as it intensifies, more people will be involved from all over the country. We will continuously and strenuously fight this miserable thing!

Also, we've spread bumper stickers around, buttons, badges, hats, shirts, etc. We ordered 2,500 more bumper stickers in October including 1,000 of a new design, which spelled out our name, concentrated our message, opposed landbanking and had our new website address on it, which is

www.standnoairport.org It has links to other Peotone - related websites, including the pro-airport site, without reciprosity of course!

As well, we've fabricated many dozen more wooden

yard signs, which we are getting more visably displayed throughout our area, despite the problems of theft, vandalism, intimidation, anonymous threats, etc. There's a *lot* of pressure, felt by many, pushing for this thing, bullying actually. *STAND* will *not* be intimidated by IDOT!

We sent a big mailing to our membership, encouraging people to attend the meeting, held in Tinley Park, my home town! The meeting room held 1,400 people, which was quickly filled. And in spite of the fact, they tried to create "balance" by denying us entry in favor of pro-airport, bussed in electricians, we greatly outnumbered the pro-airporters inside this meeting.

Also, outside, several hundred of our people were clamoring to be let into a meeting determining their future, but were denied! A hundred of them were let in, with disgruntled union guys bussed in, and placed into an adjoining room with a poorly functioning speaker hook-up. The others were left outside to contend with a line of state police - as if menaced citizens were the "bad guys!"

Plus! The police blocked off the access road to the parking lot, turning away unknown numbers of even more people! You must understand that the well-bankrolled pro-airport forces had tried their damndest to cajole people into also attending this show, but almost all of the people who actually tried to come, unbussed or otherwise driven (paid) did so because they were passionately against it!

No signs were allowed inside, unlike the other three such forums to the north, so we had 1,000 self-adhesive stickers people wore. We also had many t-shirts and laminated badges, etc. figuring they would once again try to muzzle us, under one pretense or other.

Inside, the usual pro-airport politicians and those with vested interests in this project, or on IDOT payrolls, or somehow religiously plugged in as some sort of social justice crusade, played to the cameramen and reporters, who all seemed to leave early. Later on, real citizens got to speak of these issues. All during the night, a unique emotionally charged, justified outrage from the audience was heard, like the chorus to some sort of Greek tragedy. This palpable,

impossible to contain angst, was looked upon as rudeness, and chided and derided by Ryan and others who were oblivious to the reality that *they* are the ones trying to destroy *our* communities!! Orwell would be at a loss for words! Well, maybe not. He was a perceptive and talented writer who appreciated such "kill the messenger" type of scenarios.

Anyway, to get back on point, several *STAND* members gave knowledgable, eloquent and sometimes, heartrending testimony to a non-caring panel, as their minds were long ago made up to push hard for this airport. The panel was made up of Governor Ryan, IDOT Czar Kirk Brown and the syncophantic mayor of Tinley Park, Zabrocki.

Then September 11th happened... Our nation was plunged into shock and grief. Shortly before this, the FAA put out their dEIS (environmental impact study) about the Peotone Airport site to determine whether to give federal approval to the state's landbanking scheme. But, they only allowed for a brief few weeks for folks to absorb the thick two-volume report and offer comments on it.

STAND pleaded to the FAA to delay the hearing in light of this monumental occurence and the fact that the country was now in a state of actual warfare, in the midst of the virtual collapse of the airline industry, biological weapons attacks and just today (it is November 12th as I write this) another plane has crashed in New York City! But, they would not postpone this important hearing. Also at this time, the farmers were busy in their fields, as it was harvestime.

This meeting was held at the Matteson Holiday Inn, site of the historic powwow of pro-airport players, including then Governor Edgar, Secretary of State George Ryan, and Congressmen Henry Hyde, Gerald Weller and Jesse Jackson, Jr. held in February of 1998. This was a pro-airport bastion.

So, although we had little time to prepare our statements, many gave powerful, informed and eloquent testimony, as the pro-airporters rehashed their wish list as

fact spiel. The huge, overdone police presence didn't help matters, especially as the owners of the Holiday Inn instructed them to disallow any passing out of literature - even though by having the FAA use this space for this hearing, it *became* a "public space" with all rights of any citizen. I had taken the precaution to carefully put together ten or twelve packets, that once I talked my way past security with (which was a struggle) I was able to surreptitiously slip to interested reporters. Boy! Nothing like free input from involved in the decisions citizens democracy, eh? Sheesh!

The FAA gave us until November 13th to hand in written testimony, to which George Oschenfeld, who is the dynamo president of *STAND*, responded to in earnest! He quickly put together a group of analysts, covering various aspects of this problem, as it relates to the FAA report. We commisioned Bob Heuer to write a comprehensive critique of the report and the pro-airport arguments, in general.

For this project, if allowed to come to fruition would be a disaster, not just for the people in the immediate vicinity, but to people throughout the area (such as down in Kankakee County) throughout the state (stuck with a never-ending tax bill) and the citizens in the rest of the country. It would destroy irreplacable farmland, unleash the floodgates of massive sprawl, overwhelm all the social services of these villages and ruin a unique and wonderful environment ostensibly for an airport that is unwanted by the airlines. If the government gets the land, any number of bad things can happen.

Obviously, before long, they will force us to go to court to protect our farms, homes and communities. Now, more than ever, we must unite to stop this menace and pursue rational, less costly, already existing transportation alternatives that people wil actually use, instead of catering to the whims of this out-of-control state agency (IDOT) who would pave the whole state, if it had it's druthers.

Anthony Rayson, Secretary of *STAND*

APPENDIX A

SECTION X

General Public Comments
Noting Concerns

APPENDIX A -- SECTION X

COMMENTS FROM GENERAL PUBLIC – NOTING CONCERNS

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Rickey J. Austin

Frances Boler

Jerry D. Bogue

Marge Elea, Black Oak Redevelopment Corp.

John Newgent

Myrna Newgent

Myrna Newgent, Shirley Heinze Environmental Fund

Barbara Plampin

Charlotte Read

Ronald Trigg

Anthony Rayson

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: RICKEY T. AUSTIN

Address: 4475 CHASE ST.
GARY, IN. 46408
(219) 980-0468

1. HOW FAR WILL NOISE BE A PROBLEM FOR RESIDENTS ON THE EAST ~~END~~ OF THE AIRPORT ??

2. I AM INTERESTED IN HOW THIS WILL AFFECT THE PEOPLE IN BLACK OAK AND THE REST OF THE AD2.

Written comments may be submitted during the public meeting, or submitted so they are received no later than close of business on January 29, 2002 to:

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
FAX: (847) 294-7046

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Diana Bolen

Address: 735 Colfax St
Gary IN 46406

This Airport should meet more with Community Schools who reside in the area and allay their fears ~~as to~~ and uncertainty as to what will happen to their homes, Churches and schools.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

FEB 04 2002

Public Meeting Comment Sheet

Submitted by: Jerry D. Bogue.

Address: Being that My wife, children, & I are In. Residents, I definitely have an opinion about this airport. A plus for this airport means more jobs & tax dollars for Lake Cty & the State of In.
The con is my wife & I refuse to take our children to Gary/Chicago Airport because of the route I would do take to get there. via my residence. Lets be honest, Gary, E. Chicago & Hammond are not the quaint neighborhood they used to be. Priority one issue is safety & security. Furthermore, My family & I have driven to O'Hare or Midway Airports in Chgo. IL. for Air transportation, & will continue to do so. I am earnestly against my tax dollars spent on something that has already been voted & not met expectations. (PAN AM).

Sincerely Yours Jerry D Bogue

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: [illegible] Elsa / Black Oak Redevelopment Corp.

Address: 5404 W. 25th Ave.
Gary, In 46406
E-mail MELEA22559@AOL.com.

Concerns:
1. Noise
2. R.R. relocation. Where, when & how
3. Would the Rail in Black Oak 25th & Beech be moved?

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JOHN NEWGENT

Address: 7841 FOREST AVE
GARY IN 46403

THE MOST CRITICAL PHASE OF G/G AIRPORT EXPANSION WOULD BE THE RELOCATION OF THE E.J.& E. RAILROAD. NOT IMPOSSIBLE BUT EXPENSIVE, $. WOULD BE THE LARGEST $ ITEM IN RELOCATION BUDGET.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: MYRNA NEWGENT

Address: 7841 FOREST AVE GARY IN 46403

Where will RR be relocated? Who pays for relocation? Who will be responsible for removal of all the toxic waste removed?

There need to be an environmental impact study to look at all the environmental concerns. Are plants, wetlands, birds and their flight patterns.

There are several nature preserves in the area. How will they be affected by all the air & water pollution. What will be done to protect these areas?

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Mr. Michael W. MacMullen
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Des Plaines, IL 60018
FAX: (847) 294-7046

Shirley

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

The Shirley Heinze Environmental Fund greatly appreciates the opportunity to comment on environmental issues related to the proposed expansion of the Gary/Chicago Airport.

The Heinze Fund is a non-profit land trust that has been working to protect natural lands in the Southern Lake Michigan Watershed for more than 20 years. It owns and manages more than 700 acres of critical habitat in Lake, Porter and LaPorte Counties, and it holds conservation easements on 50 more acres. The Heinze Fund has also acquired and transferred some 30 acres of land to the National Park Service and the Indiana Department of Natural Resources.

Included among our holdings are more than 50 acres of a globally rare ecosystem – dune and swale – in the general area of the airport. This land includes Seidner Dune and Swale State Nature Preserve to the west of the airport and the Ivanhoe South properties to the south of the airport. The dune-and-swale landscape, formed thousands of years ago by glacial action, exists nowhere else in Indiana. Dune and swale is characterized by a series of sandy ridges separated by marshy areas, and it provides excellent habitat for waterfowl and other wildlife, as well as harboring a great diversity of flora, including many rare plants. Other dune-and-swale properties in the airport area are owned by the Indiana Department of Natural Resources (Clark & Pine State Nature Preserve), Lake County Parks (Tolleston Ridges and Gibson Woods State Nature Preserves), and The Nature Conservancy (Ivanhoe State Nature Preserve). Many other examples of dune and swale exist in the general area but remain unprotected.

The Heinze Fund's primary purpose in commenting on the expansion project is to encourage the planners to take into consideration the effect that development will have on the natural treasures that surround the airport. It is important also to consider the effect of future commercial development, which is likely to follow the proposed expansion project and will likely have even greater impact on the environment than the project now being proposed. As such, we believe it important that the environmental aspects of the expansion be carefully studied, and we recommend that a full Environmental Impact Statement be undertaken.

The full comments of the Shirley Heinze Environmental Fund are attached.

Sincerely,

Myrna J. Newgent

Myrna J. Newgent, President

Dedicated to the Preservation of Land in the Indiana Dunes since 1981

444 BARKER ROAD MICHIGAN CITY, IN 46360 (219) 879-4725 FAX (219) 879-4818 www.heinzefund.org

SHIRLEY HEINZE ENVIRONMENTAL FUND
444 Barker Road
Michigan City, IN 46360
Tel: 219-879-4725 Fax: 219-879-4818
shef@heinzefund.org

COMMENTS
on
GARY/CHICAGO AIRPORT EXPANSION
January 2001

PROTECTION OF DUNE AND SWALE TOPOGRAPHY

Globally rare dune-and-swale topography once stretched along the southwestern shore of Lake Michigan from present-day Waukegan to Gary. All that remains today is some 1,000 acres in Lake County, Indiana, much of it unprotected. All of these rare natural lands are located in the vicinity of Gary/Chicago Airport. Some 300 acres are managed by the Indiana Department of Natural Resources, including Clark & Pine State Nature Preserve. Lake County Parks & Recreation Department owns Gibson Woods State Nature Preserve and Tolleston Ridges State Nature Preserve, totaling some 200 acres. The Nature Conservancy manages the 130-acre Ivanhoe State Nature Preserve, and the Shirley Heinze Environmental Fund owns and manages more than 50 acres in two parcels, Seidner Dune & Swale State Nature Preserve and Ivanhoe South.

Dune and swale is characterized by successive sandy ridges running parallel to the lakeshore and separated by marshy wetlands. This landscape was formed over thousands of years by glacial action and the changing shorelines and water levels of Lake Michigan. It is an area very rich in biodiversity and includes many rare natural communities and microhabitats. It provides critical wildlife habitat, attracts great numbers of waterfowl, and harbors a great variety of flora, including many rare plants.

- Great care should be taken to protect dune-and-swale habitat. This should include not only those areas already protected as nature preserves, but also unprotected areas which provide buffers to and connections between existing preserves. The continued existence of these buffers and connecting tracts greatly enhances the survivability of wildlife and improves chances for increased biodiversity.
- Efforts should be made to identify and remove any rare or botanically important plants that may be threatened by the proposed expansion project.

- Any relocation of railways or roads should take into consideration the effect on the surrounding natural areas.
- Any wetland mitigation resulting from destruction of habitat on the project site should be planned in such a way as to enhance already existing natural areas.

PLANNING FOR FUTURE DEVELOPMENT

The expansion of Gary/Chicago Airport will inevitably lead to increased commercial development and new roadways and transportation links in the immediate area.

- Important natural areas offering critical habitat for rare flora and fauna should be identified in advance as areas not to be touched by development.
- The impact of increased air pollution due to heavier road and air traffic and other environmental threats, such as chemical and salt runoff, should be considered now, rather than after permits for construction have been granted.
- Potential damage to the water quality of the Grand Calumet River should be a matter of great concern.
- It should be recognized that the existence of high-quality natural areas exhibiting great biodiversity in this highly industrialized area enhances the quality of life for its residents.

CONCERNS OVER WILDLIFE

The Southern Lake Michigan Watershed is a major waterfowl and shorebird migration route through the Great Lakes. Southbound birds, following the western shore of Lake Michigan, divert around Chicago and are ultimately guided into Northwest Indiana at the southern tip of the lake. This avian convergence at the bottom of Lake Michigan is termed the "funnel effect," which explains the unusually high concentration of autumn raptors and shorebirds in this area. Migratory songbirds and waterfowl find a haven in the wetlands and wooded areas around the airport during the long voyages to the north in spring and to the south in autumn.

- It should be noted that degradation or destruction of natural areas in this area has a potentially harmful effect on bird populations not only locally but also in other areas of North America.
- Declines in waterfowl and other bird populations can impact negatively on recreational opportunities (hunting, birdwatching) and reduce tourism. (Northwest Indiana attracts many birders and their dollars. Lake County will host the Great Lakes Migratory Birdfest in May 2002.)
- Efforts should be made to address the possibility that waterfowl attracted to wetlands in the area can potentially interfere with increased air traffic at the airport.
- Planning should include efforts to identify any possible effects the airport development may have on endangered species and their habitat. The federally endangered Karner Blue Butterfly, for instance, exists in areas near the airport.

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: BARBARA E. PLAMPIN

Address: 18 East Rd., Chesterton, IN 46304 (219) 787-9438

My concerns include

1. re-location of EJ&E RR - Is this feasible?
2. moving river
3. air pollution at Clarke and Pine and Clarke and Pine East. Clarke and Pine is the best nature preserve - dedicated nature preserve in the state. Pollution means that produced by air traffic.
4. Protecting birds who use area as a flyway and waterfowl use the rivers and the lake. ~~they are last~~ Birds are fast losing places to rest in NW IN when they migrate.

About #1: What of damage here to wetlands and to plant life. Many plants here are rare.

5. I recommend high speed rail - for ~~to~~ instead of expanding passenger services

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Charlotte Rood

Address: 444 Barker Road
Michigan City, IN 46304

I am concerned about the following:

- impacts on air quality from airport operation
  - airplane fueling, idling
  - ~~car~~ increased car and truck traffic
- water quality
  - storm water runoff & how it will be handled i.e. treated, retained or detained, or dumped into Grand Calumet River
  - impact on Gary Sanitary District of increased sewage loadings projected as part of proposed expansion
  - containment, treatment and disposal of deicing fluids
  - protection of Grand Calumet River and adjacent wetlands, especially (over)

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globally rare dune and swale, toads to the south, the west, and north.

- land quality
  - how and to what level will the various contaminated sites planned for airport use be cleaned up: RCRA, CERCLA, voluntary clean up?
  - EJ&E railroad embankment (after relocation) since railroad rights of way are often contaminated
- EJ&E railroad relocation. Although not a part of the Aerofinity contract, how and where relocation is proposed is a major issue. Will this contractor also pursue a public scoping process? If not, why not.
- flora and fauna
  - who is doing these studies?

I believe that ~~and~~ an Environmental Impact Statement is required and that it should assess the impact of the entire proposed airport expansion, not just that which FAA has approved.

- impact on the community of the homes to be taken down and how displaced residents and [illegible] will be compensated

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: RONALD TRIGG

Address: 218 SUMMER TREE DRIVE, PORTER, IN 46304

The area surrounding the airport contains critical wildlife habitat and dedicated state nature preserves managed by various state and local government entities and non-profit environmental organizations. This landscape exhibits the dune and swale topography, which exists in Indiana only in this area and is rare on a global context. The properties, both protected and unprotected (in private hands), is a haven for wildlife (particularly waterfowl and migratory birds) and has great biodiversity and rare plants. At least one federally endangered species - the Karner Blue Butterfly - lives here as well.

Great care must be taken when designing this and future expansion projects to protect these important natural resources.

It is important to consider now how future development will affect the native flora and fauna in these areas. Commercial development is bound to follow any increase in airport activities, and now is the time to consider how to protect these resources. What properties will be available for commercial development? And which must be preserved as natural areas? How will new road, rapid transit, parking lots, buildings affect these natural areas? What might be the effect of increased air pollution from road and air traffic? What about runoff - salt, chemicals from any new roads + developed areas?

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OVER

12-19-01

Dear Mr. Mac Mullen - Greetings!
Enclosed is a booklet of research & argumentation put together by the Citizens Basin in Eastern Will County explaining some of the problems of the Peotone Airport.
You are coordinating the study of the Gary / Chicago Airport.
Basically, if Gary is built up to what the planners envision, it could become a La Guardia-type Reliever Airport for the Chicago land megalopolis. With a fully-functional O'Hare, coupled with the Reliever Airports in Milwaukee, Rockford, Midway & "Airport of the Year" Greater Kankakee efficiently linked up with high-speed commuter & freight rail the much ballyhooed "capacity crisis" is solved for a very long time, without destroying tens of thousands of acres of prime farmland in the Peotone area.
We believe that the opposite is true & the panacea effect given to it by the pro-Peotone lobby. If built, many BAD complications will arise.
See you in January, Anthony Rays

A-X-15

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Anthony Rayson
Address: 27009 S. Egyptian Trail, Monee, IL 60449

There are certainly important environmental concerns at the Gary site. And environmental concerns should weigh heavily as to whether an airport is built for expanded.
Gary is in the shadow of the Peotone project. Obsessed politicians & businessmen are determined to bum rush this project through, without any interested airlines, approval or funding - far from the city center, with zero infrastructure and no source of funding. Long-standing productive farming communities risk being destroyed from this colossal mistake.
Please read these arguments carefully & think "human being" instead of "dollar bill."

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Gary is located in brownfields, which would have had to have been cleaned up anyway. Infrastructure big head start - close to the loop

A-X-16

Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois / 62707-8415

January 9, 2002

[RES. DEPT'S NAME & ADDRESS]

Dear Property Owners:

Governor Ryan stated that his regional transportation plan includes the opening of the South Suburban Airport within five years. In order to accomplish the Governor's goal, the State of Illinois will acquire all properties within the inaugural area of the airport within the next two years.

It has been determined that your property is located within the inaugural area for the South Suburban Airport and is needed to construct the first phase facilities. We are advising you that personnel representing the South Suburban Airport Property Management Office will contact you to schedule appointments to perform a boundary survey, environmental site assessment, appraisals and a relocation assistance analysis associated with acquisition of your property.

These personnel represent the South Suburban Airport Property Management Office, a contractor for the Illinois Department of Transportation. When they contact you they will identify themselves by name and as a representative of the South Suburban Airport Property Management Office. All authorized project personnel will present photo identification when they meet with you.

We understand that some of you may not be interested in selling your property and do not want our personnel to enter your property. However, state law permits agents of the state to enter private owned property to perform required inspections needed for public projects. Your cooperation in letting these people perform their jobs without interference will be appreciated.

Once the appraisal and relocation assistance analysis processes are complete, an offer to purchase with any relocation benefits will be presented to you for consideration. It is our policy to make every effort to reach a negotiated settlement. However, if those attempts are unsuccessful, the State could seek legal action to obtain your property. If you have any questions, please contact the South Suburban Airport Property Management Office at 708-679-1395.

Ed Johnson

Sincerely,

H. Van Voorst

Hugh Van Voorst
Director

January 15th, 2002

Greetings!

I would like to bring to your attention a meeting planned for **Thursday, January 31st** at the Eastern Will County Senior Citizen's building, which is located adjacent to Monee's blue water tower at 25864 S. Chestnut Road, Monee. It is a block east of the stop light off Route 50. This will begin at **7 pm.**

This is primary season and we are inviting the candidates vying for both Jesse Jackson Jr.'s and Gerald Weller's seats, as the districts now sort of overlap. Other candidates running for the state and federal senate, will also be invited, along with the incumbents.

As you can see by the accompanying registered letter that was sent to each household in the 4,200 "inagural site" for the Peotone Airport, IDOT is now using bully tactics on certain citizens in our community. So, local citizens will of course be invited, along with eminent domain lawyer(s) and members of the media.

New candidates have emerged who are not afraid to voice their opposition to this airport, which so menaces the citizens out here. After all that has happened, such as the terrorist attack, the recession, lay-offs, war, budget cuts, etc. the state still insists on trying to bum rush us out of our homes! We have had enough!

Anthony Rayson

(708) 534-1334

STAND
P. O. Box 433, Monee IL 60449
phone & fax (708) - 534 - 7319
www.standnoairport.org

Chicagoland Air Transportation Solutions
Town Hall Meeting Comments, June 15th, 2001

There is no question that O'Hare is a mess, as are many airports around the country and around the world. It's not just a Chicagoland problem or a state of Illinois problem. Solutions must be regional, national - even international.

Before I add my suggestions for viable solutions, I'd like to bring up two points made by important players in this ongoing drama. Harold Rogers, (R - KY) who chairs the Aviation Subcommittee of the House Appropriations Committee, has said:

There are beautiful airports with runways sitting empty. There is airport capacity beyond belief that could alleviate our problems overnight.

Mayor Scott King made a very cogent point at the Peotone rally on May 12th. He said that the Gary/Chicago Airport is *already* (before the planned expansion) larger in acreage than LaGuardia and Ronald Reagan Airports. We don't *need* a huge chunk of prime farmland to service millions of air travelers. Midway is only 3% the size of the proposed Peotone site, yet they safely manage a busy airport. Even the scaled down "inaugural airport" in the Peotone area is *six times* the size of Midway! The forceable seizure of 25 square miles of productive farmland in Eastern Will County for an airport the airlines don't want and the residents in my area will refuse to surrender their communities for, will prove to be an enormous mistake.

The real transportation challenge is to use and expand our air capacity resources productively and in synergy with other forms of transportation to meet the needs of travelers, workers and citizens and facilitate the efficient movement of goods - not to maximize profits for airlines or to fulfill other agendas. These have included massive job creation, land acquisition, speculation, development, sprawl, the doling out of lucrative construction contracts and so on. So, let's focus on *real* transportation solutions that can actually be made to work for the benefit of the American people.

1. Half of the flights into O'Hare are transfer flights. These people who are switching planes or waiting for more passengers, spend on the average a meager $7.00 in Chicago, compared to the hundreds spent by those whose destination is Chicago. Many of these transfer flights must be relocated to other, less busy airports, throughout the Midwest.
2. The scheduling of flights must be changed so as not to overburden "peak" periods, during the day.
3. Before a plane takes off, it should be a requirement that at least 3/4 of the seats be filled.
4. Air traffic control must be modernized and more controllers must be trained and hired. I'm sure we're still suffering from the axing of all that experience of the PATCO controllers during the Reagan years.
5. Operations at airports must be streamlined and made more efficient, from the baggage handling to the checking in, to the shuttling of passengers to the proper gates, etc.
6. Major airports that need runways added or reconfigured must have this work prioritized. These necessary improvements can't be held hostage by political wrangling, as is the case in Illinois and O'Hare expansion.

As for medium term options, airlines must actually use the reliever airports that already exist, have infrastructure, room to expand and *desire* more business. Just because airlines want the hub and spoke system is not a good enough reason to choke O'Hare with all the flights, when air freight, smaller commercial aircraft, private planes, helicopters and short hop flights could just as well be funnelled through the airports in Milwaukee, Gary and Rockford. I think O'Hare should be reserved for the big airplanes destined to or embarking from O'Hare to points around the world.

I also think the airlines have a good proposal in expanding a central Illinois airport, in Champaign, Rantoul or Bloomington. This will give enough airspace for the air traffic controllers to maneuver large numbers of planes, efficiently and safely. For, Peotone is both too close and too far away. It's too close to O'Hare as far as airspace is concerned (for two supposed major hubs) yet too far away (40 miles!) for travellers to want to land, who overwhelmingly are looking to be destined for the city.

Airlines invest a huge amount of money to run airports and are most reluctant to move a big part of their operations to other airports, especially those far from city centers, such as Peotone. All they see is a field of red ink down here. Other companies expand their facilities as needed, and are not being held hostage to political agendas, much like the citizens of Peotone also are.

Sadly and unjustifiably, Peotone residents are also faced with the never-ending possibility of the destruction of our homes, neighborhoods and communities because of this pro-airport agenda, which is most shrilly propagated out of the Southland crowd, based in Homewood - eighteen miles away. Very, very few people in Peotone want an airport.

Most of the home owners living near O'Hare made a conscious decision to move near a major airport, whatever their reasoning. Quite the opposite is true of the citizens around Peotone, who are either longstanding members of farming families or have moved out this way specifically to get away from the congestion, pollution, gridlock, hustle, bustle and noise of city life. We have opted for rural livability - a quiet, peaceful, outdoors way of life in which to raise our children and enjoy the simple pleasures of a naturally healthy environment. An airport is antithetical to our hopes and desires. We loathe the very thought of it!

O'Hare area residents have opted for city convenience and high property values, proximity to commerce, employment, upscale shops, entertainment, etc. O'Hare has been up and running for 45 years and like all major airports, has its drawbacks. These are the choices both types of people have made. For people to complain about the noise and pollution of O'Hare is understandable, but it is part of the bargain they have decided to accept. If it is too much to deal with, for the sake of the health of their children, we suggest that they move - to Peotone. To force these types of increased serious health risks on the people of

Peotone (and tens of thousands of residents in outlying towns) to hopefully satisfy the agendas and wish lists of outsiders, is totally unfair and inappropriate. To add insult to injury, these plans also call for the destruction of our way of life, our homes, farms and communities, which makes the inclusion of Peotone as a part of the "aviation solution" nothing short of criminal! You don't fool with Mother Nature - and if you do - we will *defend* Her!

High speed rail needs to be actualized and used to connect city centers throughout the Midwest and the country. Florida is embarking on a somewhat ambitious program to connect their urban centers, which we should emulate. After all, this is U.S. developed technology that is used to great advantage by Europe and Japan. It's not cheap! Each mile of rail costs about the same as a mile of expressway. But steel rail tracks last a lot longer than highways and are much more economical to use. Trains are more comfortable, more fuel efficient, less stressful and less environmentally destructive than car, truck and plane traffic. It's a more social means of travel and less of a time and energy wasting rat race.

Also, airports should be connected to eachother, such as O'Hare, Midway, Rockford, Milwaukee, Gary and Champaign. Quick, efficient monorail rail service should be constructed to connect airports to city centers. Bus, shuttle and passenger rail service need to be modernized, expanded and made to genuinely serve the needs of local citizens. Freight rail also needs to be brought into the 21st Century and made into an efficient, connected and integral partner in the whole transportation solution.

For too long, the planners, politicians and transportation companies have not worked effectively together, nor for the good of citizens. It's always been a tunnel-vision concern for their own particular bottom line or for personal political expediency - all too often at the expense of the convenience and needs of travelers, workers and the efficient movement of goods. This whole mindset has got to be abandoned in favor of *real* coordinated solutions, which are not the exclusive domain of European and Japanese societies.

Concerned and knowledgeable citizens must have *real* input into the planning of carrying out of such projects.

Governor George Ryan's approval rating is so low (20%) in large part because of the imperial manner in which he and the state are forcing his unpopular agenda down the throats of Illinois citizens (and not just those citizens in the Peotone area.)

The politicians have lost touch with citizens and are perceived (with much justification) as the agents of the corporate agendas and a very real threat to the well-being of everyday citizens and our communities. It seems that we are always under assault by "development" (sprawl) and are also forced to pay for it in many ways, such as having to pay ever increasing taxes, the erosion of our rights, decreased livability, less control of our communities, more congestion, pollution, gridlock, etc., etc. These sprawl projects, lottery games, TIF-district sweetheart business deals are always supposed to benefit our communities, but our schools never seem to see a nickel. We give but we don't receive.

As for the Peotone Airport, it's a terrible idea! This "footprint" is the heart and soul of *five* longstanding farming communities - Beecher, Goodenow, Crete,

Monee and Peotone. We are not a "green grass site ripe for development!" This "fantasyland" airport is an *Apocalypse Now* nightmare reality for the folks in Eastern Will County. We've had the vultures circling over this area for several years. Before it was just one or two of them. But now, it's an ominous flock and they smell our blood! Who's buying the property out here, lately and what are their motives?

It's true. I've been trying to contact Tom Hanks and Paul Newman, who have been filming in Beecher and Peotone,
lately. But, I really half expect to see Jack Nicholson with a bandage on his nose! Rumors and speculation are running wild. IDOT has only finally invited us to meet with them at Governor's State recently. This was to try to get us to hand over the deeds to our property - after we've read and followed the instructions of a thick booklet of their stipulations! *Never* have we been genuinely included in any of the discussions about the development of our communities. It's all been done by politically connected consultants who don't live anywhere near here.

We have done our jobs, raising crops and children in an environmentally sustainable manner. We will *not* be the sacrificial lambs for the failures of others! The use of bully tactics, intimidation and coercison by IDOT is shameful. To see the pain, suffering and uncertainty it has caused - particularly amongst our senior citizens - is repulsive and infuriating. We will *never* forget how we were treated during this whole, often lifelong ordeal.

The state has declared war on the citizens of Eastern Will County! You wouldn't do this to a forest preserve, but you feel it's just fine to tear into the very fabric of our communities! You're oblivious to the human costs! What about the future generations? Do we bequeath them but asphalt and an obscene archipellago of rural prisons?

You had your chance to get your 24,000 acre mega site for your precious boondoggle airport - the Joliet Arsenal - but you didn't even consider it! You want *our* land. But, we haven't given our permission for you to rustle us out of our homes, bulldoze them, destroy the farms and pave over them. We saw what happened to our fellow farmers in Mascoutah, who weren't organized and had their land taken for an airport down there, which is "only" 25 miles outside of St. Louis. They're doubly bitter because the airport isn't even being used! They lost everything for *nothing!*

Landbanking is a terrible imposition on our area. It makes us open-ended hostages to the problems you never seem able or willing to actually solving. Our dread and uncertainlty are now apparently eternal. It's like a social virus to us, compliments of "our" own government!

You're going to find it to be extremely difficult to procure our land. We have been admirable stewards of this pristine, rolling farmland and we have a responsibility to our children, which we take very seriously. We will use every means available to us to prevent its destruction. We'll enlist supporters, far and wide and work tirelessly to stop this major mistake from taking place. We are legitimate, determined citizens and we will defend what is rightfully ours - our homes, our farms, our families, our neighbors and our communities. We will fight this thing every step of the way, for however long it takes. We really have

no choice.

There are many reasons why this is a terrible place for an airport. First, it is not needed. There are airports galore ringing Chicagoland. This is nothing more than a poorly disguised massive, naked landgrab. "Peotone" is about development - about lucrative contracts, real estate speculation, land deals, road construction, hotel building, luring business ventures out here. It's about money. It's about destroying pristine farmland for the almighty dollar. It has nothing to do with human beings, what-so-ever!

Upwards of $100 Million of Illinois taxpayer money has already been poured into this Peotone Project. Think of what all that money *could have done* to benefit depressed southside communities!!! What a god awful waste - already!

There is *no infrastructure out here!* It would all have to be built - at enormous taxpayer expense. We're forty miles from the Loop. Why would travelers want to land that far away? How can you expect major airlines to base their operations down here when their clients want to be in the city??? If you build it, they *won't* come!

Where's the water going to come from? We're outside the Lake Michigan watershed. To get permission to have Lake Michigan water pumped to the Peotone Airport site would require the *unanimous* approval of eight states and two provinces of Canada! The aquifer down here is shallow and of poor quality. Are you going to drain (and pollute) the Kankakee River? Because that's where all the pollution generated from the airport would flow to. This airport would also choke off five streams in the area that flow into the Kankakee River. Environmentally, it is a major tragedy in the making. Prairie, woodlands, wetlands, animal habitats would all be tragically and negatively affected.

It will *not* be successful - unless you close O'Hare. Say you *do* close O'Hare and Peotone gets busy. A busy airport is a miserable source of air and noise pollution. The citizens out here do not want that. They moved away from the city to enjoy rural livability. The citizens around O'Hare have a real concern. But then, they chose to live near O'Hare, which has been in operation a long time.

The Peotone airport is the worst example of urban sprawl - probably the biggest sprawl project in the country today! Illinois is already losing productive farmland to sprawl development at a more alarming rate than any state in the nation. The Sierra Club calls Will County a "sprawl disaster area!" This doesn't help anybody except those who stand to profit on its exploitation. And if the airport flops, they won't be held accountable! They'll take the money and run - leaving a monstrous Mascoutah II in their wake.

It would be a huge waste of taxpayer money, that should be used much more usefully. As for this "economic engine" and being this massive job creator, let's look at the facts. IDOT and TAMS claimed that 22,000 jobs would be created down in Mascoutah. Eighty have materialized. That's only one job out of 275 promised!!! It wouldn't help depressed communities on the southside. O'Hare - a busy airport - does next to nothing for Maywood, a mere ten miles away. Does Midway flood communities ten or twenty miles to the south and east with living wage jobs and commuunity revitalization??? Hell NO! So, why would Peotone? These southside communities need help, directly! Pouring all the state's

resources into the Peotone Airport would deprieve these needful communities of *any* real help!

This area is also very significant, archeologically. It is loaded with paleolithic sites, which are very rare. This history cannot be allowed to be buried under the bulldozers and earthmovers, like most of this history has been. All of this rich history has been lost to the north of us because of "development." The past, the present and the future are all linked and should not be allowed to be irrevocably severed by the forces of greed.

The people of the Peotone area have been treated like political lepers these last several years. Only two major politicians have had the courage to come out here and address the targetted citizens out here - Al Salvi and Glenn Poshard. Yet, the pro-airport outsider politicians and their IDOT-funded proponents feel that they can blithely decide our fate, allocate (our) taxpayer money to force us out - while they misrepresent our area and try to squelch our voice! And many of these pro-airport people have never even been to this area! It's disgraceful and disgusting! For example, the Will County Board voted unanimously against landbanking 18 months ago, but after having the squeeze put on them, voted 16 to 7 in favor of this airport. Many of the board members didn't even know what townships would be obliterated out here!!!

I know it's an awfully long way for you city folks, but come down here and learn firsthand what a marvelous area we have here. We don't bite and we'd be happy to show you what we have built so lovingly out here over the years. It would be a welcome change from the blacked-out stretch limos we see slink through our area. Functioning, thriving communities of citizens define progress - not an unnecessary ocean of asphalt! It's time for a state-wide reality check! Stop wasting money and holding us hostage!

We don't *want* our fellow citizens' hard-earned tax dollars that the State sees as theirs to buy their pet projects with. We are *not* going to leave! We *live* out here! These are *our* beloved communities. You don't have our permission to ruin them! Our homes and farms are simply not for sale.

Personally, I will do everything in my power as a writer and an organizer to stop this terrible boondoggle! Many others have a similar resolve and commitment to protect this sacred land and will work to ensure the continuing viability of our communities. The state will have to force us out at gunpoint! We are prepared to make this a bellwether case of real people - citizens - against politically connected sprawl. You are asking for a bitter and costly social struggle. Stop the assault on America's Heartland!

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Arguments Against the Proposed Peotone Airport

It is NOT needed.

It will NOT be commercially successful.

It will NOT provide economic salvation for depressed south suburbs.

It will POISON a large population with air and noise pollution.

It will DESTROY forever productive farmland and valuable forest preserves.

It will COST BILLIONS in taxpayer dollars that could be used in better ways.

REASONS WHY THE PEOTONE AIRPORT IS NOT NEEDED.

How much growth will *really* occur in demand for air travel? No one knows for sure, and the studies commissioned by competing interest groups have come out with widely differing estimates.

If there is a need to increase airport capacity, this can be done, and is now being done, by a combination of ways without building a new 24,000-acre airport:

1. Much can be done to improve operations at O'Hare, even if another runway is not built.

   The city of Chicago is awaiting FAA approval for its World Gateway Program, which would use airline fees and increased ticket taxes to help finance $3.2 billion of improvements at O'Hare. This plan calls for two new passenger terminals, up to 30 more gates, and extension of taxiways. This will reduce delays by allowing quicker access to gates.

2 LARGER AIRCRAFT are being built that can carry more passengers and cargo per flight, while others can travel longer distances.

   The Airbus A-380 jet will have 555 to 650 seats, well exceeding the 416-seat 747-400, the largest jet now in production. The two new terminals planned for O'Hare will have the wider gates to accommodate such new larger aircraft.

3. O'Hare, like other airports, is scheduling more NIGHT-TIME take-offs and landings of cargo and passenger planes.

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4. With the recent decision to phase out the federal caps on flights at O'Hare, there will be MORE FLIGHTS PER HOUR.

5. There is much room for growth in AIRLINE LOAD FACTORS, that is, the percentage of seats that are filled on flights.

   Preliminary 2000 data indicate that the load factor for U.S. airlines last year was only about 72 percent. This is up from 1990, when the load factor was 62.4 percent, but still, airliners are flying, on the average, less than 3/4 full.

6. NEW AIR TRAFFIC CONTROL SYSTEMS will allow increased amounts of air traffic while improving safety and reducing delays.

   In its "capacity benchmark" studies released in April 2001, the FAA predicted that procedure, airspace and technology improvements which are now being planned are expected to improve capacity at O'Hare Airport by 6 percent in good weather and 12 percent in adverse weather over the next ten years.

   The proposed Chicago Terminal Airspace Project will increase "terminal airspace capacity" and provide more efficient routes.

   The FAA is holding public hearings on its plans to restructure air traffic routes into and out of Chicago, the first major revision of such routes in 20 years. The Chicago Terminal Airspace Project (CTAP) calls for the creation of new high-altitude arrival and departure routes at O'Hare and more inbound routes to Midway Airport. It also recommends changes to current air traffic control procedures that will simplify operations and give controllers greater flexibility.

   Much more can be done to upgrade air traffic control procedures, equipment, and manpower.

   In March 2001, the Air Transport Association issued a Top Ten List of Air Traffic Control Priorities, which it is encouraging the FAA to expedite and which it said can be implemented over a five-year period. The most important are:

   1) The FAA's project to rewrite the ancient software hosted on the computers at the air route traffic control centers.
   2) Full-Scale Global Positioning Satellites (GPS) Satellite Navigation.
   3) The Airspace Redesign project, which will help to relieve the daily airspace saturation that causes ground delays and restrictive increased spacing between enroute aircraft. By re-drawing air traffic control center and sector boundaries and revising arrival and departure routes at complex terminals, airplanes can be routed through the system more efficiently.

7. While room for runway expansion at Midway Airport is limited, MIDWAY IS STEADILY INCREASING its types and frequencies of service for both business and pleasure travelers.

An $800-million expansion is underway at Midway. A six-story parking garage opened in 2000, and a new 900,000 square-foot terminal building opened in March 2001. New passenger gates are scheduled to be opened later in 2001. Eventually the new terminal will have 41 gates.

While the number of passengers boarding planes at Midway has soared in recent years, the airport is handling only about 2/3 the total flights that it did 40 years ago.

8. THE GARY AIRPORT ALREADY EXISTS AND CAN EXPAND.

The Gary/Chicago Airport is the size of Midway. Of its two runways, one is longer than any at Midway and is usable by Boeing 727s and other heavy jet aircraft. Closer to the Loop than Peotone, Gary's airport is conveniently located close to several major highways and a commuter rail line. It has cost- and hassle-free parking for over 800 vehicles. It can accommodate as many as 205,000 takeoffs and landings each year, but in 2000 it reported only about 50,000.

The cities of Chicago and Gary signed a pact 5 years ago under which Mayor Daley has funneled (as of April 2001) nearly $11 million in passenger ticket-tax revenues, along with equipment and staff expertise, to the Gary airport for improvements. A $9 million maintenance hanger is under construction, and the terminal is being renovated.

PanAm Airlines has begun daily flights to popular destinations from the Gary Airport.

A draft plan for expansion submitted by the Gary airport for informal FAA review proposes land acquisition that would double the airport's acreage, an extension of its 7,000 foot runway by 1,900 feet, a doubling of the length of its second runway, the addition of taxiways that would allow planes to exit the runways more quickly, and expansion of the terminal to include forty-three gates. There are also plans for road improvements and the addition of a South Shore commuter rail stop on or near the airport property. (The South Shore railroad station now is closer to the terminal than remote parking at O'Hare is to Terminal One, Concourse C.)

Expansion at Gary's airport will redevelop industrial "brownfields" and not pave over rich farmland as the Peotone project would. Not a single home or resident would be displaced by expanding the Gary Airport by adding a third runway. When expanded by a mere 1,000 acres to the nearly 700 that already exist, the airport capacity will be over 30,000,000 (yes, 30 million) passengers per year, with over 300,000 flight operations per year.

Environmental clean-up costs are not two billion dollars, as stated by Kirk Brown, but rather $50 million, in year 2000 dollars, over the twenty year life of the project. Airspace conflicts with Midway are minimal and with improvements in technology over time, and the usual re-arrangement of airspace that usually occurs at airports, these impacts will be minimized further.

The citizens of Gary want the airport utilized and expanded to help the local economy.

9. Existing airports in MILWAUKEE and ROCKFORD can be improved to serve more metro Chicago travelers.

Mitchell International Airport in Milwaukee has more than 200 daily flight departures on 17 airlines and serves 5.5 million passengers annually. For many northeastern Illinois residents, it is closer and more easily reached than O'Hare and Midway, especially during rush hours.

The Greater Rockford Airport already has two runways, one a 10,000-foot strip long enough to handle any commercial aircraft. The seven-gate terminal--easily capable of being expanded to serve three million passengers a year--can handle dozens of flights daily. The airport is conveniently located near I-90, and passenger rail service could easily be added along existing tracks, bringing travelers from Chicago directly to Rockford. More than $50 million of federal tax dollars have been spent over the last few years on improvements to the Rockford airport, including a state-of-the-art instrument landing system. In March 2001, the Transportation Subcommittee on Aviation of the U.S. House of Representatives agreed to include the Rockford Airport in its feasibility study of the Peotone proposal.

10. HIGH-SPEED RAIL LINES could be developed to carry some of the short-hop commuter traffic that now goes through O'Hare and Midway.

There are plenty of examples of fast, comfortable, convenient, and economical rail travel in short-distance popular corridors. Downtown-to-downtown travel times can be comparable or better than car or air travel. Convenient train schedules and modern amenities will appeal to both business and leisure travelers.
The upgrading of existing lines and the operation of rail service can provide thousand of new jobs and other benefits for a region's economy.
Trains use much less energy and cause less air pollution than cars or planes.
Downtown train stations will encourage development in city and town centers, counteracting urban sprawl.
The Midwest Regional Rail Initiative (MRRI) has developed a high-speed rail plan connecting Chicago with St. Louis, Milwaukee, and other major Midwestern cities.

Some stretches of these corridors are already being reconfigured and technically outfitted for trains moving up to 100 miles per hour. Upgrades of track are underway for a Chicago-to-Springfield route that roughly parallels I-55.

There is much support in the U.S. Congress for a bill, the High Speed Rail Investment Act, which would allow the sale of up to $12 billion in bonds over 10 years to improve passenger rail corridors. Modernization of the freight rail industry should also be a priority.

A huge amount of state funds would be needed to build an airport in Peotone (along with new roadways and other ground transportation and infrastructure to serve it). Improvement in rail service and other modes of transit would be a far more sensible use of tax dollars than a new airport in Peotone.

11. IN THE NATION'S AIRPORT SYSTEM AS A WHOLE, THERE IS MUCH UNDERUTILIZED CAPACITY. Regional airports are being underused and ignored.

A RAND Corporation study found that the overall system is currently at 58% of maximum capacity (at current airport separation technology). At current growth rates, it is predicted to reach 70% of maximum capacity by 2010. However, as the RAND and FAA studies show, the demand-to-capacity ratio for the 31 major U.S. airports varies widely.

The National Air Traffic Controllers Association (NATCA) are among those who believe that certain city airports are better suited for originating and/or terminating flights than associated hub airports. "Increased usage of these airports by passengers and airlines will alleviate congestion and delays at the hubs."

12. "PEAK-HOUR" PRICING MAY BE ONE OPTION FOR RELIEVING DELAYS.

Charging higher prices at peak times might not only flatten out peaks in demand but also, at some airports, drive some traffic to other airports entirely. In March 2001, Transportation Secretary Norman Mineta announced that he favored this approach: "If I were emperor, I would impose it."

13. THERE MUST MORE CONSIDERATION OF WAYS TO REVISE THE HUB-AND-SPOKE SYSTEM TO RELIEVE CONGESTION AT THE HUB AIRPORTS.

Under the hub-and-spoke system, which the airlines find so profitable, passengers from several cities fly to one major airport, then change planes for their final destination. Hub airports are among the most crowded. Many passengers are just passing through, however, and presumably could change planes at less crowded airports if the airlines would set up alternative hubs. In 14 of the top 30 U.S. airports, 40 percent of the traffic is connecting flights.

In September 2000, American Airlines announced a reorganization of its O'Hare hub operations that will involve increasing the number of "point-to-point" flights--flights that go to a destination city and then return to the origin city--and decreasing the number of flights that make intermediate stops. This means it will have more flights bypassing O'Hare.

A bill now under consideration in the U.S. Congress, H.R. 1407, would enable air carriers to voluntarily coordinate their schedules to cut the number of fights during peak hours at the nation's busiest airports. The bill would allow these discussions to take place under supervision of the U.S. Department of Transportation, and with partial immunity from antitrust laws which currently limit the airlines from discussing their business strategies.

14. NOT ALL FLIGHT DELAYS WILL BE ELIMINATED BY INCREASES IN CAPACITY.

The FAA benchmark capacity study showed that many of the most delay-plagued airports in the U.S. are actually below capacity, and a number of the airports with the least delays are above capacity, indicating that there are other delay-causing issues to be resolved.

THE PROPOSED PEOTONE AIRPORT WILL FAIL BECAUSE THE MAJOR AIRLINES ARE OPPOSED TO IT.

Airports are properly launched by recruiting airlines willing to pay rents and landing fees sufficient to pay off construction bonds. To date, only one very small airline has signed a "letter of interest" in using the proposed Peotone airport. The chief executive officers of 16 major airlines have signed a letter to the previous governor saying that there is no need for a third airport, they are opposed to it, and they would not use it.

> They said the airlines, having invested billions of dollars at O'Hare and Midway, "cannot afford to either abandon or underutilize these investments--nor are we able to split operations efficiently between the existing airports and the Peotone site...The creation of another airport at Peotone will impose substantial and unnecessary costs on Illinois taxpayers without commensurate benefit." (Chicago Tribune, February 28, 1998)

THE EMPTY MIDAMERICA AIRPORT SHOWS THE FOLLY OF BUILDING AN AIRPORT WITHOUT ANY COMMITMENTS FROM AIRLINES.

The MidAmerica Airport in Mascoutah, Illinois (24 miles east of St. Louis), which opened in early 1998, was built before any airlines committed to the project. It cost $313 million to build (including $60 million in state money), and it cost as little as it did because it shares runways with Scott Air Force Base. A consulting firm hired to study the impact of the airport estimated that it would generate 20,000 jobs and $900 million a year in economic activity. It was not until August 2000, 2-and-1/2 years after opening, that MidAmerica got its first commercial user: Pan American Airways began commuter flights to Gary. Despite strenuous marketing efforts by county officials, NOT A SINGLE OTHER AIRLINE OR AIR CARGO COMPANY HAS AS YET BECOME A TENANT.

This airport has a runway long enough to handle 747s, a modern glass-and-steel terminal with four gates, and a staff of 24--but no commercial passengers other than Pan Am's! The airlines had warned county officials that no tenant at busy Lambert-St. Louis International Airport would move to Mascoutah.

County records show the MidAmerican Airport lost $10.8 million in 1999 and $7.3 million in 1998. (*Belleville News-Democrat*, November 17, 2000). Its 2001 budget will be $6.5 million, with much of that coming from St. Clair County taxpayers.

The MidAmerica experience demonstrates the error in assuming, as the Peotone supporters do, that if you build an airport, the airlines will come.

(P.S. The consulting firm that made the rosy predictions about MidAmerica, TAMS-Sverdrup, has also received several IDOT contracts to perform many of the studies promoting the proposed south suburban airport.)

THE PEOTONE AIRPORT WOULD DESTROY MUCH FARMLAND AND FOREST PRESERVES.

Of the 24,000 acres that the Peotone airport would consume, 17,165 acres are designated as "prime farmland soil" and 6,533 acres are "important farmland soil." The airport would drive 95 operating farms out of business. It would disrupt the lives of thousands of eastern Will County residents.

This airport would almost completely surround the Raccoon Grove and Monee Reservoir preserves and adversely affect other nearby preserves such as Goodenow Grove and Middle Plum. This would be a severe blow to the open space preserves of Will County, which has the least forest preserve land of any county in northeastern Illinois. This is one reason why the Will County Forest Preserve District opposes the Peotone airport.

The Federal Emergency Management Agency is concerned about the potential increases in downstream flooding that the airport development would create on a site containing five streams, 1,600 acres of floodplain land, and 550 acres of wetlands.

Archeological studies are being conducted in the Peotone area, Discoveries of artifacts from the Paleolithic era are making it clear that this is an important archeological site that deserves full and careful study.

IF IT DOES BECOME A BUSY AIRPORT, THE PEOTONE AIRPORT WILL BE A MAJOR SOURCE OF NOISE AND AIR POLLUTION THAT WILL JEOPARDIZE THE HEALTH AND WELL-BEING OF ALL THE PEOPLE WHO LIVE IN THE SOUTH SUBURBS.

The noise office at O'Hare receives, on the average, 367 noise complaints per month. Public officials in the northwest suburbs, who are parties to a suit aimed at halting construction at O'Hare, use Illinois Environmental Protection Agency figures in contending that O'Hare is the "third largest polluter in Illinois."

Airports are sources of enormous amounts of toxic pollutants that threaten the health of the people who work at the airports and who live nearby. In the course of a year, a busy airport produces thousands of tons of carbon monoxide, sulfur dioxide, nitrogen oxides, and volatile organic compounds (VOCs).

Carbon monoxide (CO) causes decreased oxygenation in the blood. It has been associated with low birth weight and higher infant death rates. In the past, CO at airports was considered a minor problem compared to the amount produced by cars. However, recent studies have found dangerously high concentrations near airports. At least 10,000 tons of CO are produced yearly at O'Hare.

VOCs are hydrocarbons produced by burned, as well as unburned jet fuel, which is sometimes dumped directly into the air. They are the major raw materials for photochemical smog. Also, VOCs and nitrogen oxides combine to form ground-level ozone, a form of pollution that compromises people's ability to breathe, especially many children, elderly, and people with asthma and other lung diseases.

Ozone also harms crops, native vegetation, and ecosystems more than any other air pollutant. And it causes rubber to crack, dye to fade, and paint to erode. In a recent study commissioned by the Chicago Department on Aviation, VOC emissions at O'Hare from aircraft and other airport sources were estimated to be over ***six and a half tons per day*** in 1998. (KM Chng Environmental Inc., *Findings Regarding Aircraft Emissions: O'Hare International Airport and Surrounding Communities*, December 1999.)

Large amounts of "hazardous air pollutants" are pumped into our air by airlines. This goes on completely unregulated because airports and airlines have not been included in the Toxic Release Inventory reporting systems. Compounds of most concern are benzene, formaldehyde, and butadienes.

Benzene has been proven to cause increased risks of leukemia, birth defects, lymphomas, and various disorders of blood cell production. Formaldehyde causes serious irritation of the eyes, lungs, sinuses, and skin. Chronic exposure to formaldehyde and butadienes has been proven to cause a variety of cancers. The recent Chicago Department of Aviation cited earlier estimated that O'Hare airport operations each year generate over 51 tons of benzene, 263 tons of formaldehyde, and 33 tons of 1,3-butadiene.

These findings were further analyzed in a recent study commissioned by the city of Park Ridge. This study concluded that the risk of getting cancer in the communities surrounding O'Hare will exceed, by as much as 10 times, the federal health goal of one cancer case in one million people.

In 1993, the U.S. EPA conducted a study of cancer risks attributable to all air pollution sources in southwestern Chicago. It found that Midway Airport's arriving and departing planes released far more benzene and formaldehyde than other industrial pollution sources within the 16-square-mile study area. Aircraft engine emissions were ranked fifth on a list of potential hazards by source--behind automobiles but ahead of nearby steel mills, hazardous waste treatment facilities, and other industrial sources. The study concluded that **aircraft engines are responsible for 10.5% of the cancer cases in southwest Chicago caused by toxic pollution.**

Ground operations at airports--including baggage vehicles, car rental operations, maintenance hangers, and especially fueling operations--contribute huge amounts of these air-polluting chemicals over and above those produced by the planes.

Also significant is the pollution from all the private automobiles used by airline passengers and employees to reach the airport. Over 85% of the passengers originating or ending their trips at O'Hare drive to and/or from the airport by private or commercial car. An EPA-funded study of seven South California airports found that private vehicles traveling within an airport's confines can produce as much, and sometimes more, VOCs and nitrogen oxides as the airplanes.

Although airports are major sources of air pollution, they are not regulated like other significant air pollution sources. Federal law pre-empts states and municipalities, for the most part, from adopting measures that would reduce aggregate emissions at the airports within their jurisdictions.

Even with the "buffer zones" planned for the Peotone site, noise and air pollution from airport operations will not stop at the airport's boundaries but will affect the lives of all who reside in the south suburbs.

ECONOMIC DEVELOPMENT PROJECTS FOR THE SOUTH SUBURBS MUST BE FOUND WHICH ARE MORE LIKELY TO GENERATE JOBS FOR THE PEOPLE WHO NEED THEM, AND WHICH ARE LESS POLLUTING AND DESTRUCTIVE TO OUR QUALITY OF LIFE, THAN AN UNNECESSARY AND COSTLY THIRD AIRPORT.

SHUT THIS AIRPORT NIGHTMARE DOWN

STAND is the grassroots citizens' group working to prevent the waste of billions of public dollars, and the sacrificing of thriving communities, for the massive airport project which many politicians and construction companies are eager to profit from. We want to see transportation improvements that make sense from the standpoint of benefiting Midwestern travelers. We want to see economic development projects for the south suburban area that meet real needs and are more likely to benefit the communities that need an economic boost. We want to preserve a livable future for ourselves and our children in this area, free from air, water, and noise pollution. We publish a newsletter and participate in other educational activities.

To get involved or join our mailing list, call (708) 534-7319. Or e-mail us at rural_stand@hotmail.com. For livable communities!

WHAT ECONOMIC DEVELOPMENT?

For years, the southern suburbs have been attempting to bring commuter rail service to the communities from Riverdale through South Holland, Glenwood, Chicago Heights, South Chicago Heights, Steger to Crete. Metra and Illinois have paid for studies that show the service is viable and will be an economic boost to these areas. Until now.

Metro and Illinois now say there will not be commuter rail service to these communities if Peotone Airport is built. Why? Because they will need to spend the money connecting the Metra Electric Line with Peotone.

GO FIGURE! The eastern Cook and Will County communities will pay the price in lost economic development that commuter rail provides elsewhere. The money will be spent to provide train service to an airport that will not be built for a long time and then will not be used. Some economic help to the southland communities!

What other tricks does Metra and Illinois have up their sleeves? What other communities will become losers so the pork barrel can get fatter at Peotone? Wait till they start stealing your road money to pay for Peotone. Remember, it all comes from the same transportation fund here in Illinois! Yeah, GO FIGURE!

NEW MALAYSIAN AIRPORT A DUD!

The new multi-billion dollar airport at Sepang, Malaysia has airlines abandoning ship. The new airport is 40 miles from the capital city Kuala Lumpur. It's new, it's far, it's expensive and it's NOT well used. Top rate airlines such as Quantas, British Airways, Lufthansa, All Nippon and Aeroflot have quit using the airport. Why? It's too hard to make money there.

The government's solution is to now close the original, closer-to-the-city airport and force all scheduled service to the new airport at Sepang.

What to make of this? Look into the future and make a choice: new airport at Peotone prospers and O'Hare is closed; O'Hare prospers and new airport at Peotone remains empty.

Yeah, that's the way airports work. You don't build them and expect airlines and passengers to come.

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RYAN PUSHES LANDBANKING

IDOT has been authorized by the state legislature to purchase land in the Peotone Airport "footprint." They have $45 million to spend and have hired a Springfield firm and given then a 2-year, $7 million contract to do this.

They want to "landbank" the 4,200 acre "inaugural airport" site which is roughly 1/2 mile north and south of Eagle Lake Road and extends from Route 50 in the west, to 394 in the east. They are doing this even though they have not received federal approval for this project, nor have they interested any airlines. They will also purchase the land from "hardship" cases in the rest of this enormous 24,000 acre site, which engulfs all the land between Peotone, Beecher, Crete and Monee. It completely obliterates Goodenow!

IDOT has opened an office in Matteson to take applications from willing sellers. Apparently, Peotone was too far away. They have a thick booklet of rules, regulations and stipulations that sellers must abide by to sell their land to the state.

Kirk Brown has said that if the project is not approved, the state can sell the land later on at a profit. So I guess the state of Illinois has entered the land speculation game, at least as far as our land is concerned.

We advise our neighbors to think long and hard about selling to the state, seek competent council, get organized and explore other alternatives. Do not let IDOT bully you into thinking you have no other options. This fight is a long way from being over and eminent domain is a long way in the future - if it will ever be forced upon us at all. We will deal with that if and when it happens.

George Ryan is rushing this landgrab because he is finished come November of 2002 - if not sooner! We are hopeful that when Glenn Poshard is elected Governor, he will pull the plug on this boondoggle airport and bring a merciful end to this long, Eastern Will County nightmare. We must unite!

THOUSAND CITIZENS PARADE & RALLY IN PEOTONE!

DALEY UNVEILS O'HARE PLAN

ROCKFORD and GARY JOIN FORCES

Rocky Batterman's semi-trailer was painted on both sides and driven down and parked in front of the capitol in Springfield as two dozen *STAND* members lobbied in late May.

STAND

Shut This Airport Nightmare Down

George Oschenfeld	President
Michael Beroard	Vice President
Lydia Spomar	Treasurer
Anthony Rayson	Secretary & Editor

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Monee, Illinois 60449
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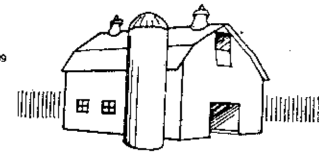


"Never doubt that a small group of concerned citizens can change the world. Indeed, it's the only thing that ever has." Margaret Mead, Anthropologist

JOIN STAND'S EMAIL LIST
dsp1231@msn.com

PEOTONE
NO AIRPORT!
PARADE & RALLY
Saturday *May 12th* NOON

Destruction of fertile farmland / Choking of five creeks / money & power & motivation / taxation without representation / migratory bird stops / Archeological sites / effect on wells in surrounding areas / Gary Airport / New power plants / Rockford Airport / noise pollution / new roads / pollution of Kankakee River / Milwaukee Airport / Breadbasket of the world /

BOSTON TEA PARTY

On December 16, 1773, a band of citizens dressed as Indians threw the contents of 342 chests of tea into Boston Harbor. The colonists were angry over a British tax on tea, and had asked Governor Thomas Hutchison to send back the ships. His refusal to listen to them led to the Boston Tea Party, and, eventually, the American Revolution.

PEOTONE TEA PARTY

In the spring of 2001, the Governor of the State of Illinois, George Ryan, is refusing to listen to the citizens.

Not only the Governor, but a gaggle of politicians, are listening to each other, and to those with profit and power in mind, instead of to the people whose lives would be devastated by their plan. They have turned a deaf ear to the multitude of good reasons why a Peotone Airport is a very bad idea.

We propose a grass roots/tea leaves protest, by sending Mr. Ryan and the others listed below, what will hopefully be thousands of "tea letters".

First, make copies of this flyer, and give them to friends and relatives. Circulate them at your church, school, place of business, and hair dresser. Then write a note, letter, copy of a good anti-airport editorial or letter to the editor, or just write "no Peotone Airport" - and enclose it in an envelope with tea. The amount, type and form of the tea is up to you. A simple tea bag is good, some loose tea might be more interesting. Try to get them in the mail during the two weeks after the May 12 STAND rally and parade.

Your first two "tea" letters - our main targets -

George Ryan, Governor
207 State House
Springfield, IL 62706

Norman Mineta
Sec'ry of Transportation
400 7th Street S.W.
Washington, D.C. 20590

To spill the tea message a little further -

Dennis Hastert
Speaker of the House
27 North River Street
Batavia, IL 60510

George W. Bush, President
The White House
1600 Pennsylvania Ave.
Washington, D.C. 20500

Then, if you have a "favorite" pro-airport person, send them a "tea mail" - a scattering of messages will hopefully open their eyes to STAND and the voice of the people.

Proposed Peotone Airport
"Willingness To Sell Agreement"

Signing a "willingness to sell" agreement with the state of Illinois is premature and would imply popular support for the "Peotone Airport". It is entirely probable that the federal government will never approve the "Peotone Airport" project. In the words of IDOT attorney Richard Christopher, "We know if we don't get approved, we are taking a risk". Christopher says of the project -- "If it never happens we sell it. It wouldn't be the first time." If you sell your property to IDOT you may watch while they sell it in 5, 10 years, at far more than you received for it.

The federally required environmental impact statement has NOT been approved. According to Christopher, IDOT's attorney, the statement is not expected for another year, at the earliest.

The proposed "Peotone Airport" is NOT on the National Plan for Integrated Airport Systems (NPIAS). Without inclusion on this list the project will not receive FAA funding.

Airlines generally pay for airports. NO major airlines have agreed to utilize a Peotone airport.

Ryan needs "Regional Consensus" to carry out his plan to destroy over 23,000 acres of agricultural land. He needs approval from Chicago and the state of Indiana and he simply does NOT have regional consensus - nor will he ever get it.

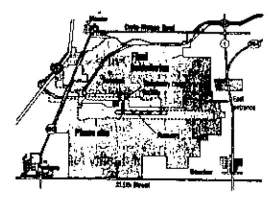
Current infrastructure can be utilized and expanded at a lesser cost. The combination of using O'Hare International, Gary/Chicago, Rockford and Milwaukee airports has never been examined. Secretary of Transportation Norman Mineta is now looking into these viable alternatives.

Many organizations and groups have voiced their opposition to the creation of an airport in Peotone, among them are: Bi-State Policy Committee, the State of Indiana, Chicago Mayor Richard Daley, Chicago/Illinois Sierra Club, Sauk/Calumet Sierra Club, 21 major airlines, the Air Transport Association, Will County Farm Bureau, Kankakee County Farm Bureau, Villages of Beecher, Manhattan, Peotone, Wilmington and many, many townships. Will/South Cook Soil and Water Conservation District and the Illinois Association of Railway Passengers have also voiced disapproval.

The state's attempt to purchase land at this time is totally inappropriate and very premature. As to the veiled threat of condemnation and/or eminent domain, there are laws that protect landowners from government wielding its' heavy hand. There are procedures that must be adhered to before land can be purchased for a public project. This project is far from that point. Ryan's actions are totally inappropriate and are no more than a scare tactic designed to panic the people.

Ryan's Peotone proposal

Peotone would start on about 4,200 acres as a one-runway, 12-gate airport costing $486 million. The facility could be expanded as needed to six runways and more than 100 gates spread over 24,000 acres. By comparison, O'Hare has about 7,000 acres.



POLITICAL HEADACHE: STAND President George Oschenfeld urged airport foes to vote for people who will "best represent a no airport stance."

THE 2000 CENSUS
Greener pastures devoured by sprawl

Recap of 2001 Peotone Airport Push and *STAND*'s Response (as of July 1st)

The pro-Peotone crowd got off to an early start this year, no doubt emboldened by Dubya's peculiar coronation. They tried to force their agenda on the locals, the citizens of Illinois and even the federal government. They all but claimed it was a "done deal," even without such nuisances as any interested airlines or any way to finance such a massive undertaking. Jesse Jackson Jr. even claimed to have achieved the mythical "regional consensus." You've got to admire their sheer unmitigated gall, coupled with their zealotry. For, rarely has such a bluff and bluster, smoke and mirrors agenda, slathered in wishful thinking, been so boastfully and pompously paraded past the public!

They did manage a couple of trips to Washington to clamor for their precious boondoggle airport. For to them, it makes so much sense because "the land is there." Well, land is to be found at many places, but this land is forty some odd miles from Chicago, dab smack in the middle of five thriving farming communities! They did succeed in ramming landbanking through a (mostly) ignorant, preoccupied with their own pet pork barrel projects, politically integrity-less state legislature. They followed the dictates of King George, whose approval rating has free-fallen to a paltry 20%. This has prompted me to compose a sort of citizen's ode.

The Hourglass Runneth

Like the rising of the moon
Don't ever stop trying
And never say die.
That's because pretty darn soon
Our dear George Ryan
Will be good bye bye!

STAND was also there in Springfield at the aviation hearings to try and educate these people as to the folly of the Peotone Airport project, but they didn't really listen. The same attempt was made to the Will County Board, but they too, were blinded by the Southland propaganda and voted in favor of the airport 16 - 7, even though many of them didn't even know what townships in Eastern Will County would be affected! This is 18 months *after* mind you, they voted *unanimously* against landbanking! Obviously, holding onto their supposed ideals takes a back seat to political windsocking.

Then IDOT was gracious enough to invite us to "neutral" Governor's State University, so that we could learn firsthand how we could turn over the deeds to our property to them. They even opened an office in Peotone, I mean Matteson, to make things easy for us!

So, *STAND* went to work in earnest. We put on three heavily attended airport forums in Monee, Crete and Beecher in February, March, and April leading up to our wildly successful (and fun*) parade and rally in Peotone on May 12th - the day before Mother's Day. Hi, MOM! We endorsed nine local candidates, including *STAND* members, and all nine of them won! Too bad we didn't endorse ninety!

We rented a bus and caravanned to Springfield, where we held a press conference in their "Blue Room," complete with charts, ala Richie Daley! We lobbied in the rotunda, hand-delivered comprehensive packets of information to each and every senator and representative (all 177 of them!) We also lobbied and spoke with several politicians and met with a few fen-chats in their offices. We parked a semi, which we painted on both sides, in front of the capitol, too. Four of us later trekked to Washington D.C. and performed a similar service for the benefit of the Feds.

We went to John McCain's Chicago senate hearings here in Chicago, participated in the town hall forum sham put on by the Sun-Times and CBS, did countless interviews and shows on TV, radio and for the newspapers, etc. To relax on our day off, we created another NO AIRPORT crop circle, which made a huge media splash, both locally and nationally.

And of course, we were in the Crete Memorial Day parade, the Beecher 4th of July parade (where we also tabled for five days.) We will table at the Will County Fair in Peotone, come August. Not to slight September, we will also table and be in the Monee Fall Faire parade.

So you see, even though we have families, jobs and lives, we don't need hefty IDOT salaries to push for our NO AIRPORT agenda and it doesn't even require the destruction of entire neighborhoods, several productive farms, the introduction of air and noise pollution, congestion, sprawl, billions of taxpayer dollars etc. But, we are still looking forward to our "matching funds" of tens of millions of dollars so we too can push our agenda!

Lo and behold, Mayor Daley (finally!) has unveiled his comprehensive plan for O'Hare expansion, which more fully integrates Midway and Gary/Chicago into a much needed, long-delayed aviation infrastructure upgrade for this region. Rockford and Milwaukee await anxiously to take on more flights and are ready, willing and able to do so. These much needed improvements have been stalled for many years by republican governors who have blocked O'Hare expansion and have opted to instead pine for the pulverizing of pristine Peotone.

The Feds finally said "that's enough!" and a semblance of logic *finally* seems to be prevailing. When asked if his O'Hare expansion proposal has taken the "wind out of the sails of Peotone," Daley replied "Peotone has no wind!" That's not true! I've been up in one of those powered parachutes. Also in Peotone, there will continue to be corn, soybeans and rural livability that isn't poisoned by jet fuel exhaust.

As for the people who have chosen to live in the shadow of a very busy, major international airport, they have our sympathy and deserve well over "fair market value" if forced to relocate. For the sake of their health, they're much better off elsewhere anyway, say in Peotone.

As for all those well-heeled, politically connected land speculators, hiding behind blind land trusts, expecting to make a killing on this rolling farmland, they can go suck on lemons! Call Jerry Krause! He'd *love* to talk to *you*!

Finally, as for all the folks who live out here, menaced along with us by this decades-long torment, we say "see?" These stupid projects *can* be stopped and the good guy's *can* win, but it takes a lot of hard work, courage and determination. Sitting on your hands or throwing them up in despair doesn't get the job done. We all have a responsibility to our communities - not just to our families.

This nightmare is a long way from being over. Even if the project is tossed in the waste bucket (where it so expensively deserves!) these sprawlmongers will continue to push their "field of schemes" on us and try to wrest our wonderful land for their "development" - be it a community-ruining expressway, ugly TIF warehouses, a massive dump, a tire burner, junkyard, prison, strip mall or whatever. The folks from *STAND* will continue to fight for the land, the air, the water, the plants, animals and the dreams of our children. Thriving communities of citizens define "progress" - *not* an ocean of asphalt! Incredibly enough, people matter more than profits!!!

ps. *STAND* relies on voluntary labor and small contributions. "Matching funds" will not be forthcoming.

* This piece was penned by Anthony Rayson *

We're *Not* Leaving

I want to thank everybody for coming here tonight in this rainy weather. It shows you care about what's happening.

My name is Anthony Rayson and I live with my wife and kids down in Raccoon Grove. If the airport comes, we'd be gone, too. They'd make it a forest preserve "buffer zone." So, I suppose I could have a picnic in my yard, but I'd have to leave by sundown. Wouldn't that be pleasant, with planes screaming directly overhead?

Before we open it up to questions and allow you folks to say what's on your mind, I have a few things I want to say.

STAND (Shut This Airport Nightmare Down) is working on several projects. Now, we don't have tens of millions of dollars of taxpayer money to argue our case with. Everything we do is completely voluntary and donated for the cause. We will be at several conferences, parades, fairs and speaking engagements. We're sending a delegation to Washington and Springfield. We're doing another forum in Crete, at the library on April 5th, also at 7 pm. Another group called FRAME (Footprint Residents Against Mandatory Evictions) is being formed. But the big project we want everyone to gear up for, is our parade and rally in Peotone on May 12th, the day before Mother's Day.

Starting at 10:30, we will begin assembling at Beecher Road, just off of Route 50. We want farmers to show off their antique tractors, kids riding their bicycles, Moms pushing their babies in their strollers, haywagons, people walking riding - whatever! We want the school kids to get creative and express themselves colorfully with their signs and posters. This is going to be a celebration of our area, not just a protest against the never-ending airport.

At noon, we will parade through Peotone and around our way to the high school, where we'll put on a rally in the gym. We'll have some music, refreshments and hopefully, some home cookin'. We'll have a line-up of knowledgable speakers, who will talk about things our enemies won't go near, such as how the Kankakee River would be ruined, or would the Monee Reservoir, our farms, prairies, streams and towns. They'll explain about air, water and noise pollution, congestion, the enormous taxpayer expense and how it would degrade a huge area north, south east, and west of us - and who would stand to profit. We need to get everybody out for this important event, so that the media can let the whole country know how we feel about all this.

Ever since George Ryan ordered IDOT to begin buying our land and Weller and his bunch went to Washington to push for this airport, people have finally come to realize that what we've been saying all along is true. The gloves are off and they are coming after us. Here are ten reasons why this can be a good thing.

1. We're in a unique position. We live here! We know all about what's going on. People have to learn from us! But we can't rely on anybody but ourselves. This is our home that we have to fight for - nobody elses.
2. The nightmare may be over but the reality is setting in. People now know we gotta put the scarthplace in, throw the towel down, get off the stool, put 'em up and take it out!
3. Our children are looking up to us to show some courage in this - unlike almost every politician, state and local! After all, it is their future out here that we are fighting for! Our parents and grandparents made sure things would be nice for us. Now it's our turn to do the same for the kids today.
4. We'll learn about eachother and become a real community as we battle together, under seige.
5. We'll find out who our friends are - what groups are for real - and also who our enemies are. Maybe this debate will be the catalyst for real citizen input on a whole wide range of issues. It's time we stop letting the politicians and their campaign-contributing cronies make all the decisions that affect our lives!
6. We'll *finally* get our side of the story out, as we speak for everbody who's sick of being pushed around by bullies in pinstriped suits and briefcases!
7. Maybe we'll find out who's hiding behind all the blind land trusts out here! Right, Aldo?
8. We'll learn about ourselves and gain valuable self-awareness. It's a powerful thing to realize that yes we are the masters of our own lives, as we wake up from our apathy. We'll learn how to speak up and defend ourselves and show the world what a wonderful thing we have going, down here.
9. We'll leave a legacy of ongoing social history of bravely fighting for our principles, our families, our neighbors and our communities, as we insist upon our sovereignty and liberty as U.S. citizens. We're not leaving!
10. Perhaps most important of all, we will discover, develop and nurture talents we never thought we had! We'll make wonderful new friends and have a joyous time doing it all!

Life is meant to be lived with passion and involvement. Let's go all out for May 12th and do our Mother's proud!

Anthony Rayson, Secretary of *STAND*
P.O. Box 433, Monee, IL 60449 rural_stand@hotmail.com
http://members.xoom.com/S_T_A_N_D/ 708 - 534 - 7319

NO FATCATS

BEECHER ADDRESS
May 3, 2001

Greetings! I know that the final episode of *Survivor is* on TV tonight. But, you know what? We've got our own surviving to do - right here!

The last couple of weeks we've been the victims of several back-stabbings. American Airlines has said they will no longer oppose the Peotone Airport if they get runways at O'Hare. Mayor Daley has said he'll even start writing support letters for Peotone, if his buddy, George Ryan, will allow for runways at O'Hare. Peter Fitzgerald, our silver spooned multi-millionaire Senator, says build Peotone and forget runways at O'Hare and George Ryan has had another one of his boys convicted of corruption. Pete Philip is also being touched by scandal.

These people don't care about us! They won't even visit or talk to us! All they care about is money and power. We must take our message to our fellow citizens - people who actually work for a living, aren't on the take and have to pay their way through life!

We must rely on eachother! We're the only ones we can really count on. But we must get involved for real. Lip service doesn't cut it! Write letters, talk to your neighbors, pass out flyers and newspapers. Become actively involved in *STAND*. Put a float in the parade, May 12th!

Do you want your children to be torn from their playmates? Are you willing to see your home that you've worked so hard on over the years, get bulldozed without an all-out fight?

There are some people bailing out and trying to sell-out. And there are plenty of outside speculators, with no ties to our communities, drooling to flash a little cash in front of their eyes. They want us to sign on the dotted line, so that they can make a killing, later.

Are you willing to sell your property to our enemies and let your neighbors do all the hard work to keep Beecher from being ruined? What if we win? How would you feel, then?

It's high time we show what we're made of! Are we righteous men and women who our children can admire, learn from and emulate? Or are we cowards, looking to slink out of town, with a little blood money in our pockets and our tails between our legs???

There is no question that there is a lot of pressure, a lot of bully tactics and intimidation coming down on us, lately. But, it's been like that for years. We should be used to it and immune to it, by now! The politicians, the businessmen and their newspapers are all crowing shrilly for this damned thing. But, that's been going on for a long time, too! They still have no federal approval - no go ahead! It's all "spin!"

The facts are these. *We* live here! We are the legitimate residents and citizens and we have every right to continue to live here without being menaced by these outsiders and their IDOT agents.

No matter what happens, we have the moral high ground and are the sole caretakers of this unusually pristine area. We are not trying to hurt anybody. They are the ones itching to devastate our communities! We take our responsibilities to preserve this area very seriously.

We also have all the arguments which detail why this Peotone Airport is such a terrible idea. Our voices must and will be heard, loud and clear! Other citizens from surrounding communities will come to our aid. This is a seminal case of people fighting massive sprawl.

We are going to make a STAND right here and now! We will not allow the Heartland of America to be assaulted with an ocean of asphalt! And these people have the gall to consider themselves "environmentalists!" It's plain outrageous! Enough is enough!

Are you with us? Let's go all out and fearlessly and joyously celebrate and defend our communities and protect Mother Earth in Peotone, on this day before Mother's Day, May 12th. Thankyou.

Anthony Rayson
Secretary of STAND
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phone & fax # (708) - 534 - 7319
rural_stand@hotmail.com
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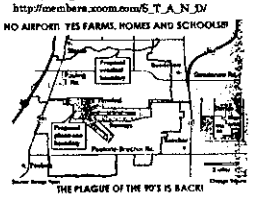
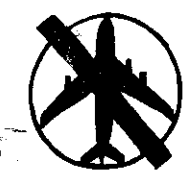


UAL debt rating hits junk status



Hundreds attend parade, take stand against airport in farm community

BY DEBRA GRUSZECKI
Times Staff Writer

The tiny community of Peotone — where farmers gather in spots like Mayberry Junction restaurant to talk about their crops with as much intensity as a stock broker eyeing the Nasdaq – produced a bumper crop of protesters Saturday for a parade and rally against an airport proposed for their rural back yard.

For some people, like Don and Judy Karas, it was the most significant event of the year. Others drove home the point that the area should remain unchanged.

"We like our town the way it is," Barbara Anderson said, as she waited for the parade to approach up the street from Peotone High School. "It's peaceful here. We have no pollution. And we're not going to let anyone run us out."

Hundreds who came to view the parade wound up walking in it, some beating Native American drums and others carrying poster-board signs to express their view. "Heck No! We Won't Go," said one. "Please Don't Pave Paradise to Put Up an Airport," touted another. "The People Are Speaking Ryan. Are You Listening?" asked a third.

A farmer driving a 730 Case Comfort King tractor rolled by with the placard, "No Airport. Yes, Farming." A member of the Powered Parachute Flying Club of Peotone flitted past in an ultra-light aircraft to protest the site in Peotone, just before a hay wagon rolled in the special effects: It bore a machine that mimicked the sound of a jet engine. "Sample of Airport Noise and Pollution," its sign said.

As a show of appreciation, spectators grimaced and plugged their ears.

But no one parade unit drew as much applause as did the post-parade remarks from George Ochsenfeld, president of a coalition called Shut This Airport Nightmare Down, and from Gary Mayor Scott King, who was dubbed an "unlikely ally" when he crossed the Illinois-Indiana border to talk about an alternative solution for Peotone's airport blues.

"Let's stop acting like a hoard of locusts and keep moving further and further away," King said, before a crowd that twice gave him a standing ovation.

"I'm not advocating an additional O'Hare in Gary, but for us to use our heads. Let's be smart and look at the fact that with a partnership with Gary, Rockford and Milwaukee, we can present a solution for air traffic and transportation."

Gary Chamber of Commerce board member Daniel Baker said the rally appeared to be such a success, it is possible a flip-side rally may be sponsored in Northwest Indiana.

Fodder for the rally may be a petition that King brought, seeking signatures in support of Gary Chicago Airport over Peotone.

Eugene Hameister of Homewood signed as soon as he read the form.

"I was raised in Beecher," he said. "I have family here, and I want to see the place where I grew up remain the same."

Anderson's name will likely pop up, too.

She has heard talk the footprint for the airport might wind up near – even on – land where her husband, parents and three of her children are buried.

"It's a beautiful place," she said, as tears welled in her eyes.

"If they go anywhere near there, well, I'll just – blow them away."

Yes, Anderson admitted, it sounds like tough talk for a quiet lady.

But this is a quiet town, she said.

"And we've got a lot at stake here."

Debra Gruszecki can be reached at [illegible]

Ochsenfeld urged the crowd to demand that Gov. George Ryan and state lawmakers abide by six criteria before any of the 24,000 acres eyed for the Peotone airport are sold. He said nothing should be done until the Federal Aviation Administration finishes its environmental testing; concludes its potential project list; obtains funds to buy the land and build the airport; signs on major airlines; opens up the blind trusts that own parcels of land within the footprint for the airport; and completes archaeological studies.

"I have a seventh one," Ochsenfeld added. "Nothing should be purchased until hell freezes over."

> "Nothing should be purchased until hell freezes over."
> **George Ochsenfeld, president of STAND**

Peotone Mayor Dennis Baran told the group that the rally is not just a protest, but a community celebration and a pro-airport meeting for development elsewhere.

"We need to recycle the airport infrastructure that is available to us now," he said, not cater to urban sprawl, which Ochsenfeld likened to a "crime against the earth and future generations."

King said he couldn't agree more.

"We cannot continue to plow under the richest farmland in the world," he said. "I'm not a farmer, and if you left me to take care of your farm, my eyes would probably be pecked out by hungry chickens. But I do know something about planning and believe that we have an opportunity to join forces to oppose urban sprawl and push for smart growth.

"We recycle with tin cans. Why not an airport?" King added.

George Ochsenfeld President of STAND urges crowd to oppose land purchases needed to build airport

Scott King Gary mayor dubbed "unlikely ally," says common sense will put airport in Gary

1995

April Daley joins with Gary Mayor Thomas Barnes in forming Gary Chicago Regional Airport Authority, thwarting the efforts of Illinois officials who were attempting to wrest control of more than $100 million annually in passenger tax revenues from Chicago.

1997

October FAA removes third airport from National Plan for Integrated Airport Systems, blaming lack of regional consensus.

2000

May FAA retrieves environmental study of scaled-back Peotone proposal.

The Times, May 13, 2001, Section 1, p. 1 & 8.

STAND Goes to Washington

Following up *STAND's* lobbying effort in Springfield on May 12th, Anthony Rayson, Secretary of *STAND* (Shut This Airport Nightmare Down) his wife, Leslie Simms, who does the group's website (http://members.xoom.com/S_T_A_N_D/) and their two sons, Stanton aged 12, and Stephen aged 6, went to Washington to lobby against the Peotone Airport on Thursday, June 7th, 2001.

Scurrying in heavy rain, their first stop was the weekly coffee and rolls breakfast meeting which Senators Durbin and Fitzgerald co-host each Thursday morning at 8:30. This is the only bi-partisan such meeting any senators have with the citizens of their state.

After the Senators briefed the good-sized crowd of Illinoians, Anthony spoke during the question and answer period about the Peotone Airport and why it is a terrible idea, which then dominated the discussion for the duration of this gathering. At the picture-taking at the end of the meeting, comprehensive packets of information were presented to the Senators and a meeting was arranged for the afternoon, with both staffs. The Senators gave verbal assurance that when their schedules allowed, they would come to Peotone to address the concerns of Eastern Will County citizens, who have been besieged by the state over this airport and are now being subjected to landbanking.

Next, they visited the offices of Senators Charles Grassley and Tom Harkin of Iowa who had recently proposed to introduce federal legislation to strip Governor George Ryan of his veto power over O'Hare runway expansion. Ironically, this very morning, Representative William Lipinsky of Illinois, had introduced similar legislation in the House. Packets of information were given to their aides.

Senator John McCain, a big player in this issue, Senator Barbara Boxer of California, who is on the Transportation Committee, Senator Thomas Daschle, who became the Senate Majority Leader the day before, were visited and given these packets that have been researched, articulated and compiled by several members of *STAND*.

They were busy on the floor, but their aides were spoken to.

The office of the Senate Transportation Committee, which is coming to Chicago on June 15th to hold hearings, was also given a thick packet of information. Anthony will be part of an important TV show taped this day also, co-sponsored by CBS & the Sun-Times, which will explore transportation solutions, to be aired the next night, Saturday, June 16th at 6 pm on CBS (channel 2.)

This was a hectic effort, as many of the Representatives were changing offices this day, due to the shift of power caused by the defection of Senator Jeffords of Vermont, from the Republican Party.

Next, several Representatives were visited, including Rod Blagojevich of Chicago, who is a serious possible candidate for Illinois governor. With Governor Ryan's approval rating at a dismal 20%, he may ruin it for any Republican candidate for governor. The offices of Dennis Hastert, also from Illinois and the Speaker of the House and Gerald Weller, who represents the Peotone "footprint" were also visited.

Representative Peter Visclosky represents the Gary/Chicago Airport region of Northwest Indiana. A meeting took place with his Legislative Director, Jill Homer about airport issues. She was pleased to see *STAND's* newspaper *Rural Life Standard*, which touted the Gary/Chicago Airport. She said, "You are preaching to the choir." Gary is teaming up with the folks from Rockford to lobby Washington in the coming week.

Harold Rogers, (R-KY) who chairs the aviation subcommittee of the House Appropriations Committee has said, "*There are airports with beautiful runways sitting empty. There is airport capacity beyond belief that would alleviate our problems overnight.*" His office was visited and a packet of information delivered.

On the way out of this House Office Building, several Representatives were entering to attend some hearings. A detailed statement articulating *STAND's* positions was passed out to many of them. Two Representatives in particular were very supportive of us and spoke of their amazement that Illinois had already "wasted" $100 Million pushing the Peotone Airport, which they feel is unneeded.

After lunch, a meeting took place with James R. Kaske, Senior Legislative Assistant to Senator Fitzgerald, in which a serious discussion took place, where *STAND's* position on a wide variety of airport related matters were spelled out. Senator Fitzgerald believes O'Hare is "maxed out" and a new airport is necessary, apparently Peotone.

Next, Senator Durbin's Legislative Aide met with us and explained his position. Durbin feels it only makes sense to expand O'Hare, as $50 Billion of infrastructure is invested there and that's where the airlines want to continue to operate from. It is the center of the nation's aviation network, but he said Peotone is a state of Illinois project which he does not have the power to squelch, as he operates federally. He appreciated us coming out to Washington to meet them.

After that, the offices of Norman Mineta, who is the U.S. Transportation Secretary was approached. This was the least satisfying connection made all day, as they refused to allow us up to the offices and rather, had an aide come down to accept the packet. Apparently, Mr. Mineta is very elitist and will continue to refuse to meet with Peotone area residents and only meets with officials and well-heeled pro-airport lobbyists.

In contrast, we had a very productive meeting at the FAA. Lynn Pickard is a high level administrator who is working on the FAA's environmental impact study for the Peotone Airport. She took us up to a conference room and was very interested in what we had to say - especially when we spoke of the fact that the Peotone Airport site is on the Kankakee Watershed and cannot receive Lake Michigan water without the unanimous approval of eight states and two provinces of Canada. She said that the state of Illinois is placing enormous pressure on the FAA to sign onto the Peotone Airport project, but she must think in terms of what is best for the nation - not what some Illinois politicians and business people want. So, we will continue to supply her with information about these problems which the pro-airport forces would love to keep quiet about.

So, after three cab rides, two shuttles and several miles of walking, we felt that the lobbying effort was a success. We did what we set out to do. We met Senator's Fitzgerald and Durbin and got them to agree to visit Peotone in the near future. We passed out several packets of information to important figures in this debate, held several meetings with aides and was able to give a face and a voice to the mythical citizen's of Peotone and their very real concerns.

The boys looked sharp in their new suits and behaved well, considering they had to endure this very adult ordeal. Leslie was a valuable, intelligent and calming influence, as Anthony tends to get very emotional about this issue. We took several pictures and took in some sights. It will be nice to get home to Eastern Will County.

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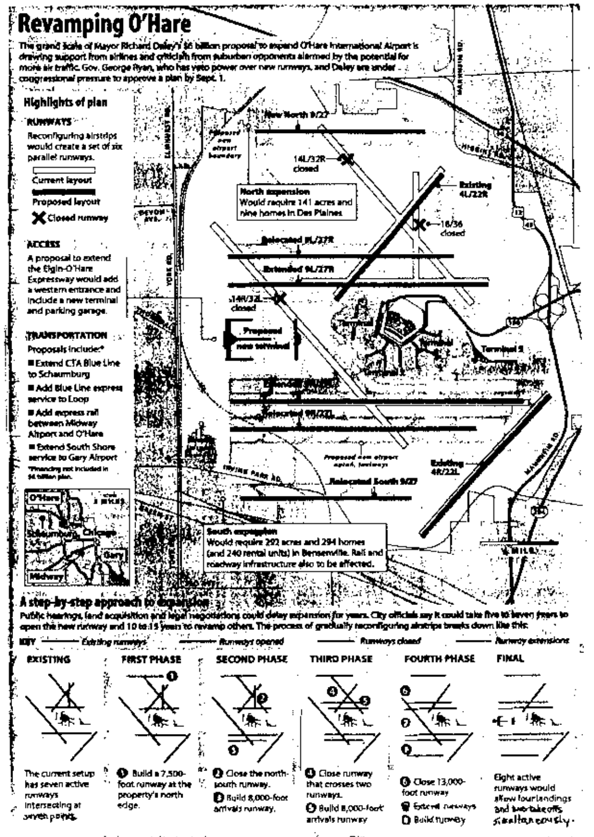
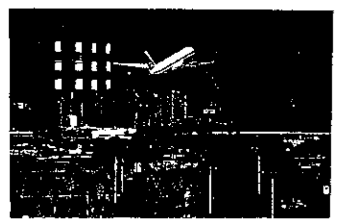
DALEY'S PLAN FOR O'HARE

Massive O'Hare overhaul nearly doubles capacity

Project would add runway, terminal, western access





Regional Aviation Solution Appears To Be Imminent

Boeing eyes Gary

Boeing is considering housing its fleet of corporate 737s at the Gary/Chicago Airport after plans to put the planes at Midway Airport stalled. A company spokesman said Friday that doubts have arisen because Midway does not have enough hangar space. The company is also considering basing its planes at DuPage Airport, McKee said.

Representatives from a group promoting a third airport in Peotone, including U.S. Rep. Jesse Jackson Jr., D-Chicago (left) and [illegible], a vice chairman of the Chicago Southland Chamber of Commerce, believe the new administration in Washington will help plans for the airport move forward.

Ryan pulling strings

As a resident of the Peotone airport "footprint," I'd like to respond to the article headlined, "O'Hare plan moves to Ryan" (June 28). Gov. Ryan hopes to push Peotone by holding public hearings around O'Hare. He knows that citizens who are organized from above are well-funded and have an agenda—to block O'Hare expansion and clamor for Peotone. A larger percentage of people who live near O'Hare, as determined by opinion polls, support O'Hare expansion. Ryan also said, "Government by referendum is not good." A man with a 20 percent approval rating would be prone to such an opinion.

Do these O'Hare area residents have legitimate concerns about congestion, pollution, forced relocation and the lowering of their already compromised quality of life? Yes. Were they forced to live in the shadow of a major international airport? No!

The residents of eastern Will County have never had public hearings—even about the landbanking that was recently shoved down our throats.

We think it is the height of hypocrisy to cry insider, closed-door decision-making as to Mayor Daley and O'Hare, when Ryan and his pro-Peotone crowd are doing the same thing to the people of Peotone (and all other Illinois taxpayers, as well). The politicians won't even come down to talk to us!

The media have also done a miserable job as they basically parrot whatever the big boys tell them and ignore the concerns and insights of locally affected citizens who have genuinely studied this whole mess. No wonder the rest of the country looks upon this charade with such disgust!

Anthony Rayson,
Monee Township

O'Hare Expansion Final Nail In 3rd Airport Coffin?

Durbin Joins Runway Call

by Gus Gossard

Anti-third airport foes haven't started a "Tom Harkin for President" drive yet, but they might.

They also might want to include Sen. Dick Durbin (D-Ill.).

Analysis

U.S. Sen. Tom Harkin (D-Iowa) keeps hammering away for more runways at O'Hare Airport, which if built might well drive the final nail into the coffin of the third airport project, a plan that many opponents believe is dead , but won't stay buried. Harkin, during a recent meeting with the Civic Committee of the Commercial Club of Chicago, declared that gridlock at O'Hare must end.

Harkin laid down a deadline (prior to the end of July) for Mayor Richard Daley and Gov. George Ryan to reach an agreements that would increase capacity at O'Hare, i.e. add at least one runway.

Local foes of O'Hare expansion have not been swayed by the arguments set forth by Harkin.

However, Durbin apparently has been. He has joined the call for more runways at O'Hare. Durbin says he will leave it to the "professionals" to determine if one, two or *three* runways are needed.

Durbin said over the weekend that Daley and Ryan should reach an agreement no later than July 1, and that he would contact them immediately about the situation.

Durbin adds that if the state officials fail to come up with a plan to relieve air traffic congestion at O'Hare, "Washington outsiders" will.

Among those speaking against new runways were Arlington Heights Mayor Arlene Mulder. She says local officials "demand" to have a voice in any decisions affecting O'Hare and the surrounding communities.

Daley has said he will write a letter withdrawing his opposition to an airport near Beecher, Monee and Peotone in exchange for at least one additional runway for Chicago. Ryan has said he will at least look at any proposal Daley has to offer.

That delights those anti-airport foes who gleefully chortle, "If O'Hare gets new runways, there will be no need for an airport here." Obviously, Daley believes that, too.

Daley is shrewd. Evidence? The deal he cut with Gary that makes the existing airport in northwest Indiana a viable reliever for O'Hare and Midway.

George Ockenfeld, who heads STAND (Shut This Airport Nightmare Down), says he has mixed feelings and concerns. Ockenfeld says that the stance taken by Durbin and Harkin is a "real good thing."

He notes that Rep. Jesse Jackson (D-Chi.), who is a strong supporter of the proposed third airport, has said that even one new runway at O'Hare means the third airport won't be needed.

TIMES TUESDAY JUNE 19, 2001

GUEST COMMENTARY ■ ANTHONY RAYSON

Peotone's ecology in peril

Ever since my wife, two sons and I moved to rural Monee Township, in the airport footprint, we have been menaced by the threat of the Peotone Airport. We've lived here now for 11 years. The dread that we could lose everything we've worked so hard for, as would our neighbors and surrounding communities, never goes away, for there is no statute of limitations on the pro-airport agenda. Now, they want to start usurping our land.

I've studied this thing long and hard and found many reasons to oppose such a colossal sprawl, such an insider boondoggle.

First, it is not needed. There are several mid-sized reliever airports that ring the Chicago area and scream for more business. These are in Rockford, Milwaukee and Gary. Even Kankakee has an airport, 12 nautical miles from the Peotone site, which has a longer runway than anything at Midway (as does Joliet – Lewis Airport).

As U.S. Rep. Harold Rogers from Kentucky, who chairs the Transportation Subcommittee of the House Appropriations Committee, so succinctly phrased it, "There are airports with beautiful runways sitting empty. There is airport capacity beyond belief that could alleviate our problems overnight."

Airports on the outer fringes of metropolitan areas are not desired by passengers or the airlines that must pay to run them. They certainly aren't built to create living wage jobs, either. The Mid-America Airport, 25 miles east of St. Louis, was touted as being capable of creating 22,000 jobs in St. Clair County. Eighty have materialized, for without airlines, you have

Gary Mayor Scott King said something at the May 12 rally in Peotone that caught my ear. He said the Gary Chicago Airport is already bigger in acreage than LaGuardia and Ronald Reagan airports. Midway is a postage stamp of one square mile, a mere 4 percent of the size of the massive Peotone site. You don't need a huge chunk of prime farmland to service millions of air travelers. But you do need airlines and the infrastructure to get them to city centers quickly, which Peotone is not capable of providing.

Eastern Will County, which has had the bullseye placed on it for this airport, is a unique and wonderful place. It is the home of long-standing family-owned farms and a pristine ecological wonderland that might have no equal in the entire state.

It is set on high ground of rolling hills, woodlands, streams, prairies, farms and scattered housing. These farms produce the crops the world needs to eat. This is some of the richest, most productive farmland on the planet. These crops are an invaluable and irreplacenble annual resource that should be exempt from even the thought of destroying them and paving over them – even if an airport was truly needed here. It would be a crime against man, nature and future generations to gobble up this land and feed it to the bulldozers and earth movers.

There are other reasons to pause and seriously consider the wisdom of this project, such as, where the water is going to come from. Eastern Will County is outside the area entitled to Lake Michigan water. To get permission to draw from Lake Michigan must pass aviation bill.

Third airport backers are putting on a brave face. Their spin is that it would take a least 10 years to build new runways at O'Hare, and that the third airport in Will County could be up and running much sooner.

Given the track records of Daley, IDOT and Transportation Secretary Kirk Brown, that seems unlikely. In fact, Daley would probably have work started at O'Hare while the state people were still contemplating their navels, or the purchase of land for the third airport.

Harkin also issued a veiled warning that funding requests for the entire Chicago region could be tied to what happens with O'Hare's runways. He is a member of the Senate Appropriations Committee, which funds federal government programs.

"We have a couple of scenarios that we might go down.

"I'm not at liberty right now to say," Harkin said. "I've met with people on the Commerce Committee, and I might just say that if something gets held up there, I would not be averse to using my position on the Appropriations Committee to ensure that something happens (with O'Hare runways) on the committee later this year."

Third airport detractors say it is not needed, and that it is being proposed for the wrong site for the wrong reasons—as an economic generator, rather than a transportation reliever.

With the bipartisan attack against those blocking expansion of O'Hare, coupled with powerful Sen. Richard Lugar's (R-Ind.) support of Gary as a third airport, perhaps the final spike will be driving into the third airport caskets, and it will be dead and buried for all time.

Our new runway at O'Hare at least would delay the need for a new airport here. Two new O'Hare runways probably will kill it off. Three definitely would.

STAND is taking a bus to Springfield May 24 for an 11 a.m. news conference on the steps of the Capitol Building, and to present "no airport" petitions to state officials.

Anyone wanting to go on the bus must call Ockenfeld by Wednesday night, May 23. (534-7319).

SMART

GROWTH!

Harkin said he would give Illinois officials until June or July before bringing the measure up in the Senate Commerce Committee as part of an overall

SENATE JOINT RESOLUTION

WHEREAS, The cities of Gary and Chicago, with the approval and participation of the State of Indiana, have formed an interstate compact; and

WHEREAS, This compact created the Chicago/Gary Regional Airport Authority, which has as its purpose the enhancement of the existing airports owned and operated by these cities; and

WHEREAS, The Authority is charged with monitoring aviation capacity for the region, including studying the need for a supplemental airport; and

WHEREAS, A consensus exists among the members of the compact that today there is not a need for a supplemental airport because the existing airport infrastructure can accommodate the region's forecasted air capacity demand for the foreseeable future; and

WHEREAS, The Gary/Chicago Airport, with its available facilities, provides a prudent and economical approach for the development of additional regional airport capacity during this period of limited federal financial assistance for the national air transportation system; and

WHEREAS, The construction of a supplemental regional airport in Illinois would negatively affect funds otherwise available for airport improvements at existing Indiana and Illinois airports and would cause a tremendous strain on current local infrastructure; and

WHEREAS, The Gary/Chicago Airport is currently creating a master plan for its future development as evidenced by the commencement of commercial air carrier service by Pan Am Airlines, and other airlines have expressed interest in commencing service in Gary; therefore be it

RESOLVED, BY THE SENATE OF THE NINETY-SECOND GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE HOUSE OF REPRESENTATIVES CONCURRING HEREIN, that the General Assembly wishes to express its continued support for the Gary/Chicago Airport, the Chicago/Gary Regional Airport Authority, and the consequent economic benefits to northwestern Indiana and northeastern Illinois, and particularly the Southwestern suburbs of Chicago, and requests that Chicago State University conduct a study to determine how to better market to the airlines the greater utilization of the Gary/Chicago Airport; and be it further

RESOLVED, That a copy of this resolution be presented to the President of Chicago State University and the Board of

Chicagoland Air Transportation Solutions
Town Hall Meeting Comments, June 15th, 2001

There is no question that O'Hare is a mess, as are many airports around the country and around the world. It's not just a Chicagoland problem or a state of Illinois problem. Solutions must be regional, national - even international.

Before I add my suggestions for viable solutions, I'd like to bring up two points made by important players in this ongoing drama. Harold Rogers, (R - KY) who chairs the Aviation Subcommittee of the House Appropriations Committee, has said:

There are beautiful airports with runways sitting empty. There is airport capacity beyond belief that could alleviate our problems overnight.

Mayor Scott King made a very cogent point at the Peotone rally on May 12th. He said that the Gary/Chicago Airport is *already* (before the planned expansion) larger in acreage than LaGuardia and Ronald Reagan Airports. We don't *need* a huge chunk of prime farmland to service millions of air travelers. Midway is only 5% the size of the proposed Peotone site, yet they safely manage a busy airport. Even the scaled down "inaugural airport" in the Peotone area is *six times* the size of Midway! The forceable seizure of 25 square miles of productive farmland in Eastern Will County for an airport the airlines don't want and the residents in my area will refuse to surrender their communities for, will prove to be an enormous mistake.

The real transportation challenge is to use and expand our air capacity resources productively and in synergy with other forms of transportation to meet the needs of travelers, workers and citizens and facilitate the efficient movement of goods - not to maximize profits for airlines or to fulfill other agendas. These have included massive job creation, land acquisition, speculation, development, sprawl, the doling out of lucrative construction contracts and so on. So, let's focus on *real* transportation solutions that can actually be made to work for the benefit of the American people.

1. Half of the flights into O'Hare are transfer flights. These people who are switching planes or waiting for more passengers, spend on the average a meager $7.00 in Chicago, compared to the hundreds spent by those whose destination *is Chicago*. Many of these transfer flights must be relocated to other, less busy airports, throughout the Midwest.
2. The scheduling of flights must be changed so as not to overburden "peak" periods, during the day.
3. Before a plane takes off, it should be a requirement that at least 3/4 of the seats be filled.
4. Air traffic control must be modernized and more controllers must be trained and hired. I'm sure we're still suffering from the axing of all that experience of the PATCO controllers during the Reagan years.
5. Operations at airports must be streamlined and made more efficient, from the baggage handling to the checking in, to the shuttling of passengers to the proper gates, etc.
6. Major airports that need runways added or reconfigured must have this work prioritized. These necessary improvements can't be held hostage by political wrangling, as is the case in Illinois and O'Hare expansion.

As for medium term options, airlines must actually use the reliever airports that already exist, have infrastructure, room to expand and *desire* more business. Just because airlines want the hub and spoke system is not a good enough reason to choke O'Hare with all the flights, when air freight, smaller commercial aircraft, private planes, helicopters and short hop flights could just as well be funnelled through the airports in Milwaukee, Gary and Rockford. I think O'Hare should be reserved for the big airplanes destined to or embarking from O'Hare to points around the world.

I also think the airlines have a good proposal in expanding a central Illinois airport, in Champaign, Rantoul or Bloomington. This will give enough airspace for the air traffic controllers to maneuver large numbers of planes, efficiently and safely. For, Peotone is both too close and too far away. It's too close to O'Hare as far as airspace is concerned (for two supposed major hubs) yet too far away (40 miles!) for travellers to want to land, who overwhelmingly are looking to be destined for the city.

Airlines invest a huge amount of money to run airports and are most reluctant to move a big part of their operations to other airports, especially those far from city centers, such as Peotone. All they see is a field of red ink down here. Other companies expand their facilities as needed, and are not being held hostage to political agendas, much like the citizens of Peotone also are.

Sadly and unjustifiably, Peotone residents are also faced with the never-ending possibility of the destruction of our homes, neighborhoods and communities because of this pro-airport agenda, which is most shrilly propagated out of the Southland crowd, based in Homewood - eighteen miles away. Very, very few people in Peotone want an airport.

Most of the home owners living near O'Hare made a conscious decision to move near a major airport, whatever their reasoning. Quite the opposite is true of the citizens around Peotone, who are either longstanding members of farming families or have moved out this way specifically to get away from the congestion, pollution, gridlock, hustle, bustle and noise of city life. We have opted for rural livability - a quiet, peaceful, outdoors way of life in which to raise our children and enjoy the simple pleasures of a naturally healthy environment. An airport is antithetical to our hopes and desires. We loathe the very thought of it!

O'Hare area residents have opted for city convenience and high property values, proximity to commerce, employment, upscale shops, entertainment, etc. O'Hare has been up and running for 45 years and like all major airports, has its drawbacks. These are the choices both types of people have made. For people to complain about the noise and pollution of O'Hare is understandable, but it is part of the bargain they have decided to accept. If it is too much to deal with, for the sake of the health of their children, we suggest that they move - to Peotone. To force these types of incensed serious health risks on the people of Peotone (and tens of thousands of residents in outlying towns) to hopefully satisfy the agendas and wish lists of outsiders, is totally unfair and inappropriate. To add insult to injury, these plans also call for the destruction of our way of life, our homes, farms and communities, which makes the inclusion of Peotone as a part of the "aviation solution" nothing short of criminal! You don't fool with Mother Nature - and if you do - we will *defend* Her!

High speed rail needs to be actualized and used to connect city centers throughout the Midwest and the country. Florida is embarking on a somewhat ambitious program to connect their urban centers, which we should emulate. After all, this is U.S. developed technology that is used to great advantage by Europe and Japan. It's not cheap! Each mile of rail costs about the same as a mile of expressway. But steel rail tracks last a lot longer than highways and are much more economical to use. Trains are more comfortable, more fuel efficient, less stressful and less environmentally destructive than car, truck and plane traffic. It's a more social means of travel and less of a time and energy wasting rat race.

Also, airports should be connected to eachother, such as O'Hare, Midway, Rockford, Milwaukee, Gary and Champaign. Quick, efficient monorail rail service should be constructed to connect airports to city centers. Bus, shuttle and passenger rail service need to be modernized, expanded and made to genuinely serve the needs of local citizens. Freight rail also needs to be brought into the 21st Century and made into an efficient, connected and integral partner in the whole transportation solution.

For too long, the planners, politicians and transportation companies have not worked effectively together, nor for the good of citizens. It's always been a tunnel-vision concern for their own particular bottom line or for personal political expediency - all too often at the expense of the convenience and needs of travelers, workers and the efficient movement of goods. This whole mindset has got to be abandoned in favor of *real* coordinated solutions, which are not the exclusive domain of European and Japanese societies.

Concerned and knowledgeable citizens must have *real* input into the planning of carrying out of such projects.

Governor George Ryan's approval rating is so low (20%) in large part because of the imperial manner in which he and the state are forcing his unpopular agenda down the throats of Illinois citizens (and not just those citizens in the Peotone area.)

The politicians have lost touch with citizens and are perceived (with much justification) as the agents of the corporate agendas and a very real threat to the well-being of everyday citizens and our communities. It seems that we are always under assault by "development" (sprawl) and are also forced to pay for it in many ways, such as having to pay ever increasing taxes, the erosion of our rights, decreased livability, less control of our communities, more congestion, pollution, gridlock, etc., etc. These sprawl projects, lottery games, TIF-district sweetheart business deals are always supposed to benefit our communities, but our schools never seem to see a nickel. We give but we don't receive.

As for the Peotone Airport, it's a terrible idea! This "footprint" is the heart and soul of *five* longstanding

farming communities - Beecher, Goodenow, Crete, Monee and Peotone. We are not a "green grass site ripe for development!" This "fantasyland" airport is an *Apocalypse Now* nightmare reality for the folks in Eastern Will County. We've had the vultures circling over this area for several years. Before it was just one or two of them. But now, it's an ominous flock and they smell our blood! Who's buying the property out here, lately and what are their motives?

It's true. I've been trying to contact Tom Hanks and Paul Newman, who have been filming in Beecher and Peotone, lately. But, I really half expect to see Jack Nicholson with a bandage on his nose! Rumors and speculation are running wild. IDOT has only finally invited us to meet with them at Governor's State recently. This was to try to get us to hand over the deeds to our property - after we've read and followed the instructions of a thick booklet of their stipulations! *Never* have we been genuinely included in any of the discussions about the development of our communities. It's all been done by politically connected consultants who don't live anywhere near here.

We have done our jobs, raising crops and children in an environmentally sustainable manner. We will *not* be the sacrificial lambs for the failures of others! The use of bully tactics, intimidation and coerci on by IDOT is shameful. To see the pain, suffering and uncertainty it has caused - particularly amongst our senior citizens - is repulsive and infuriating. We will never forget how we were treated during this whole, often lifelong ordeal.

The state has declared war on the citizens of Eastern Will County! You wouldn't do this to a forest preserve, but you feel it's just fine to tear into the very fabric of our communities! You're oblivious to the human costs! What about the future generations? Do we bequeath them but asphalt and an obscene archipellago of rural prisons?

You had your chance to get your 24,000 acre mega site for your precious boondoggle airport - the Joliet Arsenal - but you didn't even consider it! You want our land. But, we haven't given our permission for you to rustle us out of our homes, bulldoze them, destroy the farms and pave over them. We saw what happened to our fellow farmers in Mascoutah, who weren't organized and had their land taken for an airport down there, which is "only" 25 miles outside of St. Louis. They're doubly bitter because the airport isn't even being used! They lost everything for *nothing*!

Landbanking is a terrible imposition on our area. It makes us open-ended hostages to the problems you never seem able or willing to actually solving. Our dread and uncertainlty are now apparently eternal. It's like a social virus to us, compliments of "our" own government!

You're going to find it to be extremely difficult to procure our land. We have been admirable stewards of this pristine, rolling farmland and we have a responsibility to our children, which we take very seriously. We will use every means available to us to prevent its destruction. We'll enlist supporters, far and wide and work tirelessly to stop this major mistake from taking place. We are legitimate, determined citizens and we will defend what is rightfully ours - our homes, our farms, our families, our neighbors and our communities. We will fight this thing every step of the way, for however long it takes. We really have no choice.

There are many reasons why this is a terrible place for an airport. First, it is not needed. There are airports galore ringing Chicagoland. This is nothing more than a poorly disguised massive, naked landgrab. "Peotone" is about development - about lucrative contracts, real estate speculation, land deals, road construction, hotel building, luring business ventures out here. It's about money. It's about destroying pristine farmland for the almighty dollar. It has nothing to do with human beings, what-so-ever!

Upwards of $100 Million of Illinois taxpayer money has already been poured into this Peotone Project. Think of what all that money *could have done* to benefit depressed southside communities!! What a god awful waste - already!

There is *no infrastructure out here!* It would all have to be built - at enormous taxpayer expense. We're forty miles from the Loop. Why would travelers want to land that far away? How can you expect major airlines to base their operations down here when their clients want to be in the city??? If you build it, they *won't* come!

Where's the water going to come from? We're outside the Lake Michigan watershed. To get permission to have Lake Michigan water pumped to the Peotone Airport site would require the *unanimous* approval of eight states and two provinces of Canada! The aquifer down here is shallow and of poor quality. Are you going to drain (and pollute) the Kankakee River? Because that's where all the pollution generated from the airport would flow to. This airport would also choke off five streams in the area that flow into the Kankakee River. Environmentally, it is a major tragedy in the making. Prairie, woodlands, wetlands, animal habitats would all be tragically and negatively affected.

It will *not* be successful - unless you close O'Hare. Say you *do* close O'Hare and Peotone gets busy. A busy airport is a miserable source of air and noise pollution. The citizens out here do not want that. They moved away from the city to enjoy rural livability. The citizens around O'Hare have a real concern. But then, they chose to live near O'Hare, which has been in operation a long time.

The Peotone airport is the worst example of urban sprawl - probably the biggest sprawl project in the country today! Illinois is already losing productive farmland to sprawl development at a more alarming rate than any state in the nation. The Sierra Club calls Will County a "sprawl disaster area!" This doesn't help anybody except those who stand to profit on its exploitation. And if the airport flops, they won't be held accountable! They'll take the money and run - leaving a monstrous Mascoutah II in their wake.

It would be a huge waste of taxpayer money, that should be used much more usefully. As for this "economic engine" and being this massive job creator, let's look at the facts. IDOT and TAMS claimed that 22,000 jobs would be created down in Mascoutah. Eighty have materialized. That's only one job out of 275 promised!!! It wouldn't help depressed communities on the southside. O'Hare - a busy airport - does next to nothing for Maywood, a mere ten miles away. Does Midway flood communities ten or twenty miles to the south and east with living wage jobs and community revitalization??? Hell NO! So, why would Peotone? These southside communities need help, directly! Pouring all the state's resources into the Peotone Airport would deprieve these needful communities of *any* real help!

This area is also very significant, archeologically. It is loaded with paleolithic sites, which are very rare. This history cannot be allowed to be buried under the bulldozers and earthmovers, like most of this history has been. All of this rich history has been lost to the north of us because of "development." The past, the present and the future are all linked and should not be allowed to be irrevocably severed by the forces of greed.

The people of the Peotone area have been treated like political lepers these last several years. Only two major politicians have had the courage to come out here and address the targetted citizens out here - Al Salvi and Glenn Poshard. Yet, the pro-airport outsider politicians and their IDOT-funded proponents feel that they can blithely decide our fate, allocate (our) taxpayer money to force us out - while they misrepresent our area and try to squelch our voice! And many of these pro-airport people have never even been to this area! It's disgraceful and disgusting! For example, the Will County Board voted unanimously against landbanking 18 months ago, but after having the squeeze put on them, voted 16 to 7 in favor of this airport. Many of the board members didn't even know what townships would be obliterated out here!!!

I know it's an awfully long way for you city folks, but come down here and learn firsthand what a marvelous area we have here. We don't bite and we'd be happy to show you what we have built so lovingly out here over the years. It would be a welcome change from the blacked-out stretch limos we see slink through our area. Functioning, thriving communities of citizens define progress - not an unnecessary ocean of asphalt! It's time for a state-wide reality check! Stop wasting money and holding us hostage!

We don't *want* our fellow citizens' hard-earned tax dollars that the State sees as theirs to buy their pet projects with. We are *not* going to leave! We *live* out here! These are *our* beloved communities. You don't have our permission to ruin them! Our homes and farms are simply not for sale.

Personally, I will do everything in my power as a writer and an organizer to stop this terrible boondoggle! Many others have a similar resolve and commitment to protect this sacred land and will work to ensure the continuing viability of our communities. The state will have to force us out at gunpoint! We are prepared to make this a bellwether case of real people - citizens - against politically connected sprawl. You are asking for a bitter and costly social struggle. Stop the assault on America's Heartland!

Anthony Rayson
Secretary of *STAND*
Shut This Airport Nightmare Down
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http://members.xoom.com/S_T_A_N_D/

WOULD YOU DO THE FOLLOWING?

1. Pave your backyard with concrete? Never see grass or trees again.
2. Pollute creeks with benzene, formaldehyde, oil, antifreeze, and airplane fuel?
3. Sprinkle carcinogenic chemicals such as lead, and other lethal components of jet fuel exhaust on your families food? Remember this is an agricultural area that grows the very food you consume. The crops will be coated with this greasy residue.
4. Care that your children will have noisy jets flying over their classrooms where listening skills are important to learn. What about the distractions these jets will cause. Remember the airport will bring tons of people and overcrowd the classrooms, making it difficult to teach our children.
5. Be concerned about air pollution exposure your family and other children will have to endure for an airport. Living near an airport increases health risks for emphysema, asthma, and cancer. In an agricultural area such as ours there is already a risk with pesticides, and fertilizers interfering with our respiratory system. So we will be double cursed.
6. Like to loose your beautiful rural area to sprawl, which brings unbelievable traffic, warehouses, motels, fast food establishments on every block. The list is too long to mention.
7. Enjoy paying for this airport for the remainder of your life? This is almost a guarantee because to date no major airline will commit to Peotone. The land bankers and investors involved in this crime again nature will not even come forward with their names. They are cowards. Just think of what your taxes will be like. You too may have to move from here.
8. Kill off or scare off all the beautiful creatures of God that migrate and live in Racoon Grove. Animals will be affected by the noise and air pollution. Deer, cranes, eagles, fox, ospreys, wild geese, and too many others to mention will perish at mans incompetence and selfishness.
9. Destroy the Kankakee Watershed? It is a fact that in less than 25 years no one will be able to tap into Lake Michigan for it's water source. This fact is not overstated, we are facing a time of serious water shortage. Runoffs from runways will pollute the creeks which will pollute the Kankakee River. Kankakee is one of the three remaining clean rivers in the state of Illinois. Of course the Army Corp of Engineers will take care of this problem ! Someone once said "For every act against nature, there will be a number of Consequences to man".
10. Contaminate your neighbors well? This is what will happen with the chemicals from the runways which will leach into the ground and contaminate peoples only source of water, their well. These chemicals will be from spilled airplane fuel, and from de-icing chemicals used to melt the ice and snow off the runway. Of course we have been told this will be managed correctly. Note: Why is it that certain people have been quoted as saying whiners are milder out here in Eastern Will County. Nothing could be further from the truth. There are times one cannot even see the roads due to high winds and drifts. This is considered an Open Space area.
11. Voluntarily give up your home and lifestyle for the greed and prosperity of the airport backers. This is an airport being built for economic and business reasons. Not necessity. Gary, Rockford, and Milwaukee have the ability and room to expand and grow with moving for less people.
12. Allow the State of Illinois to purchase land on the airport site without approval from the Federal government? That's what IDOT is trying to do.
13. Destroy archeological sites, before proper study, that would add important data to this Nations historical record. Once sites are destroyed the information they contain is forever lost to us.
14. Believe that Jesse Jackson when he says 246,000 jobs will come to this area if an airport is built. Does he now own an employment agency?. How can he be so sure these jobs will go to his district area?
15. Mid America airport in Mascoutah, Cost? 535 million dollars. The airport backers said "If they build it they will come (airlines)" One did, Pan Am flies into Mascoutah . Two and one half years after its completion in 1998, still no other airline will use the facility. Again the major airlines will not commit to Peotone, they see it as "red Ink". Who would pay for a Peotone airport? The State of Illinois tax payers!!!!!!!
16. Enjoy higher crime rate in your once peaceful town. This inevitably comes with an airport area.
17. Trade the beauty of our rural/agricultural area for an ugly airport that is a pipedream of investors and some very greedy politicians?
18. Would you elect these same people, who are trying to bring this type of progress, or shall I say "Scheme" to this area. At the expense of us loosing this beautiful and precious lifestyle. We call it county living, and I believe we are entitled to this Life, Liberty and our Pursuit of happiness. At least that's what the constitution says. That part has not been amended yet.

I know this is a lot to read but these are questions you must ask yourself.

The one last thing I want to express is pe... ave in our towns of Peotone, Beecher, and Monee for a reason. People either want to farm, or to want open spaces with clean air, little traffic and crime. Not everyone is cut out for this type of life. There are nights when I see farmers plowing fields in the dark. They work very hard for you to put food on your family table. Some people want to live in cities, some people want to live near airports. All of us have different needs. No one should ever be denied once dream. Ever since I was 14 years old I wanted to be able to live in a farming community. I am now at a mid life point in my life and God has granted me my dream. I will fight for this dream till the day the airport is put to rest forever. You too must stand up for yourself and make our government represent us as they once promised.

As far as the people who live in the O'Hare area who are upset about the additional air noise and pollution that may come with additional runways, my heart goes out to those people. I realize that for some people they moved to this area 55 years ago when it was farming area like ours. I don't know your reason for staying there for such a long time, but I must say I admire you. When it comes to living in the O'Hare area many benefits are attached with it. To some this is a big plus. Please do not think we aren't sympathetic to your needs, because we are. There comes a time in everyone's life when they must ask the question; is this where I want to spend the *rest of* my life, am I happy here? It takes a lot of guts to move away from an area you are used to. But I did the same thing a few years ago, and believe me I love where I live. My greatest asset is seeing every Star constellation in the sky at night. Never before have I ever felt so close to Heaven. You see our little communities are a little piece of Heaven, and God help us, *we do not* want to loose these gifts from God. So if anyone is reading this from the O'Hare area, please know we understand how you feel. But building another airport in an agricultural area is not the answer. If the FAA , State of Illinois must find a place for another airport it should be where it is welcomed and needed. Peotone is not that place. We must use the alternatives of Gary, Rockford, and Milwaukee. Farmland is going to be scars soon, if we allow our country to gobble up 2 million acres of farmland each year to sprawl, highways, and governmental projects. Water and fuel are already on the endangered list of our natural resources, and our air is nothing to brag about either. Without food, water or air, there is no life. ONE EARTH. ONE CHANCE.

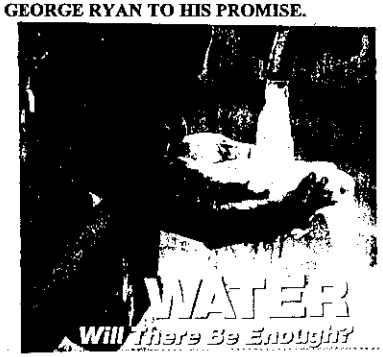
Barbara Stuart- Member of Stand (Shut-This-Airport-Nightmare-Down)
President: George Ochsenfeld: Phone 708-534-7319

Take a *STAND* for our future!

"Kids are very much into the environment. What these kids said reminded me that we are stewards of the gifts of God's nature. We have not always fulfilled our steward's role. We can look back with some shame regarding the manner in which we have abused and misused our natural resources and the environment. Our forests, our waterways, our wildlife are all gift to us. They should not be misused. A prime commitment of this administration will be to honor our role as stewards of nature's gifts to us. I don't want turf fights. I want my grandchildren, and yours to enjoy all the blessings nature has given to all of us. That is my commitment. That is my promise. Governor George H. Ryan

Excerpt from: Governor George H. Ryan's February 1999 State of the State Address.

MAKE A STAND...LETS HOLD GEORGE RYAN TO HIS PROMISE.



Deb & Scott Pigniatello's No Airport Crop Circle, as seen from a powered parachute, courtesy of Bill & Bonnie Hunt & friends at Powerchuters, Inc.

Anthony Rayson was accompanied by his wife Leslie and two sons, Stanton and Stephen, as they lobbied in D.C.

Summer Drumming Circle

Bring your Drums, Rattles, Flutes, Voices!

Friday June 22
6 pm to 8 pm
Rain or Shine!

Goodnow Grove - Crete, Illinois
Goodnow Grove is just 1/2 miles east of 394 on Goodnow Road.

This gathering is in support of the land, the people and all the creatures who will be affected should the proposed airport become a reality!

We will drum in honor of Mother Earth's Heartbeat for two continuous hours!

Ceremony begins at 6 pm
Come when you can!

Bring your heartfelt support to

Shut This Airport Nightmare Down!

Footprint baby, Sarah Gaffney joins her parents, Chris and Lydia in the *STAND* Drumming Circle to help celebrate the summer solstice.

Archaeological Sites – Eastern Will County, Illinois

It would be an absolute travesty against this Nation's Cultural Resource Management Programs, and the citizens of this country, to build an airport in Eastern Will County, Illinois. This area will help rewrite the history books regarding the deepening mystery of the peopling of America if given the chance. The rolling hills of this area deserve to be taken apart and studied by archaeologists, not leveled for airport runways. There is hardly a rise in the topography of this area where a site does not exist because of the abundant resources this area provided for at least 12,000 years, possibly longer.

Eastern Will County contains hundreds of archaeological sites within the proposed airport footprint dating from Paleo-Indian through historic. The number of sites came as a surprise to Wendy O. Harris, the archaeologist who headed Phase I Archaeological Investigations for the Proposed South Suburban Airport, Will County, Illinois. While only two Paleo-Indian sites are listed in this report, further investigation has revealed an unheard number of these sites in a concentrated area. Paleo-Indian sites are considered rare wherever found, however, they abound in Eastern Will County in unprecedented numbers. During the Paleo-Indian period the southern shore of Lake Chicago (Lake Michigan) was only 15 miles north of the proposed airport site at ca. 12,000 to 8,000 B.C. I know of no other area where Paleo sites are found in such concentration. The State of Illinois cannot possibly provide the archaeological study this area deserves if an airport is to be constructed. The cursory study the state would provide would be woefully inadequate due to lack of funding and time constraints.

Northeastern Illinois lacks archaeological study. Chicago and suburbs lost the vast majority of their prehistory in lieu of development without proper study. The moraine area that the proposed "Peotone Airport" is to be placed on is the last area south of the city to contain so many archaeological sites that can add much to this Nation's history. When there are other, more viable solutions to gridlock it would be such a terrible loss to destroy these ancient sites. New runways at O'Hare, expansion of Gary/Chicago, Rockford and Milwaukee Airports, and high-speed rail are more logical solutions to the gridlock problem and at less expense by expanding existing infrastructure.

Archaeological sites are considered to be a non-renewable resource, part of our Nation's heritage. Once sites are destroyed the information they contain is forever lost to us. A proper, in-depth archaeological study of Eastern Will County is needed to ensure that the archaeological record is not lost, not only for us, but future generations as well. Eastern Will County should set an example of Cultural Resource Management for the whole Nation. Destruction of 24,000 acres of prime agricultural land for an airport is a crime. Destruction of another 24,000 acres, bare minimum, predicted for sprawl is double the offense. Nestled among the hills are hundreds of ancient archaeological sites that have gone unnoticed until now.....to destroy it all for an airport and urban sprawl would be an absolute outrage.

Margo Hupe – email margo2@ameritech.net
More information can be found at http://www.dirtbrothers.org/Peotone/mtoc.html

Grow wild according to thy nature, like these sedges and brakes, which will never become English hay. Let the thunder rumble; what if it threaten ruin to farmers' crops? That is not its errand to thee. Take shelter under the cloud, while they flee to carts and sheds. Let not to get a living be thy trade, but thy sport. Enjoy the land, but own it not. Through want of enterprise and faith men are where they are, buying and selling, and spending their lives like serfs. —Henry David Thoreau

JOIN STAND'S EMAIL LIST
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STAND'S POSITION PAPER

Arguments Against the Proposed Peotone Airport

It is NOT needed.

It will NOT be commercially successful.

It will NOT provide economic salvation for depressed south suburbs.

It will POISON a large population with air and noise pollution.

It will DESTROY forever productive farmland and valuable forest preserves.

It will COST BILLIONS in taxpayer dollars that could be used in better ways.

REASONS WHY THE PEOTONE AIRPORT IS NOT NEEDED.

How much growth will *really* occur in demand for air travel? No one knows for sure, and the studies commissioned by competing interest groups have come out with widely differing estimates.

If there is a need to increase airport capacity, this can be done, and is now being done, by a combination of ways without building a new 24,000-acre airport:

1. Much can be done to *improve operations* at O'Hare, even if another runway is not built.

   The city of Chicago is awaiting FAA approval for its World Gateway Program, which would use airline fees and increased ticket taxes to help finance $3.2 billion of improvements at O'Hare. This plan calls for two new passenger terminals, up to 30 more gates, and extension of taxiways. This will reduce delays by allowing quicker access to gates.

2. LARGER AIRCRAFT are being built that can carry more passengers and cargo per flight, while others can travel longer distances.

   The Airbus A-380 jet will have 555 to 650 seats, will exceeding the 416-seat 747-400, the largest jet now in production. The two new terminals planned for O'Hare will have the wider gates to accommodate such new larger aircraft.

3. O'Hare, like other airports, is scheduling more NIGHT-TIME take-offs and landings of cargo and passenger planes.

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4. With the recent decision to phase out the federal caps on flights at O'Hare, there will be MORE FLIGHTS PER HOUR.

5. There is much room for growth in AIRLINE LOAD FACTORS, that is, the percentage of seats that are filled on flights.

   Preliminary 2000 data indicate that the load factor for U.S. airlines last year was only about 72 percent. This is up from 1990, when the load factor was 62.4 percent, but still, airliners are flying, on the average, less than 3/4 full.

6. NEW AIR TRAFFIC CONTROL SYSTEMS will allow increased amounts of air traffic while improving safety and reducing delays.

   In its "capacity benchmark" studies released in April 2001, the FAA predicted that procedure, airspace and technology improvements which are now being planned are expected to improve capacity at O'Hare Airport by 6 percent in good weather and 12 percent in adverse weather over the next ten years.

   The proposed Chicago Terminal Airspace Project will increase "terminal airspace capacity" and provide more efficient routes.

   The FAA is holding public hearings on its plans to restructure air traffic routes into and out of Chicago, the first major revision of such routes in 20 years. The Chicago Terminal Airspace Project (CTAP) calls for the creation of new high-altitude arrival and departure routes at O'Hare and more inbound routes to Midway Airport. It also recommends changes to current air traffic control procedures that will simplify operations and give controllers greater flexibility.

   Much more can be done to upgrade air traffic control procedures, equipment, and manpower.

   In March 2001, the Air Transport Association issued a Top Ten List of Air Traffic Control Priorities, which it is encouraging the FAA to expedite and which it said can be implemented over a five-year period. The most important are:

   1) The FAA's project to rewrite the ancient software hosted on the computers at the air route traffic control centers.
   2) Full-Scale Global Positioning Satellites (GPS) Satellite Navigation.
   3) The Airspace Redesign project, which will help to relieve the daily airspace saturation that causes ground delays and restrictive increased spacing between enroute aircraft. By re-drawing air traffic control center and sector boundaries and revising arrival and departure routes at complex terminals, airplanes can be routed through the system more efficiently.

7. While room for runway expansion at Midway Airport is limited, MIDWAY IS STEADILY INCREASING its types and frequencies of service for both business and pleasure travelers.

   An $800-million expansion is underway at Midway. A six-story parking garage opened in 2000, and a new 900,000 square-foot terminal building opened in March 2001. New passenger gates are scheduled to be opened later in 2001. Eventually the new terminal will have 41 gates.

   While the number of passengers boarding planes at Midway has soared in recent years, the airport is handling only about 2/3 the total flights that it did 40 years ago.

8. THE GARY AIRPORT ALREADY EXISTS AND CAN EXPAND.

   The Gary/Chicago Airport is the size of Midway. Of its two runways, one is longer than any at Midway and is usable by Boeing 727s and other heavy jet aircraft. Closer to the Loop than Peotone, Gary's airport is conveniently located close to several major highways and a commuter rail line. It has cost- and hassle-free parking for over 800 vehicles. It can accommodate as many as 205,000 takeoffs and landings each year, but in 2000 it reported only about 50,000.

   The cities of Chicago and Gary signed a past 5 years ago under which Mayor Daley has funneled (as of April 2001) nearly $11 million in passenger ticket-tax revenues, along with equipment and staff expertise, to the Gary airport for improvements. A $9 million maintenance hangar is under construction, and the terminal is being renovated.

   PanAm Airlines has begun daily flights to popular destinations from the Gary Airport.

   A draft plan for expansion submitted by the Gary airport for informal FAA review proposes land acquisition that would double the airport's acreage, an extension of its 7,000 foot runway by 1,900 feet, a doubling of the length of its second runway, the addition of taxiways that would allow planes to exit the runways more quickly, and expansion of the terminal to include forty-three gates. There are also plans for road improvements and the addition of a South Shore commuter rail stop on or near the airport property. (The South Shore railroad station now is closer to the terminal than remote parking at O'Hare is to Terminal One, Concourse C.)

   Expansion at Gary's airport will redevelop industrial "brownfields" and not pave over rich farmland as the Peotone project would. Not a single home or resident would be displaced by expanding the Gary Airport by adding a third runway. When expanded by a mere 1,000 acres to the nearly 700 that already exist, the airport capacity will be over 30,000,000 (yes, 30 million) passengers per year, with over 300,000 flight operations per year.

   Environmental clean-up costs are not two billion dollars, as stated by Kirk Brown, but rather $50 million, in year 2000 dollars, over the twenty year life of the project. Airspace conflicts with Midway are minimal and with improvements in technology over time, and the usual re-arrangement of airspace that usually occurs at airports, these impacts will be minimized further.

   The citizens of Gary want the airport utilized and expanded to help the local economy.

9. Existing airports in MILWAUKEE and ROCKFORD can be improved to serve more metro Chicago travelers.

   Mitchell International Airport in Milwaukee has more than 200 daily flight departures on 17 airlines and serves 5.5 million passengers annually. For many northeastern Illinois residents, it is closer and more easily reached than O'Hare and Midway, especially during rush hours.

   The Greater Rockford Airport already has two runways, one a 10,000-foot strip long enough to handle any commercial aircraft. The seven-gate terminal--easily capable of being expanded to serve three million passengers a year--can handle dozens of flights daily. The airport is conveniently located near I-90, and passenger rail service could easily be added along existing tracks, bringing travelers from Chicago directly to Rockford. More than $30 million of federal tax dollars have been spent over the last few years on improvements to the Rockford airport, including a state-of-the-art instrument landing system. In March 2001, the Transportation Subcommittee on Aviation of the U.S. House of Representatives agreed to include the Rockford Airport in its feasibility study of the Peotone proposal.

10. HIGH-SPEED RAIL LINES could be developed to carry some of the short-hop commuter traffic that now goes through O'Hare and Midway.

    There are plenty of examples of fast, comfortable, convenient, and economical rail travel in short-distance popular corridors. Downtown-to-downtown travel times can be comparable or better than car or air travel. Convenient train schedules and modern amenities will appeal to both business and leisure travelers.
    The upgrading of existing lines and the operation of rail service can provide thousand of new jobs and other benefits for a region's economy.
    Trains use much less energy and cause less air pollution than cars or planes.
    Downtown train stations will encourage development in city and town centers, counteracting urban sprawl.
    The Midwest Regional Rail Initiative (MRRI) has developed a high-speed rail plan connecting Chicago with St. Louis, Milwaukee, and other major Midwestern cities.

    Some stretches of these corridors are already being reconfigured and technically outfitted for trains moving up to 100 miles per hour. Upgrades of track are underway for a Chicago-to-Springfield route that roughly parallels I-55.

    There is much support in the U.S. Congress for a bill, the High Speed Rail Investment Act, which would allow the sale of up to $12 billion in bonds over 10 years to improve passenger rail corridors. Modernization of the freight rail industry should also be a priority.

    A huge amount of state funds would be needed to build an airport in Peotone (along with new roadways and other ground transportation and infrastructure to serve it). Improvement in rail service and other modes of transit would be a far more sensible use of tax dollars than a new airport in Peotone.

STAND: Shut This Airport Nightmare Down

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11. IN THE NATION'S AIRPORT SYSTEM AS A WHOLE, THERE IS MUCH UNDERUTILIZED CAPACITY. Regional airports are being underused and ignored.

A RAND Corporation study found that the overall system is currently at 58% of maximum capacity (at current airport separation technology). At current growth rates, it is predicted to reach 70% of maximum capacity by 2010. However, as the RAND and FAA studies show, the demand-to-capacity ratio for the 31 major U.S. airports varies widely.

The National Air Traffic Controllers Association (NATCA) are among those who believe that certain city airports are better suited for originating and/or terminating flights than associated hub airports. "Increased usage of these airports by passengers and airlines will alleviate congestion and delays at the hubs."

12. "PEAK-HOUR" PRICING MAY BE ONE OPTION FOR RELIEVING DELAYS.

Charging higher prices at peak times might not only flatten out peaks in demand but also, at some airports, drive some traffic to other airports entirely. In March 2001, Transportation Secretary Norman Mineta announced that he favored this approach: "If I were emperor, I would impose it."

13. THERE MUST MORE CONSIDERATION OF WAYS TO REVISE THE HUB-AND-SPOKE SYSTEM TO RELIEVE CONGESTION AT THE HUB AIRPORTS.

Under the hub-and-spoke system, which the airlines find so profitable, passengers from several cities fly to one major airport, then change planes for their final destination. Hub airports are among the most crowded. Many passengers are just passing through, however, and presumably would change planes at less crowded airports if the airlines would set up alternative hubs. In 14 of the top 30 U.S. airports, 40 percent of the traffic is connecting flights.

In September 2000, American Airlines announced a reorganization of its O'Hare hub operations that will involve increasing the number of "point-to-point" flights—flights that go to a destination city and then return to the origin city—and decreasing the number of flights that make intermediate stops. This means it will have more flights bypassing O'Hare.

A bill now under consideration in the U.S. Congress, H.R. 1407, would enable air carriers to voluntarily coordinate their schedules to cut the number of flights during peak hours at the nation's busiest airports. The bill would allow these discussions to take place under supervision of the U.S. Department of Transportation, and with partial immunity from antitrust laws which currently limit the airlines from discussing their business strategies.

14. NOT ALL FLIGHT DELAYS WILL BE ELIMINATED BY INCREASES IN CAPACITY.
The FAA benchmark capacity study showed that many of the most delay-plagued airports in the U.S. are actually below capacity, and a number of the airports with the least delays are above capacity, indicating that there are other delay-causing issues to be resolved.

THE PROPOSED PEOTONE AIRPORT WILL FAIL BECAUSE THE MAJOR AIRLINES ARE OPPOSED TO IT.

Airports are properly launched by recruiting airlines willing to pay rents and landing fees sufficient to pay off construction bonds. To date, only one very small airline has signed a "letter of interest" in using the proposed Peotone airport. The chief executive officers of 18 major airlines have signed a letter to the previous governor saying that there is no need for a third airport, they are opposed to it, and they would not use it.

> They said the airlines, having invested billions of dollars at O'Hare and Midway, "cannot afford to either abandon or underutilize these investments—nor are we able to split operations efficiently between the existing airports and the Peotone site...The creation of another airport at Peotone will impose substantial and unnecessary costs on Illinois taxpayers without commensurate benefit." (Chicago Tribune, February 28, 1998)

THE EMPTY MIDAMERICA AIRPORT SHOWS THE FOLLY OF BUILDING AN AIRPORT WITHOUT ANY COMMITMENTS FROM AIRLINES.

The MidAmerica Airport in Mascoutah, Illinois (24 miles east of St. Louis), which opened in early 1998, was built before any airlines committed to the project. It cost $313 million to build (including $60 million in state money), and it cost as little as it did because it shares runways with Scott Air Force Base. A consulting firm hired to study the impact of the airport estimated that it would generate 20,000 jobs and $900 million a year in economic activity. It was not until August 2000, 2-and-1/2 years after opening, that MidAmerica got its first commercial user: Pan American Airways began commuter flights to Gary. Despite strenuous marketing efforts by county officials, NOT A SINGLE OTHER AIRLINE OR AIR CARGO COMPANY HAS AS YET BECOME A TENANT.

This airport has a runway long enough to handle 747s, a modern glass-and-steel terminal with four gates, and a staff of 24—but no commercial passengers other than Pan Am's! The airlines had warned county officials that no tenant at busy Lambert-St. Louis International Airport would move to Mascoutah.

County records show the MidAmerican Airport lost $10.8 million in 1999 and $7.3 million in 1998. (*Belleville News-Democrat*, November 17, 2000). Its 2001 budget will be $6.5 million, with much of that coming from St. Clair County taxpayers.

The MidAmerica experience demonstrates the error in assuming, as the Peotone supporters do, that if you build an airport, the airlines will come.

(P.S. The consulting firm that made the rosy predictions about MidAmerica, TAMS-Sverdrup, has also received several IDOT contracts to perform many of the studies promoting the proposed south suburban airport.)

THE PEOTONE AIRPORT WOULD DESTROY MUCH FARMLAND AND FOREST PRESERVES.

Of the 24,000 acres that the Peotone airport would consume, 17,165 acres are designated as "prime farmland soil" and 6,533 acres are "important farmland soil." The airport would drive 95 operating farms out of business. It would disrupt the lives of thousands of eastern Will County residents.

This airport would almost completely surround the Raccoon Grove and Monee Reservoir preserves and adversely affect other nearby preserves such as Goodenow Grove and Middle Plum. This would be a severe blow to the open space preserves of Will County, which has the least forest preserve land of any county in northeastern Illinois. This is the reason why the Will County Forest Preserve District opposes the Peotone airport.

The Federal Emergency Management Agency is concerned about the potential increases in downstream flooding that the airport development would create on a site containing five streams, 1,600 acres of floodplain land, and 550 acres of wetlands.

Archeological studies are being conducted in the Peotone area. Discoveries of artifacts from the Paleolithic era are making it clear that this is an important archeological site that deserves full and careful study.

IF IT DOES BECOME A BUSY AIRPORT, THE PEOTONE AIRPORT WILL BE A MAJOR SOURCE OF NOISE AND AIR POLLUTION THAT WILL JEOPARDIZE THE HEALTH AND WELL-BEING OF ALL THE PEOPLE WHO LIVE IN THE SOUTH SUBURBS.

The noise office at O'Hare receives, on the average, 367 noise complaints per month. Public officials in the northwest suburbs, who are parties to a suit aimed at halting construction at O'Hare, use Illinois Environmental Protection Agency figures in contending that O'Hare is the "third largest polluter in Illinois."

Airports are sources of enormous amounts of toxic pollutants that threaten the health of the people who work at the airports and who live nearby. In the course of a year, a busy airport produces thousands of tons of carbon monoxide, sulfur dioxide, nitrogen oxides, and volatile organic compounds (VOCs).

Carbon monoxide (CO) causes decreased oxygenation in the blood. It has been associated with low birth weight and higher infant death rates. In the past, CO at airports was considered a minor problem compared to the amount produced by cars. However, recent studies have found dangerously high concentrations near airports. At least 10,000 tons of CO are produced yearly at O'Hare.

VOCs are hydrocarbons produced by burned, as well as unburned jet fuel, which is sometimes dumped directly into the air. They are the major raw materials for photochemical smog. Also, VOCs and nitrogen oxides combine to form ground-level ozone, a form of pollution that compromises people's ability to breathe, especially many children, elderly, and people with asthma and other lung diseases.

Ozone also harms crops, native vegetation, and ecosystems more than any other air pollutant. And it causes rubber to crack, dye to fade, and paint to erode. In a recent study commissioned by the Chicago Department on Aviation, VOC emissions at O'Hare from aircraft and other airport sources were estimated to be over *six and a half tons per day* in 1998. (KM Chng Environmental Inc., *Findings Regarding Aircraft Emissions' O'Hare International Airport and Surrounding Communities*, December 1999.)

Large amounts of "hazardous air pollutants" are pumped into our air by airlines. This goes on completely unregulated because airports and airlines have not been included in the Toxic Release Inventory reporting systems. Compounds of most concern are benzene, formaldehyde, and butadiene.

Benzene has been proven to cause increased risks of leukemia, birth defects, lymphomas, and various disorders of blood cell production. Formaldehyde causes serious irritation of the eyes, lungs, sinuses, and skin. Chronic exposure to formaldehyde and butadiene has been proven to cause a variety of cancers. The recent Chicago Department of Aviation cited earlier estimated that O'Hare airport operations each year generate over 51 tons of benzene, 263 tons of formaldehyde, and 33 tons of 1,3-butadiene.

These findings were further analyzed in a recent study conducted by the city of Park Ridge. This study concluded that the risk of getting cancer in the communities surrounding O'Hare will exceed, by as much as 10 times, the federal health goal of one cancer case in one million people.

In 1993, the U.S. EPA conducted a study of cancer risks attributable to all air pollution sources in southwestern Chicago. It found that Midway Airport's arriving and departing planes released far more benzene and formaldehyde than other industrial pollution sources within the 16-square-mile study area. Aircraft engine emissions were ranked fifth on a list of potential hazards by source—behind automobiles but ahead of nearby steel mills, hazardous waste treatment facilities, and other industrial sources. The study concluded that aircraft engines are responsible for 10.5% of the cancer cases in southwest Chicago caused by toxic pollution.

Ground operations at airports--including baggage vehicles, car rental operations, maintenance hangers, and especially fueling operations--contribute huge amounts of these air-polluting chemicals over and above those produced by the planes.

Also significant is the pollution from all the private automobiles used by airline passengers and employees to reach the airport. Over 85% of the passengers originating or ending their trips at O'Hare drive to and/or from the airport by private or commercial car. An EPA-funded study of seven South California airports found that private vehicles traveling within an airport's confines can produce as much, and sometimes more, VOCs and nitrogen oxides as the airplanes.

Although airports are major sources of air pollution, they are not regulated like other significant air pollution sources. Federal law pre-empts states and municipalities, for the most part, from adopting measures that would reduce aggregate emissions at the airports within their jurisdictions.

Even with the "buffer zones" planned for the Peotone site, noise and air pollution from airport operations will not stop at the airport's boundaries but will affect the lives of all who reside in the south suburbs.

ECONOMIC DEVELOPMENT PROJECTS FOR THE SOUTH SUBURBS MUST BE FOUND WHICH ARE MORE LIKELY TO GENERATE JOBS FOR THE PEOPLE WHO NEED THEM, AND WHICH ARE LESS POLLUTING AND DESTRUCTIVE TO OUR QUALITY OF LIFE, THAN AN UNNECESSARY AND COSTLY THIRD AIRPORT.

SHUT THIS AIRPORT NIGHTMARE DOWN

STAND is the grassroots citizens' group working to prevent the waste of billions of public dollars, and the sacrificing of thriving communities, for the massive airport project which many politicians and construction companies are eager to profit from. We want to see transportation improvements that make sense from the standpoint of benefiting Midwestern travelers. We want to see economic development projects for the south suburban area that meet real needs and are more likely to benefit the communities that need an economic boost. We want to preserve a livable future for ourselves and our children in this area, free from air, water, and noise pollution. We publish a newsletter and participate in other educational activities.

To get involved or join our mailing list, call (708) 534-7319. Or e-mail us at rural_stand@hotmail.com. "For livable communities!

A-X-47

To cut airline delays, more flights into lesser-used fields proposed

YES FARMLAND

PHOTO PROVIDED BY THE ROCKFORD REGISTER STAR

WHY ROCKFORD?

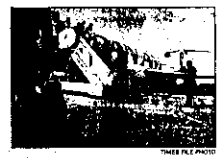
At 10,000 feet in length, this underutilized airport 60 miles north and west of Chicago has a runway longer than any at Chicago's Midway Airport. So close to O'Hare, Rockford knows its location makes it a non-contender to relieve passenger traffic congestion at O'Hare or Midway but believes it could have a role to play as a reliever for air cargo flights bound for metropolitan Chicago.

TIMES GRAPHICS BY AMANDA AHRENDT

PHOTO PROVIDED BY THE MILWAUKEE JOURNAL SENTINEL

WHY MILWAUKEE?

With 440 flights per day, Mitchell field is already considered a thriving airport. Eight percent of its commercial flight base of 6 million passengers per year is made up of people who hail from northern Illinois. Experts believe Milwaukee has done all it can to relieve congestion at Chicago's major airfields and say expansion needs to occur south of the city to make a dent in the problems in Chicago.



TIMES FILE PHOTO

WHY GARY?

Gary is situated amid an unrivaled transportation network of roads, rail lines and harbors. A study on the polluting power of airplanes blunts criticism of plans to expand into areas known to be contaminated, supporters say. Expansion into an already contaminated area is better than polluting pristine farmland. The increased passenger traffic in Gary will also help rebuild the economy of the region.

SOME COSTS OF A NEW AIRPORT AT PEOTONE

Building a new airport at the Peotone site will cost far more than adding runways at O'Hare. The list of costs for a new airport pales well beyond the enormous costs for runways and terminals. It goes well beyond the costs for access roads, utility lines, and the rest of the necessary infrastructure. The costs of building at Peotone include the loss of valuable national resources and the huge financial and human costs entailed by the relocation of the site's residents. These are costs that the pro-Peotone interests choose to ignore, but any full accounting must include the following foreseeable costs:

1. THE BUYOUT AND DESTRUCTION OF MORE THAN 1,000 HOMES, THE PAVING OVER OF 95 OPERATING FARMS, AND THE RELOCATION OF MORE THAN 2,400 RESIDENTS.

The homes that will need to be leveled range from the newly-constructed $300,000+ homes in Heatherbrook Estates to farm homes with long histories. Some of these farms have been owned and operated by the same families for generations, some for over 100 years. In some cases, the seizure of farms will necessitate the relocation of the remains at ancestral burial plots.

Many of these property owners are making it clear that they will not move willingly. They will go to every court and use every available legal means to thwart the state's plans and hold on to their beloved property. And should the legal means be exhausted, some will take direct action to stop the bulldozers. They will invite sympathizers from around the nation to join their cause. Some local residents have said that the only way they will be forced out of their homes and off their land is *in a body bag*. This determined resistance will cause the state's costs to soar, and at least greatly delay any construction.

No such grass-roots protests are being heard in response to the proposals to better utilize the existing airports at Gary, Rockford, and Milwaukee.

2. THE DESTRUCTION OF MUCH PRODUCTIVE FARMLAND.

Of the 24,000 acres that the Peotone airport would consume, 17,165 acres are designated as "prime farmland soil" and 6,533 acres are "important farmland soil." Irreplaceable farmland must be seen a national resource that must be conserved. Its loss is a loss for all of us and for future generations.

In calculating the costs of Peotone, consider all the produce that will no longer be grown here. Consider also the loss of jobs, not only among the farmers who will be displaced but also among the many businesses that support the farms in this thriving agricultural community.

3. THE DESTRUCTION OF MUCH FOREST PRESERVES.

The proposed Peotone airport would almost completely surround the Raccoon Grove and Monee Reservoir preserves and adversely affect other nearby preserves such as Goodenow Grove and Middle Plum.

There will also be the loss of hundreds of thousands of trees planted at taxpayer expense as part of the state's reforestation programs.

4. DAMAGE TO THE KANKAKEE RIVER

The Federal Emergency Management Agency is concerned about the potential increases in downstream flooding that airport development would create on a site containing five streams and many acres of floodplain land and wetlands.

5. DESTRUCTION OF HUNDREDS OF ARCHEOLOGICAL SITES.

Many of these sites, dating from the Paleo-Indian era, are extremely important. The discovery of artifacts is making it clear that the Peotone area needs careful study for our nation's archeological record. To insure that this study is conducted, scholar-activists have announced that they will invoke to the fullest every law for the preservation of historic sites.

6. LOSS OF TAXABLE REVENUE FOR LOCAL GOVERNMENTS.

Six taxing bodies within the boundaries of the airport will lose 10% to 59% of their revenue.

7. EFFECTS OF AIR AND NOISE POLLUTION ON THE POPULATION'S HEALTH.

If the Peotone airport is used--and there is considerable doubt that a Peotone site would be commercially successful--the air and noise pollution will poison hundreds of thousands of people who live in the south suburbs. This is the kind of air and noise pollution that communities neighboring O'Hare have complained about for so long and with such intensity. This is a kind of air and noise pollution that the residents of the south suburbs did not expect to suffer from when they moved to this area. What is the monetary value of the damage to health and quality of life that a Peotone airport will cause?

OTHER COSTS, OTHER QUESTIONS:

- How much will it cost to level the many hills in the Peotone site?
- How much will it cost to dig up the many underground pipelines that crisscross the site?
- Major airports consume huge quantities of water. Given the poor quality of the aquifer at the Peotone site, where will the Peotone airport get its water?
- What will be the costs of the flooding that will occur in unforeseeable areas when the airport destroys the field tiles constructed by past generations of farmers to control flooding?

S.T.A.N.D.
Shut This Airport Nightmare Down
28020 S. Crawford, Monee, IL 60449
(708) 534-7319
http://members.xoom.com/S_T_A_N_D

It's better in Gary

Your series ("Airport agony," seven parts, June 10-14, 18 and 17) on the challenges facing O'Hare Airport and the calls for a third airport addressed all of the issues in a comprehensive and exceptional manner. I have one observation to add, however, regarding Peotone and the third airport debate.

Too many officials who support Peotone are exploiting the current economic downturn by misleading residents, particularly those on the South Side and in the south suburbs, into believing that Peotone will mean more jobs for this region. It is a cruel ploy to build public support, and it's being used to build political careers rather

Certainly, this area needs job growth, especially as we watch layoffs continue at a record pace. But if the proponents of a third airport truly care about bringing jobs to this area, they would instead advocate for the expansion of the Gary-Chicago Airport.

Gary-Chicago's proximity to the South Side and south suburbs would make the possibility of residents here seeking jobs more likely. The problem has been luring business support to the Gary-Chicago plan. It already had Mayor Daley's support, but it needs much more. Elected officials who are pushing for Peotone would be better served refocusing on Gary-Chicago Airport, which is already in their backyards.

Sen. William Shaw

A-X-48

Dear Editor:

The insane plan of purchasing land in Peotone for an airport has just become more insane. Now the state is going "Garage Saling" for land in the airport blueprint.

How much do they have to spend? 45 million dollars! They don't know if an airport will ever come to Peotone, but they're going to buy land anyway just in case. What's the worse case scenario if it is never used 10 or 20 years down the road? Easy: they'll sell it to someone else, or use it as open space area; which one wonders what that may entail.

I call this "Garage Saling" thinking and planning: "Oh well, I like the item, I could maybe use it, but if I don't, I'll just have a garage sale and sell it, or pack it away someplace."

For months, Peotone and the next door communities of Beecher and Monee have heard from our local government officials, "We must compromise, we must put a plan into action and move on. It's either Peotone or O'Hare with extra runways, Gary, Rockford—something must be done."

This is not "something" — this is reckless spending and the continuation of holding the residents of Peotone as prisoners of war over the 20-year-old airport issue. Efforts to utilize Rockford and Gary are already in the making. Flight schedules are being rearranged at O'Hare, which has already decreased departure and arrival delays.

For Illinois to buy one single acre of land in Peotone is an absolute "OUTRAGE"! This so-called deal has been made to pacify the governor, airport backers and IDOT for the Peotone site, more than likely in exchange for additional runways at O'Hare.

Everyone must win, except for the people of Peotone. If the airport never happens, at least they own some of the property. And property they will own for a long time: that's if they find any willing sellers. To date, there are only 16 willing sellers, all owning small parcels of five and 10 acres. Can't put an airport on 265 acres.

This act of greed and land hoarding is ridiculous. Peotone will never be given the opportunity to grow and develop with this airport still hanging over its head. Permits to build homes are being denied by Will County because of the "unofficial airport". If you want to build a home on a site which may be zoned commercial, it cannot be zoned residential because of the "needs of the unofficial airport."

This is what is being done to people out here. It's almost as though it is a well planned plot to deter people from coming out here to live. Something is wrong with this picture.

We want our towns to remain rural with "Smart Growth" and progress, and at the same time continue to have the farms working as they have since the early 1800's. But the State of Illinois has stopped us from doing this.

Some of these governmental people are causing problems no one can imagine, such as being unable to sell a house in Peotone because of mere talks of the airport. And now, if you are even in the buffer zone you cannot sell. Lives and futures are tied up to the point where I call this "Mental Cruelty".

Where are the politicians with hearts and morals? Where have they gone? What has happened to America when one can no longer be free, live where they want to, and enjoy a high quality of life? Yes, my heart feels for the people near airports because of their quality of life. These people have choices. They can relocate to a better environment. What sense does it make to destroy prime farmland, much needed here in Illinois, only to pollute and destroy this area of life?

Let's contain the polluted and noisy airport areas, put 45 million into helping them to soundproof their homes, or move them to a healthier area such as Peotone. Let's stop this foolish spending and dreaming of Governor Ryan and make some changes for the good of all people concerned.

Or, better yet, why doesn't Ryan's buddy, Kirk Brown, repair the roads from Springfield to Peotone. Recently, I traveled with a group of 8th graders on a bus coming home from Springfield. After two hours of driving I felt like I needed a chiropractor for my whole body. Those roads are filled with potholes and ripples. It wasn't the bus, it was the roads.

Stop holding the towns of Peotone, Beecher and Monee as "Prisoners of the Airport War." We are tired of being tortured and want an answer of "NO" to this airport. This is God's country. Rich in soil and clean air. It needs to stay that way, for the sake of the World.

If, and this is a strong IF, another airport is needed, build it somewhere where it doesn't destroy lives, homes, and farmland.

Again, traveling from Springfield to Peotone was an eye-opener. There is a lot of open land out there without 1,000 or more homes. From what I have heard, Bloomington wanted to be the airport site, but was not considered. Why was that? It seems to me to be a great location, and as the experts suggest, it is centrally located in Illinois where an airport should be.

Why is Governor Ryan, Kirk Brown and so many others set on Peotone? Peotone would turn into another Mascoutah Airport, where no major airlines except one stops. It was a waste of $35 million taxpayer dollars. After three years of being opened, still only Pan Am makes a flight into the site. No one will go there.

To this date, Peotone airport supporters do not have one single major airline commitment. Ryan and others have already wasted 60 million dollars doing survey after survey of the Peotone site. Gosh, they even know how many anthills there are. This is what is being spent on the "Fantasy Land" project.

Sounds to me like these guys need a serious reality check. Illinois must stop paying for the "Dream Projects" of our Governor. Not once has Ryan ever offered or accepted an invitation to talk to the [citizens of] Peotone, Beecher, or Monee. He can only talk to airport backers and supporters. Obviously, we do not count.

Barbara Stuart
S.T.A.N.D. member
Beecher

Fly out of Gary Airport for a pleasant experience

As many readers have noted over the past few months, a number of local residents have written to The Times in support of PanAm's service from Gary Chicago Airport. My wife, children and myself would like to add our names to those who strongly support this service.

Amazingly, it took only 15 minutes to get to the airport and into the terminal, which is the No. 1 reason to utilize this service. The price was the cheapest fare for round-trip service to Orlando. There was no problem finding parking, which is only a few steps from the terminal, and safeguarded 24 hours a day by the Gary Police Department, and most importantly, the parking is free. Realizing that O'Hare and Midway charge about $10 per day for parking, our 8-day trip from Gary saved us at least $80!

If you still haven't been convinced that flying out of Gary is the best choice, how about this: board the plane and within five minutes you are airborne.

At the other end of the flight, Orlando-Sanford is building a wonderful terminal that makes one feel very welcome to Florida. The airport is more convenient for travelers since it is less crowded and easily accessible. Rental car service is literally right outside the terminal's doors.

So just how convenient is PanAm's service via Gary? Well, on the return trip I tracked our time. We beat the 4 p.m. arrival by landing at 3:48 p.m. Four minutes later, we were off the plane. At 4:01 p.m. we had claimed our luggage, were in our car, and had exited the airport lot onto Industrial Highway Avenue.

The bottom line is this: Flying from Gary is the most convenient, low-cost way to travel. For this convenience to continue, remember one simple fact: use it before we lose it!

TOM [illegible]
[illegible]

Dear Editor:

Today I heard on the news that Governor Ryan had authorized the purchase of land for the proposed Peotone airport. I became enraged! Opposed as I am to the airport, I never felt it was a done deal, but today's news makes it sound closer and closer. I had to do something.

Then, I remembered the letter in last week's *Vedette* which urged opponents of the airport to write to Secretary of Transportation Norman Mineta voicing their opinions.

I did just that. After writing the letter, I felt empowered with the thought that maybe, just maybe, my voice would be heard on this issue. After all, if I hadn't written the letter, it certainly would not be heard!

I urge anyone who is opposed to the airport to drop a line to Mr. Mineta. Whether your letter is one sentence long or 100 sentences long, he will understand your position. As the secretary to a former Illinois State Representative, I assure you that these letters are read, and they are counted, and they are relied upon when it comes time for a vote. So, please voice your opinion, and be counted!

In case you have misplaced Mr. Mineta's address, it is: Secretary of Transportation Norman Mineta, 400 - 7th St. S.W., Washington, D.C. 20590.

Very truly yours,
Leona Berner

THE PEOTONE AIRPORT should not be built. Instead of destroying thousands of farms, homes and businesses, it would be more cost-effective to enlarge the Gary Airport. The Gary Airport already has a terminal, runways and control tower. It would cost far less money and be a better idea.

Nick Kaza
Mokena

Every day is earth day

GOV. RYAN'S THIRD AIRPORT announcement in his budget appropriation is another one of his smokescreens. He needs to fly out of his ongoing scandal and should consider resigning. Why not build a third airport in Gary, which is minutes from south, southeast and southwest areas in and around Chicago?

Mim Jurcev
Oak Lawn

INSTEAD OF AN AIRPORT AT PEOTONE, we should have those beautiful speed trains they have in Europe instead of domestic flights. Put our steelworkers back to work making the steel rails.

Myrtle Presson
Park Forest

I BELIEVE THAT BUYING LAND in Peotone for another airport is ridiculous. We're going to lose a lot of our old-time places to go to see the wildlife, etc. We have a great airport in Gary that's bigger than Midway and we have one in Rockford. Too bad Illinois and Indiana are divided in two, but that's the way it is, politics as ever. I am definitely opposed to the new airport near Peotone.

Charles Phillips
Park Forest

IN MY OPINION, Ryan's call for the state to begin purchasing property near Peotone is asinine at best. To spend tax dollars and to take this property off the tax rolls before all the studies are completed is just plain wrong. If the Peotone airport is truly needed, we should let the airlines say so and fund it. It just doesn't make sense to build another airport with no supporting infrastructure. An expanded O'Hare and a fully operational airport at Gary are the better choices here.

[illegible]

I WOULD LIKE THE REPORTERS to ask these questions to Rep. (Henry) Hyde and Rep. (Jesse) Jackson (Jr.) and get answers from them before we move forward on anything. What is the air quality around O'Hare Airport and do we want that on the South Side? Also, all homes, schools and facilities are being sound-proofed for the noise. Will all of that be done first to alleviate the problems? Certainly (it should) before any land should be purchased. And then there is the question of how to get there. All of these improvements should be made before any land is bought, and a commitment (should be obtained) from the airlines that they would be moving there. Then I can see it moving forward. But I'd like Jackson and Hyde to tell us if they can make that commitment first to the South Siders (if so), it would create a lot of work building the infrastructure and insulating the homes, businesses and schools.

George Christos
Alsip

By Jim Peters
The Star

U.S. Rep. Jesse Jackson Jr., D-Chicago, urged south suburban business owners and elected officials Monday to make the third airport near Peotone their "first priority" and to ask themselves each day what they have done to advance the cause.

A leading backer of the third airport, Jackson said he penned a letter to President George W. Bush at a White House meeting, informing him "there is a regional consensus here to build the airport in Peotone."

Take a stand to protect our land:

STAND plans to deliver strong airport opposition

Don't Let 'Em Do It!

The peaceful farms and prairieland
We all enjoy so much
Have given to us meaning
And kept us in the touch

But we should not go give a damn
Or try to make a fuss
'Cuz now we need an airport rammed
They tell us. "It's a 'must!'"

(Panacea, cure-all, airport now
Slap a runway, bulldoze homes
Drive off all the cows) - Chorus after every 8 lines

Jobs and planes and noise and smoke
Explained in TAMS reports
Question not, this evil joke
Just go and be a sport

The wonks, they know it all, you know
They've greased up all the courts
We can't just let the flowers grow
So, stay inside your forts

CHORUS

Aldo had a dream one day
It seeped out from his mind
That all the corn would soon decay
And millions ($) could be mined

The politicians were convinced
That Peotone was "it"
So, sanity would now be lynched
And logic takes a hit

When we're done, we'll all be broke
The schools and roads be damned!
Land trust secrets, under cloak
This project must be crammed!

Do not be upset with us
It happens all the time
When people do not stir to cuss
We get away with crimes.

Panacea, cure-all, airport now,
Slap a runway, bulldoze homes
Drive off all the cows

Your kids cannot be taught no more
There's nothing in the till
We've spent the megabucks galore
And want this airport still

The parents had to take the reins

And come up with a plan
Boasting surplus, so insane
So, we created STAND!

CHORUS

You're not welcome on this land
You speculator creeps
With your threats, it forced our hand
It's messin' with our sleep

You've sold your soul to Mr. PAC
Campaign Contributor
You've stabbed the people in the back
You're nothing but a bore

STAND
Shut This Airport Nightmare Down

A New Airport Is Not Needed

It just doesn't fit in the Eastern Will County countryside.
Building a new airport should not be considered while O'Hare can be expanded and existing facilities like Gary/Chicago,
Mitchell International in Milwaukee and the Greater Rockford Airport are underused.

Building Peotone Would Be Far More Costly Than Expanding O'Hare

Airports consist of more than new runways and terminals
And don't be fooled by the cost of a "downsized" airport.
IDOT wants a 23,000 acre facility – nearly 3 times the size of O'Hare

It would be WRONG to Destroy Homes, Farms, and Forest Preserves

Damage from an airport would also threaten the Kankakee River, a premier Illinois stream.
Building an airport at Peotone would obliterate the potential study of what appears to be "numerous" Paleo-Indian archeological sites.

Effects of Noise and Air Pollution Is a Health Threat

Air Pollution from an airport at Peotone would add to already foul air from Joliet refineries and Indiana steel companies.
Constant noise is known to cause threats to human and animal health, in addition to mental health.

Loss of Government Tax Base

When the local governments need money, where does it come from? Six taxing bodies within the boundaries of the airport will lose 10-59% of their revenue. Guess who will be asked to make up the difference?

Lots of Questions Go Unanswered

How many pipelines lie beneath the ground in the airport site?
Why propose building an airport among the glacial hills of Eastern Will County?
Where will the water come from to service such a major facility?
AND all subsequent development?
How will flooding be prevented when field tiles are destroyed and wetlands are filled?

Dear Neighbor,

This is a crucial period in the battle against the proposed Peotone airport. These next few months are crucial. STAND has been playing an important role in killing this monster.

We have:

- Mobilized people who are against this boondoggle;
- Educated the public about the airport's negative consequences through numerous public presentations and media interviews;
- Lobbied elected officials in Washington DC, Springfield, Chicago and locally testified at numerous governmental hearings;
- Put out the STAND newspaper, 5000 to 10,000 copies per issue, organized numerous demonstrations;
- Put on a highly successful anti-airport rally in May 2001, which got national attention;
- Alerted members by phone, e-mail, and mail about events related to the airport;
- Endorsed nine, winning, anti-airport candidates (most of them STAND members) in the April 2001 election;
- Facilitated the meeting and joining together of forces in Gary and Rockford to become part of the aviation solution.

We are down to the wire! U.S. Sen. Peter Fitzgerald says that it would be cheaper to build Peotone than expand O'Hare! U.S. Rep. Jesse Jackson, Jr. says there is no opposition to Peotone! Illinois Transportation Secretary Kirk Brown says expanding Gary would require moving thousands of people! THEY ARE NOT TELLING THE TRUTH!

We must make our voices heard as never before! We must illustrate our strong opposition to a new. Through phone calls, e-mail and most importantly letters, we must let the decision-makers know that taking land for an airport at Peotone will be a long, hard battle.

We know that the cost to build a new airport will be much higher than the cost to expand O'Hare. It is time to expose this type of misinformation being thrust at the media by Fitzgerald, Jackson and Brown!

Now, as never before, we have an opportunity to influence public and political opinion.

Waging this war against the huge forces that would destroy the entire Eastern Will County area costs money. STAND is a completely voluntary organization. Some of us have already spent thousands of dollars of our own money on phone calls, printing, postage and lost wages. We need your help!

If you can contribute to this worthy cause, please detach this form and send it to: STAND, P.O. Box 433, Monee, Illinois 60449

Please circle one of the following: I can contribute the following amount:

$20 $50 $100 $250 $500 $1000

Please check where applicable:

STAND ACTION ALERT

PLEASE CALL OR WRITE THE FOLLOWING PEOPLE AND URGE THEM TO SUPPORT MAYOR DALEY'S PLAN TO EXPAND O'HARE.

Governor Ryan said he wants feedback from the public. Make your voice heard!

Governor Ryan (800)642-3112
207 State House
Springfield, IL 62706

U.S. Senator Richard Durban (312)353-4952
Kluczynski Building 38th Floor
230 Dearborn
Chicago, IL 60604

U.S. Senator Peter Fitzgerald (312)886-3506
230 S. Dearborn #3900
Chicago, IL 60604

U.S. House Speaker Dennis Hastert (630)406-1114
29 North River Street
Batavia, IL 60510

May 24, 2001

Dear Senator

Greetings! We have come down to Springfield from the Peotone area. Being menaced by the threat of this airport for several years, we formed a group called R.U.R.A.L. in 1988. (Residents United to Retain Agricultural Land.) It grew into STAND in February of '98. We are defending our communities.

We think this is a terrible project for many reasons, which we are presenting to you. There are 1,400 members in our growing group. We have a "6 POINT PLAN" for you to consider, which is part of the petitions we've also brought today. The issue of landbanking existing communities, needs to be fully scrutinized. The rights of local citizens must come into play.

1. No purchasing of land before the environmental impact study being done by the FAA is thoroughly completed.
2. Before going forward with landbanking, have the Peotone Project back on the NPIAS (National Plan for Integrated Airport Systems) list of projects, approved by the FAA for serious consideration.
3. Significant federal funding must be secured. State, county and local taxpayers should not be burdened with the many-sided costs of the airport.
4. Major airlines must agree in writing to base their operations out of Peotone and pay to operate it.
5. All Blind Land Trust deeds must become public knowledge and land should be appraised at the genuine market value and not depressed because of the threat of a major airport.
6. Thorough archeological studies of the entire 24,000 acre airport site must be made. This important paleolithic history cannot be allowed to be lost!

Study these counter arguments against the Peotone Airport. What you have now are thriving rural communities. Several miles away is a transportation mess. Destroying Peotone is not going to solve these problems, but rather, exacerbate other problems and drain the state coffers. Don't be railroaded and bullied into signing onto this unnecessary, enormously expensive sprawl offensive. It's time to pull the plug on this wasteful boondoggle.

STAND

Shut This Airport Nightmare Down
P.O. Box 433, Monee, IL 60449
rural_stand@hotmail.com
http://members.xoom.com/S_T_A_N_D/

We have yard signs available in sizes from 2' x 2' to 4' x 4'. Bumper stickers, badges, buttons, t-shirts and literature are also available.

☐ I am willing to call or write elected officials, the media, etc. when contacted by STAND about important issues

☐ I am willing to be part of a phone tree to help mobilize our forces when necessary.

I have e-mail and am not currently on the STAND e-mail list, my address is:

Other things I am willing to do to fight the airport.

Shut This Airport Nightmare Down

APPENDIX A

SECTION XI

General Public Comments in Support of Airport

APPENDIX A -- SECTION XI

COMMENTS FROM GENERAL PUBLIC – IN SUPPORT OF AIRPORT

INDEX

Unsigned
Anthony D. Adducci
Brad Andersen
Robert Anndell
Joe Aquino
Aurelio Arellano, Jr.
Scott Baldwin
W. R. Ball
Allen Baswell
David Beanblossom
Jacquel B. Berbesque
K. Blissmer
Jason Bryner
Jonathan A. Buczek
Harris L. Burcidos II
Christian M. Burtron
Chris Castle
Larry Chandler
Susan Christopher
Ronald B. Church
Aaron Cline
Keenan D. Collier
Dennis Combs
Larry M. Cornett
Steven Cowsert
Timothy G. Crowley
Steven Cruise
Scott A. Dado
Jeff Daensing
Lester Daniel
Matt Day
Dirk A. Decker
Louis F. Donaldson
Ken Drever
Dave Dumbsky
Chris Fanselow
James J. Ferry, Jr.
Ryan Ferry
Brian D. Firanek
Rock Flynn
David P. Frohnapple
Paul Furman
Robert W. Goetz
Carol Goralcyk
N. Gordon
Fred Grugel
Julianne Guidotti
Tom Guined
James Gumns
Walter Hack
Timothy D. Hall
Doug Hanson
Dean F. Harmon
Adam J. Hayden
Roosevelt Haywood, III
Nile Howe
Roland Hunter
Jerry Intic
Chuck James, Jr.
Chuck James, III
Patrick Janke
Carlton E. Johnson
Ray Kasmark
Kenneth Keller
Robert G. King
Joseph L. Knowlton, Jr.
Michael Knox
Patrick Kohler
Kenneth D. Kolosh
Renee M. Krstovich
Greg Kulig
Ryan J. Leckrone
David Leluga
Sharon L. Lenick
Curt Lesnick
Tegan Lindfors
Chuck Link
Jacob Link

Mary Loman
Kevin Long
Todd Long
Angelo Lucido
Brian Luebker
Jaime Madrigal
Anthony Madsen
Larry Maglish
Steve Majoch
Doug Mayersky
John F. Mareska
Jerel L. Millard
Scott Morgan
Brent Mounts
Robert E. Moyer
Betty Mucha
Julian Nazario
Shane Neal
Seth Nichols
Jeffrey B. Nimon
Jeff M. Nimon
Mark A. Nover
Mario Nunn
Ronald E. Oldham, Jr.
Randolph Palmatear
Jerrold Paul
Michael Perry
Mark Plucinski
Steve Pluchinsky
Claude Powers
Derek Previs
Joe Rehlander
Joree Richards
Thomas E. Rilta
Joseph Roderick
Nick Roper
Dennis J. Russa
Nicholas Santostefano
Paul Schumann
Jay E. Scrivnor
Eric Severson
Jason Shei
Aaron W. Shelton
Walter H. Seiss, Jr.
E. J. Shikany
Erick Shoemaker
Ivan Simmons
Thomas Silks
Larry Slagle
Maurice C. Smith
Paul Steinheiser
David Stiseak
Jack Sturken
Fred Surma
Jason Surufka
Roger Swim
Judy Tauber
Brenton Thomas
Richard Uzzell
Dan Waldrop
Dan Waldrop
Ray Walters
John B. Wasuoda
Phillip R. Watterson
Jeffrey C. Watts
Chareice White
Robert J. White, Jr.
Pam Wilkins
David O. Williams
Marie Williams
John Wysockey
Al Yelich
Larry Zaideman
Patrick Zeller
Dan Ziegler
Michael J. Ziemkowski

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

JAN 2 2 2002

Public Meeting Comment Sheet

Submitted by:

Address:

Friends:

I have a feeling that Chicago (IL) will Never let Gary have a large airport no matter what you do so — why not make it the best short flight airport around. That way you could advertise trans. to & from O'Hare or MID-way for almost as much as the Bus these days — ($25.-$35.00 & no time lost-one way). Trips to Bloomington (IL) Purdue, Ball State, etc; Trips to Louisville, Lexington & cities that take 4 or 5 hrs. to drive to but 20 to 45 min to FLY to. Smaller planes like the 737 could make the trips — Book groups going on short hops.

You could cover the Football & Basketball crowd — maybe with a logo on the planes even.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

JAN 2 5 2002

Public Meeting Comment Sheet

Submitted by: Anthony C. Adducci

Address: 2407 Calumet Ave Dyer In. 46311

As a resident of N.W. Indiana, I am in support of the proposed improvements to the Gary/Chicago airport. I feel that the Peotone location is a waste of taxpayers money when the airport in Gary just needs expansion & would serve the people of both Indiana and Illinois better.

Anthy C. Adducci

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: Brad Andersen

Address:

I think we should expand Gary Air-port because I would bring Jobs for a lot of people, and Help put a lot of money back in the Community.

Brad Andersen

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Robert Addell

Address: 17720 Downing Drive
Lowell, In 46356

With the decline of our steel industry, which has provided much of the employment in Nwi, either directly or indirectly, our residents need other opportunities for employment. The Project initially would provide construction jobs and provide employment beyond that at the Airport. If we fail to move forward on this project we have failed the residents in our communities

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Submitted by: Joe Aquino
Address: 7300 Forest Ave.
Gary, In. 46403

Dear Sir:

There can be little doubt what an economic benifit an expanded Gary Airport would bring to our area. Jobs, Jobs and more Jobs plus the tax benefits for our Region. As a resident it would sure be nice to use a local airport rather than having to drive to Illinois when taking a trip!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: Aurelio Arellano Sr
Address: 9027 Ermistine St, Wheatfield IN

A ~~big~~ Larger air port will mean alot for me and North West Indiana. With our dieing ~~Gary~~ Steel mills we need some work in the area. A air port will Help out.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: SCOTT BALDWIN

Address: P.O. BOX 1771 VALPARAISO, IN 46384

- If you build in Gary the infrastructure is already in place, with the toll Rd. + I-94. (less impact on enviroment.)
- With as many people living in N.W. Ind. as their is, do we need another airport across the state line?
- We need are own identity not chicago cast off.
- Even Kalamazoo has their own airport!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: W.R. BALL

Address: 6609 MADISON AVE
HAMMOND, IND. 46324-1599

Expanding the Gary airport is good for Lake County and for I.R.E.N. #697 and get the airport closer to the third airport for Chicago!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Submitted by: Allen Bassell

Address: 9650 N Bunker Hill
DeMotte, IN 46310

Our Community needs the work. The positives out weigh the negatives.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: DAVID BEARBLOSSOM

Address: 9321 PARKWAY DR.
HIGHLAND IN 46322

REASONS WHY I WOULD LIKE TO SEE GARY/CHICAGO AIRPORT EXPANDED:

1. ECONOMIC IMPACT ON THE COMMUNITY SHOULD BE SUBSTANTIAL
2. EXPANSION OF AIRPORT WILL BRING EXPANSION TO NEAR BY AREAS WHICH MEANS MORE JOBS, BOTH CONSTRUCTION & PERMANENT
3. INCREASED TAX REVENUES
4. ENVIRONMENTALLY SHOULD HELP CLEAN UP BROWNFIELD AREAS
5. SHOULD BE ALOT MORE CONVIENT & LESS TIME CONSUMING THAN USING O'HARE

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Jacquel B Bebesque

Address: 5841 Lexington Ave. Portage IN. 46368

Not only would it benefit the immediate economy, but it would be a wise business move because of its location. People don't want to drive to mid way and Ohare.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: K. BLISSMER

Address:

I BELIEVE THE GARY/CHICAGO AIRPORT WOULD HELP THE ECONOMY IN NORTHERN INDIANA IN LIGHT OF THE CLOSING OF AREA STEEL MILLS.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Submitted by: Jason Bryner

Address: 5740 Marbella Ave #3 Portage, IN 46368

This would help the unemployment now, and in the future. The immediate impact would be on the construction industry, and later on the rest of the unemployment, long-term jobs. It would also be more convienet to drive to Gary to catch a flight than to Chicago.

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GARY/CHICAGO AIRPORT
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Public Meeting Comment Sheet

Submitted by: Jonathan A. Bucek

Address: 4308 Hagan Court Crown Point IN 46307

Instead of destroying hundreds of acres of wildlife habitat and farmland in Peotone, hopefully we all will see the light to make Gary Chicago Airport the modern, accomodating, and state of the art facility it can and should be. We are already halfway there with our existing highways that link the region with Chicago. This is a no brainer to develop Gary Airport into Chicagos 3rd Airport.

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GARY/CHICAGO AIRPORT
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JAN 2 8 2002

Public Meeting Comment Sheet

Submitted by: Harris L. Burnett
Address: 1665 Trenchard Court
Crown Point, IN 46307

Due To The economic Slow down in Northwest Indiana, I Can't imagine That The expansion will not, do anything, but help with The Growth To our Economy.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Submitted by: Christan m Burton
Address: 2216 Glendale blvd Valparaiso, IN 46383

We need to keep ~~or~~ are workers working!!!

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ENVIRONMENTAL SCOPING
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Submitted by: Chris Cibelle

Address: 231 E. Joliet St.
Schererville, IN 46375

Please build the Airport.

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GARY/CHICAGO AIRPORT
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PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: LARRY CHANDLER

Address: 7343 Buchanan St Merrillville IN 46410

We need an airport. We need our workers at this airport.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Susan Christopher

Address: 8750 Harrison
Munster, IN 46321

EXPANSION OF THE GARY/CHICAGO AIRPORT WOULD NOT ONLY BRING TOTAL CONVENIENCE TO THE LOCAL CONSUMER BUT ALSO ENDLESS JOB OPPORTUNITIES !!!
I SEE THIS AS A REAL POSITIVE CHANGE !!!

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GARY/CHICAGO AIRPORT
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PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: Ronald B Ch[illegible]

Address: 2971 W 87 SW Lake Village IN 46349

We need the work & the generation of our Retail Economy in this area.

Ronald B Ch[illegible]

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Aaron Cline

Address: 5307 Willow Ave
Portage, IN 46368

I feel that an addition to the Gary Airport would give the Gary City a chance to recuperate. It also gives travelers another option besides the two airports in Chicago. For these two reasons, this is a good and profitable idea. Thank you

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GARY/CHICAGO AIRPORT
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Public Meeting Comment Sheet

Submitted by: Keenan D. Collier

Address: 6610 Ash Place
Gary, IN. 46403
(219) 938-4409

Considering that I am a residence of Gary, I will be happy to see this project quickly proceed in operation. I would be grateful and helpful to be a part of its progress and success.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Submitted by: STEVEN CRUISE

Address: 5757 W 95TH
LAKE VILLAGE, IN 46349

ALTHOUGH ENVIRONMENTAL CONCERNS ARE AN IMPORTANT CONCERN, JOBS ARE THE MOST IMPORTANT CONCERN. WE NEED TO HELP FIND A BALANCE, AND KEEP PEOPLE WORKING IN OUR AREA

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jerold A Dodds

Address: 1336 LAKEAVE
WAITING END
46394

WE NEED TO TURN THIS AREA AROUND WITH TRANSPORTATION. GARY AIRPORT AND PUBLIC TRANSPORTATION. WE NO LONGER HAVE THE STEEL MILLS TO RELAY ON, LETS TRY TO GET THE GAMING INDUSTRIES.

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ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Jeff Dunning

Address: P.O. Box 516 ST. John IN, 46373

I think expanding Gary Airport would be a great thing. It would bring jobs to this crippled Area. It would raise land value, clean up some of the Bad neighborhoods, and could possibly bring tourists into the area for basketball, base ball and casinos. This airport would not hurt the area environmentally due to the fact all of the mills are closing. If this airport does not pass I feel are area will turn into a welfare Plagued Land.

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Public Meeting Comment Sheet

Submitted by: Lester Daniel

Address: 7347 whitcomb St, Merrillville IN 46410

Hope to see more work from the Airport. Happy to see it here!

Thanks
Lester Daniel

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Matt Dy

Address: 7[illegible] Dogwood St [illegible]

The airport will improve [illegible] ployment in Gary and surrounding areas and could possibly improve Gary's bad reputation. I see nothing but good coming out of the expansion. We need something to help some [illegible] of the [illegible] lost and being lost from [illegible] and other steel mills.

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Submitted by: Dirk A. Decker

Address: 743 Pettibone St.

If worried about environment, I believe building in Gary is better than Peotone. Why destroy acres of farm land, when the Airport & roadways are already here.

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ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: Louis F Donaldson

Address: 432N 475W
Valparaiso IN 46385

The Gary Airport would be great for
the economy which is in great trouble

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GARY/CHICAGO AIRPORT
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PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: Ken Drews

Address: 55 Coolwood Drive
Valparaiso IN 46385

Lets build up the Gary Airport!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: DAVE DOMBSKY

Address: 17506 CLINE AVE. HOBART IN. 46342

Due to the closing of 2 major steel mills and the on going decline of AMERICAN Steel the expansion and development of the Gary Air Port would be ~~beneficial~~ Beneficial to the ~~well~~ welfare and existance of Northern Indiana.

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GARY/CHICAGO AIRPORT
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PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: CHRIS FAUSELOW

Address: 1414 Scott St.
LaPORTE IN 46350

It is my opinion that Northwest Indiana would Benefit Greatly By the expansion of the Gary Airport. With the Number of Jobs Lost by the Steel industry in the last few Months this expansion is Greatly needed for the economy of this area

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ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: James J Ferry Jr.

Address: 7950 W 85ST. Dyer IND

Environmental outlook is very important to me but, so is the economic downturn. a airport would be a safe and great asset to our area.

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ENVIRONMENTAL SCOPING
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January 15, 2002

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Submitted by: Ryan Ferry

Address: P.O. Box 906 Cedar Lake IN 46303

We need a airport in this area to grow.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: BRIAN D. FRANEK

Address: 302 CABLE ST.
LA PORTE, IN 46350

EXPANDING THE GARY AIRPORT WOULD PROVIDE MUCH NEEDED JOBS TO AN AREA WHERE GOOD PAYING JOBS ARE GETTING INCREASINGLY HARDER TO COME BY. AIRPORTS HISTORICALLY HAVE BEEN SHOWN TO BOOST THE ECONOMY OF ITS SURROUNDING REGION. WITH THE CLOSING OF THE STEEL MILLS, EITHER JOBS NEED TO BE CREATED OR THE PEOPLE WILL MOVE TO WHERE THE JOBS ARE.

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JAN 2 5 2002

Public Meeting Comment Sheet

Submitted by: Rock Flynn

Address: 3164 Lawrence St
Hobart, Ind. 46342

Sir,
Between Gary and Portage anyone can see Gary is better located, also they have better transportation to Chicago, already have an airstrip, water, sewer and electricity. also just South of I-90, have a train going to downtown Chicago. They could make a loop to the terminal and have a direct line to Chicago, also I-90 runs straight to Chicago. My input dosent mean much, but with a name like yours I am sure you will do the right thing, No Matter what the Politicians say.

God Bless You and Yours.
Rock Flynn

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ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAVID P. FROHWERK

Address: 765 W. DIVISION RD. CROWN POINT IN.

The Environmental Problem at the air port site in my mind will be resolved to the better after the work is started. With out the expansion the problems will remain.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

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Public Meeting Comment Sheet

Submitted by: PAUL FURMAN

Address: 5679 BREMEN AVE.
PORTAGE, IN 46368

This Project is the answer to the overcrowdness of the Chicago airports. This is a great move for lake & Porter Counties as well as all of Chicagoland. The Redevelopment of Gary Airport is KEY to the area's economy and a partial answer to help Redevelop Some of the city of Gary.

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Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
FAX: (847) 294-7046

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: ROBERT W GOETZ

Address: 11562 W. 300 S.

Dear Sirs:

The airport would help out with Chicago traffic. It would also bring more business to the area and that would mean more needed jobs. I hope you give positive input for the expansion of the Gary airport.

Thank you,

Robert W Goetz

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Carol Gorolczyk

Address: 5459 Victoria Pl
Crown Point, In 46307

- Economic growth for N.W. Indiana in jobs & new businesses.
- Traveling Convenience

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: M. Gordon

Address: P O Box 4686
Gary, In 46404

My WISH forever LENGTH
of TIME

Pls Keep Parking
FREE!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

JAN 2 8 2002

Public Meeting Comment Sheet

Submitted by: Fred Brugel

Address: 2931 Walnut St. Hobart Ind. 46342

I would like see these changes made because I'm in this area and I think it would help everyone, I'm not just thinking about construction work it would help the people in the area in many ways.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Julianne Guidotti

Address: 401 N. Miami St
Gary IN 46403

I am a Gary Resident who strongly supports ANY and All Expansion Plans for the Gary/Chicago Airport. Not only will it benifit the City of Gary's Community, but it will also help our Economy. I feel we all need to do our part in supporting the Gary/Chicago Airport.

Thank you
Sincerely
Julianne Guidotti

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Tom Guined

Address: 4231 Park Avenue, Lake station IN 46405

I believe that a new Airport in Gary would be good for the City & it is also providing a lot of jobs.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JAMES GUNNS

Address: 235 WALKER ST.
MICHIGAN CITY, IN
46360

GARY IS A LOGICAL ALTERNATIVE TO PEOTONE. IT IS CLOSER AND WOULD STILL BENEFIT THE SOUTH SHORE OF CHICAGO.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Walter Hack

Address: 6715 Olcott Ave Hammond IN

The airport would be a Great impact To N.W. Ind. By making Jobs in This area, The mills are laing People off. The airport Jobs would help Make this problem go away. It would also take the Burden off of Ohare & Midway Airports Please Build this Airport

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: TIMOTHY D. HALL

Address: 1034 E. MILLER ST. GRIFFITH IN 46319

IMPROVEMENTS TO THE GARY AIRPORT REPRESENT IMPROVEMENT TO AN AREA IN DIRE NEED OF IT. IT ALSO REPRESENTS JOBS AND DEVELOPEMENT FOR CITIZENS of LAKE COUNTY. THIS IS AND INDUSTRIAL AREA ALREADY. ENVIRONMENTH IMPACTS ARE (SHOULD BE) A RELATIVELY INSIGNIFICANT CONSIDERATION FOR FURTHER DEVELOPEMENT OF THE AIRPORT

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Doug Hanson

Address: 8128 Johnston St
Highland IN 46322

The expansion of the Gary Airport will bring many new jobs and business to this area. this is much need in NWI with the steel industry falling apart.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DEAN F. HARMON
Address: 2817 OAK ST.
MICHIGAN CITY, IN 46360

I have a strong belief that the third Chicago airport should be located in northwest Indiana utilizing the Gary/Chicago Airport site. As our manufacturing base continues to dwindle as a result of the downturn in the steel industry, the jobs that the airport would create, would give a major boost to our economy. With unemployment reaching the high double digits, this area is above the national average. Boeing Industries recently moved their headquarters to Chicago and currently has their corporate fleet based out of the Gary/Chicago Airport.

The Gary/Chicago Airport is less than one half hour from Chicago's downtown area and can be reach by any number of major highways, including I 94, I 80/90 (Illinois Skyway/Indiana Toll Road), I 65, Indiana highways 41, 20 and 12. It appears that the Peotone site would need many improvements to the infrastructure to accommodate the increased volume of traffic. I live in Michigan City, Indiana and it is always a matter of concern when I have to fly out of Midway or O'Hare Airports because of the traffic congestion at the Indiana/Illinois border, and into Illinois.

From what I have read in the papers it doesn't sound like the residents and landowners in the Peotone area want the airport in their area. Their concerns are legitimate, farmland is disappearing at an alarming rate due to urban sprawl, and small communities are afraid of growth. In those same papers, the real estate sections consider Lake and Porter counties in Indiana as southeast suburbs of Chicago. If this is truly going to be labeled a "regional" airport, than consider the whole region.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Adam J Hayden
Address: 18900 Wildwood Ave.
Lansing, IL 60438

To whomever it may concern:

As a member of the workforce and community in the Chicagoland/Northwest Indiana area, I would really like to see this airport built. Environmental issues are of my concern, but on the contrary, are not as important to me as economical concerns. The work picture and the economy as a whole, are not in the best shape as of right now. This airport would generate many jobs in this area for a long, long time, as well as a convienience for commuters and business travelers. Thank you for your time. Sincerely, Adam J Hayden

Written comments may be submitted during the public meeting, or submitted so they are received no later than close of business on January 29, 2002 to:

IBEW 697

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Roosevelt Haywood III

Address: Haywood and Fleming Associates
650 S. Lake St
Gary, In 46403

The expansion of the airport is vital to the economic welfare of the Northwest Indiana region. With the once strong steel industry diminishing, this facility is our best source for jobs and business growth spurred by economic development

Sincerely,
Roosevelt Haywood III

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
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Public Meeting Comment Sheet

Submitted by: Nile Howe

Address: 12444 County Line Rd. Crown Point, In. 46307

With the decline of jobs due to the current steel crisis this area we desperately needs these Jobs!!!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

FEB 0 1 2002

January 15, 2002

Public Meeting Comment Sheet

Submitted by: ROLAND HUNTER

Address: 1800 W 54TH AVE
MERRILLVILLE, IN. 46410

I FEEL the EXPANSION of the GARY-CHICAGO AIRPORT would provide much NEEDED ECONOMIC help to the AREA. IT would not only bring CONSTRUCTION JOBS to the AREA, it could provide SERVICE JOBS as well help to bring MORE BUSINESS and RESOURCES. With the two Chicago Airports operating AT full CAPACITY this AIRPORT would provide RELIEF to those AIRPORTS. W.I. it's close proximity to downtown Chicago it will be an added REASON to GARY and it's SURROUNDING COMMUNITIES.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jennydrive

Address: 5431 Johnson ST
Merrillville, IL 46410

This airport will be necessary for the entire nation. With our current economic woes it would be very beneficial for this region.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Chuck James Jr

Address: 7609 W. 140th Av
Cedar Lake, In 46303

Northwest Ind. could really need this construction to the Airport, with the steel mills in bad shape this could really help with the Employment in the Area.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Chuck James III

Address: 92 E. Washington Ave Hobart, IN 46342

I look forward to the renovations of the Gary Airport. I think it will thrive once it is completed. I also wish to aid in the construction of this project. I believe this job could turn the economics of the area ~~Around~~ around, especially with the construction opportunities it will provide.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: PATRICK JANKE

Address:

THIS AREA WAS BUILT BY THE STEEL MILLS AND REFINERIES. WITH THE STEEL MILLS DYING, THIS AREA IS DYING. WITHOUT AN AIRPORT I TRULY BELIEVE MY CHILDREN WILL NOT BE ABLE TO WORK IN THIS AREA. WHAT DOES IT MATTER IF THE ENVIRONMENT IS PROTECTED HERE IF NOBODY CAN LIVE AND WORK IN THIS AREA.

WE NEED WORK !

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: CARLTON E JOHNSON

Address: 824 HAYES ST,
GARY, IN 46404

I AM STRONGLY IN FAVOR OF THIS GARY/CHICAGO AIRPORT — BEING THAT I WAS BORN AND RAISED HERE IN GARY, AND I'VE SEEN THE UPS AND DOWNS IN GARY... AND GARY IS AT AN ALL TIME LOW! WE NEED SOMETHING LIKE THIS TO PICK IT UP (MEANING ECONOMY) OR TURN IT AROUND; SO PLEASE ENVIRONMENTAL WISE DON'T LET SOMETHING MINUTE STAND IN THE WAY OF THIS!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Ray Kasmark

Address: 246 Beacon Place
Munster IN

This airport is the focal point for economic growth in the Calumet Region. Without it we are doomed.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Kenneth Keller

Address: 340 Sandpiper Dr.
Chesterton, In. 46304
Keller48@attbi.com.

Excellent use of industrial land that can be used for little else. This project can be an economic engine for Northwest Indiana. The Airport of the future needs to be here.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Robert G. King

Address: 187 Blackthorn Dr
Valparaiso, Ind
46383

I think any improvement on the airport would help ease the Economic crisis. We need something to attract some industry.

Robert G. King

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Joseph L. Hamilton Jr.

Address: 911 Woodward St
LaPorte IN. 46350

~~stop it~~

Better access and quicker travel to and from airport

Less farm land taken up for urban sprawl

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Michael Knox

Address: 815 Henry Ct.
Hobart, IN

I believe that expanding the Gary/Chicago Airport will create a much needed economic stimulus for the entire area. Our area has been [illegible] too many times and the expansion of this [illegible] makes [illegible] to let it slip away.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Patrick Kohler

Address: 612 Union Ct.
Chesterton, In. 46304

I believe it would help to create more jobs for the Area. Thus, help the community grow.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

JAN 2 5 2002

January 15, 2002

Public Meeting Comment Sheet

Submitted by: KENNETH D. KOLOSH

Address: 2240 TICONDEROGA ST.
SCHERERVILLE IN 46373

DEAR SIR: PLEASE PASS ANY IMPROVEMENTS TO THE GARY/CHICAGO AIRPORT — THESE UPGRADES ARE NEEDED BADLY FOR THE FUTURE OF AIR TRAVEL.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: RENEE M. KRSTOVICH

Address: 139 SYLVAN DRIVE, VALPARAISO, IN 46385

THE GARY/CHICAGO AIRPORT ASIDE FROM ANY ENVIRONMENTAL QUESTIONS WOULD CERTAINLY BE OF GREAT ECONOMIC WELFARE TO NORTHWEST INDIANA.

IT WOULD ALSO BE WONDERFUL TO HAVE ACCESS TO NATIONAL FLIGHTS WITHOUT HAVING TO MAKE THE ARDUOUS TREK TO O'HARE AIRPORT.

IN CLOSING, I DO NOT BELIEVE THIS WOULD BE A HAZARD TO ANY PERSONS OR CITIES SINCE MOST OF THIS PROPERTY HAS ALREADY BEEN UTILIZED BY INDUSTRY AND THERE IS ALREADY SOME QUESTION REGARDING THE IMMEDIATE AREA.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: GREG KULIG

Address: 2045 MEADOW LN APT 2
SCHERERVILLE, IN 46375

NEW AIRPORT = JOBS
ENVIRONMENTAL SCOPING = PRETTY TREES ~~AND~~ FOR HOMELESS WORKERS TO SLEEP UNDER.

L.U. 697
IBEW

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: RYAN J. LECKRONE

Address: 14329 LAUERMAN CEDAR LAKE IN. 46303

DEAR SIRS,

I HAVE LIVED IN NORTHWEST INDIANA for 26 yrs., and in that time there have been many changes in this area, and not for the best. With the closing of LTV STEEL this AREA is starving for jobs. There were many people who were laid off, and forced into Retirement. Many of these people still want to work. The airport would CREATE many jobs, for Hard working people that want to have another chance. Also with all of the off-shore gaming and hotels that are being built in NORTHWEST IN. and with the airport it can give this area the facelift it needs. Also, as populated this AREA is, many people must travel to Chicago. A major hinge would be more convenient for the travelers of this region.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAVID LELUGA

Address: 1707 VALLEY CT
SCHERERVILLE, IN 46375

THIS AIRPORT HELPS KEEP MANY UNION MEMBERS OF ALL TRADES WORKING. THIS WILL ALSO HELP WITH TRANSPORTATION IN NORTH WEST INDIANA AND HELP US WITH MONEY ISSUES

THANKS
DAVID

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Sharon L. Lenick

Address: 111 Bluegrass Drive, Schererville, IN 46375

Expansion of the Gary airport at this time would greatly help to spur the ailing economy of Northwest Indiana which is a direct result of the recent steel industry closings. This expansion, of course, would create much needed employment for so many of the distraught families left recently unemployed. Besides employment opportunities, this would make our area more accessible for the new thriving and developing tourist industry.

A larger airport would be a great asset also for us as local residents who want to travel. Being able to fly out of this area would be a great advantage to fighting the travel snafus of Midway and O'Hare.

All in all I think it would be a win/win situation.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Curt Lesnick

Address: 814 Olde Towne Sq
Chesterton, IN 46304

Living in Chesterton and having a airport in Gary would be great. I fly occasionally out of Midway and Ohare airports and would hope that the Gary Airport Expansion happens. For Economic of area and the ease of travel

Curt L

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Tegan Lindfors

Address: 7212 Alexander Ave Hammond, IN 46323

I am for the expansion of the Gary Airport and the economic growth it would provide. I would like to see the project completed considering both economical and environmental concerns.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: CHUCK LINK

Address: 1417 PENNSYLVANIA AVE
LAPORTE, IN 46350

THE LAND IS ALREADY ESTABLISHED AS AN AIRPORT, EXPANSION OF AVAILABLE LAND COULD BE DONE WITHOUT SACRIFICING GOOD FARM LAND WHICH THE OTHER AIRPORT WOULD LIKE TO DO. MAJOR HIGHWAYS ARE ALREADY THERE AT THE GARY/CHICAGO AIRPORT, THUS MINIMAL HIGHWAY CONSTRUCTION WOULD BE NEEDED VERSUS BUILDING NEW.

THE AREA IN NORTHWEST INDIANA HAS BEEN HIT HARD BY UNEMPLOYMENT. THIS AIRPORT EXPANSION WOULD HELP OUT ALOT.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jacob Link

Address: 416 E. 1000 N.
Chesterton, IN
46304

The Gary/Northwest Indiana area would really use the increased income in the long run, plus in increase in the industry.

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FAX: (847) 294-7046

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: MARY LOMAN

Address: CEDER LAKE, IN 46303

IN FAVOR

TOTAL CONVENIENCE IN TRAVELING
(AVOIDING MIDWAY & O'HARE WOULD BE GREAT)

BRINGING EMPLOYMENT INTO THE LOCAL AREA.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: KEVIN LONG

Address: 463 N. Cullen St. Rensselaer, IN 47978

It would seem a logical choice to expand the Gary airport as it is already a viable hub with an existing support structure. Furthermore, many needed jobs would be created in an area that has been hit hard by the steel crisis and the economic downturn in general. I think expansion of this facility would be a fiscally responsible alternative for all parties involved. Please lend your support.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: TODD LEWIS

Address: 3076 S 300E
LaPorte, IN 46350

North West Indiana needs a strong hub, for both travel + business. Their is alot of potential for growth here. The main roads are already in place.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Angelo Lucido

Address: 9315 Olcott St St John IN 46373

I Feel that the Airport in Gary will be a great addition to the work force of Northwest Indiana.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: [illegible]

Address: [illegible]

[illegible]

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JAIME MADRIGAL

Address: 4005 DeodAR ST.
EAST CHICAGO

TO whom it may Concern,
The expasion of the Gary Airport is a possitive project that the people that live AROUND this AREA will benefit from it. I think there is a ~~the~~ MARKET for this expansion.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Anthony Madson

Address: 303 Franklin St
North Judson IN
46366

I think the improvement and expansion to the Gary airport will be a great asset to future industry and economic growth in the area. Also it will provide more work + jobs in the area. More jobs, more money means better economy.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: LARRY MAGUSH

Address: 1155 MAXWELL ST CROWN POINT

I THINK WE NEED THE GARY AIRPORT FOR THE WELFARE OF THE COUNTY AND FOR THE JOB OPPERTUNITIES IN THIS AREA

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Steve Majoch
Address: 1728 Stanton Av., Whiting, IN 46394

The gary airport is needed to provide more jobs and opportunities for the residents of Lake county.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Doug Mangerstig Area economics demands airport addition
Address: 955N 250 E
Chesterton IN 46304

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JOHN F. MARESKA

Address: 0469 E. KENNETH DR.
LAPORTE, IN. 46350

REASONING FOR GARY AIRPORT EXPANSION – ECONOMIC IMPACT ON THE AREA, HELPING WITH THE OVERLOADED CONDITIONS AT THE CHICAGO AIRPORTS TO SERVE, NOT ONLY, CHICAGO AREAS BUT INDIANA AS WELL. TO EXPAND THIS FACILITY LAND CAN BE ACQUIRED MORE EASILY DUE TO THE TYPE OF ZONING AROUND THE AIRPORT AND ITS BLIGHTED CONDITION, THIS AREA IS CRUCIAL FOR THE PROPER SERVICE OF CHICAGO'S EXPANSION AND THE DEVELOPMENT OF NORTHWEST INDIANA. THIS LOCATION IS SUITED FOR THIS EXPANSION.

John F. Mareska

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jesel L Millard

Address: 1825 N Pineridge
LaPorte, In. 46350

I think the Gary airPorte should be considered for expantion and improvements because it will cause economic stability for Northern In. We also need the jobs now and in the future.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Scott Morgan

Address: 942 Water St
Hobart In 46342

We need the airport for more work.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

JAN 28 2002

January 15, 2002

Public Meeting Comment Sheet

Submitted by: BRENT MOUNTS

Address: 924 BEECHWOOD COURT, VALPARAISO, IN 46383

PROCEED WITH HASTE! TIME IS OF THE ESSENCE!
WE NEED TO EXPAND COMMERCIAL AIRLINE SERVICE IN N.W. INDIANA.
MY FAMILY + I WOULD USE THE GARY AIRPORT AS OPPOSED TO DRIVING TO MIDWAY OR O'HARE.
YOUR TIME + COOPERATION SHALL BE GREATLY APPRECIATED.

1-24-02

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Robert E. Moyer

Address: 714 Oberreich St.
LaPorte, IN. 46350

North West Indiana needs work, and this would greatly help out lots of people.

Robert E. Moyer

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: BETTY MUCHA

Address: 6705 Harrison Court
Merrillville, In 46410

CONTINUED SERVICE AND IMPROVEMENTS FOR THE GARY/CHICAGO AIRPORT ARE IMPORTANT TO THE COUNTY OF LAKE.

MANY PEOPLE HAVE USED THIS FACILITY AND FIND IT REWARDING TO DO THEIR TRAVELING FROM THE GARY AIRPORT.

IT ALSO WILL HELP THE ECONOMY IN THIS AREA FOR IMPROVEMENTS WHICH WILL EMPLOY SO MANY OF THE PEOPLE NOW OUT OF WORK DUE TO THE SHUT DOWN OF SEVERAL OF THE STEEL MILLS IN THE AREA.

WE NEED TO EXPLORE USAGE OF THE LAND AVAILABLE TO US IN THIS AREA THAT HAS LAID DORMENT FOR SO MANY YEARS, AND ADD ON TO THE FACILITY SO MORE PEOPLE CAN HAVE THE CONVENIECE OF EASY TRAVEL TO VARIOUS PARTS OF THE COUNTRY AND ELSWHERE.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Julian Nazario

Address: 4751 Elm Ave.
Hammond, IN. 46327

I feel an expansion of the existing airport would prove beneficial to the economy of the region. The opportunities for employment would definitely create growth in ambitions for local residents.

Sincerely
Julian Nazario

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Shane Neal

Address: 1725 Homan Dr.
Schererville In 46375

We need the expansion of this airport for economic growth in northwest IN/ I think we may be able to strengthen this area, especially needed in these economic times.

Sincerely Shane N

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Seth Nichols

Address: 16805 Broadway
Lowell IN

This is a good thing for this area.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jeffrey B Nimon

Address: 213 E Clark st Apt c
Crown Point IN 46307

Airport expansion would bring money to the community as well as provide Jobs for the Gary area

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JEFF M NIMON

Address: 7510 LINCOLN MILL RD.
HOBART, IND. 46342

WE HAVE USE THE SERVICES OF THE GARY AIR PORT 3 TIMES IN THE PAST 2 YEARS AND HAVE BEEN VERY HAPPY AND SATISFIED WITH ALL PHASES OF THE AIRPORT. I PLAN TO USE THE FACILITY THIS OUR FAMILY VACATION THIS YEAR IN APRIL, UNFORTUNATELY I HAVE BEEN LAYED OFF IN DECEMBER AND HAVEN'T RETURNED TO WORK YET. IF YOU HAVE ANY ELECTRICAL JOBS AT THE AIR PORT PLEASE SUPPORT MY UNION LOCAL #697 JUST AS I HAVE SUPPORTED YOU. MAYBE I COULD GO BACK TO WORK SOON AND STILL GO ON VACATION. THANK YOU.

Jeff Nimon

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

JAN 2 8 2002

Public Meeting Comment Sheet

Submitted by: MARK A NOVER

Address: 708 FOX POINT DR. CHESTERTON, IND. 46304

While the environment is extremely important and should be utmost in everyone's mind, I believe the expansion at Gary-Chicago airport can and should be done for many economic reasons; benificial to northwest Indiana and the Chicago area. And I also believe that the work will be done with the environment as the first thought.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Mario Nunn

Address: 1410 W. 35th Ave. Gary, IN 46408

I've been a resident of Gary for 29 years. Any chance that I see for economic development, I'm all for it. Why not expand the airport? Peotone residents don't want an airport. We have a functioning ~~airport~~ airport with all the potential to be a bigger & better airport. Give the residents in Gary a chance to increase their standard of living through jobs the airport would create.

Mario Nunn

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Ronald E. Oldham JR.

Address: 718 E. 62nd Ave Merrillville, IN. 46410

I believe that by Adding on to our Airport will help create jobs for our community!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Randolph Palmateer

Address: 6704 Taft St Merrillville, In 46410

It will help open up jobs for everyone. & help our economy in its time of need, which is now.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jerrold Paul

Address: 1625 173rd Place
Hammond, IN. 46324

I think an airport in NW Indiana would definately improve our economic status and our work picture.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Michael Peeby
Address: 220 Wildwood Ld #305
Hammond IN 46324

I'm in favor of expanding GYY. The perks of economy outweigh environmental impact. Most land is brownfield & not being utilized. Connection via rail & bus to Chicago are very positive aspects. Also major highways are easy to access.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Mark Plucinski
Address: 6920 White Oak Ave Apt 120
Hammond 46324

Please keep the Gary/Chicago Airport up and running for the future. The Airport will provide jobs for people in Indiana, as well as provide another airport for Chicago. If that means a few birds + toads must go, so be it.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: STEVE Pluchinsky

Address: 4509 EAST 11TH AVE

The LOCATION MAKES SENSE.
IN THIS ECONOMIC TIMES
of TROUBLE IT WOULD BE
A DEFINITE BOOST OF WORK
FOR THE AREA.

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Calumet Builders Association, Inc.

6050 Southport Road, Suite A • Portage, Indiana 46368
(219) 764-2883 • Fax (219) 764-2885

January 23, 2002

JAN 2 8 2002

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines IL 60018

Dear Mr. MacMullen:

I am writing to you as President of the Calumet Builders Association to express our support for proposed improvements to the Gary/Chicago Airport. The Calumet Builders Association is a membership association representing the major commercial builders in the Northwest Indiana area.

At the January 15, 2002 Public Open House we learned that the following improvements are being considered:

- railroad relocation and improved runway safety areas;
- an extension of the existing air carrier runway 12-30 from its current length of 7, 000 feet to 8,900 feet;
- expansion of the existing terminal site; and
- site analysis for new passenger terminal and air cargo areas.

We believe these improvements can be constructed with no significant negative impact on the surrounding environment.

Moreover, we believe these improvements are necessary to enhance the potential for the Gary/Chicago Airport to significantly contribute to the economic revitalization of the area.

Sincerely,

Claude Powers

Claude Powers, President
Calumet Builders Association

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Derek Previs

Address: 7702 Wallace St Merrillville IN 46410

We need airport for our jobs and convenience

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Joe Rehlander - Trans - Tech Elec

Address: 3716 North 175 East LaPorte, Ind.

Northwest Indiana needs a strong job base for the area. In light of steelmills and economic ~~[illegible]~~ problems we need a good economical base for our area

Sincerely
Joe Rehlander

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jorea Richards

Address: 3951 Kentucky Street
GARY, IN 46409

The expansion of the GARY/CHICAGO AIRPORT would be a very positive action for the city of GARY. All surrounding communities of GARY would gain from the increased commerce and ability to travel. The creation of jobs is always a plus for any area.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Thomas E Reed

Address: 1011 W. Mt Calvary Rd.
Rensselaer In 47978

We need work in the Gary Area. Things have not been that good around here. Gary is an excellent location. Close to Chicago.

Thank you
Thomas E Reed

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Joseph Roderick

Address: 6066 N Range Rd.
LaPorte IN 46350

North West Indiana needs the Jobs. and the economic impact on the area.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Nick Roper

Address: 2658 Jasper St.
Lake Station IN
46405

I think adding on to the Gary Airport is good for our economy and work outlook in the area. With the steel mills going down Construction has been slow. Any big job like that is good for the community.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Dennis J. Rossa

Address: 7605 Kennedy Ave. Hammond, IN 46323

I feel the Gary Airport needs the expansion to increase employment in Lake County. With more air traffic coming in, more people will need to be employed to accommodate this. By employing more people, more money will be spent, thusly increasing the economy.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Nicholas Santostefano

Address: 1722 Wintergreen Ct
Crown Point, IN. 46307

The expansion of this airport will help this area economically and create jobs in the process of the construction.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Paul Schumann

Address: 5831 Vermont Merrillville Ind 46410

It is our duty to promote general Welfare, Transportation is promoting our general welfare of our county, We need the Third Airport.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JAY L. SCRIVNOR

Address: 7818 JENNINGS PL MERRILLVILLE IN

The addition to the airport would be a welcome boost to the local economy.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Eric Severson

Address: 3226 Condit St.
Highland IN 46322

We want this Airport

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FAX: (847) 294-7046

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jason Shei

Address: 1711 Maple Garden Drive
LaPorte IN 46350

Due to the over population at O'hare & Midway. I believe it would be to the Nations advantage, to bring a 3rd airport into the picture. With the Steel Mills so close to this area, a lowerrost expansion would benefit many, many people. Also, the location is a very important issue to look at. N W Indiana runs alot of people as well as SW Michigan through the two airports listed. This could lower some of the congestion in those airports.

Written comments may be submitted during the public meeting, or submitted so they are received no later than close of business on January 29, 2002 to:

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
FAX: (847) 294-7046

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Aaron W. Shelton

Address: 5175 W. 82nd ct. Crown Point, IN 46307

On behalf of my family and friends, I can surely say we all look forward to a newly remodeled and expanded Gary airport. Not only for the ease of having closer and convienient transportation, but also for the business, jobs, and life it would create in the city of Gary and throughout the northwest.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Walter H Sears I.

Address: 1407 Jefferson

I would prefer Gary as the site for the expansion of an airport For the convience of the people in northwest Indiana. It would bring Jobs For our area. It would also alleviate traffic going Into Chicago. It ~~would~~ might bring in more bussiness around that area which would help support & economic growth in that area.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: E. J. Shikany

Address: 9111 Louisiana St.
Merrillville, IN

Would by nice for N.W. Indiana To Have its own Airport. N.W. Indiana needs The Economic Stimulus The Airport would Provide.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Eric Shoemaker

Address: 17720 Downing Dr
Lowell, IN 46356

An airport in NW Indiana would drastically help the economy turn back around in NWI Indiana. It would also help with the U.S. economy by providing more jobs everywhere.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: IVAN SIMMONS

Address: 531 SOUTH UNION APT. 112
GARY, IN. 46403

ANY GROWTH IN GARY WETHER BIG OR SMALL IS GOOD FOR THE LOCAL ECONOMY AND FOR IT'S PEOPLE. SO I SAY YES FOR GARY AND YES FOR THE AIRPORT.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: J Thomas Smith

Address: 7096 OAK Ct Schererville In

The area needs the work more than the environment minor problems

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: LARRY SLAGLE

Address: 525 Cambridge Ct
Griffith, IN 46319

With all the mills slowing down this is a great opportunity to create a lot of jobs with a new airport.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Maurice C. Smith

Address: 1605 Hickory St. S.W.
DeMotte, IN 46310

Northwest Indiana needs the economic boost.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: PAUL STEINHEISER

Address: 3335 N VINEYARD DR LAPORTE IN

I BELIEVE EXPANSION OF THE GARY AIRPORT WOULD BE A GREAT ASSET TO THE AREA. THE INFRASTRUCTURE ALLREADY EXISTS. THIS AREA IS EASILY ACCESSABLE FROM THE EAST, WEST, AND SOUTH. PEOTONE IS IN THE MIDDLE OF NO WHERE.

THANK YOU!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAVID STSEAK

Address: 0040 RAND ST HOBART IN 46342

I SUPPORT THE CHICAGO/GARY REGIONAL AIRPORT I BELIEVE IT WILL PROVIDE BOTH ECONOMIC & LOGISTICAL BENEFITS TO SOUTH CHICAGO/N.W. INDIANA THE N.W. IN REGION NEEDS THE ECONOMIC GROWTH PROVIDED BY AN OPERATION OF THIS TYPE COUNTLESS SUPPORT EMPLOYMENT IS PROVIDED ALSO; LESS COMMUTING TO MDW OR ORD EQUALS LESS ENVIRO IMPACT ON OUR AIR & CONGESTION ON OUR OVERCROWDED FREEWAYS. THE GAINS TO OUR ECONOMY CANNOT BE OVERLOOKED

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jack Sturken

Address: 9155-N 125-E LaPorte, IN 46350

The Gary Air Porte is needed for work in the area and for the closeness of Transportation to the money Bisnesses. With the steel mills going down it will leave open land for expansion. It would take some of the load off O-Hear air port also.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Fred Surma

Address: 744 Alain Dr
Westville, In. 46391

The Northwest Indiana area has been hit hard by the loss of Steel mill jobs. The expansion of the Gary airport would create jobs desperately needed. Also, the Gary Airport is already established. The cost of an expansion has to be less than that of a completely new airport.

Fred Surma

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Jason Surufka 7101 N. 300 East, La Porte IN 46350

Address: I think an airport in lake county is exactly what this region needs to boost its economy.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Roger Swim

Address: 442 Ramon Ave.
Michigan City In.

To help expand northwest Indiana.
and a great location to expand the Gary Airport
with the rail service the area.
Pestone is to far from many area from interest
and no rail service

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Judy Thuter
Address: 3864 Bluebird St
Portage, In 46368

1) Economic boost to N.W Indiana
2) Convenience of an airport close to home.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Brenton Thomas
Address: 815 Elkhart St. Gary, IN 46403

The airport is very good for our Region. I wish to see it grow & expand. I've used it several times.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

JAN 25 2002

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Richard Uzzell

Address: 2207 Normandy Dr Apt. 1A
Michigan City, IN. 46360

I had the opportunity to attend the Gary/Chicago Airport Public Open House. I found the presentations to be very informative. Any environmental concerns should be satisfied by the thorough environmental impact study.
I certainly support the improvements proposed. The economic benefits of an expansion of the air cargo facilities in particular, as Gary/Chicago Airport is ideally located in the center of area commerce.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAN WALDROP

Address: 152 N. Michigan Ave, Hobart IN 46342

Expansion of the Gary/Chicago Airport makes complete sense. The ability to alleviate traffic problems in the air around Midway & Chicago along with the capability of handling any emergency type scenarios for the Chicago flights is enough reason for expansion. In addition, the possibility for increase commercial shipping flights etc, has the potential to provide recovery to an area which seems to be in economic decline.

Dan Waldrop

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAN WALDROP

Address: 2835 165th ST
Hammond IN 46342

The proximity to the Chicago area makes it obvious that this location has great potential and could alleviate air traffic pressure on the major Chicago Runways!

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: RAY WALTERS

Address: 102 N. Michigan Hobart IN.

More Jobs! We need the construction jobs

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JOHN B WASUDDA

Address: 11149 W 51. RT. 2
WESTVILLE IN, 46391.

BASIC OUTLOOK: WORK IS VERY SLOW RIGHT NOW. UNEMPLOYMENT IS HIGH, YET EXPECTED TO GO UP AND STILL EVEN GIVEN THE OPPORTUNITY TO CHANGE, NO BODY WANTS TO. THE NEW AIR-PORT WOULD OPEN UP JOBS FOR EVERYBODY NOT JUST THE TRADES ON TOP OF THAT, THE NEW AIRPORT WILL HELP STABLIZE OUR DIMINISHING ECONOMY.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Philip R. Watterson

Address: 702 W. 1675 N.
LaPorte, IN 46350

Chicago is too congested, All major highway intersect at that point. IL gets the major airports. It is time for IN to have a share.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: JEFFREY C. WATTS
Address: HIGHLAND IN. 46322
I'VE GROWN UP IN N.WEST INDIANA MY ENTIRE LIFE AND I BELIEVE THE TERM RUST BELT, COULD EASILY BE RE-PHRASED AS "THE BELT THAT BINDS THE MIDWEST. THROUGH THE EXPANSION OF THE GARY AIRPORT.

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Federal Aviation Administration
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FAX: (847) 294-7046

Majestic Star Casino™

January 22, 2002

Ms. Susan Schalk
President
Aerofinity
51 South New Jersey Street
Indianapolis, IN 46204

Dear Ms. Schalk:

Thank you for your invitation to attend the Agency Environmental Scoping Meeting held at the Gary/Chicago Airport. Unfortunately, we were unable to attend.

However, I read the coverage in the paper and I was told it was quite a successfully meeting. Please keep me on your mailing list. I would like to attend your upcoming events in the future.

Thank you for thinking of Majestic Star Casino. We wish you the best in your endeavors!

Sincerely,

Chareice White
Community Relations Manager

ONE BUFFINGTON HARBOR DRIVE • GARY, INDIANA 46406-3000
1-888-2BLUCKY • WWW.MAJESTICSTAR.COM

GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Robert J White Jr

Address: 321 N. WEST St. C.P.

- The more work, the more jobs.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Pam Wilkins

Address: P.O. Box 2190
Hammond, IN 46323

I believe the expansion of the Gary Airport would have a positive effect on our area; creating new jobs and stimulating the economy. As far as any negative environmental effects, the steel industry has been here for years. Also, it would be much more convenient than traveling to Chicago to catch a flight. Without a doubt, the positive implications far outweight the negative.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAVID O. WILLIAMS

Address: PO BOX 32 WANATAH IN 46390

I THINK ANY IMPROVEMENT TO THE COMMUNITY TO HELP THE JOB SITUTATION WILL BOOST EVERYONE IN THE LONG RUN. IT WOULD HELP WITH THE "TRICKLE EFFECT."

Dad Will

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

JAN 2 8 2002

January 15, 2002

JAN 2 8

Public Meeting Comment Sheet

Submitted by: Marie Williams

Address: 6773 Adams St.
Merr Sn. 46410

I feel that we need the Gary/Chicago airport for economic growth; this would bring more revenue to the city. I seen construction work throughout city; this means Gary is on the uprise. Gary is getting a long awaited face lift. Gary was once a prosperous city. This can happen again. The airport would mean job opportunities and employment for many people!

Marie Williams

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: John Wysocky 16 Jan 02

Address: Thatcher Engineering
7100 Industrial Highway
Gary, IN 46406

It's clear to the unbiased observer that the proposed Gary/Chicago Airport expansion is the most convenient, cost effective airport solution for the Chicagoland and northwest Indiana area. This expansion complements O'Hare's expansion and with major highways and a downtown rail link available, offers much more than Peotone which has neither.
Perhaps Indiana's and Illinois' Governors can work together to build the best, ~~cost~~ most cost effective solution for this area.

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: AL Yelich

Address: 9833 Fillmore St
Crown Point Ind 46307

We need a airPort in our Area—
it will be Good for Trade—
Work— in the area—
Travel— Taxes— Etc.

Al Yelich

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Larry Zaideman

Address: 216 Chief Circle
Porter In 46304

I think the expansion of the Airport would be good for the northwest Indiana area, Shorter travel time (driving) to fly somewhere. It would also bring more non-smoke stacks job to the area

Larry Zaideman

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Patrick Zeller

Address: 2402 W. State Road 2
La Porte, IN 46350

Gary/Chicago Airport already exists, it doesn't destroy valuable farmland, access to major interstates, closer to downtown Chicago. Expanding Gary/Chicago would also help an area that has been hard hit economically

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: DAN Ziegler

Address: 583 W. 350 S.
Hebron, IN. 46341

Development of the Gary/Chicago Airport will Benefit this Area much more than it will Do Harm to the Environment. The Area needs to Replace the Jobs being lost to Foreign Imported Steel.

Dan Ziegler

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GARY/CHICAGO AIRPORT
ENVIRONMENTAL SCOPING
PUBLIC MEETING

January 15, 2002

Public Meeting Comment Sheet

Submitted by: Michael J. Ziemkowski

Address: 12331 103rd CT
St. John, IN 46373

It would be nice not to have to drive into Chicago to fly out for vacations

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Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
FAX: (847) 294-7046

APPENDIX A

SECTION XII

Indication of Public Support for Gary/Chicago Airport provided by Jim Bartos

Tuesday, January 21, 2002

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Ave.
Des Plaines, IL 60018

Dear Mr. MacMullen,

As per our conversation at the Public Open House meeting at the Gary/Chicago Airport, I have enclosed copies of approximately 950 signatures that myself and the Gary Chamber of Commerce solicited in support of our airfield. These names are in addition to the 9000 that were presented to Mr. Norm Minetta in June, 2001 by elected officials of our state. I am asking you to accept these names as evidence from citizens in Lake and Porter Counties in Northwest Indiana as well as a few people from Illinois who advocate the expansion of the GCA. Also, could you please check with your FAA coworkers who oversaw the environmental impact statement meeting for Peotone in October, 2001, to see if they have the copies of the original 9000 signatures. I had given them a red binder filled with the petition sheets. Please write back to me if they are missing.

Finally, I hope that this information that I have sent to you will enhance our position as the third airport alternative for the Chicagoland and Northwest Indiana area.

Respectfully yours from a
concerned citizen,

Jim Bartos

PEOTONE

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Bernice Sarauskis	645 Oak St. Peotone IL
[illegible]	216 W Corning Peotone, IL
[illegible]	216 W Corning Peotone IL
maureen L Clauson	27649 Oakland Beecher Ill
Eileen Clauson	Beecher, Ill
Dave Ritchie	7240 Colleen Ct Manee, Ill 60449
Walt Miller	536 Schroeder Peotone
Earl Schroeder	Will Township
Debbie Rumat	232 Rathje Rd Peotone IL
Gary L. Webb	26357 S. 80th Ave Monee Ill.
Kathy Sharp	P.O. Box 145 Manee Ill 60449
Jody Bartolomucci	117 W. Corning Peotone Ill
Kathy Winter	26357 S 80th Ave Monee, IL 60449
Michael D. Dyt	25717 HOOVER, MONEE 60449
William McNamara Sept	25717 Hoover, Monee 60449
Dan Trotta Jr.	4721 Tulip Ave. Monee
Daryl L. Shaw	28956 S. Rodgis Beecher
Joan Lefkow	28956 S Rodgis Beecher
John Cain	3463 Donavin Dr. Crete
Kay Cain	3463 Donavin Dr. Crete
Thomas E. Adamick	213 N 2nd St. PEOTONE, IL 60468
Julie Adamick	213 N. 2nd St. Peotone, IL 60468
Michele Blanke	28126 Crawford Manee, IL 60449
Bob Vitt	5837 N Damen #1 Chicago IL 60625
Nancy Thomas	SAME AS ABOVE

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

A-XII-2

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area

Address and Town

Name	Community
[illegible]	990 E. Co. Line Rd Beecher 60401
Debbie Robbins	19049 W. Joliet Rd Manhattan, IL 60442
Bonnie G. Hagwell	628 Walnut Peotone
Inge Krogmann	716 Maxwell St Chicago 60607
Linda Taranda	832 Spring Rd, Elmhurst IL 60126
Tom Zwirz	" " "
Earl Schroeder	1015 Barnes Rd Crete
Darrell Hermann	9125 S Avers F.P. IL 60805
Jennifer Hawkins	10032 S Tripp Oaklawn, IL 60453
Anthony J Kabalan	119 Norcrest Dr Manteno, IL 60950
Eva Stanton	2704 Wind Ridge Dr. Wauconda IL
Tony Neracherger	305 E. Corning, Peotone IL 60468
Gordon Klintz	6 Chestnut Ct, Hickory Hills IL 60457
Carol Klint	550 W Stanton Ln Crete, 60417
Nancy Hehn	1042 Teri Ave Peotone IL 60468
George Vasos	36229 CHERRY MONEE
Gus Nikas	325 216th Lockport IL 60441
Suzanne Podulnick	606 The Manor Blake Ave.

A-XII-3

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Address and Town

Name	Community
Alan Vandelay	550 W Stanton Crete Ill
Ray Kistler	26352 S 80th Ave Manee
Earl Schroeder	Will Cnty Peotone IL
Crystal Ringwist-Hesser	215 Grant Park Forest IL 60466
David Lopez	3241 W Offner Rd Monee IL 60449
Laura Tuscano	3241 W Offner Rd - Monee IL 60449
Thom Childers	210 E Eagle Lake Beecher, IL 60401
Debby Oaelly	28960 S. Will Center Monee, IL 60449
[illegible]	28720 S EXPLANTER IL 60468
[illegible]	3207 MANCHESTER MANTENO
Tom Cyrulnik	26720 OAK RIVER DR. MONEE
Kelly D'Angelo	25 W. 330 PL Steger, IL
Mary Sabott	Box 541 Manteno IL 60950
Scott Zyback	Box 292 Peotone IL 60468
Jean Zyback	Box 292 PEOTONE IL 60468
Rosalie Madsen	9015 W Joliet Rd Peotone IL 60468
Jamie Madsen	9015 W Joliet Rd Peotone IL 60468
Deborah Campbell	24315 S. Klemmme Rd Crete, IL
[illegible]	3643 CARPENTER STEGER IL
Carlos L Murillo	237 56th St., Downers Grove, IL
Jonna Singenberger	8803 Oberon Ave IR Brookfield IL 60513

A-XII-4

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Address and Town

Name	Community
Irene Taranda	8746 W. Manhattan Monee Rd Green Garden
Michelle Jackowski	26252 S. Locust Manee
Michael J Schrunk	23739 ASHLAND CRETE IL
Arlene Krabbe	27444 S Will Center Rd Monee IL
Myron Krabbe	27444 S Will Center Rd Monee IL
Barbara Hetzler	33 W Carmel Rd Beecher, Ill
Joel Hetzler	33 W Carmel Rd "
Josh Hetzler	30012 Cottage Grv. Beecher
Elizabeth Bowerstock	18446 Stewart Homewood 60430
[illegible]	30812 S Cuttey Grove Beecher
Brian Arndt	Peotone IL.
Edward Mary	644 Dundee, Flossmoor, IL
Marvin Lawler	7732 W North Peotone Rd
Cliff Gehrke	550 Old Hickory, Newton
Dawn Cole	1444 Park Street Crete IL
Keith B Rees	P.O. Box 163 Peotone IL
Marilyn Mrs.	5654 Laurel Ln Hanover Park IL
Jim Smith	504 Kathis Peotone IL 60468
Thomas Sprague	28952 S. Western Beach IL 60401
Peter Pawley	
Mike Plumley	6940 MARGARET MONEE
Chris Marquardt	586 DRUMMOND DR BOURBONNAIS IL
Mary Arnold	5704 Laurel St. Manee IL
Jon Fiebelkorn	3613 Lewis Steger IL 60475
Roxanne Sinicki	P.O. Box 247 Peotone IL 60468

A-XII-5

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Glenn Poetz	509 Redwood Peotone, IL
Bettie Gay	28420 Cottage Grove Beecher, Ill
Jeannie Gay	2 " "
Gerald Berlanger	28450 " "
Sherrill Berlanger	" " "
Blythe Sallard	28541 S Western Ave Beecher
James F. Gallagher	P.O. BOX 124 CRETE IL
Jill Hoffman	6920 W Kennedy Peotone Il
Ethel Hoffman	6920 W. Kennedy Peotone IL
Jim Kasin	531 E. Walnut Peotone Il.
Mark R. Chaney	521 E WALNUT PEOTONE IL
Ryan Brannan	41140 Pebble, Manteno IL
Sophia Gaffney	27714 S. Kaylan Manteno
Bob Frey	27756 R. Holland Peotone
FRANKLOZICH	7370174 PL TINLEY PK. IL
ROXANE ROMANO-LOZICH	7370 W. 174TH PL. TINLEY PARK, IL
Ryan Loose	3413 LEWIS ST. STEGER IL 60475
Nannie Moore	P.O. BOX 941 Peotone, Ill. 60468
Linda Leavich	7121 E. 156TH Street South Holland IL 60473

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Edward Petrovich	19001 Escanaba Lansing, IL 60438
Carol Cooper	6663 W Dralle Rd Monee IL 60449
[illegible]	6663 W DRALLE IL MONEE IL 60449
Renee + Ron Cinquini	4237 W Pauling Rd Monee 60449
[illegible]	5654 LAWN LN/ MONEE 60449
Ken Ware	619 Louise Lane Peotone IL 60468
[illegible]	701 Buckthorn, IL 60451
John P. FRANCESE	21240 Kildare MATTESON IL
Roberta Mankowsky	242 Miller St Beecher IL 60401
John Mankowsky	242 Miller St Beecher IL 60401
Virginia Peacock	457 W. Cleveland, Crete, IL 60417
[illegible]	308 W Goodenow Rd, Beecher, IL 60401
Joan Bradley	761 W. Exchange St, Crete IL 60417
[illegible]	761 W Exchange St Crete IL 60417
[illegible]	651 Fifth Crete IL 60417
William P. [illegible]	Beecher Il
Marilyn Luebke	Beecher Il
[illegible]	386 Brunners Bush Mills, IL 60914
[illegible]	213 Barton Peotone IL 60468
Henry Mapp	15121 MCCORKLE MONEE IL 60449
[illegible]	17116 9000 N. Rd Grant Park IL 60
[illegible]	6728 W OFFNER RD Monee IL 6
[illegible]	CRETE, ILL 60417
Margaret Korando	crete IL 60417
Joseph P. Mills	5704 Laurel Ln Monee IL 6044

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
ALEX SUPLER	Monee, ILL
Rocky Patterson	Peotone IL
Keith Patterson	Peotone IL
Jeff Savoie	Peotone IL.
Deb Millar	Peotone, IL
Rollie Millie	Peotone, IL
[illegible]	Chicago, IL
Jim Krulish	Beecher, IL
[illegible]	Homewood, IL
Kyle Vander Vort	Homewood, IL
Sue Sideris	Bonsenville, IL
[illegible]	Berwyn IL
Mike Plumley	Monee, IL
GAIL Plumley	Monee, IL
DAN TROFIMCHUK	MONEE, IL
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	Peotone, Ill
[illegible]	Beecher IL
[illegible]	Beecher, Il.
[illegible]	Peotone, Ill.
[illegible]	Monee
[illegible]	Monee Il
[illegible]	PEOTONE IL

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Marcia McMurr	529 W Auburn Crete
[illegible]	529 W Auburn Crete
[illegible]	532 W Auburn Crete
[illegible]	524 W. CORNING Peotone
[illegible]	205 Chicago Rd Beecher, Ill
[illegible]	39 W Church Rd Beecher, Ill
Bob Stenker	" " "
[illegible]	14618 S. Wallace Harvey, Ill
[illegible]	" "
[illegible]	IL 319 Wallace Harvey, IL
[illegible]	6002 N. 3000 E Rd MANTENO IL
[illegible]	RFD Manteno IL 60950
[illegible]	Monee, IL 60449
[illegible]	20812 S Cottage Grove Beecher
John Zyglinski	
Lee Rayon	4101 Lindenwood Dr, Matteson, IL 60443
[illegible]	15859 S Indiana Ave Lansing, IL
John Cohen	4615 W. CHURCH RD.
[illegible]	4721 Irving Monee IL
[illegible]	30514 S. Ashland Beecher IL
Donna Rodeghiero	P.O. BOX 1473, Beecher, IL
[illegible]	"
Mary Scholpp	550 Old Hickory Rd. New Lenox, Ill
[illegible]	[illegible]
Diane W. Hamm	444 N. Eagle Dyer Rd Ill

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Harold L Leland	South Holland IL, 2NE 156th St
John Wilk	Park Forest IL 60466
Betty Weber	Dolomonee Rd. Oo. 60466
Jim Weber	7515 PAULINO RD MONEE, IL 60449
Ellie Renaud	Monee, Ill.
Anthony Mulero	Park Forest, Ill
[illegible]	monee ill
Neil Weis	Sun Prairie, WI
Kathy Novak	Kathy Novak
Mike Wade	3804 Kedzie [illegible]
Mary Miller	Mary Lamar & Hamilton
Mario L Ellis	Arlington Hts IL
Jim Tomory	P.O. Box 534 Crete, IL.
Mark L Vollbrecht	Peotone
Ellen Wright	Peotone
Edward Sahlen	Peotone, Ill
Beverly A Fitzgerald	Peotone, Ill
Marilyn DeVries	Peotone, Ill
Jeff D Carlson	Monee IL
Barbara Lewis	Peotone, Ill
Anthony Lewis	Peotone, Ill
Karen Domalski	Peotone, Ill
Dave Domalski	Peotone, Ill
Nadine Crowe	Sunnyside Pk

A-XII-10

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Barbara Steger	213 E. Corning Rd Beecher 60401
Kim Gregorek	4K Indiana Beecher 60401
Thom Mick	507 S. OUTER DR. WILMINGTON IL.
Lora Tippett	587 S. Outer Dr. Wilmington, IL
Lois Tippett	29244 Western Beecher Rd.
Mabel C Bow	26115 S. VICTORIA LANE CRETE, 60417
Pamela Trusty	26853 IL. 394 MONEE IL. 60449
Daniel J Jones	4473 MONROE ST. GARY Ind 46408
Carolyn Jesberg	73 Village Woods Dr. Crete IL 60417
Jay Jesberg	73 Village Woods Dr. Crete IL 6049
Richard Kraus	6057 W. N. Peotone Rd Peotone IL. 60468
Laura Rauch	6057 W N Peotone Rd Peotone, IL 60468
Rose Sutherland	12109 Mc Ranch Rd Manhattan IL
Shirley J Brucki	9927 Vogler Rd Markville, IN. 6052
Margaret Curtiss	8368 NO 1675 50 E RD GRANT PARK 60
Mark Meyer	119 Richton Rd Steger IL 60475
Kelly K Lafferty	1164 Richton rd Steger IL 60475
Rachel Cardarelli	3014 SANGAMON Steger IL 60475
Norma L Franke	26546 Greenwood Crete IL 60417
Jean Johnson	1006 Mallard Ln. Peotone IL 60468
Bob Johnson	1006 Mallard Ln. Peotone, IL 60468
Tom Farrell Mary Farrell	1313 W Kennedy Rd Peotone IL 60468
Steven Bilka	5217 W. JAMES LANE ORLAND PARK, IL
Deanna Pawlowski	12563 Algonquin Algonquin IL 60102
Christine Petronek	18001 Escanaba, Lansing, IL 60438

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

A-XII-11

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Gina Sepic	Peotone, IL
Paul Dillard	Peotone, IL
Tim Tyler	monee, IL
Kerry Renaud	Monee, IL
Herb Malec	Monee IL
Ellen Mayer-Hafer	Monee, IL
Kathy Stanley	Manhattan IL
Gordon Stanley	Manhattan IL
Mary A Cannon	Peotone, Ill
Denise Marukutis	Peotone, Ill
John Dunham	Peotone ILL
Virginia Lionberger	Monee, IL.
Emily Mandelbaum	P. Peotone Illinois
Scott Glanner	Lansing, Ill.
Kevin McGuffin	Grant Park Ill
Kathy McGuffin	Grant Park Ill
Bob McGuffin	Grant Park Ill.
Helen Johnson	Chicago Hgt IL
Jerry Johnson	Chicago Hgts IL
Sue Glanner	Lansing Ill
Sherri Barabaris	Richton PK IL
Roger Mayne	Wilmington IL
Jay Beeler	Beecher Jct.
Dan Mayer	Hopee, Illinois
Andrea Supler	Monee IL

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

A-XII-12

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Eleanor Stankus	529 E. Hawett Peotone, Ill. 60468
George Kaul	314 OSWEGO Park Forest 6046
Gregory F Thomson	400 E Ohio #903, CHICAGO IL 60611
Marjorie Polizzi	1101 ASH CT. MANTENO 60950
Charles Polizzi	" " " "
Janice Wolkow	6413 W Peotone-Beecher Rd Peotone 60468
Lorraine Dahm	4615 Church Peotone Ill 60468
Timothy Piersa	527 Hewett Peotone Ill. 60468
Richard Lotty	140 Lellock St Crete Ill
Travis Stenberg	27605 S 80th Manhattan
Dianne Marlow	588 Hauer, Peotone, IL
Phillip R Yates	21915 Orion Av. Park Forest Ill.
Tom Mahoney	26038 Winston Crete
Jim Hein	1047 Joel Peotone, IL
Karen Kaempf	1254 W Broadview Crete Ill
Thomas C Rogers	4842 W Grandview St. Chicago
Dillon Pavia	601 Hewett St Peotone IL 60468
Margaret J Vanderwoude	23 Sweet Auburn Beecher 60401
Jeff Heller	25657 S. Pinewood Ln Beecher 6040
Frank C. Baranski	30 Finch Beecher 60401
Catherine Baranski	30 Finch Beecher 60401
Sonya Bontrager	4140 W Paulina Rd Monee 60449
Frank Wiemann	4420 Churchill Richton Park IL 60
Shirley Wiemann	4420 Churchill Dr Richton Park IL
Stephen Ancyer	31149 COTTAGE Dr BEECHER IL 60401

A-XII-13

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Peotone
	Monee
	Monee
	Beecher
	Monee
	Monee
	Peotone
	Park Forest
	Peotone
	Peotone
	Beecher
	Peotone
	Beecher
	Peotone
	Peotone
	Peotone
	Peotone
	Peotone
	Peotone
	Chicago
	Harvey
	Peotone
	Peotone
	Park Forest

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Crete Township
	Crete "
	Monee
	Beecher
	Peotone
	Peotone
	Peotone
	Park Forest Illinois
	Park Forest Illinois
	Park Forest IL 60466
	Peotone IL 60468
	So. Chgo. Hts. IL 60411
	S. Chicago Hts. IL 60411
	Peotone IL
	Peotone, IL Will Township
	New Lenox IL.
	New Lenox IL
	New Lenox IL
	New Lenox IL
	Crete
	Crete
	BEECHER IL U.S.A.
	Beecher - IL
	Beecher IL

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Beecher IL
	Peotone IL
	Peotone, IL
	Peotone IL
	PEOTONE IL
	PEOTONE IL
	monee IL
	monee IL
	MONEE IL
	MONEE IL
	MONEE, IL
	MONEE, IL
	MONEE, IL
	Peotone
	Beecher IL
	PEOTONE
	Peotone
	Peotone
	Peotone
	Crete
	Crete
	Peotone
	Crete
	Crete

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GARY, IN. 46401

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Name	Community
	Peotone
	Crete
	Crete
	Crete 60417
	Chicago
	Peotone, 60468
	PEOTONE IL 60468
	Peotone, IL
	Peotone, IL
	BEECHER
	Beecher
	Peotone
	Peotone
	Peotone
	Peotone
	Chicago Heights
	Monee
	Beecher Ill.
	Peotone IL
	Peotone, IL
	Richton Park, IL
	Park Forest IL
	MONEE IL

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

DUE JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
Tonyanika Fogle	4161 Harrison St. Gary IN
MICHAEL JARONIAS	7100 ADAMS ST #13A MERRILLVILLE, IN
EARL SMITH, JR.	246 Glen Park Ave. Gary, IN
[illegible]	1754 Cumberland Ct. C.P. IN.
[illegible]	7496 Jennings Pl. Ct. PT.
[illegible]	1138 Madison Ct. CP IN.
[illegible]	321 W. 73rd P. Merrillville
Sheila Chandler	816 W. 39th pl Merrillville
[illegible]	5195 Maryland Gary, IN
[illegible]	2407 E. 73rd Ave Merr. Dr.
[illegible]	7512 Van Buren Ave Hammond
[illegible]	7489 Madison ST. Merrillville IN
[illegible]	608 E. 90th Lane Merrillville IN
Carl Belash	6209 Grand Blvd Hobart IN
[illegible]	409 Cheviot Ct. Lowell, IN 46356
[illegible]	4160 Ellsworth St Gary, In 46408
[illegible]	4160 Ellsworth St. Gary, In 46409
[illegible]	5601 Grant - Merr. 46410
Eleanor Simack	6708 Jackson Merr 46410
[illegible]	5565 [illegible] 46410
[illegible]	55 N Lake St Hills Gary 46403
[illegible]	4409 Buchanan Gary 4648
[illegible]	1427 Dogwood Dr. Crown Point 46307
[illegible]	6981 Massachusetts, Merrillville
Maria Hammenton	1447 W. 93rd PL Crown Point IN 46307

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O JIM
504 BROADWAY - SUITE 328
GARY, IN. 46402

A-XII-18

DUE JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Charlie Cuch	413 Ravenswood Dr
Robert W. Hochbaum	839 Merrillville Rd. Crown Point
Connie Ayers	9339 Cleveland St. C.P. 46307
Bill Ayers	9339 Cleveland St. C.P. 46307
Henry Zamora	29th & Colfax, Gary, Ind.
Hazel Burton	5541 Lincoln St.
Betty J. Schuette	1041 E. 47th Pl.
[illegible]	1041 E 47 Pl.
[illegible]	4210 W. 6th Ave. Hobart IN. 46342
[illegible]	103 Summit Dr. Valpo
Marjorie A. Bartram	1402 W. 62nd Ave. Merrillville IN 46410
Pauline Doman	6410 Taft St. Merrillville Ind. 46410
Martha Molloy	320 E 48th Ave Gary In 46409
[illegible]	905 W 66th Merrillville IN 46410
Robert Belash	409½ E. 73 Mer 46410
ROBERT ADAMS	6726 MADISON ST
DAN Forster	525 N JAY GARFIELD
Janet Cameron	1287 W. 75th Pl. Merrillville, IN 46410
Norma Wimmer	903 W. 72nd Ave. M-ville
Teresa L. Davis	3292 W. Birch Place Merrillville, IN 46410
Faye Layman	6547 Harrison Lane Merr. IN. 46410
Chris Camiza	Foxwood Estates
Chris Miller	Crown Point 982 W. 72nd Ave
Sam Vazanelli	Hobart
Mike Kaderbaum	Merrillville 362 E. 60th Ct.

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O
504 BROADWAY - SUITE 328
GARY IN. 46402

A-XII-19

Schererville C/C

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tony Kastelic	Schererville
[illegible]	Schererville
[illegible]	[illegible]
[illegible]	Dyer
[illegible]	Dyer
[illegible]	Dyer
[illegible]	Kathryn Jessup Schererville
[illegible]	Schererville
[illegible]	Crown Point
[illegible]	Schererville
[illegible]	Schererville/Hobart
[illegible]	Lowell
[illegible]	Highland
[illegible]	St. John
[illegible]	Schererville
[illegible]	Bank Cashier
[illegible]	Town of Schererville
[illegible]	Schererville
[illegible]	Schererville
[illegible]	Munster
[illegible]	Dyer
[illegible]	Schererville *T Gary Airport Adv.
[illegible]	Lake Station
[illegible]	C. Point
[illegible]	Town of Schererville

A-XII-20

Collect by 6-11-01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Valparaiso
Russell Cole	Schererville
[illegible]	Valparaiso
[illegible]	Munster
[illegible]	Portage
[illegible]	Valparaiso
Mary Ellen Rudolph	Ogden Dunes

RETURN BY JUNE 9th TO: Gary Chamber of Commerce
504 Broadway - Suite 328

A-XII-21

DUE JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Michael L. Byerhoop	2946 W 75th Pl. Merrillville IN
Bernadette Brei Skawinski	33 ASPEN CT OGDEN DUNES IN
Marie A. Vargas	5675 Liverpool Rd. Hobart, IN
Susan Dahlke	920 40th Ave. Griffith IN 46319
Anthony Jordan	7817 Belmont Av. Hammond IN 924
Helen Thompson	1582 Lake Ct. Hobart 46342
Sandra McDonough-Peck	2715 W 38th Place Merrillville IN 46410
Nancy Wilson	9480 Colorado Crown Point, In 4630
Evelyn Mae Warren	3410 W. 18th Ave Merrillville 46410
Marcia Gee	40 Chateau DR Dyer, IN 46311
Laura Penn	2086 Avena St Schererville IN 46375
Ann Wunsch	926 W Home Ave. Hobart
Arthur Wunsch	926 W Home Ave. Hobart
Tom STRIMBU	8924 SOUTHWOOD AVE HIGHLAND 46322
Dorothy Fenwick	9621 Buchanan St. 46307
Gregory A. Brown	2689 W. 63rd Ave. Merrillville IND 46410
Emmett Hathcock	Merrillville Ind.
Andrea Anderson	8201 Hickory Court Hanover Pk. 46403
Kelly DIVERMAN	6131 Liverpool Dr Hobart IN 46342
Minnette Morrison	7502 Hamilton St Crown Point, In 46307
PAT M Gustas	7530 Hamilton St Crown Point 46307
GERI LIPKOVITCH	6554 GRAND AVE 46323
Michael Wilkey	7501 Tanager St Hobart
Mary K Brown	6978 Madison St Merrillville In 46410
Katrina Young	4697 Mary Dr. Hobart, IN 46342

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O JIM DRATCH
504 BROADWAY - SUITE 328
GARY, IN 46402

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Brigette Miller	Gary
Theresa Figueroa	Gary LA Porte
[illegible]	Gary/Chicago
Stella Vandeberg	Valpo
Frank Thompson	Gary
Cecil D. Bolton	GARY
Doug Figueroa	LA Porte
Jack Jones	Gary
Charlene Watson	
Mattie Ellis	GARY
DENNIS HOOD JR	GARY
Karen L. Williams	Gary
Bonnie D. Hicks	Gary IN
Arleen Sudduth	CHICAGO
Clarence Martin	Gary
Josephine Jones	Gary
Betty Evans	Gary
[illegible]	Gary
Del Carpenter	Gary
Jerry Anderson	GARY
Corey Hedgepeth Sr	GARY
Wendell Thomas	Gary
Cecil A. Pierce	Gary
Geraldine Hawkins	Crown Point
William C. Hawkins	Crown Point, IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Kevin Freeman	Merrillville
Charlotte A. Strawhorn	Gary
Stan Jordan	Gary
Wendy McInnis	Gary
Mark Watkins	Gary
M. Davidson-Simpson	Gary
P.D. Barnes	Gary Indiana
Sandra Standiger	Gary

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

RECEIVED MAY 18 2001

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Name	Community
Gerard McClendon	HAMMOND - MERRILLVILLE
Janet E Moran	HAMMOND - MUNSTER
Rick Medrano	Hammond
Linda Brunner	Hammond - Dyer
Janet Moran	Hammond Ind
Nancy A. Medrano	Hammond
Cindy Hueckel	Hammond - Dyer
David A Mcdaniel	Crown Point / Hammond
Esther Krutsky	Hammond
Craig Kruse	Hammond /
Wes Lukowski	Munster / Hammond
Marcia Cole	Munster / Hammond
Shawn Roberts	Gary

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tom Cera	SCHEREVILLE, IN
GEORGE KLEIN	VALPARAISO
Sandy DRAKE	GARY
Angela M McDonald	Indianapolis / Gary
[illegible]	Valparaiso, IN
R H McConnell	Crown Point, IN
Evelyn Morrison	MERRILLVILLE, IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible] Chris Morrow	Dyer (RS) Hammond (Bus)
[illegible] Rowy Grau	Crown Point
Tom Galone	Valparaiso (RS) Hom (Bus)
Marian Durrer	Griffith + Munster
Janice L. Mass-Wonder	Gary
[illegible]	Michigan City
[illegible]	Valparaiso / Hammond
[illegible]	St John / Hammond

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Robert J. Boling	Valparaiso, IN
Carole Boling	Valparaiso, IN
Lisa Lyons	Valparaiso, IN
Mitchell Lyons	Valparaiso, IN
Robert H. Boling	Valparaiso, IN 46385
Janet Landrum	Chesterton, IN
Michael Landrum	Chesterton, IN
Dorothy Norman	Lake Station, IN
Andy Norman	Hammond, IN
Ramona Norman	Hammond, IN
Aaron Landrum	Chesterton, IN
Julia Lee	Merrillville, IN
Roy E. Lee	Merrillville, IN
MARIO VALENTINO	CROWN POINT IN

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Michael J. Griffin	Chesterton, IN
[illegible]	Crown Point, In
[illegible]	Valparaiso, IN
MIKE RIGBY	" "
James Rantrance	Crown Point, In.
Marilyn O'Kruscas	Gary, In
Adeline Colvin	Gary, In
Mary Brown	Gary, In
[illegible]	Hammond IN

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Name	Community
Amy E. TAYLOR	Lowell, IN
MIGALOVIC	VALPARAISO IN
Paul B Dill	Merrillville, IN
Robin Ballard	Gary, IN
Deborah Fleming	46404
Scott Sefton	Crown Point In
	Valparaiso IN
	Munster, IN
LILLIAN KEED	LABOR LEADY
DONNA WILLIAMS	LABOR Ready
Arnold KURST	Chicago IL
STEVEN M. HAAS	GRIFFITH, IN
PAT EITER	MUNSTER, IN
Bob MARKOVICH	Hammond, IND
Lora Filipos	Dyer In
Jim Ross	Hammond, IN
Lisette Griffin	Gary IN
REMINGTON WILLIAMS	GARY IN
Terence M. Johnson	GARY IN
	Gary IN
	Gary IN
	Griffith In.

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Name	Community
Darwin S. Kenney	GARY, IN
JEWELL ROSS (BROWN)	GARY, IN.
Annette Ross-Sims	Gary, IN
Deborah A. Harrison	GARY, IN
Cynthia M Pruitt	Gary, In
Scott J. Upshaw	E. Chicago, IN
ARI FERNANDEZ	GARY IN
RALPH G MERA	PORTER, IN
	Valparaiso, In.

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Name	Community
W.T. Williams	Valparaiso, Indiana
EVE TAKKAS	MUNSTER IND
Christine Cook	Highland Indiana
Nicole Kelley	Gary, Indiana
	Gary, IN
Robert Mako	Lakeville, In
Philip Vance	Hammond IN
Brandon Heath Bradley	Hobart, Indiana
Tyler Steven Wagner	Schererville Crown Point In
Thurston Strong	Griffith IN
Kate Ann Patrick	Dyer Chicago In.
Dennis Adams	Highland Indiana
Andrew Kyres	Merrillville Crown Pt.
Janea Tsamantis	Schererville, IN

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Name	Community
Kelly Lazzarone	2702 LaGuardia Portage In 46368
Sherry Lazzarone	3100 E 37 RD. 8 Knox In 46534
Ronald D. Lazzarone	3100 E 37 RD 8 Knox In. 465
Kathy Wilson	3313 Aubrey Ct Highland In
Ginger Christakis	779 W. 100 S, Co Point, In 46307
Leo Christakis	779 W. 100 S, Co. Point, In 463
Larry W Lechuta	2603 Glasgow Joliet, IL 60433
Gail Buckland	632 Deer Meadow Valparaiso 463
Tony	1609 OLD FARM LN. CHESTERTON, IN 46
Marian Jan	1609 Old Farm Lane Chesterton, IN 4
DANIEL RADTKE	3004 Loma Portal Mich City In 4636
Jerry Miller	725 N. Ripley St Crown Point, IN 46307
Gloria + John Moore	5021 W 17th Ave Gary, IN 46406
John Moore	" " " " "
	2318 Delaware 2464
Rebecca Gallagher	Schererville In 46375
MIKE GAUTHIER	SCHERERVILLE IN 46375
Barbara Derrick	MUNSTER IN
	DeBary FL 32713
	DeBary FL 32713

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Patricia Harris	New Buffalo, Mi
Randall G. Harris	New Buffalo, MI
Greg Belonga	Hammond, In.
Al Ogallesa	Schererville
Michael Brooks	GARY
Doug Ray	GARY, IN
Jeff Fox	Beecher, In
Norm Beauregard	Hammond IN
William Haynie	Hazel Crest
C. J. McIntosh	CHICAGO HEIGHTS, IL
Dave Schulz	Crown Point, IN
Nancy Schneider	Cedar Lake, IN
David J. Bell	Lowell IN
Jeanine Shinn	Hebron In
Larry Underwood	Cedar Lake
John Rice	Crown Pt. IN
Jason Rice	Crown Pt. IN
Jeff Sohn	Gary In
Theresa Cunningham	Gary
Elizabeth Gallegos	Gary
Barbara G. Craig	Santa Hollow, IN
Connie Wasserott	GRIFFITH, IN
Gogel Stankovich	GARY, IN
Mary B. Burris	Gary
Otis F. Burris	Gary

A-XII-34

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Christine Pena	Gary Westside
Tim Mc	Miller Beach (Gary)
Thomas Coates	Chesterton
Brenda F (Sakas Cafe)	Gary, IN. 46406
Geraldine Taylor	Gary, Ind. 46406
Angela Mitchell	Burbank, Ill 60401
Barbara M. Huber	Altamonte Springs, FL 32701
Edward R. Davis	Gary, In
Jerald Demitras	Gary, IN
Ben Cronin PBS	
	7402 S. Chappel Ave. IN 46403
Ray Wilson	St Louis, MO
Phabitta Thomas	South Bend
James M. Nasseff	Valparaiso
Jayne E. Hayden	Chicago, Illinois
Ben Tapp	Gary, IN.
Lynna D. McLaurin	Gary - Miller Area
Claudia Gibson	Gary, West Side
Rena Lutte	Highland, In
Pam Gibson	Highland, In
Greg Gregg	Highland IN
Don Routh	Highland In
Nicolas T Byrd	Portage, In.
Natalie Salati	
Joseph Lewis Jr.	Gary In 46407
Gabriel Kay Nowlin	

A-XII-35

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
KOTYMSZ, GARY A.	2109 Bowerly Road Valpo IN 46383
Fuller, Peggy	6616 Mississippi St.
OTIS MATTHEWS	6409 E. 31st AVE. Gary IN. 46403
Williams Michael D.	310 Roosevelt Street Gary IND 46404
Robert G. Stafanski	341 Tulip Ln. Lowell IN. 46356
Larry J. Whitley JR	5179 Meadowland D. Portage IN. 46368
Bradley L. Hightower	4295 Washington St. Gary IN 46408
Melton Thomas, Jr.	P.O. Box 1031 Gary, IN 46407
Shermon E. Daniels, Jr.	6030 Ruthledge Ct. Merrillville, IN 46410
Thomas Shinn	2343 Wheeler ST. Gary In. 46406
Brenda Harris (Sakas Cafe)	2340 Gary St Gary In 46406
Delores Harris	6[illegible] Maryland St Gary IN 46406
Delores Thomas	6[illegible] Maryland St. Gary IN 46406
Mrs. [illegible] Dunlap	6318 Delaware St Gary, IN 46407
Joseph Earl Dunlap II	6318 Delaware St Gary 46407
Lenora Harding	Glen Park, Gary 46407
Charlene Latrice Caldwell	1652 W. 33rd. Ave. Gary, 46403
Anthony McClinton	5850 Forest Ct. Gary, IN 46403
Joseph Robinson	3005 S. Hunt Highland Gary IN 46410
Barry Billingsley	1000 Stevenson St. Gary IN 46404
Cynthia Kent coop	1072 Tyler Gary, Ind 46402
Corey Alberts	2335 169th ST Hammond IN 46323
Charles Alberts	7530 Maryland ave. Hammond IN 46323
Charles E Hines	7639 Juniper Ave GYY

A-XII-36

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible] Scott	East Side Gary
[illegible] Hurst	8024 Hemlock Ave Gary
[illegible] Williams	36 West Rd
Shirley Thomas	Gary - Westside
Lynette Taylor	Gary - Glen Park
Tafyne Anderson	Gary - Glen Park
Tim Gordon	GARY, MILLER
Denise Williams	Gary, IN
Paul Lucas	Illinois

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN

A-XII-37

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Patricia Harris	[illegible], Mi
Randall Harris	New Buffalo, Mi
[illegible]	[illegible]
Cathleen Lee	Gary, In
Marjorie A. Rusiecki	Hobart, In.
Matias Zapfke	Gainesville, Fla
Kurt Zapfke	Gainesville, Fl
Washington Clinton	Gary, IN 46409
Grandson Lee	Gary, In. 46407
Gloria Smith	Gary, Ind.
Lawrence Oliver	Gary, In.
Stephanie Scott	Merrillville, In.
Alice Clay	Hammond, In.
[illegible]	Hobart, IN
[illegible]	Hobart IN
[illegible]	Valparaiso, In
Holly Futrell	Chesterton, In
Maggie Mitchell	Schererville, IN
Denise Burgess	St John, In
Peter Szecsko	Alsip, Illinois
Rolinda Guthrie	Winamac, In
Amy Ang	Gary, Indiana
David W Moran Jr.	Gary, Indiana
C Starks	Hobart IN
Linda Cobb	Gary, In. 46403
Paloma Family (4)	Calumet City, Il
Jean M. Hillyer	Glenwood, Il.
Robert Hillyer	Glenwood, Il.

A-XII-38

ATTENTION DUE MAY 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community (Address and Town)
Thomas Pry	Merrillville,
Mary Jalicusz	4806 Georgia Ct Gary, IN
Mike Doukouras	Demotte, IN
Clarence Vernon	Gary
Pete Kyvados	Schererville, IN
Doug Parker	La Porte, In
[illegible]	Merrillville
Joyce Olivier	Merrillville
[illegible]	Crown Point

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328 C/O

A-XII-39

05/15/01 TUE 14:10 FAX 8436848 Hammond Chamber

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Gerard M Clark	Hammond - Merrillville
David E Moran	Hammond - Munster
Rick Medina	Hammond
Linda Lumsden	Hammond - Dyer
David Moran	Hammond 2nd
Mary A Moczydlowski	Hammond
Chris Huckeby	Hammond - Dyer
Gerard A McInerney	Crown Point / Hammond
Esther Krutsky	Hammond
Cory Kruse	Hammond
[illegible]	Munster / Hammond
Marcia Cuda	Munster / Hammond

A-XII-41

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Scott Studrev	Chicago, IL
Aldona Wenge	Hobart, In
Charles McGilvery	Gary, In. 46403
Fred Modzelewski	Kouts, In. 46347
Virginia Doerner	Hammond, In.
G. E. Doerner	Hammond, In.
Dana Jackson	Chicago, IL
Bobby Jefferson Jr.	Calumet City, IL
Bob Jefferson	Portage, In.
[illegible]	Schererville, In
Richard Simmons	Orland Park, IL.
Roxanna Kisling	Elkhart, In
Jackie Elam	Longwood, FL.
[illegible]	Portage, Ind.
[illegible]	Gary, In.
Gerard Klink	Orlando, Florida
[illegible]	[illegible]
Daniel Medina	
Blanca M. Vicky Medina	Hammond, Ind
Deborah L Taylor	Hammond, Ind
Kerri L Jurdan	Hammond, Ind
[illegible]	Crown Point, IN

A-XII-40

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Cozette M. FORD	GARY IN 46403
Grace Sorrell	Gary IN 46408
SANDRA D. NEAL	GARY IN 46407
THELMA REAGINS	GARY IN 46406
BESSIE JOHNSON	36 Helena Schererville IN
Wynter Cross	Wood Dale, IL
Mabel Rush	GARY, IND
CHARLETTE KING	GARY, IND
SYLVIA WILLIS	
MICHAEL BRACKETT	
OTIS SEWOOD	
JANET DOUGLAS	
LYDIA ASKEW	
LOIS JOHNSON	
WILLIE D. TOLBERT	
BENFORD KING	
BILL BRACKETT	
VERONICA BRACKETT	
CHALMER GREGORY	
TYANA LATHAM	
CARNUEY LATHAM	
GWENDOLYN HUGHLEY	
LONNIE TOLBERT	
DONCELIA RUFFUS	
MATILDA GREGORY	

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY IN. 46402

A-XII-42

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Gary Indiana 46404
[illegible]	Gary Indiana 46404
[illegible]	Gary Indiana 46403
[illegible]	Merrillville IN 46410
Otis Collars	GARY IN 46401
Donna M Brown	GARY IN 46401
Michael B Peavy	HAMMOND IN 46324

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY IN. 46402

A-XII-43

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Renee Brantley	Highland, IN
Mary Lynette	Gale Country
Carol A. Blakeman	Gale County Merrillville
Lawlon Gray	Lynwood Mt Lake Co.
Sherri A. Harris	Gary IN Lake Co.
Joe Mc...	Gary IN
Nina Gibson	Gary, In
Laletha A. Davis	Gary, IN
Lois A. Gray	Gary, IN.
Peter C. Gois	Gary, In
Ralph S. [illegible]	Gary In
Stephanie Taylor	GARY, IN.
Marie Peach	Gary, IN
Cheryl Haines	Gary, In
Ruth [illegible]	Gary, In
Richard E. Rice	Gary, In
Rosa Johnson	Gary, In
Jeremy M. Davis	Gary, IN
Ernie Gray	Gary, In.
Patricia Mangum	Gary, In.
Lorenzo Coffee	Gary, Ind.
Jennie Cockrell	Gary, Ind.
[illegible] Bucks	Lakewood IL
JAMES E. DITHOMAS	923-5019
Mary E. Young	Gary, IN

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46402

A-XII-44

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Sheri Hennemuester	Munster
Darrell Cudney	Munster
Gabriela Lopez	Munster
Chuck Lew	Crown Point
Steve Lew	Munster, In.
Pat Smith	Merrillville
Rosa Lugo	Schererville
Lori Dokuska	Crown Point
Anda Pangenech	Munster
Rhonda Kemp smith	Munster

A-XII-45

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Karen L Mullins	Munster
Nancy Trimpol	Hammond
	Munster
	Dolton
Karen Clancy	Crown Point
Kyle Mandell	Hammond
	Munster
	Munster
	Munster
	Munster
	Munster
	Schererville
	Highland
Laurie Vargo	Munster
Belinda Lopez	Munster
	Munster
PHILIP A [illegible]	GARY
Paul Serrano	Munster
Jeffrey A. Trinkle	Schererville
Marty Wright	Schererville
	Lansing
	Munster
Chris Woodruff	Dyer
Chris Vestal	Griffith

A-XII-46

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Allene C. Brown	Crown Point
	Merrillville
	Dyer
	Gary
	Valparaiso
	Valparaiso
	Chesterton
	Gary
	Gary
	Roselawn
	Hammond
	Schererville
	GARY
	Gary
	Hobart
	Gary
	Crown Point
	Hammond
	East Chicago
	Merrillville
	Gary Ind
	Merrillville, IN
	Gary IN
	Cedar Lake, In.

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

A-XII-47

DUE JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
CORNELIA COLLINS	607 S. LAKE ST GARY IN
Helen Gertie Naples	3636 Of with [illegible]
Willie M. Cooks	3636 Of 2nd Ave Gary IN
Dena Hines	3821 Van Buren Pl Gary IN 46407
Linda V. Mitchell	3266 W 24th Ct Merrillville IN 46410
Barbara Holder	Gary
Paula Burris	12162 Georgia St Crown Point
Nancy Cuba	525 S 675 West Hebron, In 46341
Cathy Wyckoff	5401 Grant St, Merrillville, IN 46410
Annette Hall	Gary, IN
Glen Walker	Valparaiso In
Armetria Gibson	Gary, IN
Amanda Lee	Merrillville, IN
Fred Dusko	Crown Point, Ind
Roxanne Williams	Merrillville, IN
Deanna Collins	Crown Point, In
Jo Anne Smith	325 Ivy St, Gary, In 46404
Alicia Glover	Hobart, IN
Melanie Graham	1005 W. 35th Ave, Apt 206, GARY
Sheila Montgomery	2541 E 21 Ave Gary
Jacqueline Pitchall	4515 15th Hobart
Michael Pitchall	4515 15th Hobart
Mitin Thate	Merrillville,
Gladi Boling	Valparaiso In 46383
Alpha Holden Sr	Gary

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY IN.

A-XII-48

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Town Community
	GARY IN 4703 Delaware
	880 MARQUETTE ROAD Merrillville, IN 46410
	463 Glen Park Ave. Gary, IN 46402
Robert Tenjumi	7722 Noble Street Apt 3 Merr. 46410
Hristo Tenjumi	7322 Noble St Apt 3 Merr. 46410
Lois Lefever	3655 W 19th Merr.
Reuben Lacey Shelly Sr	5505 Jefferson St Merrillville 46410
	9000 Jennings Pl Merrillville 46410
Robert R Debnar	640 Tyler Gary
	Merrillville
	Gary
	Gary Ind 46408
	7474 In 4955 Washington St Merr. Ind.
	Highland, In 46322
	Crown Point, In. 46307
	Merrillville 5360 Grant St. 46410
	Merrillville 5360 Grant 46410
	Merrillville In 5360 Grant 46410
Mike Fardulis	Merrillville, IN 326 E. 60th Ct.
	Gary IN
	Gary IN
	Gary Ind.
	Gary
	Gary

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O JIM BARTOS
504 BROADWAY - SUITE 328
GARY, IN 46401

A-XII-49

Due 6/10/01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Dennis Neal	2511 E. 36th Ave. Lake Station
ROBERT [illegible]	Griffith Hobart Area
Terry Pigotta	1951 N Arbogast Griffith In
Paul Klepich	3164 Marion Hobart, Ind. 46342
Maurice Gatt	[illegible] Lake County
[illegible]	33 [illegible]
[illegible]	Gary, P.O. Box 755 46402
Frances Fernandez	Gary PO Box 433 46402
[illegible]	Lake Station
[illegible]	[illegible] Lake Station
[illegible]	Lakeshore, Ind. 46405
[illegible]	Hobart IN 46342
[illegible]	Hobart, IN 46342
[illegible]	Gary 46409
[illegible]	[illegible]
[illegible]	Valparaiso IN 46385
[illegible]	Gary
[illegible]	Hobart, IN. 46342
[illegible]	Cynthia Dixon
[illegible]	Hobart IN

A-XII-50

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Patty Quinn	Hobart
James Gloan	Hobart
Dora Caldwell	Hobart
Juanita Prieto	Hobart
Alberto Romero	Hobart
Victoria Torres	Hobart
Craig Chrisman	Hobart
Donald C. Kincaid	Hobart
Tom Boos	Hobart, IN.
Theresa DeBois	Hobart, In.
Tom DeBois	" "
Name	Community
[illegible]	Hobart
[illegible]	Hobart
Michelle Robertson	Hobart
CHUCK ROBERTSON	Hobart
SUSAN & BOB JOHNSON	HOBART
BOB & SUE JOHNSON	HOBART
Timothy D. ELLIS	HOBART
Michael Gregor	Hobart
GENE GUNNER	PORTAGE

A-XII-51

MUST BE RETURNED BY ~~JUNE 10, 2001~~

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Rafael Moreno	Hammond
Jay D. Moore	Hammond (IND.
[illegible]	Hammond 46404
[illegible]	East Chicago, In
[illegible]	Gary 46406
[illegible]	Schererville, In 46375
Margaret Petras	Vermillion St. Hobart 46403
[illegible]	221 165th St. Merrillville IN 46410
Margaret Kirkpatrick	320 26th Ave. Lk St.
Vonnie Tucker	Gary, IN 46403 Hobart, In.
Michael Dumas	Hobart, Ind.
DAVID TRAN	" "
HOA HIEP HUYNH	" "
TRAN THI NEO	" "
DI CHEP DI	" "
HIEP TOI DI	" "
Judy E Potts	" "
CHRISTAL POTTS	" "
Patricia Gaskill	Hobart, IN
Sherry	Portage, IN

A-XII-52

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Merrillville
Eric Smith	Hobart
[illegible]	Hobart
Tom Angelo	Portage
[illegible]	[illegible]
[illegible]	Hobart
[illegible]	Portage
Ken Martin	Hobart
Linda Adelberry	Portage
Aaron Arguin	Hobart
Harry Hatton	Lake Station In.
Rosemary Seefeldt	Portage In
[illegible]	Chesterton
[illegible]	Hobart, IN
[illegible]	S. Haven IN
[illegible]	Valparaiso IN
[illegible]	Porter, IN
[illegible]	Hobart IN
Fran Weisberg	Chesterton IN
Darren Weisberg	Chesterton IN
John [illegible]	Portage, IN.

A-XII-53

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
James Lake	HOBART
Kathleen Lakey	Hobart
Thomas Lakey	Hobart
Timothy Crawford	Hobart
Chris Rogerson Jr.	Hobart
Dennis Bennett	Hobart
J.R. Mansfield	Portage
Kurt A. Crawford	Hobart
Jan Donovan	Hobart
Jessica Collier	Portage
Jennifer Collier	Belding, MI - regular traveler
Charlotte Allen	Hobart IN
Jon Mulvey	Hobart, IN
Linda Funk	Hobart, IN
D.A. Brown	HOBART, IN
Gerald Vallen	Hobart In.
James Shapiro	Hobart, In.
Jim Magdzon	Hobart, In.
Carol Lakey	Hobart
Marie Troyer	Hobart, IN
Cathy Riperton	Gary
Ed Riperton	Gary
Rodney Fortenberry	Hobart
George Petale	Hobart IN
R.D. Jeffman	Valparaiso, Ind.

June 3rd May

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Donna Tomlin	3349 Delaware St.
E. Anderson	1321 Taft St
[illegible]	4175 Madison St
Clarence Dooley	1751 M.L.K. Dr
Clarence E. Hill	7451 Maryland St.
[illegible]	3739 Louisiana St
[illegible]	4461 Van [illegible] St
[illegible]	3429 [illegible]
[illegible]	4605 Carolina
[illegible]	3803 Broadway
[illegible]	894 [illegible] St
[illegible]	4727 Jefferson St Gary IN 4640
[illegible]	116 W 45 th Ave
[illegible]	2362 Marshall N. Gary 46408
[illegible]	1029 E 51st Pl Gary
[illegible]	1416 Main Street Dyer
[illegible]	847 - 171 Aquatic 46410
[illegible]	801 W 20th Av.
[illegible]	1416 E 34th PLACE
[illegible]	900 E 47th Pl.
[illegible]	1000 Airline Apt 310 use Mail at 46342
[illegible]	2354 W 49th Ave Gary IN 4640
[illegible]	6692 Harrison St. Gary In 46410
[illegible]	5246 Scott Pl. Merrillville 46410
[illegible]	70 34 44th St Gary IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Joseph George	605 E Ridge Rd Gary
[illegible]	35th [illegible]
[illegible]	4145 Lawson
[illegible]	4890 Jefferson Gary
[illegible]	5519 2 - 10th Ave Merrillville
[illegible]	3401 Connecticut St
[illegible]	1521 W 45th Ave
[illegible]	2232 Johnson Rd 46403
[illegible]	2047 Penn. St 46407
[illegible]	3405 Maryland 46401
[illegible]	495 [illegible] 46406
[illegible]	5218 E 10th Ave
[illegible]	1440 East 35th Avenue
[illegible]	3402 Block Ave
[illegible]	1140 Garfield St Gary IN 46407
[illegible]	5983 Madison St Gary IN 46408
[illegible]	3778 Monroe St Gary
[illegible]	1185 Delaware St Gary IN
[illegible]	1173 Delaware St Gary
[illegible]	4224 Wash
[illegible]	1200 E 36th Ave 46409
[illegible]	4641 Mass St 46407
[illegible]	3335 Miss St.
[illegible]	3975 Ohio St
[illegible]	4234 Maryland

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	2156 Mass St
[illegible]	1425 Lincoln St.
[illegible]	1425 Gary, In.
[illegible]	309 E 49th Ave
[illegible]	(76 New) Jersey St
[illegible]	80 Box 4115 Gary
[illegible]	603 E 36th St
[illegible]	35th Place St.
[illegible]	8045 Lakewood Apt. Gary
[illegible]	3298 Grant St Gary IN 46409
[illegible]	4054 Marion St 4640
[illegible]	2020 Maryland Hwy 46407
[illegible]	1519 Montana
[illegible]	734 Connecticut Gary In
[illegible]	3487 Madison St
[illegible]	448 Pittsburgh St 46
[illegible]	3485 Buchanan St 46408
[illegible]	2246 Georgia St Gary In 46407
[illegible]	1349 Connecticut St Gary In 464
[illegible]	4414 E 17th Ave Gary In 4640
[illegible]	5614 E 49th Ave Gary In 4640
[illegible]	3432 Grant Gary 46409
[illegible]	1955 Pierce Ave
[illegible]	1605 Carolina Str 46407
[illegible]	201 Merrillville Ave Gary 464

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Name	Community

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Name	Community
Joel & Deana Rensley	We buy 20+ tickets/year MDW or ORD
	Gary
	Hobart
	Hobart
	Hobart
	Gary
	Hobart
	Hobart
	Hobart
	Hobart
	Lake Station
	Hobart
	Hobart
	Hobart
	Hobart
	Hobart
	Portage, In.
	" "
Margaret O'Connor	Lakes of the 4 Seasons
	" " " "
	Hobart
NICK COCHRAN	CROWN POINT

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Mike Bassi	Hammond IN
Don Cheek	HAMMOND, IN.
Bill Miller	Hammond, IN.
Michael Passanisi	Munster, IN
Angie Correia	Crown Pt. IN
Maria Navamanta	Crown Pt. IN
Gus Pariano	Schererville IN.
Ralf Newbold	Portage IN
	PORTAGE IND.
	Gary Ind.
Charles Krostag	Portage, IN
Shawna Biss	Portage IND
Robert Gray	Portage IN
	Portage, In.
	Portage IN
Edward R. Mooting Jr.	5525 ORCHARD Ave.
FRED ECKERT	Lowell IN 46356
Ron Stenger	Valparaiso In.
Jesus Gonzalez	Valparaiso, IN
Deana Rios	
Tyrone Mattingly	Portage
Rob Mills	PORTAGE
TED HAGENVAL	Portage
Tim McClain	Portage
John Colclasure	Portage
Eugene Rybnik	Portage Twp
Michael J Beller	Portage IN

Julie May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Marlene Rodrigue	Portage, Ind.
Robert + Sue Rees	LAKE STATION
Julie A Collins	Portage, Ind
Carol Chandler	Portage, In
Maria Miles	Crown Point Ind
Angela Wilkerson	Chicago, In
Joseph Schwarz	Hobart, IN
Sophie Gramenakis	Cedar Point, IN
Cynthia Quiroga	Lake Station IN
Mary Cantwell	Portage IN
Christina Cantwell	Portage IN
Andrea Anderson	Portage IN
Jason Lee	Portage IN
Lee Cathart	Cedar Lake IN
Emmanuel Miles	Crown Point IN
Nancy Saragosa	Merrillville IN
Kathryn Rambousis	Merrillville Ind
Christine Karkantonis	Hobart IN
Nancy Morgias	Hobart IN
Sebastian Marcos	Hobart IN
Katina Kritikos	Merrillville Ind
Nik Kagonis	Crown Point IN
Patty Makarounas	Crown Pt. IN
Stacie Brooks	Lake Station
Tim Brooks	Hammond IN

due 13th May

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Eugene L. Tamm	Hobart, Ind
[illegible]	Lapaste, IN
[illegible]	Portage, IN
[illegible]	Valparaiso, IN
[illegible]	Hobart, In.
Dennis Arendar	Portage, IN
Budrow Wadine	Wanatthan IN
[illegible]	St John, IN
[illegible]	Valpo. IN
Jamieson Owens	Portage
Ken Stobbe	St John IN
[illegible]	Crown point. IND
[illegible]	
Loren A Wiemann	Valparaiso In
[illegible]	Portage IN
[illegible]	Portage IN
[illegible]	Portage IN
[illegible]	Valparaiso IN
[illegible]	Valpo IN
[illegible]	Hobart IN
[illegible]	Chesterton IN
[illegible]	Chesterton IN
Melvin J. Mosley	Gary, Indiana
[illegible]	Lake Station In

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Dolores M. O'Connor	Valparaiso
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Lake Station
[illegible]	GARY
[illegible]	Portage
[illegible]	Hobart, IN.
Mike Kayak	Hobart IN
Joseph Kayak Jr.	Crown Point.
Michael Kayak Sr.	Hobart IN
Kathy Kayak	Portage IN
[illegible]	Portage IN
[illegible]	Valparaiso IN.
[illegible]	Kouts, In.
[illegible]	Valpo, In
[illegible]	PORTAGE
[illegible]	HOBART
[illegible]	HOBART
[illegible]	HOBART
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Portage
[illegible]	PORTAGE

due 13th May

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Charles C Kelly	Ogden Dunes
[illegible]	Portage
[illegible]	Portage
[illegible]	Valparaiso
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Mary N Jones	Westville
[illegible]	Porter, IN
[illegible]	Portage
[illegible]	Portage
[illegible]	Valpo
[illegible]	Valpo.
[illegible]	Gary
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Stephanie Johnson	Portage

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Steven D Polarski	Hobart Ind.
Michelle Jennings	Valparaiso, IN
[illegible]	Portage IN
Donald J. Wilecky	VALPARAISO IN.
[illegible]	Portage, IN
[illegible]	Hobart, In.
[illegible]	HOBART, In.
[illegible]	Portage, In.
[illegible]	Portage, In.
[illegible]	Hobart Ind.
[illegible]	Valpo, Ind.
[illegible]	Portage, In
[illegible]	VALPARAISO, IN
[illegible]	Gary, In.
[illegible]	Community Gary, In.
[illegible]	VALPARAISO IN
[illegible]	Portage, Ind.
[illegible]	Portage IN
[illegible]	Portage
[illegible]	Portage
[illegible]	Hobart, Ind.
[illegible]	Portage
[illegible]	Portage
[illegible]	Hobart, Ind.
[illegible]	Portage INDIANA

Due May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Gabriella Dale	Merrillville, In.
Becky Anderson	Portage, IN
Linda Edwards	Portage, IN
Don Stacy	Portage, IN.
David Yonts	Portage, IN
Scott Wiegel	PORTAGE, IN
Ed Fortmeyer	Portage, IN
Jack E. Wise	Hobart, IN
Mitzi Farley	Hobart IN
Jim Cobb	Merrillville
Russ Capellari	VALPARAISO
Vince Henry Jr.	North Judson
Mary Bradnick	Portage IN
John Schultz	Portage, IN.
[illegible]	VALPARAISO, IN.
[illegible]	721 N. [illegible] Rd Valpo 46385
Raymond E Presley	407 Prescott Rd VALPO. 46385
Tammy Patterson	5068 Sherwin Ave. Portage IN 46368
Sam Pagliocci	2279 Hamstrom RD Portage IN 46368
David Geiselman	Portage IN
Ryan Tinsley	GARY, IN
John Wasinski	7181 Juniper, Valparaiso IN 46385
Sandie Sloan	Portage, IN.
Roberta Freund	Portage, IN
Ken Hughes	Valparaiso, IN

A-XII-66

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Gary, IN
[illegible]	Portage, In
[illegible]	Portage, In
Walter R. Norkett	Portage, In
[illegible]	Lake Station In
Terry Shutts	PORTAGE
[illegible]	Portage
[illegible]	VALPARAISO
[illegible]	Crown Point IN
[illegible]	Crown Point IN
[illegible]	PORTAGE
Danny King	Portage, IN
[illegible]	Portage
[illegible]	PORTAGE IN
[illegible]	Lake Station
[illegible]	Portage IN
Debora Cheaper	Portage, IN
James Walker	Portage IN
[illegible]	PORTAGE IN
ERIC Hull	[illegible] IN
Julie Mitrisin	PORTAGE, IN.
Leona Whitten	Portage In.

A-XII-67

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tom Branson	Valparaiso
Kenneth Rich	Portage
Ralph L. Fernandez	Lake Station
[illegible]	Valparaiso
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Mike Hunt	Portage
[illegible]	Valparaiso
[illegible]	Hobart
Josh Reeves	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage

A-XII-68

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Chesterton
[illegible]	Gary, IN
[illegible]	CHESTERTON, IND
Richard F. Anderson	Chesterton, IN 46304
Amy Hanzo + Shig Hanzo	Atlanta Ga.
I fly to Chicago 7+10 times a year and I would prefer to fly into Gary Airport. ek	
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
Kris Knapczyk [illegible]	Calumet Township
Clifford A. Mathews	South Haven Ind.
[illegible]	Hobart, IN 46342
Lester Rosenbaum	Gary IN 46404
Dale Buzbasan	5332 Plaza Ave, Portage 46?
Chris Kerkes	6984 W. R. Rd, Demotte, IN 46
Rod Deakes	6253 N 300 W. Mich City IN 46360
Dale Buzbasan	5332 Plaza Ave, Portage 46368
Chris Kerkes	6984 W. R. Rd, Demotte, IN 46310
Rod Deakes	6253 N 300 W. Mich City IN 46360
[illegible]	Portage, Indiana

A-XII-69

June 6/10/01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	2412 FLATROCK DYER
[illegible]	617 N Wilding St Griffith
[illegible]	230 N. Colfax St. Hobart
[illegible]	930 Chase Dr. Crown Point, In
[illegible]	617 31 Lindberg, Griffith
[illegible]	6504 W 117th ave. Crown Point
[illegible]	3739 A/A St Hobart, In.
[illegible]	330 Washington St.
[illegible]	664 N. 5th Schererville
[illegible]	8135 Sunset Ln. Crown Point
[illegible]	262 46th Ave Cedar Lake
[illegible]	3701 Liverpool Rd Hobart
[illegible]	5672 Hickory Dr. Portage
[illegible]	732 Worth Hobart
[illegible]	201 [illegible]
[illegible]	6308 Knox Ave. Portage
[illegible]	6310 E. Shelby Hobart
[illegible]	244 N. Colorado, Hobart

A-XII-70

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	AETNA
[illegible]	AETNA
[illegible]	Gary
[illegible]	Miller
[illegible]	Miller
[illegible]	AETNA
[illegible]	AETNA
[illegible]	Aetna
[illegible]	AETNA
[illegible]	AETNA
[illegible]	Miller
[illegible]	Aetna
[illegible]	Miller
[illegible]	Miller
[illegible]	Aetna
[illegible]	Aetna
[illegible]	Miller
[illegible]	Aetna
[illegible]	Miller
[illegible]	Aetna
[illegible]	5514 E 11th PL Gary IN

A-XII-71

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Crested and
[illegible]	101 S. Court St. C.P.
[illegible]	" "
[illegible]	" "
[illegible]	" "
[illegible]	204 S. VANBUREN HEBRON, IN
[illegible]	625 N Cline - Gallery
[illegible]	689 E. Glen Park Griffith
[illegible]	519 Ridgelawn Ct PT
[illegible]	10269 Grand Blvd, Hobart
[illegible]	549 Rhs Reclawn Ct Pt.
[illegible]	316 W. South St. C.P.
[illegible]	928 Heritage Ct Crown Pt
[illegible]	340 Walnut CP

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O JIM RACTOS
504 BROADWAY - SUITE 328
GARY, IN. 46402

A-XII-72

June 10th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Merrillville
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart.
[illegible]	Valparaiso
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Tyler
[illegible]	Highland
[illegible]	Crown Point
[illegible]	Cedar Lake
[illegible]	Merrillville
[illegible]	[illegible]
[illegible]	Crown Point
[illegible]	Cedar Lake
[illegible]	Gary
[illegible]	Merrillville
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Merrillville

A-XII-73

MUST BE RETD BY MAY 5, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Crown Point IN
	Crown Point IN
	CROWN POINT IN
	Crown Point, IN.
	LaPorte In
	Crown Point
	Crown Point
	Crown Point
ROBERT HEGEDUS	CROWN POINT
	Valparaiso
	Lowell
	Crown Point
	Crown Point
	Saint John
	Crown Point
	Crown Point
	Crown Point
	Crown Point

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

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Name	Address and Community
Barbara Moretto	Gary 980 48th
KARL AND KRUSCHKE	1117 W. RUSH ST. GARY IN 46540
John Sovinski	7218 W 25TH Ave Gary 46406
Margaret A Thomas	18481 Cleveland Rd., South Bend 46637
	4830 E. 26TH AVE LAKE STATION, IN 463
	6491 W 700 S Hobart Ind 46342
	4800 Wilson Gary IN 46408
	945 Chippewa Dr Crown Point
	945 Chippewa Dr Crown Point,
	10344N470E DeMotte IN 46310
	873 W 72ND Dr Merrillville IN
	118 E 92nd ave, Merrillville IN
	4827 W Blairmoor Chicago IL
	812 IN 130 St. Crown Point IN 46307
	5530 Chapel Dr Merr.
	2027 Windsor Ln Chesterton
	9533 S Lake Shore Dr. Crown Pt IN 46
	5611 Pierce Dr Merrillville IN 4/6/10
	1803 W. 93 Pl. Crown Point 46307
	1301 Valencia Drive Crown Point
	1313 Cir. St. Pl. Hobart
	1913 W. 74th Pl Lake Hills Cir WA64
	7447 Grant St Merr.
	2163 N. 75th Ave Merr. Merrillville IN46
	7001 W. 79th Ave Merrillville
	5408 W. 113th Ave Cr. Pt.

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Jackie Roman	840 West Rd Crown Pt. In
	1014 E 83rd Dr Merr. IN
	9680 Franklin Dr ST. JOHN IN
S.K. GRANDFIELD	London Computer CO
	6120 Calif. St Hobart
	5985 Hayes Pl. Merr.
	2612 W. 61st Pl.
	2644 W 61st Pl
	5055 Arthur ST Gary IN 46408
	5055 Arthur St Crown Point IN
	6492 Wayswing Circle Hobart IN 46342
	6792 Wayswing Cir. Hobart IN 46342
	6631 W. Roland Rd Merr. In
	7900 Taft St. Merr. In 46410
	1431 BRANDYWINE RD. CROWN Point 46307
	7700 Marshall St. Merr.
	3691 E 60th Merr.
	6276 E 54th Pl. Merrillville IN 46410
	5310 Tyler St. Merrillville, IN 46410
	6160 LIBERTY HOBART IN
	825 E. 45th Ave GARY IN 46409
	1305 W. 99th Pl. Crown Pt. 46307
	2001 E. 87TH Ave Merrillville IN 46410
	15110 Iowa St. Cr. Pt. IN 46307

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

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Name	Community
	Merrillville
	Merrillville
	MERRILLVILLE
	MERRILLVILLE
	Hammond
	Merrillville
	Hobart
	MERRILLVILLE
	Hobart
	Merrillville
	Chesterton
	VALPARAISO
	Crown Point
	MERRILLVILLE
	Merrillville
	Merr.
	Merrillville
	Hobart
	Merrillville
	GARY
	Gary
	Crown Point
	Crown Point
	Merrillville
	Merrillville
	Merrillville
	Chesterton
	Gary

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Name	Address and Community
Kirk J. Kopecki	1551 E 91st Dr Merrill, IN
Linda Gong	203 HEATHER LN Hobart
Lori Drabek	1457 E 4th Hobart
SUZETTASHA Tartosik	1625 Delaware St Gary
Jadwiga Monowid	9828 Hastings Cedar Lake
Angela Kanas	2500 Harvest Dr Crown Point
Cheri Hanes	1632 Cherry Blossom Dr
Derek Szpilka	7904 Independence St Merrillville
Thomas A Szpilka	7904 Independence St Merrillville, IN
Tom SNYDERS	2311 DEER PATH CHES. IN.
Barbara Schutz	431 Ash Pl Gary
Betty Lowe	510 E 75 Circle Merr
Jack R Lantz	4314 KENTUCKY ST. GARY
Peggy Meyer	3700 Kingsbury Dr. Crown Point
Evelyn Fitzsimmons	Do white Ave.
Thomas Fitzsimmons	1115 Jennings St SW Valparaiso 46383
Ellen Urbanek	6909 Van Merrillville
Dan Hoekstra	3702 W. 81st Ave.
Mark Fiore	44 Indiana Ave Merrillville 46410
Edward Chute	Merrillville Dr.
Carole Sweitzer	Merrillville
Mrs. G.E. Kopchar	548 Lk Shore Dr. Hobart
Shelley Gnell	8764 Galaxy Merrillville
Elliott Tabone	205 W. CHURCH ST
Stephanie Sue Beau	5958 Washington Merr
Mary Beth Beau	5958 Washington Merrillville, IN
Mary Bertto	Merrillville
Chris Kondracek	2023 Lakewood, Dr. W.
Norma Ayala	704 W. 61st Pl Gary

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O Jim BARTOS
504 BROADWAY - SUITE 328
GARY, IN. 46401

Due June 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Thomas Cook	Merr.
Barbara Reed	Merr.
Nick GIAKAS	Merr.
Bruce Berkman	Schererville
Sue Tabone	Brunswick
Linda Berkman	Crown Point
GEORGE STRACHINOW	Merrillville
Mike Stegan	Valparaiso
Antonia Soffa	East Chicago
William & Rekis	Crown Point
Marie Edwards	Merrillville
Sharon Sakas	HOBART
Valantis Petrakis	Merrillville
Janice Brazelton	Portage
Marlene Goodman	Lowell
Mary Ann Lynch	Chesterton
Rose Schillizzo	Merrillville
Gilbert Jones	GARY
Angela Meyer	Gary
Ronald Swanson	Gary
Pat Steen	Ft. Wayne St.
Mary Steen	Ft. Wayne St.
Roger Shaneberg	Chesterton
Dan Shaneberg	Chesterton
Mike Kardarias	Merrillville

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504 BROADWAY - SUITE 328
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Name	Address and Community
Jim Hall	Mich City In.
DAN ESTES	9000 TAFT ST. Merr 46410
Eric Fouts	78th Pl Merrillville 46410
Paul Hanes	2016 E. 81st Ave Merrillville 46410
Wallace Hanes	2101 W. 81st Ave Merrillville 46410
Jane Engelage	10 Carnoustie Schererville IN 46375
GEORGE DOVELOS	Schererville IN 46375
Katherine Willis	Merrillville, IN
Nancy E Webster	1117 W. 62nd Ave. Merr. IN 46410
Judy Massey	8026 Lake Shore Dr 46403
Merrillville	Merrillville IN
Rolando Pascual	Highland, Ind 46322
Susan M. Foster	

RETURN BY JUNE 10th TO: GARY CHAMBER OF COMMERCE C/O Jim BARTOS
504 BROADWAY - SUITE 328
GARY, IN. 46401

MUST BE RETURNED BY JUNE 10, 2001

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Name	Community
GREG GRIGORIADIS	HOBART
Tammy Bland	Hobart
Mikki Sobanski	Hobart
Jessi Memmel	Hobart
Julie Yanke	Hobart
Mark Yanke	Hobart
Greysoula Kaikas	Hobart
mike Kardaras	Hobart
Marissa Barrow	Hobart
Sabina Bagnuolo	Hobart
Matthew A Hawkins	Hobart
Kim Sobanski	(LAKE STATION)
Mike Barrow	Hobart
Penny Gamble	Lake Station
Michelle Darocy	Hobart
Andy Kardaras	Hobart
Rolanda Pascual	Hobart
Joe Rael	HOBART
Nancy Brakley	Gary
Jim Brakley	Gary
CONDIE FLAHARTY	HOBART

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Name	Community
GEORGE Edwards	CR. POINT IN
RANDY Mc EWEN	1419 1ST PL HOBART, IN
Bill Buttle	Crown Point
William Gardner	Hobart IN.
Sandra Wilson	807 GARFIELD, HOBART, IN, 46342
MICHAEL CLEECK	Hobart. IN.
Walter Jackola	4315 Annandale Crown Pt, IND.
Jerry Cokes	310 W Kenbridge Valpo IN
Betty Cokes	310 W Kenbridge Ct Valpo IN
	1224 W old Ridge Rd
	36 N. Wilson Hobart, In.
	501 N WISCONSIN HOBART IN
	326 N. Ohio St. Hobart
	Hobart, In 46342
	Valparaiso
	Hobart
	MERRILLVILLE
	Mer
	Hobart
	Hobart
	HAMMOND
	Valpo
Bonnie Ramos	Merrillville,
Bryan Ramos	"

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Name	Address and Community
Jennifer Wells	Valparaiso
Vickie Gatto	Lake Station
Jason Velasci	Lake Station
Michael Tanasko	Chesterton
	Merrillville
Rick Gutkard	Lake Station
Laurie Mueller	Hobart
Steve Millsap	Hobart
Rick Gutschall Jr.	Hobart
Steve Millsap JR	Valpo
Teresa Mains	Hobart
Sue Ingram	Valparaiso
Marianne Van Winkle	Roselawn
Diane Morrison	Hobart
Gregg Rogers	Hobart
	Valparaiso
	Hobart
	Merrillville
	Valparaiso
	Hobart
Kim Watson	Hobart
	Hobart
	Hobart, Ind
	Hobart, IN 3206 E Hawkins
	Portage

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Name	Community
	Valparaiso, In
	Portage, IN
	Lake Station. IN.
	HOBART IN
	PORTAGE
	HOBART, IN 46342
	Merrillville IN.
	Hobart In 46342
	Hobart, In. 46342
	Hobart, In. 46342
	Porter, In.
	Lake Station, In. 46402
	Portage In.
	LAKE STATION, IN
	LAKE STATION
	Westville, Inc

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Name	Address and Community
	216 Yale - Gary
	" " "
	Miller
	Hammond
	East Chgo
	GARY
	1159 Williams Gary, IN
	Hammond
	Hagmar
	Roselawn
	Hammond
	Gary
	Hammond
	Valparaiso
	Merr
	Merrillville
	Hobart
	Crown Point
	Hammond
	E. C.
	Hammond
	Demotte IN.
	Hammond
	Lansing, IL

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Name	Address and Community
George A. Smith	3221 O'Day Dr Highland IN 46322
Jose A. Burgos Jr	5925 Calumet Ave Hammond, IN
Rafael Castellanos	5001 [illegible] E.C. IN 46312
[illegible]	6678 [illegible] Hammond IN 46320
[illegible]	6807 Kansas Hammond In.
[illegible]	6807 Kansas Hammond In.
Francina Conrad	2978 W. 20th Ave - Gary Ind.
Mary Ellen Costello	5304 W. 4th Place Gary In
Rebecca Costello	5304 W. 4th Pl. Gary In.
John Costello	3521 W. 4th Pl. Gary In
Ruben Washington	7040 Montana Ct Hammond, In,
[illegible]	2074 Georgia #109 Gary IN
Tonya White	6339 Nebraska Hammond, IN
Richard Haynes	6339 Nebraska Hammond, In
Lance White Jr.	6339 Nebraska Hammond, IN
Sandra Powell	1954 N. Mansard Blvd Griffith, IN
Bennie Powell Sr	1954 N. Mansard Blvd, Griffith, IN
ERMA GARCIA & JOE TORRES	7615 Magnolia St Hammond IN
[illegible]	East Chicago Ind.
Bernard Boncela	4130 CAMERON ST. Hammond Indiana
[illegible]	Gary 4th AVE 46406
Donna Carter	46406 6th Ralston
FRANK GIL	7426 CLINE AVE. HAMMOND IN
R Lopez	4010 DEAL E. CHICAGO

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Name	Address and Community
Phyllis J. Sales	6858 Colorado Ave. Hammond Ind.
[illegible]	1385 Ralston Gary Ind
[illegible]	1385 Ralston Gary
[illegible]	3124 [illegible] E.C. Ind.
[illegible]	1023 [illegible]
Clinton [illegible]	5024 Alexander E.C.
Martin I Nielsen Jr.	9124 Chestnut Ln, Munster, IN 46321
[illegible]	4298 Ross Rd. GARY 46312
J. Franco	1045 Wallace St. Gary 4640
Tanna L Jennings	356 Dallas, Gary IN 46406
[illegible] Lee	3389 W. 14th Pl. Gary IN 46404
CURTIS BELL	1980 West 24th LN GARY IN
Cheridy Lopez	2115 Purdue Dr EC IN 46312
Michael Collins	1140 Marshall St GRIFFITH 46409
[illegible]	1 SHOT LLC 2300 US GARY
Erik [illegible]	159 NW Hills VALPO 46385
Darryl A. Brown	4001 W. 10th ave. Gary, IND. 46404
Jeffery Weathers	P.O. Box [illegible] Gary IN
[illegible]	407 Clark Rd
Lavinia Wright	2353 [illegible] Gary 4640
Ethel Rowley	227 - 2nd Portage, Ind
Karen Anglin	7131 Harrison - Hammond, Ind.
[illegible]	6444 ALEXANDER - HAMMOND
[illegible]	3826 Ontario Ct #1 E.C. IN
Lillie Carrao	5530 Claude - Hammond, In 46320

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Name	Address and Town Community
Jim [illegible]	1851 W. Church Rd Beecher
[illegible]	[illegible]
[illegible]	3638 Bernice Ave LANSING, IL
[illegible]	15923 So Park So Holland
[illegible]	16651 Dobson So Holland, IL
[illegible]	10325 Aileen Ave Mokena IL
[illegible]	10325 Aileen Ave Mokena IL
Betty A. [illegible]	1851 CHURCH Rd BEECHER IL
[illegible]	[illegible] So. Holland IL.
Donita Johnson	2208 Wright St Gary In
Elizabeth [illegible]	2932 [illegible] Gary In.
[illegible] Randolph	2652 Wicker Ave Highland,
Sheritta Walker	4309 W. 24th Place Gary IN
[illegible]	4331 Clark Hammond In
[illegible]	3827 [illegible] Ave. Hammond In,
Sara Slusarczyk	4008 [illegible] ave Hammond, IN,
Susan [illegible]	433 Logan Dr 202 Hammond
Celso & [illegible] Garcia	3523 Greenbriar LN Apt 21
KIM ROBINSON	1430 W 7th AV GARY 46402
Stella [illegible]	285 Fillmore Gary In
[illegible] Fields	
Juanita Green	
Camille Medina	636 River Dr. Munster
[illegible] Green	6945 Patricia N304 - Hammond In
Rosa Maria Rodriguez	6860 [illegible] Ave 46323

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Name	Address and Community
Bernard [illegible]	Lake county
[redacted]	[redacted]
TARA BROWER	1694 W 14th AVE Gary, IN
DERRICK BROWER	1694 W 14th AVE Gary IN
Kimberly [illegible]	6085 Erie Ave Hammond
Gladys Hilliard	6029 Erie Ave Hammond Ind
Mary Brewer	4708 W 11th Gary IN
[illegible]	4708 W 11th Gary IN
[illegible]	3642 - 177th Pl. Hammond Ind.
[illegible]	238 Doty [illegible]
Sylvia Valdez	238 DOTY ST Hammond
[illegible]	551 [illegible] Street
[illegible]	LAKE COUNTY
[illegible]	3650 W - RIDGE RD. GARY IN
FRANK W. [illegible]	LAKE COUNTY
[illegible] Jr.	4306 Hobart S. Gary
[illegible] Perry	[illegible]
[illegible]	4901 [illegible] Ave East Chicago IN,
[illegible]	6843 [illegible] Hammond
Debra J. Klautzo	2121 Cline Ave Gary In
Jeffrey A. Klautzo	2121 CLINE AV. Gary Ind.
[illegible] Finch	Merrillville LAKE
Bernard [illegible]	Lake County
[illegible]	Lake County

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Name	Community
Donald A. Gibson	Hobart
Jeanette Young	Hobart
Jim Hughes	Gary
[illegible]	[illegible]
Joy Wozniak	Valparaiso
John Redmond	VALPO
[illegible]	HOBART
NED SIBICH	VALPARAISO
[illegible]	GARY/MILLER
Cathy Coster	Hobart, IN
Kathleen Gale	Hobart IN
[illegible]	Hobart IN
Douglas Handley	8801 Scheider Ave Unit 8 Highland IN 46322
Carrie L Handley	8801 Schneider Ave Apt 8, Highland, IN
Beth M. Halcarz	Crown Point, IN
Bethany Smith	Cedar Lake
David Reese	200 N [illegible] IN
Erin Metzger	10536 Ontario - Crown Point
Lyda Stevens	Crown Point
J. Edward Costley	Hobart, IN
Candace Miller	Crown Point
Julie L. Torkelson	Crown Point, IN

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Name	Address and Community
John O. White	P.O. Box 9184 Gary
[illegible]	1517 Grant
Tony Lewis SR.	2235 Taft Pl.
Sherman Briggs	2040 Massachusetts St
[illegible]	2079 [illegible] St. [illegible]
[illegible]	611 ALLEN ST GARY
Angela Wade	611 ALLEN ST. GARY
WILLIE EVANS	PO Box [illegible] Gary
Ernestine McGee	1452 Conn. St. Gary
[illegible]	1034 Conn. St. Gary
[illegible] Dawson	1313 Van Buren St. Gary
[illegible]	837 Jackson St. Gary
Steve M. Warren	DeMotte, IN. 46310
Janice Vann	531 Washington, Gary IN
[illegible]	531 Washington Gary, IN
[illegible]	505 Taft St. Gary, IN
Freida [illegible]	[illegible]
Raymond D. Allen	9231 E. 6th Ave A
Beryl DuBose	540 N Vanderburg St
[illegible]	
Denise Waters	1340 Case Gary
[illegible] Edwards	Gary 46403-[illegible]
[illegible]	[illegible] Gary Ind
[illegible]	2688 Conn St.
[illegible]	Ditto
[illegible]	
[illegible]	
[illegible]	[illegible] St Gary IN

MUST BE RETURNED BY JUNE 10, 2001

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Gary, In.

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Name	Community
Jennie [illegible]	Glen Park
[illegible]	" "
Morris [illegible]	" "
Lynn [illegible]	Gary
B. Sinkis	Glen Park
Frank Ballard	" "
[illegible]	" "
Angela Y. Mason	3783 Louisiana St.
[illegible] Mason	2453 Johnson St.
Carolyn A. Taylor	" "
Tiffany [illegible]	3808 Louisiana St.
[illegible]	" "
Brandy Kludt	" "
Willie Acosta	121 Victoria Hobart, IN
Barbara Perkins	3607 Arizona St Lake Stat.
Robin Cox	410 E. 41st Ave. Gary In. 46408
G Lopez	3897 Wash. Gary
S. Brown	4727 Virginia, Gary
Amber Waggoner	Lake Station
Christina Lozano	Hobart
[illegible]	HOBART
[illegible]	Hobart
[illegible]	Hobart
Kim [illegible]	
Dwanne Sherwood	Portage

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Name	Community
Frank A. Wszolek	PORTAGE
MARY ANN WSZOLEK	
Thomas W. [illegible]	Portage
[illegible]	[illegible]
[illegible]	[illegible]
Roland Peters	DeMotte
DAVID WISDOM	GARY IN
Donald Wisdom	Gary In.
[illegible]	Portage
John [illegible]	Gary Indiana
[illegible]	[illegible]
Jean O'Kelley	Mich. City, Ind
[illegible]	Portage IN
[illegible]	VALPO, IN
Mary [illegible]	Valpo, In.
Kim Jones	Portage, In
Ryan E. [illegible]	South Haven, IN
Robert [illegible]	VALPARAISO In
[illegible]	Portage, In
[illegible]	Valparaiso In.
[illegible]	
[illegible]	[illegible]
Kathy [illegible]	Valpo
Robert C. McDonald	PORTAGE, IND
Carol A. [illegible]	Portage, In

MUST BE RETURNED BY JUNE 10, 2001

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Name	Community
James Lake	HOBART
[illegible]	Hobart
[illegible]	HOBART
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Portage
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Portage
[illegible]	Beldon, MI - trailer travels
[illegible]	Hobart IN
[illegible]	Hobart, IN
[illegible]	HOBART IN
[illegible]	Hobart In.
[illegible]	Hobart, In.
[illegible]	Hobart In.
[illegible]	Hobart
[illegible]	Hobart, IN
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart, IN

May 13th June

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	3498 Delaware St.
[illegible]	1324 Taft St.
[illegible]	4175 Madison Dr
[illegible]	1751 M.L.K. Dr
[illegible]	7961 Maryland St
[illegible]	3739 Louisiana ST.
[illegible]	4461 Mass St
[illegible]	3429 Broadway
[illegible]	4625 Carolina
[illegible]	3813 Broadway
[illegible]	34th MERRILLST ST
[illegible]	22727 Jefferson St Gary IN 46404
[illegible]	116 W 45th Ave
[illegible]	2362 Massachusetts St Gary 46409
[illegible]	1030 E 4th St Apt A
[illegible]	1416 MAIN STREET Dyer
[illegible]	847 E 13th Apt 1 Hobart 46342
[illegible]	871 W 25th Av.
[illegible]	1416 E 36 PLACE
[illegible]	900 E 47th Pl.
[illegible]	401 N Wilma Ave Apt #202 Mesa AZ 85203
[illegible]	2358 W 4th Ave Gary In 46404
[illegible]	3698 Harrison St Gary In 46409
[illegible]	5246 S. 52nd Pl Gary 46408
[illegible]	7039 Lincoln St Gary IN

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Name	Community
[illegible]	608 E. Ridge Rd Gary
[illegible]	35th Harrison
[illegible]	4145 Harrison
[illegible]	4890 Jefferson Ave
[illegible]	5519 E. 22nd Ave Hobart
[illegible]	3824 Broadway St
[illegible]	1521 W. 35th Ave
[illegible]	9223 Vermont St 46403
[illegible]	9247 Penn. St 46407
[illegible]	3409 Maryland Hobart
[illegible]	419 E. Ridge Rd Gary IN 46408
[illegible]	5515 E Ridge Rd Gary IN
[illegible]	1490 E. 35th Avenue
[illegible]	3648 Black Ave
[illegible]	1140 Blaschell St Gary IN 46404
[illegible]	3948 Madison St Gary IN 46408
[illegible]	3718 Monroe St Gary
[illegible]	1165 Polk St Gary IN
[illegible]	1143 Delaware St Gary
[illegible]	2224 Pierce
[illegible]	1200 E. 35th Ave 46409
[illegible]	2641 Mass St 46407
[illegible]	3925 Mass St.
[illegible]	3975 Ohio St
[illegible]	4139 Maryland

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Name	Community
[illegible]	2154 Mass St
[illegible]	1405 Harrison St
[illegible]	1075 Grant St
[illegible]	3956 Broadway
[illegible]	2736 W. Jersey St
[illegible]	70 Box 4115 Gary
[illegible]	1403 E. 30th St
[illegible]	3524 Delaware St
[illegible]	8645 Lakewood Ave Hobart
[illegible]	3098 Grant St Gary In 46409
[illegible]	4054 Madison St 46408
[illegible]	2820 Maryland Hobart 46407
[illegible]	1319 Kentucky
[illegible]	3246 Connecticut Gary In
[illegible]	2448 Madison St
[illegible]	440 Mitchell St. Gary 46
[illegible]	3185 Buchanan St 46408
[illegible]	2204 Grant St Gary In 46407
[illegible]	3449 Connecticut St Gary In 46409
[illegible]	2445 E. 11th Ave Gary In 46403
[illegible]	1546 E. 4th Ave Gary In 46403
[illegible]	3432 Van Buren 46409
[illegible]	1425 E. Ridge Rd
[illegible]	1845 Carolina St 46407
[illegible]	201 Northwinds Blvd Gary 464

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Name	Community
Anthony Stanley	Midtown
[illegible]	Glen Park
[illegible]	Miller
[illegible] Mullin	Glen Park
[illegible] Johnson	Glen Park
[illegible] Mullins	[illegible]
[illegible]	Aetna Park
BRENDA WOOLEY	Miller
[illegible] Smith	Glen Park
[illegible]	Glen Park
[illegible]	East Chicago
Betty [illegible]	Merrillville 6[illegible] W 75th Pl.
[illegible]	Hobart 1619 Magnolia Dr. 46342
[illegible]	875 [illegible] ST
[illegible]	Midtown
[illegible] McKenzie	Gl Park
[illegible] McKenzie	Glen Park
[illegible]	Glen Park
[illegible]	Miller
[illegible]	
[illegible]	West Side 3105 [illegible]
[illegible]	West Side 335 Tolleston
[illegible]	Miller 46403
[illegible]	Glen Park P.O. Box 1882 46[illegible]

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Name	Community
Joel & Deana Remaley	We buy 20+ tickets/year MW or ORD
Roland J. Moore	Gary
[illegible]	Hobart
[illegible]	Hobart
[illegible] & Mark [illegible]	Hobart
[illegible]	Gary
[illegible]	
[illegible]	Hobart
[illegible]	
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Lake Station
[illegible] Harrison	Hobart
Jennifer Dickerson	Hobart
[illegible]	Hobart
Anna [illegible]	Hobart
LORI CAVANAUGH	HOBART
[illegible]	Portage, In.
[illegible]	" "
Margaret O'Connor	Lakes of the 4 Seasons
[illegible] O'Connor	" " " " "
[illegible]	Valpo
NICK COCHRAN	Crown Point

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Name	Community
Mike Bocsi	Hammond In
Don Clark	HAMMOND, IN.
Bill Miller	Hammond, IN.
Michael Pawlowski	Munster IN
Angie Cowries	Crown Pt. IN
[illegible]	Crown Pt IND
Gus Pariano	Schererville IN
Roy Newbold	Portage IN
[illegible]	PORTAGE IND.
[illegible]	Gary IND.
Charles Krostag	Portage, IN
Shawna Biggs	Portage, IND
Robert [illegible]	Portage IN
[illegible]	Portage, In
Don Shape	Portage IN
[illegible] Mattingly Jr.	5505 ORCHARD Ave.
FRED ECKHART	Lowell IN 46356
Ron [illegible]	Valparaiso In.
Jesus Gonzalez	Valparaiso, IN
Deana Rios	
[illegible] Mattingly	Portage
[illegible] Mills	PORTAGE
TED [illegible]	Portage
[illegible] McGuire	Portage
John Collier	Portage
Eugene Ryding	Portage Twp
Michael J. Beller	Portage In

Vice May 13th

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Name	Community
Marine Rodriguez	Portage, Ind.
Robert [illegible]	Lake Station
Julie A. Collins	Portage, Ind
[illegible] Chandler	Portage In
Maria Miles	Crown Point Ind
Angela Workman	Hobart In
Jason K. [illegible]	Hobart, IN
Sophie [illegible]	Crown Point, IN
Cynthia Johnson	Lake Station IN
[illegible] Cantwell	Portage IN
[illegible] Cantwell	Portage IN
Andrea Anderson	Gary IN
[illegible]	Portage IN
[illegible] Eckhart	Cedar Lake IN
Emmanuel Miles	Crown Point IN
Nancy [illegible]	Merrillville IN
[illegible] Lambos	Merrillville Ind
Elaine Karbaulias	Hobart IN
Nancy Morgias	Hobart IN
Sevasti Mavros	Hobart IN
Katina Kritikos	Merrillville Ind
Niki Kazonis	Crown Point IN
Patti [illegible]	Crown Pt. IN
Stacie Brooks	Lake Station
[illegible] Brooks	Hammond IN.

Due 5th May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Eugene L. Famm[illegible]	Hobart, Ind
[illegible]	Laporte, IN
[illegible]	Portage, IN
[illegible] Weaver-Smith	Valparaiso, IN
Pete Gustoff	Hobart, In.
Dennis Arndon	Portage, IN
Budrow Woeline	Wanatah IN
Anthony Stanley Jr	St John, IN
[illegible]	Valpo IN
Jamieson Owens	Portage
Ken Stobell	St John IN
John [illegible]	Crown Point IND
[illegible]	
Loren A. Wie[illegible]	Valparaiso In
[illegible]	Portage IN
John [illegible]	Portage IN
James K [illegible]	Portage IN
[illegible]	Valparaiso IN
[illegible]	Valpo IN
Melanie [illegible]	LaPorte In
[illegible]	Chesterton IN
N. [illegible]	Chesterton IN
Melvin J. Worley	Gary, Indiana
[illegible]	
Samuel [illegible]	Lake Station In

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Name	Community
Dolores M. O'Connor	Valparaiso
David Mandlbor	Valparaiso
Marilyn [illegible]	Portage
Lorraine Resnick	Hobart
[illegible]	Hobart
[illegible]	Lake Station
[illegible]	Gary
James F Meyer	Portage
Mike Keyak	Hobart, IN.
Joseph Keyak Jr.	Hobart IN
Michael Keyak Sr.	Crown Point
Kathy Keyak	Hobart IN
[illegible]	Portage IN
Allan [illegible]	Portage IN
Keith [illegible]	Valparaiso IN
[illegible]	Kouts, In.
Sam [illegible]	Valpo In
Robert Taylor	Portage
[illegible]	Hobart
[illegible]	Hobart
Sergio Fuentes	Hobart
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Chris [illegible]	

Due May 13th

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Name	Community
Charles C Kell	Ogden Dunes
Stephanie Johnson	Portage
[illegible] Gatwood	Portage.
Connie [illegible]	Valparaiso
[illegible]	Valparaiso
Rose Lewandowski	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Valpo
Lisa Jackson	Portage
[illegible]	Portage
Mary M [illegible]	Westville
[illegible]	Porter, IN
[illegible]	Chicago
Patricia J. Jones	Portage
Amy Janney	Valpo
[illegible]	Valpo.
Geraldine [illegible]	Gary
[illegible]	Portage
Dawn [illegible]	Portage
Jackie Pratt	Portage
Teresa Chilleni	Portage
[illegible]	Portage
[illegible]	Portage
Stephanie [illegible]	[illegible]

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Name	Community
Steven D Polarte	Hobart Ind.
Michelle Jennings	Valparaiso, IN
[illegible]	Portage IN
Donald J. Wilocky	Valparaiso IN.
Travis [illegible]	Portage, IN
[illegible]	Hobart, In.
[illegible]	Hobart, In.
Mildred Dixon	Portage In.
Betsy [illegible]	Portage In
[illegible]	Hobart Ind.
Dayton Janney	Valpo, Ind
[illegible]	Portage Ind
[illegible]	Valparaiso, IN
[illegible]	Gary In
[illegible]	Formerly Gary In
Diane Shaw	Valparaiso IN
[illegible]	Portage Ind
[illegible]	Portage IN
[illegible]	Valpo
[illegible]	Portage
[illegible]	Hobart Ind
[illegible] Allen	Portage
[illegible]	Portage
[illegible]	Portage
Tom Howard	Hobart, Ind.
[illegible]	Portage INDIANA

Due May 13th

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Name	Community
Valentin Dolce	Merrillville, In.
Beulah Anderson	Portage, IN
Audrey Edwards	Portage, IN
[illegible]	Portage, IN.
David Monk	Portage, IN
Scott Weg	PORTAGE, IN
[illegible]	PORTAGE, IN
[illegible]	Hobart, IN
Mitzi Fayling	Hobart IN
Wm. Fabis	Merrillville
Rocco Capellari	VALPARAISO
Vivian [illegible]	North Judson
[illegible]	Portage IN
[illegible]	Portage, IN.
[illegible]	VALPARAISO, IN.
[illegible]	731 [illegible] Rd Valpo
Raymond E Pursley	407 Prescott Rd VALPO. 46385
Clancy Patterson	5068 Sherwin Ave Portage IN 46368
Sam Pagliocci	2079 Hamstrom RD Portage IN 46368
David Geiselman	Portage IN
Ryan Jinkley	GARY, IN
John Wasinski	7181 Juniper, Valparaiso IN 46385
Sandra Sloan	Portage, IN
Roberta Freund	Portage, IN
KEN Hughes	VALPARAISO, IN

A-XII-66

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage, IN
[illegible]	Portage, In
[illegible]	Portage, In
Walter R. Nakken	Portage, In
Jose R. Simpson	Lake Station In
Terry Shultz	PORTAGE
[illegible]	Portage
[illegible]	VALPARAISO
[illegible]	CROWN POINT IN
[illegible]	CROWN POINT
[illegible]	PORTAGE
[illegible]	Portage, IN
[illegible]	Portage In
[illegible]	PORTAGE IN
[illegible]	Lake Station
[illegible]	Portage IN
Debra Wagner	Portage IN
James Wagner	Portage IN
Jim Russell	Portage IN
Eric Hull	Portage, In
Julie Mirsin	PORTAGE, IN.
Leona Whitten	Portage In.

A-XII-67

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tom Branson	VALPARAISO
Kenneth Rich	Hobart
RALPH L. FERNANDEZ	Lake Station
[illegible]	Valparaiso
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Mike Hunt	Portage
[illegible]	Hobart
[illegible]	HOBART
JOSH REEVES	PORTAGE
[illegible]	Portage
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage

A-XII-68

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Name	Community
[illegible]	Chesterton
[illegible]	Gary IN
[illegible]	CHESTERTON, IND
Richard + Anderson	Chesterton Rd. 46304
Tony Hoyo + Shig Hoyo	Atlanta Rd
I fly to Chicago 7+10 times a year and would prefer to fly into Gary Indiana. ed	
Lynn Polden	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
Doris Knapczyk Kortmeyer	Calumet Township
CLIFFORD G. MATHEWS	SOUTH HAVEN IND.
[illegible]	Hobart IN. 46342
Lester Rosenbaugh	Gary IN 46404
DALE RUZBASAN	5332 PLAZA AVE, PORTAGE 46
Chris Hawkes	6984 U.R. Rd, DEMOTTE, IN 46
Rod Deakes	8253 W 300 W. Mich City IN 46360
DALE RUZBASAN	5332 PLAZA AVE, PORTAGE 46368
Chris Hawkes	6984 U.R. Rd, DEMOTTE, IN 46310
Rod Deakes	8253 W 300 W. Mich City IN 46360
[illegible]	Portage, Indiana

A-XII-69

Due 6/10/01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	242 [illegible]
[illegible]	617 [illegible]
[illegible]	220 N. Calif St. Hobart
[illegible]	933 Chevy Dr, Crown Point
[illegible]	617 N Lindberg Griffith
[illegible]	6504 W 117th Ave Crown Point
[illegible]	3739 Alpha St Hobart, In.
[illegible]	330 Washington St
[illegible]	664 New St 5TH Schererville
[illegible]	3135 Sunrise Dr, Crown Point
[illegible]	262 Colonial Ln Cedar Lake
[illegible]	3701 Liverpool Rd Hobart
[illegible]	5672 Hickory Ave Portage
[illegible]	732 Worth Hobart
[illegible]	201 Fresser Lane Hobart
[illegible]	6308 News Air Portage
[illegible]	670 E. Shelby Hobart
[illegible]	244 N. Colorado, Hobart

A-XII-70

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Rose Calerman	Aetna
Harry Calerman	Aetna
Robert Montgomery	Gary
Christopher Turner	Miller
Felice Stanford	Miller
Creasie Portis	Aetna
Victoria Ward	Aetna
Helen E. Alexander	Aetna
Irvonst Lauder	Aetna
[illegible]	Aetna
[illegible]	Miller
[illegible]	Aetna
[illegible]	Miller
[illegible]	Aetna
[illegible]	Miller
[illegible]	Aetna
[illegible]	Aetna
[illegible]	53 14 E 11 TH PL Gary IN

A-XII-71

June 10th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Address and 101 S. Court St. C.P.
[illegible]	" "
[illegible]	" "
[illegible]	" "
[illegible]	" "
[illegible]	204 S. VanBuren Hebron, IN
[illegible]	625 N Cline - Griffith
[illegible]	628 E. Glen Park Griffith
[illegible]	379 Ridge Lawn Ct Pt.
[illegible]	10269 Grand Blvd, Hobart
[illegible]	649 Ridgelawn Ct Pt.
[illegible]	316 W Sixth St C.P.
[illegible]	928 Heritage Ct Crown Pt
[illegible]	340 W. 1st St. C.P.

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O JIM RAETOS
504 BROADWAY - SUITE 328
GARY, IN. 46402

A-XII-72

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Merrillville
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Valparaiso
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Tyler.
[illegible]	Highland
[illegible]	Crown Point
[illegible]	Cedar Lake
[illegible]	Merrillville
[illegible]	C Point
[illegible]	Crown Point
[illegible]	Cedar Lake
[illegible]	Gary
[illegible]	Merrillville
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Merrillville

A-XII-73

MUST BE RETD BY MAY 6, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
	Crown Point IN
	Crown Point IN
	Crown Point IN
	Crown Point, IN
	Crown Point
	Crown Point
	Crown Point
ROBERT HEGEDUS	Crown POINT
	Valparaiso
	Lowell
	Dyer
	Crown Point
	Crown Point
	Saint John
	Crown Point
	Crown Point
	Crown Point
	Crown Point

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Barbara Martin	Gary 780 48th
KARLAND KRUCHAK	1117 W. RUSH ST. GARY IN 46407
John Sonnst	7218 W 25TH Ave Gary 46406
Margaret A Thomas	18481 Cleveland Rd., South Bend 46637
	4830 E. 26TH AVE LAKE STATION 46
	6691 Joliet Road Apt 5 46342
	4800 Wilson Gary IN 46408
	945 Chippewa Dr Crown Point
	945 Chippewa Dr Crown Point
	10344 NATOMA DR HIGHLAND 46322
	873 W. 73rd Dr She'd. Dr
	718 E 9th Ave, Merrillville IN
	4827 W. Harrison Dr Chicago IL
	8121 IN LOST ST. Gary, Point IN 46307
	6530 Chapel Dr Merr.
	2027 W. WINDSOR Schererville
	2533 S. Lake Shore Dr. Crown Pt In 46
	5611 Pierce St Merr. In 46410
	1803 W. 93 Pl. Crown Point 4627
	1801 Valencia Drive Crown Point
	1313 W. 74th Ave Merrillville IN 46
	1913 W. 74th Pl Ave Merrillville IN 46
	2447 Sunset Ave. Merr.
	7403 W. 73rd Ave MERR. IN 46
	7001 79th Ave Merrillville
Annette Moffett	5408 W. 113th Ave Cr. Pt.

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Jackie Roman	840 Wood Rd Crown Pt, In
	1014 E. 8th Ave Gary IN
TOM KAYES	9680 Franklin Dr ST JOHN IN
S.K. GRANDFIELD	London Country OD
	6120 Calif. St Hobart
	5785 Hayes Pl Merr
	2612 W. 61st Pl
	2644 W 65th Pl
	5055 ARTHUR ST Merrillville, 46408
	5055 Arthur St Merrillville 46
	6242 Waywing Circle Hobart IN 46342 4/6
	6242 Waywing Cir. Hobart IN 46342 4/6
	6631 Woodplank Trail Dr
	7900 Jefferson Merr. In 46410
	1431 BRANDYWINE RD. Crown Point 46307
	7700 Mendelssohn Merr. Dune 46410
	3691 E 69th Merr
	6276 54th Pl Merrillville IN 46410
	5310 Tyler St Merrillville, IN 46410
	6160 LIBERTY HOBART, IN
	825 E. 45th Ave GARY IN 46409
	13615 W. 93rd Ave Cr. Pt. 46307
	2001 E. 87th Ave Merrillville IN 46410
Bill Artz	15110 Town St CP IN 46307

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

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Name	Community
	Merrillville
	Merrillville
	MERRILLVILLE
	MERRILLVILLE
	Hammond
	Merrillville
	Hobart
	MERRILLVILLE
	Hobart
	Merrillville
	Chesterton
	VALPARAISO
	Crown Point
	MERRILLVILLE
	Merrillville
	Merr.
	Merrille
	Hobart
	Merrillville
	GARY
	Gary
	Crown Point
	Chesterton
	Merrillville
	Merrillville
	GARY
	Gary

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Kirk J Komenich	1551 E 91st Dr Merrillville, IN
Jessica Long	203 HEATHER LN HOBART
Jim Brown	1497 E 83rd Pl Hobart
Scott & Tina Hartos Jr.	625 Delaware ct Gary
Jaden & Maroun	3828 Hastings Crossings
Angela Karras	2500 Harvest Dr Crown Point
Dawn Harper	1632 Cherry Blossom Trail
Dawn Inskeep	7904 Independence St Merrillville
Norman A Pontoni	7908 Independence St Merrillville, IN
Jan Sanders	2371 DEER PATH SCHER. IN.
Barbara Ludwig	431 N 52nd Pl Gary
Betty Young	510 E 78 Ave Merr
Jack R Smith	4314 KENTUCKY ST. GARY
Peggy Negen	3700 Kingston Dr. Crown Point
George Kalyvas	80 w 66th Ave.
Norma Bizembos	1115 Lasingo St Ste 102 Valparaiso 46383
Steve Orpurt	6909 Van Merrillville
Dan Jenkins	3702 W. 10th Ave.
Mark Jones	44 Indian Trail Merrillville 46410
Edward Chute	Merrillville In.
Dale Switzer	Merrillville
Mrs. J. F. Kopchar	518 Lake Shore Dr. Hobart
Peggy Grell	8764 Galaxy Merrillville
Scott Jahnke	205 W. CHURCH ST
Jim Bemben	5358 Wisconsin Merr
Mary Ann Bem	5950 Wisconsin Merrillville, IN
Mary Beth	Merrillville
Chris Kondrach	2023 Edgewood, Cr Pt.
Anne Pelle	7044 W. 61st Ave Merr

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O
504 BROADWAY - SUITE 328
GARY, IN. 46401

Jim BARTOS

Due June 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Norma Cook	Merr.
Bradley Reed	Merr.
Nick Kiafas	Merr.
Bruce Berkman	Schererville
Joe Taylor	Prosper-Twp
Linda Berkman	Crown Point
George Stragalinos	Merrillville
Mike Steen	Valparaiso
Conrad Soltz	East Chicago
William Kielen	Crown Point
Mary Edwards	Merrillville
Sharon Sakas	HOBART
Valantis Petsalis	Merrillville
Janice Brazelton	Portage
Marlene Goodman	Lowell
Mary Ann Cusick	Chicago Hts
Rose Stallings	Schererville
Bill Jones	GARY
Angela Mena	Gary
Rosalie Freeman	Gary
Pat Steen	Ft. St.
Mark Steen	Ft. St.
Ryan Shamberg	Chris
Mike Shamberg	Crown Point
Mike Kardalias	Merrillville

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE C/O
504 BROADWAY - SUITE 328
GARY, IN. 46401

Jim BARTOS

Due June 10, 2001

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Name	Address and Community
Tim Hill	Mich City In.
Dan Estes	9000 Tape St. Merr. 46410
Guy Parks	78th Pl Merrillville 46410
Paul O'Karma	204 Locust Schererville IN 46411
William Hanger	2101 W. 53rd Ave. Merrillville 46410
Jorge Angala	145 Carnoustie Schererville IN 46375
George Dovelos	Schererville IN 46375
Katherine Willis	[illegible] Merrillville, IN
Nancy E Webster	1117 W 62nd Ave. Merr. IN 46410
Judy Massey	8036 Lake Shore Dr 46403
James Hayward	Merrillville
Deborah Ferrell	Merrillville In.
Susan M. Sutter	Highland, In 46322

RETURN BY JUNE 10th TO: GARY CHAMBER OF COMMERCE C/O
504 BROADWAY - SUITE 328
GARY, IN. 46401

Jim BARTOS

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Greg Grigoriadis	Wolfwing
Tammy Bland	Hobart
Mikki Schanely	Hobart
Jessie Munoz	Hobart
Jodi Yanik	Hobart
Mark Yanik	Hobart
Grysoula Kritikos	Hobart
mike Kardalias	Hobart
Marian Barrow	Hobart
Sabina Bagaou	Hobart
Matthew A Hawley	Lakewood
Kim Lebanks	LAKE STATION
Mike Barrow	Hobart
Pam Lambert	Lake Station
Michelle Dacey	Hobart
Andy Rutka	Hobart
Brigitte Jozwiak	Hobart
Jim Tobel	Hobart
Nancy Brakley	Gary
Carl Brakley	Gary
Connie Flaharty	Hobart

MUST BE RETURNED BY JUNE 10, 2001 (1)

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
GEORGE Lewis	CR. POINT IND
RANDY McEWEN	1419 1ST PL, HOBART, IN
Bill Buttle	Crown Point
William C Sardina	Hobart, IN.
Sandra D Nelson	807 GARFIELD, HOBART, IN, 46342
Michael Czecok	Hobart, IN.
Walter Jachalik	4315 Annandale, Crown Pt, IND.
Jerry Cokas	310 W Kenbridge Valpo IN
Betty Cokas	310 W Kenbridge Ct Valpo IN
[illegible]	1224 W 400 S Valpo IN
Mary Zavala	346 N. Wilson Hobart, IN
Otto Bartolomei	501 N WISCONSIN HOBART IN
Gail Dreikluft	326 N. Ohio St Hobart
Deb McAuliff	Hobart, IN 46342
Lisa Kolson	Valparaiso
Theresa Bartolotta	Hobart
Robert Orsic	MERRILLVILLE
Christine Olsen	Mer
Duffy Jones	Hobart
Mildred Feidner	Hobart.
[illegible]	HAMMOND
[illegible]	Valpo
Bonnie Ramos	Merrillville,
Bryan Ramos	

A-XII-82

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Jennifer Wells	VALPARAISO
Darlene Latta	Lake Station
Jason Kolanz	Lake Station
Michael Janacek	Chesterton
[illegible]	MERRILLVILLE
Jack Dykstra	Lake Station
Laurie Mueller	Hobart
Steve Millsap	Hobart
Kelly Gilbreath Jr	HOBART
Steve Millsap JR	VALPO
Teresa Mann	Hobart
Sue Opsomer	Valparaiso
Marianne Van Winkle	Rose Lawn
Lottie Morrison	HOBART
Gegg Rogers	HOBART
Sandra Johnson	Hobart
[illegible]	Merrillville
[illegible]	VALPARAISO
Kim Watson	Hobart
John Jagel	HOBART
[illegible]	Hobart, IN
Angela Tuttle-Griffith	Hobart, IN 46342
[illegible]	PORTAGE

A-XII-83

MUST BE RETURNED BY ~~JUNE~~ 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Valparaiso, In
Tracy Smith	Portage, IN
Sandra Sporter	Lake Station, IN
Dawn Zayas	Hobart IN
Scott Zander	PORTAGE
[illegible]	HOBART, IN 46342
Bill Slaby Jr	Merrillville IN.
Brian Rushing	Hobart IN 46342
David Sims	Hobart, In. 46342
LeRoy H. Sims	Hobart, In. 46342
[illegible]	Hobart, In.
Debra F. Frank	Lake Station - In. 46402
Tom Marcum	Portage In.
Ryan Scully	LAKE STATION, IN
Charles J. Cobb	LAKE STATION
Ida [illegible]	Merrillville, In.

A-XII-84

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
A Espinoza	216 Tyler - Gary
[illegible]	" " "
[illegible]	Miller
[illegible]	Hammond
L Perkins	East Chgo
[illegible]	GARY
Stefan Jarrell	1152 Williams Gary, IN
Loren DeBenes	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Gary
[illegible]	Gary
[illegible]	Hammond
[illegible]	VALPARAISO
[illegible]	Merr
[illegible]	Merrill
[illegible]	Hobart
[illegible]	Crown Point
[illegible]	Hammond
[illegible]	Ft - C
[illegible]	Hammond
[illegible]	Demotte IN.
Don Town	Hammond
Helen Rusin	Lansing, IL

A-XII-85

MUST BE RETURNED BY ~~JUNE~~ 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
George A. Smith	3221 O'DAY Dr. MIDLAND IN 46322
Jose A. Burgos Jr	5925 Calumet Ave Hammond, IN
Rafael Castellanos	7001 Northcote E.C. IN 46312
[illegible]	6605 montana Hammond In 46323
[illegible]	6801 Kenwood Hammond, In.
[illegible]	6801 Kenwood Hammond In.
[illegible]	2978 W. 20th Ave - Gary, Ind.
[illegible]	5304 N. 44th Place Gary, In.
[illegible]	5304 N. 44th Pl, Gary, In.
[illegible]	3521 W. 4th Pl. Gary, In
[illegible]	7040 Montana Ct Hammond, In,
[illegible]	2044 Georgia #109 Gary, IN
[illegible]	6339 Nebraska Hammond, IN
[illegible]	6339 Nebraska Hammond, IN
[illegible]	6339 Nebraska, Hammond, IN
[illegible]	1954 N. Mansard Blvd Griffith, IN
[illegible]	1954 N. Mansard Blvd Griffith, IN
ERMA GARCIA JOE TORRES	7615 Magnolia St Hammond IN
[illegible]	East Chicago Ind
[illegible]	4130 CAMPSTON ST. Hammond, INDIANA
[illegible]	4605 4th AVE Hammond IN 46320
[illegible]	4605 Apt 6 4th Ave Hammond
[illegible]	7426 CLINE AVE. HAMMOND IN
[illegible]	4019 DEAL Dr. CHARLESTON
[illegible]	

A-XII-86

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	6855 Colorado Ave Hammond, In.
[illegible]	1385 Polston Gary, Ind
[illegible]	1385 Polk St Gary
[illegible]	3124 Fern N.E.C. Ind.
[illegible]	1023 Wright Hwd
[illegible]	5024 Alexander E.C.
[illegible]	9124 Chestnut Ln, Munster, IN 46321
[illegible]	4298 Rose Rd. Gary 46312
[illegible]	1045 Wallace St. Gary 46407
[illegible]	3 to Dollar, Gary IN 46406
[illegible]	3849 W. 14th Pl. Gary IN 46404
[illegible]	1990 West 24th Ln Gary In
[illegible]	3115 Purdue Dr. EC IN 46312
[illegible]	1140 Marshall St Gary IN 46407
[illegible]	1 SHOT LLC, 2300 45 GARY
[illegible]	159 NW Hills Valpo 46385
[illegible]	5001 W. 10th pl. Gary, Ind. 46404
[illegible]	P.O. Box 1023 Gary, IN
[illegible]	4075 Lark Rd
[illegible]	2353 Hubbard St Gary 46404
[illegible]	2221 - 2nd Ave Gary, Ind
[illegible]	7131 Harrison - Hammond, Ind.
[illegible]	6444 Alexander - Hammond In
[illegible]	3826 Ontario Ct #1 E.C. IN
[illegible]	5530 Glenda - Hammond, In 46324

A-XII-87

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	1851 W. Church Rd Beecher
[illegible]	Cities Elm Oak, Indiana
[illegible]	3038 Bernice Ave. LANSING, IL
[illegible]	15923 So Park So Holland
[illegible]	16051 Dobson So Holland, Il
[illegible]	10325 Aileen Ave Mokena IL
[illegible]	10325 Aileen Ave Mokena IL
[illegible]	1851 CHURCH Rd BEECHER IL
[illegible]	650 E [illegible] St Munster IN
[illegible]	2820 [illegible] Wright Hwy Dr.
[illegible]	2932 Henry Ridge Dr.
[illegible]	2652 Wicker Ave. Highland,
[illegible]	4329 W. 24th Place Gary IN
[illegible]	4331 Clark Hammond In
[illegible]	3827 Cameron Ave Hammond, In,
[illegible]	4008 Tarde Ave Hammond, IN.
[illegible]	433 Logan Dr 202 Munster Ind
[illegible]	3523 Grandview / N Apt 21
[illegible]	1430 W 7th Av Gary 46402
[illegible]	2845 Fillmore Gary In
[illegible]	
[illegible]	
[illegible]	6636 River Dr. Munster
[illegible]	6945 Patricia N304 Hammond In.
[illegible]	6860 Calumet Ave 46323

A-XII-88

MUST BE RETURNED BY ~~JUNE~~ 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	Lake county
[illegible]	[illegible]
[illegible]	[illegible]
TARA BROWER	6404 W 11th AVE Gary, IN
DERRICK BROWER	7644 W 11th AVE Gary IN
[illegible]	6045 Erie Ave Hammond
[illegible]	6029 Erie Ave Hammond Ind
[illegible]	4708 W 11th Gary IN
[illegible]	4708 W 11th Gary IN
[illegible]	3642 - 177th Pl. Hammond Ind.
[illegible]	238 Dorothy Hmm
[illegible]	238 Dorothy St Hammond
[illegible]	551 Berry Street
[illegible]	LAKE County
[illegible]	3650 W. RIDGE RD. GARY IN
FRANK W. [illegible]	LAKE COUNTY
[illegible]	9306 Hobart S. Gary
[illegible]	[illegible]
[illegible]	4901 Gilg Ave Gary, In
[illegible]	6843 Hoosier Hammond
[illegible]	2121 Cline Ave Gary In
[illegible]	2121 CLINE AV. GARY IN
[illegible]	Merrillville Lake
[illegible]	Lake County
[illegible]	Lake County

A-XII-89

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Donald H. Dillon	Hobart
Kenneth Young	Hobart
Jean Vaughn	Gary
[illegible]	Hebron Ville
[illegible] Wozniak	Valparaiso
John Redmond	VALPO
[illegible]	HOBART
NEO SIBICH	VALPARAISO
[illegible] VINSON	GARY/MILLER
Catherine Coster	Hobart, IN
Kathleen Gale	Hobart IN
[illegible]	Hobart IN
Carlos Handlette	8801 Schneider Ave Unit 8 Highland IN 46322
Carrie L Handlette	8801 Schneider Ave Apt 8, Highland IN
Beth M. Halcarz	Crown Point, IN
Bethany Smith	Cedar Lake
DAVID BOISE	700 N. LAKE VILLAGE IN.
Erin Metzger	10536 Ontario - Crown Point
Lyda Stephens	Crown Point
T. Edward Coester	HOBART, IN.
Candace Whelan	Crown Point
Julie L. Jerkelson	Crown Point, IN

A-XII-90

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area

Name	Address and Community
[illegible]	P.O. Box 9184 Gary
[illegible]	1417 E 83rd St
Tony Lewis SR.	2855 Taft Pl.
[illegible]	2040 Massachusetts St
Jean Vaughn	2079 Van St. Hobart
[illegible]	611 ALLEN ST GARY
[illegible]	611 ALLEN ST. GARY
Willie Eubanks	PO Box 68 Gary
Geneatha McCree	1452 Connecticut Gary
[illegible]	1035 Grant St. Gary
[illegible]	613 Van Buren St Gary
[illegible]	839 Jackson St Gary
[illegible]	Demotte, IN 46310
Javier Vega	631 WASHINGTON, GARY IN
Tony DeJesus	631 Washington Gary, IN
[illegible]	525 TAFT ST. Gary, IN
[illegible]	[illegible]
Raymond D Allen	9231 E. 4th Ave A
Russel DuBose	540 N. Vanderburg St
[illegible]	[illegible]
Denise Winters	1340 Carr Gary
Danielle Edwards	Gary 46403-3548
[illegible]	501 Sherman Hobart, IN
[illegible]	2688 Conn. St.
[illegible]	Office
[illegible]	
[illegible]	
[illegible]	
[illegible]	

FBC Hobart, In Co. IN

A-XII-91

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Gary In.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Jennie D Frazier	Glen Park
Thomas Carter	" "
Mavis Myers	" "
John Stiles	Gary
B Sinkler	Glen Park
Frank Bullard	" "
Rose Blakely	" "
[illegible]	Community
Jacquelin Y Mason	3783 Louisiana St
Mollie Mason	2453 Johnson St.
Carolyn A Taylor	" "
Jeffery Kimbrel	3808 Louisiana St
Roberta Rowland	" "
Brandy Hurdt	" "
[illegible]	
Willie Acosta	121 Victoria Dr Hobart, IN
Barbara Perkins	31607 Arizona St Lake Station
Robin Cox	4106 E. 41st Ave. Gary In. 46408
G. Lopez	3587 WASH. GARY
I. Brown	4727 Virginia, Gary
Amber Waggoner	Lake Station
Christina Lamm	Hobart
Sam Bailey	Hobart
Mark Jaramillo	Hobart
Irene Pesqueira	Hobart
Kim Frazier	Portage
Dwanne Sherwood	Portage

A-XII-92

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Frank A. Wszola	PORTAGE
MARY ANN WSZOLA	Portage
Thomas M Wszola	" "
[illegible]	" "
Roland Reiss	DeMotte
DAVID WISEMAN	GARY IN
Ronald Wisman	Gary In.
Rick Dunn	Portage
[illegible]	Gary In.
[illegible]	[illegible]
Jean O'Kelley	Merrillville
Angel Gillespie	Portage IN.
Edna Hardin	VALPO IN
Mary Hardin	Valpo, In.
Kim Jones	Portage In.
Ruth E. Stiff	South Haven, IN
Robert Stiff	VALPARAISO IN
Ed Carlisle	Portage, In.
Paul & Teresa Willoughby	Chesterton In.
[illegible]	[illegible]
[illegible]	OD Dr
Robin Jaramillo	Valpo
Robert C. McDonald	Portage, IND
Carol A. Carlisle	Portage, In.

A-XII-93

MUST BE RETURNED BY JUNE 10, 2001

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Portage
[illegible]	Portage
[illegible]	Crown Point
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Gary
[illegible]	Hobart
[illegible]	Kouts
[illegible]	Portage
[illegible]	Wheeler
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Merrillville
[illegible]	Hobart
[illegible]	Gary
[illegible]	Valpo
[illegible]	Portage
[illegible]	Valparaiso
Jessie F. Collie	Portage IN

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage
[illegible]	Gary
[illegible]	Portage
[illegible]	Lake Station
[illegible]	Portage, IN
[illegible]	Portage, IN 46307
[illegible]	Valpo, IN 46385
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Crown Point
[illegible]	Merrillville
[illegible]	Crown Point
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	Lake Station
[illegible]	Lake Station
[illegible]	Gary
[illegible]	Portage
[illegible]	Lake Station
Barbara Ploszay	Portage, IN

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Terry Fizzell	210 West Oldridge Rd. Hobart In. 46342
Dale Chandler	(Lake Co) 651 Water St. Hobart In. 46342
[illegible]	[illegible] Lake Station IN 46405
Kevin Ewing	1401 E 10th St Hobart IN 46342
Stacy Kellam	407 Mallard Dr. Demotte IN 46310
[illegible]	4825 45DE Valparaiso In 46383
Ronald Atteberry	2774 W 275 S Hebron Ind 46341
[illegible]	3451 Buchanan ST Gary In 46408
[illegible]	5887 W 400 N Kouts 46348
Randy Spurlock	1001 W. 10th Place Hobart, In. 46342
Roger Melton	2714 Monroe St Portage In 46368
[illegible]	3365 W Johnson St Lake Station IN. 46405
Steve Karon	8592 Bell Ln. Crown Point IN 46307

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	5402 Old Lincoln Hwy, Hobart IN 4634[illegible]
[illegible]	1970 W. 53rd Ave Merrillville, Ind 46-410
[illegible]	415 West 500 North Valparaiso IN 46385
[illegible]	2795 400 W Hebron IN 46341
[illegible]	1525 W 94th Ct Crown Point 46307
[illegible]	207 S. 150 East Valparaiso Ind 46383
[illegible]	205 Chesapeake Lane Valpo. 46385
[illegible]	339 N Colfax Griffith 46319
[illegible]	634 N. 150 E. Valparaiso, IN. 46383
[illegible]	933 New Castle Dr Valpo IN 46385
[illegible]	7716 Devonshire rd Valpo IN 46385

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
DAVE CLARK	605 W. 40th Ave Hobart IN 46342
William J Robertson	3837 Hendricks St Gary IN
Becky J Lowe	102 S Delaware St Hobart IN 46342
JOE DADO	1231 DAVIS W HITING 46394
Louis A Kolenich	329 W. JOLIET ROAD VALPO
Mark Kontz	11718 MISS LOWELL IN 46356
Roger W. CARPENTER JR	2063 MARQUETTE RD. LAKE STATION, IN 46405
[illegible]	2984 MIAMI Lake St. Station IN 46405
MARGIE Martin	3604 Tulip Ave Portage IN 46368
[illegible]	3750 Woodridge Cove (Portage) IN 46368
Denise Bernal	5604 Tulip Ave Portage IN 46368
Kelly Grace	243 Goldenwood Portage IN 46368
Terry & Karen Stewart	5694 Ardmore Ave Portage IN 46368
Cynthia I Duca	2330 Union St Lake Station IN 46405
Laura Mahoney	2214 5th John Gd Schererville
Sandy Funk	3656 Baldwin St, Portage, IN 46368
[illegible]	
Paul Mathis	4036 300 W Valp IN 46385
Sonia Nieves	5891 STING AVE, Portage, IN 46368
[illegible]	611 S 23rd St. Chesterton IN 46304
[illegible]	4244 E 5th St Portage
Julia Moore	14 E 700 N Valpo, IN 46383
Julia Olvarez	1724 WASHINGTON ST / Gary
Cristina Olvarez	1724 Wash St / Gary
[illegible]	262 N. Crumit Rd W. Chesterton

A-XII-98

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Shirley Ploss	Hobart
[illegible]	Portage
[illegible]	Valpo
[illegible]	Portage
Dyann Dittenger	Chesterton
[illegible]	W. Lafayette
[illegible]	Hobart
Lay Emily Shoback	Portage IN 46368
[illegible]	Portage IN 46368
[illegible]	Hobart
[illegible]	LAKE STATION
Patricia Fox	Lake Station
E Johnson	Portage
Myrtle Weyrinday	Portage, IN
[illegible]	Portage
Sammy Kruse	Portage
[illegible]	Gary
[illegible]	Burns
[illegible]	[illegible]
Marilyn Parris	Wheeler
Marlene Parris	Wheeler
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage

A-XII-99

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Mark Glenn	Ogden Dunes, IN 46368
[illegible]	Portage IN 46368
[illegible]	Portage IN 46368
[illegible]	Portage, IN 46368
[illegible]	[illegible] IN 46368
Edeline Maldonado	Portage IN 46368
TANYA PEREZ	Portage IN 46368
CARLOS PEREZ	Portage, IN 46368
HIRAM MALDONADO	Portage, IN 46368
LUZ PEREZ	Lake STATION, IN 46405
Felix Perez	Lake STATION, IN 46405
GENARA DE JESUS	GARY, IN 46408
EDNA I NIEVES	GARY, IN 46408
Rachel Brooks	Portage, IN 46368
Tina Duncan	PORTAGE, IN 46368
FAYE FARRELL	WESTVILLE, IN 46391
Mark A. Concepcion	Portage IN 46368
Pat Lewis	Portage IN 46368
Jim Johansen	Hobart IN 46342
Chuck Cossers	PORTAGE IN 46368
Leslie Wielogoski	Hobart IN 46342
[illegible]	Hobart IN 46342
[illegible]	Portage IN 46368
ROBERT ORIGEL	PORTAGE IN 46368
Cheryl Jackson	Portage IN 46436

A-XII-100

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Mike Wade	Hobart IN
[illegible]	Portage, IN
[illegible]	Valparaiso IN
[illegible]	Portage IN
Sullan [illegible]	Portage IN
Mike Selby	Portage IN
Eric C. Olson	Valparaiso IN
Mary Borches	Chesterton, IN
James Cook	Chesterton, IN
Gary Crist	Portage, IN
NORBERT M. KNIGHT	PORTAGE, IN.
[illegible]	Portage, IN
[illegible]	PORTAGE, IN.
[illegible]	
[illegible]	Portage, IN
[illegible]	Hobart, IN
[illegible]	PORTAGE IN
[illegible]	Portage IN
[illegible]	Chesterton
[illegible]	Portage
[illegible]	Burns/Valpo
[illegible]	PORTAGE
[illegible]	Portage, IN

A-XII-101

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Lake Station, Ind
[illegible]	Portage, Ind
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Chesterton
[illegible]	Portage IN
[illegible]	Portage, In.
Harold Rhea	Ogden Dunes, IN
Karen Feasel	Portage
Kimberley Feasel	Portage
[illegible]	Portage, IN
[illegible]	Gary IN
[illegible]	Gary IN
[illegible]	Portage IN.
[illegible]	Valparaiso IN
[illegible]	Valparaiso IN
Diane Wilson	Valparaiso - IN
[illegible]	Merrillville, IN 46310
[illegible]	S.H.
[illegible]	Portage
[illegible]	"

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Barbara Tracy	Hobart
Robert Eustace	Hobart
Sherri Jachowski	Hobart
[illegible]	Portage
[illegible]	HOBART
Barbara Weyant	Portage
Mary Gomez	1600 W 42nd Ave Hobart Ind.
[illegible]	Hobart
[illegible]	Hobart
John E. Subbs	Portage
Bill Blattez	Valpo
Cathy DeVault	Portage
Joe Davis	Valpo
Wilfred DeVault	Portage
Susan Davis	Hobart
[illegible] Westphal	LAKE STATION
Tamara Westphal	Lake Station
Connie Morley	GARY, IND.
[illegible]	Miller, Ind

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible], MSW	Hobart
[illegible]	Lake Station
[illegible]	Portage
[illegible]	Hobart
Hardy Anthony	Merrillville
[illegible]	1563 [illegible] Gary IN 46404
Dorothy M. Parker	1917 Roosevelt Pl. Gary 46404
Anita L. Miller	206 Glen Park Ave
[illegible]	3549 Johnson St Gary, IN 46408
Amy Stewart	Gary, IN
[illegible]	Gary IN 46408
Matthew [illegible]	Chesterton
[illegible]	Chesterton
Bill Schultz	Chesterton
Bill Lewis	CHESTERTON
[illegible]	CHESTERTON
Bob Perkins	Chesterton
Jim Bennett	Chesterton
[illegible]	Chesterton
[illegible]	317 Hancock Gary
[illegible]	7641 Juniper Gary
[illegible]	2572 West 6th Ave Gary
[illegible]	8223 [illegible]
[illegible]	915 North [illegible]

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	955-N 125-E LaPorte IN.
Dean F. Harmon	2817 Oak St. Michigan City, IN
[illegible]	4244 N. 850E New Carlisle, IN
Shirley Mounce	234 Garden St. LaPorte IN
[illegible]	LaPorte, Ind 46350
[illegible]	246 Kent Dr. MC IN
[illegible]	7309 W 1100 S Wanatah
[illegible]	385 Sassafras Dr. Valparaiso, IN
[illegible]	4148E 300S LaPorte IN
[illegible]	PO Box 243 LaPorte Ind.
[illegible]	722 [illegible] Angela Blvd. South Bend
[illegible]	110 Belmont [illegible] Michigan City IN
[illegible]	2402 W. State Road 2, LaPorte, IN
[illegible]	6666 N Range Rd LaPorte IN
[illegible]	616 E 500N Mill Creek, In 46365
[illegible]	301 Tremont St M.C. IN
[illegible]	201 S. Dickson St M.C.
[illegible]	3807 E. 10th M.C. IN. 46360
[illegible]	253 W. Jefferson Westville IN 46391
[illegible]	5304N 125E Rolling Prairie [illegible] 46371
[illegible]	389 [illegible] 325E Valpo IN 46383
[illegible]	116 Cedar St Walkerton, IN 46374
[illegible]	621 Spring St Michigan City IN 46360
[illegible]	621 Spring St Michigan City IN 46360
[illegible]	122 W. Barker Ave Mich City IN 46360
Roger [illegible]	1651 N County line Rd. Mich City IN
[illegible]	3332 Texas St Lake Station IN 46405
Roland Hunter	1900 W 54th Ave Merrillville, IN 46410
[illegible]	2312 Locust St Portage IN 46368

OVER

FBE
#531

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Jack R. Sperry	9556-N 425E LaPorte IN.
Dian J. Harmon	2817 OAK ST. MICHIGAN CITY, IN
[illegible]	9244 N. 850E New Carlisle, IN
[illegible]	334 Garden St. LAPORTE IN
[illegible]	LaPorte, In. 46352
[illegible]	746 KENT DR. MC IN
[illegible]	7309 W 110 So DEMOTTE, IN
[illegible]	385 Sessatras Dr. Valparaiso, IN
[illegible]	4148E 300S Laporte IN.
[illegible]	P.O. Box 243 LaPorte, IN.
[illegible]	723 W. Angela Blvd. South Bend
[illegible]	110 BELMONT CT MICHIGAN CITY IN.
[illegible]	2402 W. Slide Road 2, La Porte, IN
[illegible]	6666 N Range Rd. LaPorte IN
[illegible]	6760 E 50N MILLCREEK, IN 46365
[illegible]	301 FREMONT ST MC, IN
[illegible]	761 S. DICKSON ST M.C.
[illegible]	3303 E 10th MC, IN 46360
[illegible]	253 W. Jefferson west ville IN 46391
[illegible]	5304N 425E KILLING Prairie In 46371
[illegible]	3891 N 325E Volpo In 46383
[illegible]	1166 Cedar ST Walkerton, IN 46574
[illegible]	C/O Syracuse Mountain Corp, IN 46590
[illegible]	121 Spring St Michigan City IN 46360
[illegible]	102 W. STANTON AVE. MICHIGAN CITY, IN 46360
Roger Hirst	1651 N COUNTY LINE RD MICHIGAN IN
Jerry Rowley	3332 TEXAS ST LAKE STATION IN 46405
Roland Hunter	1900 W 54TH AVE MERRILLVILLE, IN. 46410
[illegible]	2312 Locust St Portage In 46368

OVER

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	15041 FOREST AVE CALUMET CITY IL 60409
[illegible]	Dyer, Ind.
[illegible]	Highland, Ind 46322
[illegible]	Valp IN 46383
[illegible]	HUBBARD, IND. 46341
[illegible]	Remington, IN 47978
[illegible]	SENECA IL 61360
[illegible]	Crown Point, Ind.
[illegible]	408E CLARK ST. CROWN POINT IN.
[illegible]	2573 W 200 N Remington
[illegible]	5198 Greentree Cir Merrill WI
[illegible]	155 IROQUOIS ST COAL CITY IL 6004
[illegible]	1330 Delaware St. Hobart In. 46342
[illegible]	1530 Vincennes St. Crete Ill. 60417
[illegible]	DEWELL IN 46336
[illegible]	1424 FOXWOOD DR.
Dennis Hathaway	53 City View Dr. Valpo
Thomas Elkins	1149 ROYAL DURHAM DR. DYER IN
Tom Lawler	6800 W 14ST AVE CEDAR LAKE, IN.
Bob Magnant	1010 ARIZONA ST GARY IND.
Ronald Bass Sr.	

MUST BE RETURNED BY JUNE 10, 2001

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Name	Address and Community
JOE GILBERT	9400 N 200 E WHEATFIELD IN. 46392
FRANK R. BORGIA	12245 W. 105th ST. ST. JOHN IN. 46373
[illegible]	1636 Cougar Pass Valparaiso IN 46394
[illegible]	408 W Summit Ct. Crown Point 46307
MIKE MEYERS	19159 W. DUBLIN CT LOCKPORT 60441
ERIC PORTER	120 PRAIRIE RD. APT 103 - NEW LENOX IL 60451
Joseph Cole	674 Newport Rd. Valparaiso IN 46385
[illegible]	19459 APPLE PORTAGE Ind 46368
DARRIN ENLOE	3600 SALT Creek Pkwy VALPO IN 463
[illegible]	17411 Chelsea Silvervill Dr 46375
Rich Candilla	45 San Francisco Hobart 46342
KEN NICO	7030 W 93RD PL Crown Point 46307
PAT HIGGINS	4035 Walnut Hill Cir. Crown Point 46307
Juan Gomez	789 Fox River Rd VALPARAISO 46385
GLENN NOE	1881 Commerce Crossing Nowrey
[illegible]	826 Sagamore Dr. Crown Point Ind. 46307
[illegible]	1013 Cambridge Court Merrillville, Ind. 46311
[illegible]	13201 W. 161st AVE Lowell IN 46356
[illegible]	17782 N 1100 W MEDARYVILLE, IN 47957
[illegible]	10782 N 600 W Peotone IL 60468
DAN MAPLE	6126 HARRISON AVE HAMMOND IN 46
SERGIO LOPEZ	2888 E. South St. Wheatfield IN 46392
Kerry Bolstra	9061 FRANCES CANE ORLAND PARK 60462
[illegible]	6 East 144th St. Riverdale, Ill. 60827

MUST BE RETURNED BY JUNE 10, 2001

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Name	Address and Community
[illegible]	DEMOTTE, IND
[illegible]	CHICAGO IL.
[illegible]	VALPARAISO IN.
[illegible]	Joliet, Tn.
[illegible]	Tinley Park, IL.
[illegible]	WHEATFIELD, IN
[illegible]	11118 GULLAN Joliet IL
[illegible]	RENSSELAER, IND.
[illegible]	Valpo IND
[illegible]	Crown Point IN.
[illegible]	1142 E. 80th Pl. IND
[illegible]	KENTLAND IND.
[illegible]	White IND
[illegible]	8220 Taft St. MERR.
[illegible]	307 N. Jay St. GRIFFITH IN
[illegible]	9424 VERBELIN MUNSTER IN
[illegible]	2216 W. [illegible] IN [illegible]
[illegible]	12632 98 St Hebron IND
[illegible]	5801 Burr Ave. Portage
[illegible]	1620 47th Ave. GRIFFITH
[illegible]	1504 W 850 S Union Mills.
[illegible]	3356-186 ST LANSING IL
[illegible]	527 Buckeye St. IN.
[illegible]	1758 Thistle Ln Hobart
[illegible]	CROWN POINT, IN

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Name	Address and Community
Wayne L. Johnson II	4836 Jefferson ST GARY IN
Eunice Carnegie	P.O. Box 6582 Gary
Constance Hudspeth	2380 W 9TH AVE GARY
Adam C Rogers	1225 Cass St Gary
Jane M. Ward	Dyer, IN. 46311
Carol K Brown	P.O. Box 6397 GARY
Sullivan Abigail Allen	3325 Tolle Pl. Gary, In.
James L. Reed	1917 W. 7th Ave
Paul A Brown	1900 W. 15th Ave Gary
Kelly A Shappert	1128 Raleton
Thomas Edgerson	4223 W 19th Pl. GARY IN
William Grant	3059 Carlisle Portage IN
OTHO LYLES	1843 W. 15th
Willie Young	2125 Ohio St. Gary, IN
Nakia Young	4369 Washington St Gary, IN
Tabitha Howard	213 Matthews St 46406
Cynthia Stewart	213 Matthews St 46406
Orawin Mills	640 Niagara St
Danny Walker	4069 Ohio St.
Sandy Houston	10th Tyler st
Roger Stephens	649 M. L. King Dr
Adrian Mayes	625 Roosevelt Rd
Larry Olivia	4740 Ohio St
Peggy Price	2104 W 12th Ave
Gregg Meadows	1014 Cleveland Street

A-XII-110

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Constina Brockman	Gary
Deanna Byrd	Merrillville, In.
Dwayne Bugg	Gary
Julia Mullins	Gary
Carolyn D. Rogers	Gary
Cecil Taylor	Gary
Alfred L. Brunner	Gary
Derrick Cole	Gary
Nicholas Mitchell	Gary
Lisa Thomas	Crown Point
Ruben L. Smith	Gary
Ruby Johnson II	Gary
Charlotte Green	Gary
Brenda Ford	4442-A 5th Place
Michael Shaffer	Gary
Jamie Snyder	Gary
Mary Walker	Gary
Jerry Sain	Gary
Gregory Clary	
Deirdre Jones	Gary
Lyndon Jones	Gary
K Shanelle	Gary
Sam Blakemon	Gary

A-XII-11

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
JUAN E. RODRIGUEZ	4916 NORTHCOTE AVE/E.C. IN. /46312
SALLY ANGUIANO	1109 BEACON ST - E.C. 46312
Roberto Marquez	4120 Buchanan E-C 46312
Doreen E. Ramirez	4212 Baring Ave E.C. 46312
Trinidad Ramirez	4212 Baring Ave E.C. 46312
JUAN VARGAS	4918 CRAIG ST E Chicago 46312
Greg Bluskey	5076 ALEXANDER AVE EAST CHICAGO 46312
Walter Strzecki	4744 Baring Ave East Chicago
Thomas E. Jones	2572 Wicker Rd. Highland
Delbert Johnson	4227 Magoun Ave EC 46312
Jerry Rud	4853 Drummond St E Chi 46312
Keith Witherspoon	411 Lincoln St. GARY IN 46407
Angela Wells	4912 Baring Ave. East Chicago 46312
Regina Williams	1304 Sherman St. Hammond 46320
Roland Stevenson SR	4858 Hammond E.C. 46312
MARK D GRAVES	4912 Baring E.C. 46312
Ruben Rincon	1213 Beacon St. 46312
Jeffrey Shelton	4744 Drummond E.C. 46312
Jeffrey Shelton	3532 Fern St E.C. 46312
Jerry A. West	4607 E Columbus Dr. E.C. 46312
Dawn Mann	428 N. Griffith Blvd Griffith 46319
JOE GARZA	4120 Deal St E-C. In 46312
	3909 Fir Ave
	4902 Baring Ave
Rachel Anguiano	1109 Beacon ST.
Juan Maldonado	4926 Drummond St. E.C.
Frank Hernandez	1006 Fowler Ln. Dyer In 46311

A-XII-112

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Bobby Nelson	3324 Brooks Pl.
Dennis Frye	5582 W 7th AVE Gary
Alma Gonzalez	504 Broadway -
B.L. Govan	808 West 11th Ave
Norvell T. Berry	5830 E 5th Dr. Gary, In, G1-3
Deamon Bach	501 PENN ST. Gary Indiana
Jamie Swain	621 W. 15th Ave., Gary, In.
Mark Gibson	1515 Van Buren
K Mc Dillon	3472 Connecticut St.
DENNIS RYAN	731 PIERCE ST, Gary In 46402
Melody M. Tukes	614 FIRST GARY, Ind. 46402
Edgar Martin	557 Virginia St. Gary 46402
Milagro Hernandez	3767 Fillmore St. Gary, In 46408-2242
Norfolk & Western Railway	601 Madison 132 Gary In. 46402
Sam Scott	515 Buchanan Gary, Indiana
Sarah Fleming	1446 W. 6th Ave Gary, Indiana
Christine Allen	" "
Kathryn Green	428 Jackson Street
Curtis Fleming	422 Jackson Street
Michael Fleming	8115 Dunbar Ave. Gary
Maria Fleming	40th Garfield
Kathryn Perry	4740 Arthur St. Gary
Wayne Lantz	37th (100W.) Gary
Carmen Garza	
Thelma Chaney	

A-XII-11

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Thomas L. Brown	3767 Fillmore Dr. Gary 46408-2244
Vernon L. Cooper	2801 W. 5th Ave Gary In 46404
Thomas Ray Moore	359 Gillmore St. W.H. Hanover, 4645
Leonard Love	800 Vermont St. Gary 46402
MR. MARVIN JOHNSON	P.O. BOX 617 GARY, IN 46402-9998
[illegible] Smith	Gary In.
Joann Lewis	447 Marshall Gary In
Agatha Poole	1550 Grant St. Apt #104 Gary 46404
Rev. R. Reynolds	835 Polaski Street 46406
Salvador Diaz	555 Filmore St 46402
Wilfredo Wilfredo	2117 N. Lenox St. Chicago
Burrell McHenry	1421 Maryland St.
Rev. Legia Hamp	1421 Md. St
Loretta Davis	1421 Maryland
Sannaiah Seang	4500 W. 23rd Que.
Carol Frazier	1514 Clinton St.
Lee Smith	1038 Durbin St
Frances Jones	1938 Durbin St
Dorothy Lee	Gary In
Ward L. McHuffie	252 Taft St Gary 46404
MENACHEM M. GOULD	3001 MADISON LANE
[redacted]	
Lovelyn Ivey	578 Broadway - 46402
Shawnisha Hastings	404 Hamlin
Sadie Sheffield	1358 Porter

A-XII-114

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Becky Maynard	7313 Hemlock AVE. (Miller)
Sharon Sheffel	7324 Indian Boundary (Miller)
Debbie Baldry	8311 Oak Ave. (Miller)
Belinda Lear	8311 Oak Ave
Carl & Linda [illegible]	7333 Hemlock Ave
Angela Wyche	6705 Hemlock Ave Gary IN 46403
Gayle L. Wynn	1216 W. WAYNE ST.
Michael Glenisk	1139 Warren
Bobbie Wilkerson	8638 Forest Ave.
Chelsea Gallmon	1131 Randolph St. GARY
Barry Schmidt	1131 RANDOLPH ST GARY
Carla Garcia	38224 Maple AVE GARY
Rick Ellis	830 Hermitage Gary
Denise Trummel	2010 Tulip Ln Hobart IN 46342
[illegible]	12 W. Cleveland Ave Hobart, IN 46342
Thomas J. Morgan	1420 A Ripley St.
MICSIL	FLAMINGO
GEO LABDY Road	1735 POPLEY
[illegible]	1065 U.160
KEVIN GIBSON	6632 melton rd
Judy Strong	3641 S. Hemlock Gary In 4640
[illegible]	7600 LOCUST GARY IND

A-XII-115

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
D.D. Scalpo	Hammond
Dawn Ann Strong	Highland
Shirley Morgan	GRIFFITH
Joe Miniello	Gary
Melissa Jarrell	Griffith
Mike Clark	GRIFFITH
Sonia Dean	Lynwood
Ben Donovan	Dyer
Melanie Bishop	Gary
Edward Jones	Gary
Cathy Schneider	Schererville
Dan Lindsay	Highland
Clarence [illegible]	Hammond
Susan Smith	Helen
Francine Varner	Gary
Carolyn Nolan	East Chicago
Lucy Wannell	Munster
Betty Bales	Highland
Vicki Phipps	Gary
[illegible]	Schererville
[illegible]	GRIFFITH
Evelyn Augustyn	Griffith
Robert A. Allen	Hammond
Sarah Jones	Hammond
[illegible]	Highland
Dolly Jewell	

A-XII-116

Due 6/14/01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address Community
Sandra [illegible]	Gary, In.
Rachelle Brooks	
Mildred Phillips	
Alla Phillips	
Megan Carter	
Cassie Stevenson	
Sandra Stevenson	
Alexis Jones	
Hattie Wighill	3901 Lake N310
Tammy Brummet	
Bob White	
Fields Fitzgerald	1001 Broadway ST
Carl Riley	786 Louisiana St Gary in
Rickey Anderson	
Edward Beamon	
Glenn Pridgett	Glen Park
Glenda Lightford	Glen Park
Pete Santos	Miller
Alex Vega	Miller
Jim Bautista	1142 N. Vermillion St Hob

A-XII-117

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

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Name	Address and Community

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Ken DeGroot	13108 Dell St. Cedar Lake
[illegible]	314 Erick Tuck Dr. Schererville
Bill Bailey	7661 Morton St. Merrillville, IN 46410
Kelly R. Kleiman	5965 Sunnyside Pl. Apt 2N Portage, IN 46368
[illegible]	11711 West 90th Ave St. John 46373
[illegible]	3511 [illegible] Ave. Merrillville
Marvella Cartlidge	8851 Schneider Ave. Highland, IN
Paul W. Tyler	4466 Doss Rd Gary IN
Deborah Myszak	157 Deer TRAIL DR, DYER, IN 463
Ken Myszak	157 Deer TRAIL DR, DYER, IN 46311
M. Baybrooks	18346 Rt 4 Change Parkway, IL 60455
Barbara Pinsta	2060 Meadow Lane Sherer, IN 46375
Mrs. Robert Schultz	1335 Westbrook Dr. Crown Point IN 46307
Shirley Salky	17540 Jennifer Dr Orland Pk Il 60467
FRANK SALKY	17540 JENNIFER DR ORLAND PK IL 60467
[illegible]	3660 W 79th Ave Merrillville, IN 46410-5004
[illegible]	1124 Louis Dr. Schererville, IN 46375
Martha J. Hartsfield	10701 Ave C Chgo 60617
Mary Byrne	541 Seminary Dr Hyattsville MD 20783
[illegible]	11221 W. 86th ct St John 46373
Jerry Hartsfield	6301 Kirby Munster, IN 46321
Debbie Scandore	1164 Linden Cr. Heloron, IN 46341
[illegible]	6084 E 800 N. South Whitley 46787
Dennis A. Bradley	13415 Belshaw Rd Lowell, IN 46356
[illegible]	1279 W 24th Ave Gary, IN 46407

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Elaine Douglas	1203 Southview Dr. Schererville, Ind
[illegible]	115 Lake Dr Lem
[illegible]	8521 Liberty Orland Park
[illegible]	7520 W 87
[illegible]	2720 198th Lynwood IL
[illegible]	1318 Woodhaven Glen IN
[illegible]	419 W Sleepath Lake
Bob Rushart	3828 Ncove New Haven
Anthony La Bianca	2237 99 7th St Highland, IN
ANN LA BIANCA	2237 99 7th ST HIGHLAND, IN
Ethel J. Reeder	8697 W 85th Ave MERRILLVILLE, IN
Eileen Brannigan	613 2nd ST Crete, IL 60417
Mildred Lotz	15009 Holly Lemont IL
[illegible]	16007 Holly Rd Lowell
[illegible]	9214 Erin Dr, Munster, IN
Marion C. Doyle	748 Norwood Dr Schererville In.
[illegible]	12545 161 ST So Holland, Ill
Dorothy Rappenbeck	10273 Springfield Dr Lot 6
[illegible]	16423 S Park S. Hallbrook Fll
[illegible]	PO Box 175 Brook, IL 60915
Bertha L. McCullough	812 Kenwood Dr Crown Point, IN 46307
Wm L. M. Cullough	812 Kenwood Dr Crown Point, IN 46307
Mike Hellwege	8639 Morse Place Crown Point
Paula Hellwege	8639 Morse Place Crown Point, IN
[illegible]	1359 Brookside Munster IN 46321

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	968 Myrtle St Whiting, In. 46394
[illegible]	60 W. Joliet Street Schererville IN 46375
[illegible]	1317½ Calumet Ct 9 Whiting, In 4639
[illegible]	13347 S. Oakwood Dr St. John, IN 46373
[illegible]	1100 W 79th Ct #10 Merrillville IN 46410
Colleen M Smith	2870 W. 50th Ave Apt D Gary IN 46408
[illegible]	1401 S. Swift Rd Hobart, In 4624
[illegible]	9161 W. 200 N. Wheatfield, In,
Miranda KL Mumich	9456 Olcott Ave, St. John IN 46373
Renee Cadali	13004 Fulton St Cedar Lake, IN 46303
Sarah Keith	431 E 78th Place Merrillville, IN 46410
[illegible]	296 Manderly Rd Valparaiso,
[illegible]	296 Munder Rd Valpo IN 46383
[illegible]	2837 Dekalb Lk Station IN 46405
[illegible]	258 Memorial Valpo IN 46383
[illegible]	955 Mill Pond Rd, Valpo IN 46385
Michael S. Wojnicki	3650 Ridge Rd, Cedar In 46303 (MHC) Lot #80
DOUAID SUMMAR	1717 W 98th C.P. IN 46307
Leta Corradino	2714 Floyd St. Lake Station, IN 46405
[illegible]	125 15 W 85th Ave ST JOHN IN 46373
[illegible]	7936 Frederick Ave Munster In 46321
[illegible]	7010 Kennedy Ave Hammond, In 46323
[illegible]	11341 Ventura D St John Ind
[illegible]	11341 Ventura Dr St John In

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	Lowell, IL
[illegible]	Lowell IN 46356
[illegible]	Highland
[illegible]	[illegible]
[illegible]	Lafayette, IN
[illegible]	Crown Point 13055 Thorn Rd 46307
[illegible]	Schererville, IN 46375
[illegible]	Griffith, IN
[illegible]	Munster, IN
[illegible]	Crown Point, IN
[illegible]	Highland, IN
[illegible]	Griffith IN
[illegible]	Crown Point, IN
[illegible]	Highland, IN
[illegible]	Hobart, IN
[illegible]	Crownpoint
[illegible]	Dyer, IN
[illegible]	2056 Sherwood Dr. Schererville, IN
[illegible]	C.P.
[illegible]	[illegible]
[illegible]	1013 Old Forest Way Schererville, In
[illegible]	C.P. IN 46307
[illegible]	Demotte
[illegible]	Lowell, IN
[illegible]	Lafayette, IN
[illegible]	Munster, In
[illegible]	Highland, IN

DUE JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Town Community
[illegible]	7833 Lodge St Ave 46403
[illegible]	5335 Maplewood 46408
[illegible]	3801 Broadway St 46342
[illegible]	4421 Central Ave 46405
[illegible]	1028 N. Lillian 46403
[illegible]	8601 Maple Ave 46403
[illegible]	8021 OAK AVE 46403
[illegible]	659 Vermont St 46402
[illegible]	8041 MAPLE AV 46403
[illegible]	8200 Locust Ave 46403
[illegible]	8101 Oak Ave. 46403
[illegible]	8801 OAK AVE 46403
[illegible]	111 Vanderburg St 46403
[illegible]	8041 Oak Ave, Gary 46403
[illegible]	8021 OAK AVE, GARY, IN
[illegible]	7512 LOCUST GARY, IN
[illegible]	8601 BROADWAY 46403
[illegible]	45 DUNHAM RD
PETE RODRIGUEZ	1135 RIDGE ST. GARY
[illegible]	9317 Oak Av. Gary
[illegible]	7408 MAPLE AVE GARY
[illegible]	8632 Oak Ave Gary
[illegible]	4608 W. 4th Pl Gary
Joseph J. Powell	9017 Mathews St. Cr. Pt.
Michael F. Fitzpatrick	1945 Newlonlon Ct. So. Bend Ind 46637

RETURN BY MAY 15th TO: GARY CHAMBER OF COMMERCE
504 BROADWAY - SUITE 328
GARY, IN. 46401

A-XII-126

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Hobart In
[illegible]	[illegible]
Eddie Williams	
Tommy Farmer	MERRILLVILLE
Russell Bilyk	CROWN POINT IN.
[illegible]	MERRILLVILLE / Gary
[illegible]	
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	GARY
[illegible]	Dyer
[illegible]	
[illegible]	GARY
[illegible]	CROWN POINT
[illegible]	GARY
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	CARS
[illegible]	Gary

A-XII-127

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Erik Arendt	Valparaiso
MIKE FLYNN	VALPARAISO
Bob Nelson	Porter
Steve Schneider	Chesterton
[illegible]	Valparaiso
[illegible]	PORTER
Paul Shellberg	Valparaiso
[illegible]	Chesterton
[illegible]	Valpo
[illegible]	Highland, IN
[illegible]	Chesterton, Ind
Ted Tellier	VALPARAISO IN 46383
Harry Lewis	Chesterton
Patrick R Moss	Porter IN
Robert Lyotsyuk	VALPARAISO IN
[illegible]	chesterton
George W Castle	Beverly Harbor
Stephen O'Heard	CHESTERTON
[illegible]	Porter
[illegible]	Daniel Acres
[illegible]	PORTER
Ron Donnelly	PORTER
[illegible]	PORTER
[illegible]	CHESTERTON
[illegible]	VALPARAISO

A-XII-128

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Chesterton
[illegible]	Westville, In
[illegible]	Chesterton
[illegible]	Chesterton
[illegible]	Chesterton
Douglas C. Schrader	Chesterton
[illegible]	Chesterton
[illegible]	Porter
[illegible]	Chesterton
[illegible]	PORTER
[illegible]	Chesterton
[illegible]	"
[illegible]	Jackson Twp
[illegible]	Chesterton
[illegible]	Chesterton
Bill Pachulke	Porter
[illegible]	Chesterton
[illegible]	Valparaiso
[illegible]	Porter, In.
[illegible]	Porter
[illegible]	Chesterton In.
[illegible]	Chesterton, In
[illegible]	Chesterton, IN
[illegible]	Porter, IN
[illegible]	Chesterton, IN

A-XII-129

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	CHESTERTON, IN
	Valparaiso IN
	PORTER IND
	PORTER, IN
	Chesterton, IN
	porter Ind
	309 Franklin ST, Porter In
	Chesterton IN
	Chesterton In.
	Porter Ind.
	Chesterton IN
	Chesterton In
	Chesterton
	Porter
	Ches. IN
	Portage Ind.
	CHESTERTON, IN
	Valparaiso, IN
	Chesterton In.
	Porter Ind.
	Kalona,
	PORTER, IN
	Chesterton In

A-XII-130

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Burns Harbor
	South Haven
	Chesterton
	Porter
	Gary
	Porter
	Chesterton
	Ogden Dunes
	Chesterton
	Chesterton
	CHESTERTON
	CHESTERTON
	Chesterton
	Chesterton
	Chesterton
	Chesterton
	Porter, Ind.
	Chesterton, IN
	Porter, Ind.
	Porter, IN
	Chesterton IN.
	Chesterton In

A-XII-13

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Chesterton In
	Chesterton, IN
	Chesterton, IN
	Chesterton, IN
	Porter IN
	PORTAGE IN
	Chesterton IN
	Porter IN
	Chesterton
	Chesterton
	CHESTERTON, IN
	Chesterton IN.
	Chesterton IN
	PORTAGE IN
	AUSTIN TX
	Chesterton In
	Porter IN
	Chesterton In.
	East Chicago, IN
	St Ayre Kelly
	Chesterton
	Chesterton
	Chesterton
	Valparaiso

A-XII-132

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
	2274 Meadowood Ave Hammond IN 46324
	767W 350 N Hobart IN 46342
	1440 TEXAS ST. GARY IN
	1440 TEXAS ST. GARY IN
	263W 550 N VALP. 46385
	300 Crestwood Dr. Hobart 46342
	321 Donald Schererville IN
	68 Eagle Ct Valparaiso IN 46383
	850 S SAND DR. MERRILLVILLE 46410
	3304 Stratwood way Portage In
	5518 EVERGREEN AVE. PORTAGE
	6432 W 130TH AVE CEDAR LAKE, IN
	361 W. ANDERSON, CROWN POINT, IN
	1335 W 900 N. WHEATFIELD IN
	51 LEXINGTON DR. DYER
	102 E. 43rd Ave GARY IN
	8305 Pine Island Dr. CP In.
	13930 Cottonwood Cedar Lake In. 46303
	1017 DRACHERT HAMMOND
	5857 W 117TH AVE CROWN PO.
	815 COLUMBIA DYER IN 46311
	2770 SCHRADER MUNSTER IN

A-XII-133

MUST BE RETURNED BY MAY 17, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Lewis M. Rodriguez	5985 Virginia Pl. Gary Ind.
Jose N. Resendiz	2695 - C 24 Ay - 57 - IND
Doreen Nava	8424 Jackson Manor, In
Elaine Hallman	891 N. Shelby St. Gary, Ind
Annette Dean	6289 E. 36th Place
Ann Rodriguez	6930 Birch Gary 46403
Marlene Alvera	2477 Hayes St. Bldg 46404
[illegible]	3370 Pennsylvania St 46409
Edna Williams	52nd Lincoln St. 46402
Jerry Wilson	1041 Cleveland St. Gary, In 46404
Fred Y. Jones	7502 Maple Ave. Merr 46403
Irma Stewart	2400 West 5th Ave. Gary 46404
[illegible]	441 Monroe St. Gary, In 46402
Marilyn L. Joplin	624 New Jersey St. 46403
Constance Baker	418 Clark St. 46403
Irene M. Hughes	4635 Mulberry Lane
Tommy Thompson	5820 Forest Court 46403
Carl Montgomery	1300 Dekalb Pl 46403
Michael D. Walker	310 Roanoke Street
Dante Davis	Ambridge
Mont Davis	Glen Park
Brenda Starr	1129 Taylor Street
Marguerite Hughes	5805 Kennedy Ave. 46403
Theresa Dorsey	4111 S. 5th Pl.
Evangeline Jones	745 Tennessee St. 46402
Julia Cunningham	

A-XII-134

Due 6/10/01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Valparaiso
Donald Underdahl	Hobart
Barbara Underdahl	Hobart
Jim Hall	Hobart
[illegible]	Hobart
Phyllis Haberkamp	Hobart
Judy Haberkamp	Hobart
[illegible]	Hobart
Mark Underdahl	Hobart
Jackie Underdahl	Hobart
[illegible]	Lake Station
[illegible]	Hobart
Jerry Cole	Portage
Tom Rooks	Ortale
Billy Gaston	Valpo
[illegible]	Hobart, In
Thomas Taggart	Hobart
Eric Tussey	Gary
[illegible]	Lake Station
Harold G. Niemeyer	Hobart Airport
Donald L. Wells	Lake Station
Chad Cain	Boone, In 46368
Keith D. Keith	Lake Station
Jamie Edge	Hobart
[illegible]	Hobart

A-XII-135

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	7234 Maplewood Ave Hammond IN 46324
[illegible]	767W 350N Hobart In 46342
[illegible]	1440 Texas St. Gary, In.
William C. Gray	1440 Texas St. Gary IN
[illegible]	265W 550N Valp. 46385
[illegible]	300 Crestwood Dr. Hobart 46342
[illegible]	321 Bengala Schererville IN
[illegible]	68 Eagle Ct Valparaiso IN 46383
[illegible]	8310 W Sand Dr. Merrillville 46410
[illegible]	3304 Starboard way Portage
[illegible]	5518 Evergreen Ave. Portage
[illegible]	6432 W 130TH AVE CEDAR LAKE, IN
Christine M. Rios	361 W. Anderson, Crown Point, IN
Mike Jerman	1331 W. 903 N WHEATFIELD IN
LOREN BOREN	51 LEXINGTON DR. DYER
[illegible]	102 E. 43rd Ave Gary In
Gene Bartels	8305 Pine Island Dr. CP In.
[illegible]	13930 Buttonnut Ct Cedar Lake In. 46303
[illegible]	1017 Orachart Hammond 46324
[illegible]	5857 W 117TH Ave Crown Point 463
[illegible]	7515 Columbia Dyer IN 46311
[illegible]	277 E. Schreiber Merrillville

A-XII-136

MUST BE RETURNED BY JUNE, 2001

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Name	Address and Community
William Johnson	1922 Georgia
Chery Walker	1212 Bentley
Shinita Walker	1212 Bentley
William Conjoward	4901 Indiana Pl
Mark Johnson	4901 Indiana Pl
Katie Hall	Madison St
Janifer Hall	Madison St
Lillian Seabrooke	4955 Monroe St
Kiesha Johnson	1401 West 21st Ave.
Martha Watson	1401 West 21st Ave.
Jamie Golliday	1401 West 21st Ave.
Demetrick Tinson	1401 West 21st Ave.
Renita Bell	4001 Jefferson St.
Josetta Byler	2031 Pennsylvania St.
Roger G. Foster	4017 Tennessee St.
Adelle Thomas	4017 Tennessee St.
Patrick Johnson	5114 Madison St.
Alice Lee	3875 Polk St
" "	817 E. 37th Ave.
Lisa Rhea	4047 Penn St.
Carlotta Scott	4925 Mass St
Linda Cannady	4803 W 25th Pl
Carlotta Escott	4965 mass st
Nicole Winters	4965 Mass. St.
LaTonya Carter	7628 Penn

A-XII-137

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
LaDonna Henderson	West Glen Park
Jerome Mitchinson	Merrillville
Jacqueline Perkins	Mid Town
Dorsey Johnson	Mid town
Lucille Thompson	Mid town
Darryl Cottrell	Down Town
LaShuda Washington	EAST GLEN PARK
Kenneth R. Wilson	Michigan
[redacted]	3950 Hobart St 46409
Angela M. Willis	3825 Broadway
[redacted]	3413 Madison
Tanya Jones	West Side
[illegible]	West side
[illegible]	245-7 Penn
Denise Royster	820 E 41st Ave
Terrance Royster	820 E 41st Ave
Jan Bradley	3882 Maryland St
Marsh Bradley	3882 Maryland St
Steve Blacknall	Tiberon Trails
CORTEZ HAWES	3775 Georgia St
KAMMELL HARRIS	3948 VERMONT
Anna Barnes	East side
Andrea Evans	East side
Bernice Evans	East side
Adrienne Evans	East side

A-XII-138

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	#935 McVille Ave E. Chicago IN
[illegible]	2412 Green St Gary IN.
Darlene Johnson	9400 Cline Ave Highland In.
[illegible]	2450 Hobart Street Hobart, IN
[illegible]	111 W 16th N Gary IN
[illegible]	5162 Kenny St. Gary
[illegible]	6320 W 23rd pl Gary In
[illegible]	211 W Main St. GRIFFITH
[illegible]	135 N. Lindberg Ave Griffith
Richard D. Bolton	9319 Erie St. Highland, Ind
[illegible]	7420 COLORADO AVE HAMMOND, IN
Edward E. Moore	6009 Gordon Pl Highland
Jan Nomen	7909 Patterson St. Dyer
Thomas J. Cradle	241 W. MAIN ST. GRIFFITH IND
Kenny Parker	10876 Fetimore Dr. Demotola 46410
[illegible]	3878 Kingsway Dr. Crown Point, IN
Karen Fox	12500 Pintail Ct Cedar Lake, IN
Ruth DeVries	Wildwood Dr Highland, IN
Joseph Ross Jr.	3405 W. 40th Ave Gary In.
JAMES Litera	9328 ORCHARD DR. HIGHLAND, IN
[redacted]	
LRN Seymour	950 Townline Merrillville In
ALBERT R ROSS	4935 Melville Ave Chicago IN
Barbara Toth	14605 Lee St Cedar Lake, In
Clevern Everett	2018 N Mansard Blvd Griffith
George J. Bidzeff	2733 Beverly Dr. Gary, In. 46408
Mark L. Cabrita	102 S. ROESKE AVE. MICH. CITY, IN
	1111 E. Main St Gary IN 46408

A-XII-139

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Norma Reneau	827 Sproat St. Hammond
Jane L Hammond	2468 Ulicka St. Gary
Linda Rosinski	849 Mulberry St Hammond
Brenda Stokes	902 Mulberry St. Hammond In.
[illegible]	3895 STR 49 VALPO. IN
Tom Rogers	921 SWEET GUM DR. CROWN POINT, IN
Chris Cahill	6531 Rhode Island Hamm. In
Sallie Hagenbeck	7337 Monroe Hammond Ind 46324
Jackie Castleberry	6118 Wicklow Circle
Mary Thuel	7322 Van Buren Place Hammond
Richard Krajeski	4921 W 93rd Ct. Chgo IL 46307
Rhonda Pryce	5820 W 25th Pl Gary Ind 46406
Linda L Beck	3251 W 21st Pl Highland In 46322
Eric Pelz	3321 Cline Ave Hammond, In. 46323
Gary Hardel	732 Vermont ST. Gary In 46402
Maryann Novak	4843 Cedar Ave - Hammond, In 46327
Lisa M Lemos	4605 OAK Ave Hammond, In 46327
Agnes Tarnopolski	835 Beckes Hammond
Edwina Shirley	461 Logan Dr #101 IN 46320
Nicole Hollywood	2028 W Potomac Chicago 60622
Nitra Holmes	2 Waltham Drive
Joanna Goodman	5909 WALLACE Rd.
Ella Anderson	1309 Fields St.
Linda Mooney	3708 Roosevelt St Gary IN
[illegible]	822 Beckes Hammond

A-XII-140

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Robin E. Carey	1748 Roosevelt St Gary IN,
[illegible]	425 N Lake St Gary IN
Willie Johnson	2425 W 6th Ave Gary In
Allen Dennis	4921 Kentucky Pl Gary Ind.
[illegible]	46406 22 PLAZA GARY Ind
Glen Gillus	1583 Honey St. Gary, In 46406
Earl Nicholson	1332 Bobcat St Gary IN 46406
Sherri Stallworth	2349 Burr St. Gary 46406
Nicholas Stallworth	2349 Burr St. Gary 46406
Temperance Rogers	1800 Crawford St Gary
Patricia Jordan	2090 Tyler St Gary In 46404
Harold Carr	2000 W Richmond St #646
S. Lowe	6300 49th Ave, Gary, Ind 46406
C. Mae	2800 W. 5th Ave Gary, Indiana 46404
Henry Mann	1369 Whitcomb 46404
Father Gilmore	3350 W 5th Ave
Loretta Thompson	1933 W. Harwood Griffith Ind 46319
Ralph McCallum	2248 Cotton Drive Crown Pt. 46307
Charlie Hopkins	1498 Williams ST. 46404
Charles E Elliott	3128 W 21st Pl Gary Ind. 46404
Andria Smith	2040 Williams Gary IN
Vicki Griffin	313 Noble St Gary IN.

A-XII-141

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Robin E. Coley Sr.	1748 Roosevelt St Gary IN,
Alcora L. Coley	1742 Roosevelt St. Gary In.
Willie L. Reynolds	5200 W. 4th Pl. Gary Ind.
Barbara Bass	710 Hanley St Gary IND
[illegible]	4107 W 19th Av. Gary IN
Ruth Hafford	2071 Clarke Gary
John Wright Sr	2666 Waverly Rd
Sherman Mauney	2075 Clarke Gary IND
Houssie Nabors	2069 Clarke Gary IND
Cleo Crumble	1328 E. 50 P-2
Robert Stallworth	4101 W 23 Place (30)
Pamela Williams	4846 Penn. St. C.P.
Raymond Ford	756 Grant 46404
Bethune Exum	1675 Fillmore 46407
Henry Bowers	385 John H Hay Ln 46406
Mildred Robinson	1305 Wendell St Gary
Cy Evans	4710 W 29 Dunford
Leon Smith	2632 MADISON
Robert Henry	4233 W 19 Ave
Eugene Jennings	5820 FOREST CT B 302
Charles E. Brooks	4311 N Glenwood 5 Gr 7th
Sylvia Brooks	443 TAFT PL. GARY IN 46404
Sandy Jones	1 Gary X 46406
Myrtle Smith	1209 E. 35th AVE.
John B. Helms	1954 No Mansard

MUST BE RETURNED BY JUNE, 2001
8

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
IRENE Blackmon	344 Mount St.
DENNIS Blackmon	344 Mount St.
John Foster	529 Hamlin St.
Barbara Bridges	742 Hamlin St.
Willie Foster	3768 W 21 Ave
George Davis	1945 Lake
Rochelle Foster	3765 W 21 Ave
Esaac Foster	4305 W 20 Ave
Zea Zea Brown	3712 W. 27th Pl.
Sharon Neely	3925 Virginia
Henry Cater	2180 Baker St
Leonard Cox	8135 Wright St
Cynthia Brown	4023 Mass St
Jerry A Ball	438 Clark Rd
Joe Allen Sims	1022 Tawey St Gary
William Magee	4424 East 22 Nd Pl.
Arthur Andrews	849 Madison Gary Ind
Laura Gilliam	7524 Indian Boundary Gary IND.

MUST BE RETURNED BY JUNE, 2001
8

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Georgia Russ	4456 Virginia Gary IN.
Walt Lenard Jr.	6509 E. 4th Ave. Gary
Richard Scott	4195 W 23rd Pl.
[illegible]	1526 E 39th Ave Gary
[illegible]	1146 Madison St.
Rotonda L Cobb	113 TAFT PL GARY IN
[illegible]	812 E 32nd Ave Gary IN
[illegible]	3732 Pennsylvania St
[illegible]	245 Mayflower Rd.
[illegible]	2420 Penn St Gary
[illegible]	2404 Fillmore
Henry McHenry	2528 Kennedy St.
Paul Wiseman	3412 Tennessee
Dorothy Wyatt	3634 Delaware St
[illegible]	955 Gary St
[illegible]	4395 Delaware St
Edward Yerkes	2830 W 7th Pl.
Shamika Smith	2034 Carolina St Apt 103
[illegible]	2453 Jackson St
[illegible]	1948 Roosevelt St.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Robin E. Coley Sr.	1748 Roosevelt St. Gary IN,
Darryl Walker	1817 W 20th Ave Gary IN 46404
Moses Steele	2026 Clark St Gary 46404
Albert G. Edwards Sr.	1765 Roosevelt St. Gary 46404
Charles Adams	4244 Van Buren
Lee Gordon	4059 Adams 46407
[illegible]	1015 Clark St Gary 46404
[illegible]	1960 Van Buren St
Gary Andrews	1040 Clinton St
Fredricus D. [illegible]	425 North Lake St #206 46402
Dennis J. Terry	971 Hanley Gary IN 46406
Angelica Terry	7414 Indian Boundary Gary IN 46403
Joseph E. Malone	7414 Indian Boundary Gary, IN 46403
John Richardson	1248 William St.
Pleve Moore	1627 Walnut Hammond
[illegible]	201 Missouri Gary Ind
John C. Hestermann	7132 Columbia Ave. Hammond IND LAKE CO
Robert A. Mangene	314 N. Lodbrok Green Fr. Lake Co.
Mario Montemayor	7732 Hohman Ave Hammond LAKE CO
Ken Hudnall	5935 W 29th Ave Gary IN CLARK
Bosko Berich	8177 Alpine St C-99 Crown Point IN Lake County
Ernest Watson Jr.	1361 Chase St. Gary IN 46404
Joe Longoria	3041 Broadway North Hammond IN (LAKE
David J Pineda Sr.	7337 Jarnecke Ave Hammond IN (LAKE)
Wayne L. Newhart Sr.	714 Sibley Blvd. Hammond IN 46320 LAKE
William J Dreiling	6525 Delaware Hammond IN Lake
Felipe D. Mireles	4302 Olcott Ave East Chicago Lake
[illegible]	8212 Hewitt St. D. C. Point IN. 46307 Lake

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
BERNIE CULVER	1301 WALLACE GARY, IN
Suzette Hannah	1045 N. Tippecanoe St - Gary, IN.
ROBINSON JAYOR	546 KENTUCKY ST. GARY, IN.
[illegible]	6771 Ash Ave Gary IN
[illegible]	1449 Maryland St
[illegible]	5037 Adams St Gary In
Michael D. Williams	Horace Man Area
Brenda D. Williams	310 Roosevelt STREET
Ralph Lincoln	2393 Wisconsin St. Gary Ind.
[illegible]	7327 N. Ripley Dr
[illegible]	8031 Hemlock Ave Ave
[illegible]	673 South Monroe ST
[illegible]	1960 W 24th PL GARY IN
[illegible]	4263 W 22nd place Gary In.
[illegible]	8417 Pine Ave. Gary, IN
[illegible]	717 N. Ripley Gary In.
[illegible]	3425 Kentucky St Gary IN
[illegible]	1145 Pennsylvania Hamp. dr.
[illegible]	1045 Hubart St. GARY IN
DAPHINE MCCARTER	1355 WILLARD ST. GARY IN
SHARON Y DAUGHERTY	1623 FORESTA VE.
Ronald Foxall	2377 Wisconsin
SHELDON H. COHAN	7601 Tudor/Bucks Cove
FLOYD MACLIN	1157 GREENE PL. GARY, IN
CURTIS WILLIAMS KENNEDY REP.	
JAMES Ford Jr	4601 E 10TH AVE GARY

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	1440 W 76th Ave Merrillville
[illegible]	365 Willowcreek Rd Portage
[illegible]	590 Cleveland Hobart IN 46342
[illegible]	702 Wisteria Dr Hebron IND
[illegible]	2403 Fire Rock Drive
[illegible]	3164 Oregon Ave. Patoka
[illegible]	5511 Grant St. Mer.
Ray Peterson	840 W 56th A Merrillville
Kathy A Watson	52XX REACHER, PORTAGE, IN 46368
[illegible]	14801 W Ridge Dr Lowell 46356
[illegible]	646 Forest Ave. Griffith
[illegible]	5510 W 48th Ave Hobart
[illegible]	1909 Arid Dr. Chesterton
[illegible]	4146 Washington Gary IN 46408
[illegible]	98 Valley Brook Portage In 46368
[illegible]	1631 Dille Dr. Merrillville Ind
Mary Ann Sylvester	403 N Colfax GRIFFITH, IN 46319
[illegible]	PO Box 125 Dewey Rd Gwinn
[illegible]	7430 Mason Gary IN 46403
[illegible]	8668 Colorado St. Crown Point 46307

Name	Community
[illegible]	[illegible]
[illegible]	Miller, IN
[illegible]	Hobart Ind
Rob Parker	VALPARAISO IN

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Kenneth L. Spradlin	7618 Kinsley Place Munster IN 46321
Robert Bruhse	9300 Calumet Munster IN 46321
Mark John	255 Devon Rd, Valparaiso
Frank Palasti	15961 S Dobson Holland IL
[illegible]	5560 Cedar St Apt Merrillville 46410
[illegible]	3729 Hohman Hammond IN 46327
[illegible]	1013 Wisconsin Highland 46322
[illegible]	9300 Calumet Ave Ste 321
[illegible]	9300 Calumet Ave
[illegible]	# 1101 Clifton St. Hobart
[illegible]	1167 Fay Dyer IN 46311
[illegible]	933 W. 45th Griffith, IN 46319
[illegible]	[illegible]
[illegible]	9300 S. Calumet Ave. Munster Ave.
[illegible]	612 Polk St Gary IN 46402
[illegible]	3708 W 48th Gary IN 46408
[illegible]	736 Woods St. Crown Point IN
[illegible]	Whiting IN
Carroll D. McDowell II	5796 Taft Pl Merrillville IN 46410
Tom Sullivan	4884 w Cir Pl. Crown Point IN
[illegible]	1440 Oldtowne Dr Munster
[illegible]	1120 W. Oak St Griffith In 46319
[illegible]	4928 W. Fad Chicago 46319
Ken Anderson	7831 W 250 N Kouts, In.
[illegible]	2451 Burr ST Gary IND
Bill Ward	17666 Marion Dr. Lowell IN.

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Stacy Williams	1574 Ellison St.
Rafael Smith	553 Virginia St
Reginald L. Hall	3529 Polk St
Hazel Polk	1060 Bluemont
Frank Carter Jr.	1068 Hobart St
[illegible]	5[illegible] Lawrence
[illegible]	2[illegible] w 29th pl
Warden Cullen	4[illegible] W 22nd ave
[illegible]	1341 Ellsworth Pl
[illegible]	4271 W 9th Pl.
[illegible]	2121 Highland
[illegible]	523 W. 32 Ave
[illegible]	537 Fowler St
[illegible]	2360 Johnson
[illegible]	2448 Taney Pl
M. Bernacet	
Christopher La Rosa	2030 Ohio
[illegible]	3524 Waverly Dr
[illegible]	415 Van Buren St
[illegible]	1244 Allen
[illegible]	3909 Jefferson St
[illegible]	2608 Monroe St.
[illegible]	4410 Carolina ST
[illegible]	328 Marshall
[illegible]	405 Lowell Blvd
Raquel Waldron	601 New Hampshire

MUST BE RETURNED BY JUNE, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
David Hannah	3331 Lakeview St Portage IN 46368
Henry Hatton	9552 Folk St Crown Point IN 46307
Robert Johnson	6773 Mercedes Ave Portage IN 46368
Dale Turner Sr	6517 Van Buren Pl Hammond IN
Maurice Kibler	4757 Ivy Street
[illegible]	3633 Oakdale Dr Gary
Dudley Stevens	9328 Colfax Highland
William Reid	4848 Alexander
Airport R Ross	4935 McCullough Ave. E.C. 46312
Earl Bass	603 W Pine Lafayette
[illegible]	4146 Washington Gary IN
Emma Wilkes	1033 Hendricks Gary
Tommy Accardo	1641 Cleveland Ave Whiting IN 46394
[illegible]	3176 Grant Gary
Dorothy Owens	5161 Osage Ave. Portage
Dennis Johnson	930 E 47 Pl Gary IN 46409
[illegible]	8178 Kolstad Ct Crown Point IN 4307
[illegible]	5780 Co Rd 600 E Kouts
Felicia Cox	654 Grant St Gary
[illegible]	225 N. Miami St
Norma Lemasters	669 Penn. St.
Jack Martin	2741 Monroe Gary
[illegible]	5021 Adams Park E. C.
Terry Maffin	912 East 31 Pl
[illegible]	9642 169 St Hammond

A-XII-150

MUST BE RETURNED BY JUNE, 2001

8

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Edward A. Wallace SR.	1357 GERRY ST.
[illegible]	2263 Woodrow Dr
Dean Kendall	2039 Willard ST
Donald Post	5241 W. 14th AVE
[illegible]	630 W. 49th Ave
[illegible]	40 46W 82 PLAZA
[illegible]	443 TAFT PL
[illegible]	1215 TAFT ST
[illegible]	2660 W Ridge
[illegible]	615 PORTER ST
[illegible]	404 MOUNT ST
[illegible]	3504 VANBUREN
[illegible]	411 W 19th Ave
[illegible]	2151 Clark Rd.
Charles R. Butler	2147 Ky St Gary, In.
Tank Hannah	2459 Van Buren Hammond
[illegible]	2763 Woodrow Dr
James A Henley	2400 WEST 10th AVE.
MAXINE HENLEY	2400 WEST 10th AVE
WILLIE D WILSON SR	4000 W-23RD AVE
WILLIE D. WILSON JR	SAME
DORIS WILSON	SAME
GINA STONE	2008 MISSOURI ST
SAM BLACKMON	344 MOUNT ST
SHARON BLACKMON	355 CLARK RD.

A-XII-151

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Hammond IN.
[illegible]	Gary IN
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	Gary, IN
Tony McDowell	Gary, IN
[illegible]	Gary, IN
[illegible]	Gary, Ind
James E Moore	Merrillville, IN
Geraldine Maursey	East Chicago, In
[illegible]	Hammond Ind.
Gregory Reynolds	Hammond Indiana
[illegible]	Gary, IN
[illegible]	Gary IN
Michael P. Post	Hammond, IN
[illegible]	Gary, In
[illegible]	Gary, In
Margaret Milner	Gary, In
Margaret Black	Gary, In
[illegible]	Hammond, In
[illegible]	Valparaiso, IN
[illegible]	Gary IND 46404-1654
[illegible]	Gary IN 46404
[illegible]	Gary, IN. 46404
[illegible]	Gary IN 46404
Dorothy Hardy	E Chgo 46312
[illegible]	Hammond Ins.

A-XII-152

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Wendy Preston	Hammond
[illegible]	Hammond
Genevelle K. Hutchens	Gary, Ind.
[illegible]	E. Chicago
[illegible]	Valparaiso IN
[illegible]	Portage, IN
[illegible]	Great Park, IL
[illegible]	Hammond
[illegible]	East Chicago, Indiana
[illegible]	Hammond
[illegible]	Gary, In
[illegible]	Gary, In
[illegible]	Gary, Ind
[illegible]	Hammond, In
[illegible]	E. Chicago, In
[illegible]	Hammond, Ind
[illegible]	Gary
ROBERT MECHANIC	Robert Mechanic
[illegible]	Gary, Ind.
[illegible]	2338 Sherman St Gary
[illegible]	2341 Sherman Gary 46406
[illegible]	2333 Sherman Gary 46406
[illegible]	Hammond, In
[illegible]	Hammond In
Amber Vargas	2338 King st Gary Im
Nicole Flores	2343 Wheeler Gary, In

A-XII-153

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Hubert Ramsey	6916 Hart Ave. Gary
Esther Ruffin	264 Pitt Bend Dr. / C.P.
Michael Suggs	264 Pitt Bend Dr. / C.P.
Bob Chappell	1703-170th Pl. Hammond
Paige Jeffery	5001 Cleveland Pl. Hammond IN 46408
Harry Hunter	
Rita Ramsey Jackson	758 King St. Gary IN 46406
Clarence L. Gay	4119 S. Drake Chgo. IL. 60653
Leslie Bernadic	2440 Sycamore, Dyer 46311
Jay Hill	424 Shorewood Ct 46385
Linda Hill	424 Shorewood 46385
Donna Griffith	1553 Harrison St. 46407
Harold Griffith	1553 Harrison St 46407
Ethel Jeska	2243 W. 10th Pl. 46404
Sharyl Jessup	2243 W. 10th Pl. 46404
Kathy Kelly	4200 W. 11th Ave Gary IN 46404
Rhonda Ferguson	2306 Georgia St Gary, 46407
Tonya Rd.	Worship in Arts Hobart, IN
Nellie Zamora	5514 VanBuren St Merrillville IN 46410
Maudine Brooks	7545 Broadway Merrillville IN 46410
Sonja V	962 Evans Ct C. P. 46307

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Jenna M. Morris	2839 163rd Pl. Hammond
W. Smothers	Hammond, In 46323
S. Wilcher	Gary, IND 46408
Mary Fa	Gary, IN 46403
Arthur Frame	546 N. Montgomery ST. Gary
Lori Lashley	1901 Maple Ave Gary 46403
John A Clark Sr.	1358 Clinton Gary 46406
Clifton Walker	685 56 Fayette St Gary 4640
Tonya D. Vaughn	3724 monroe St Gary 4640
Freya Rauschwell	4432 Berwyn Ave EC 46312
Debra D Gordon	2217 Sunday Hammond 462
Tiffany M Johnson	1047 Gibson Pl. Gary IN 46407

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Barbara Meuberry	Gary
Deborah Ellis	Gary
Barry Barry	Gary
Billie Burns	Gary
Regina Hawkins	Gary
D. Willis	Gary
Hazel Wampler	Gary
Ronald Davis	Gary
Mimi Gabriel	Gary
Ellis Gardner	Gary
Alicia A Hall	Gary
Ralph H. Hall	Gary
GRACE [illegible]	GARY
Jeff Jeffries	Gary
Shona Jeffries	Gary
Reginald Jeffries	Gary
M. Tillotson	GARY
Peggy Ellis	Gary
Marla R. Duty	Gary
Lewis Hall	GARY
Karen Markowski	Lake Station
[illegible]	
[illegible]	
Reginald Jones	Gary
[illegible]	Gary

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Peggy Church	Lofs
Vicki Carlo	Portage
Kathi Hoover	Valparaiso
Carolyn Tuohy	Chesterton
[illegible]	Portage

Distribute - Return to Evelyn

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Kathern K Nuzzo	Crown Point
Greg Gould	Highland
Megan Summers	Valparaiso
Sherry Smith	St. John
[illegible]	Griffith
Elizabeth Stafford	DeMotte
Cheryl Darzy	Hebron
Charlotte Doxley	Crown Point
Kimberly K Johnson	Crown Point
Evelyn Morrison	Valparaiso

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage
Michelle Bourge	Portage
Rebecca [illegible]	Portage
[illegible]	Valparaiso
[illegible]	Portage
Karey [illegible]	Portage
Brenda [illegible]	Portage
Kellie S. Poe	Portage

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tom Kennedy	Valparaiso
Kellie Wellman	Valparaiso Inc
Lindsey Proper	Chesterton IN
Sherry Jadrzak	Valparaiso
[illegible]	Valparaiso
[illegible]	Hebron
[illegible]	Portage
Darcy Capron	Valparaiso, IN
William [illegible]	Valparaiso, IN
[illegible]	Portage
[illegible]	Valpo
Warren Williams	Portage, In 46368
[illegible] John Graeden	Hebron IN
[illegible]	Valpo
[illegible]	Hobart IN
[illegible]	E.C
Robert W. Atkins	Valpo
[illegible]	Gary
[illegible]	Valparaiso, IN
Milan Stevanovich	Valparaiso IN
Jerry Griff	Porter Jr.

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Bob Maletta	Porter
Jeff Chambers	Hebron
Dave Parlock	Porter
Nick [illegible]	Lake County (Griffith)
Renee Connelly	Lake County (Merriville
Sandy Weiland	Portage
[illegible]	[illegible]
Mark [illegible]	Hammond
Cathy [illegible]	Gary
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Portage
[illegible]	Merrillville
[illegible]	Portage
[illegible]	Winfield
[illegible]	Kouts
[illegible]	Crown Point
[illegible]	LaPorte
[illegible]	LaPorte
[illegible]	Schererville

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Barb White	Portage, In
Eli Shablocki	Lake Station, IN
Debbie Olawski	Portage, In
Robert Wellberg	Portage, IN
Vicki Brasek	Portage, In.
Susan Cleary	Portage, IN
MD Bond	Portage, In
Jane Bagley	Portage, In
Roger Mergl	Portage, In
Miriam Hill	Lake Station IN
[illegible]	Valparaiso IN
[illegible]	Portage
[illegible]	Portage
Carolyn Viking Realty	Portage
E. E. White Enterprises	Portage
Real Estate Norma	Portage
Margaret Hartley	Portage
Shirley Mask	Portage
Wanda Gillett	Portage
Alan White	Valparaiso In
	Portage

A-XII-162

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage
Craig Johnson	Portage
[illegible]	Schererville
[illegible]	Valparaiso
[illegible]	Portage
Tom Calvert	Schererville
Cathy Smith	Griffith
[illegible]	Wolf Lake
[illegible]	Crown Point
[illegible]	MUNSTER
[illegible]	Portage
[illegible]	Portage
Robert E. Pettigrew	Valparaiso
[illegible]	Valparaiso
Tim Thornberry	Hobart
[illegible]	Munster
[illegible]	Crown Point
Amy Kemp	Valparaiso
Mary Zyzynski	Chesterton
John F. Stahl	Michigan City

A-XII-163

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Carol W. Smith	Merrillville, IN. 46410
[illegible]	Chicago, IL
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	GARY, IN
[illegible]	Valparaiso, IN
[illegible]	[illegible], IN
[illegible]	Crown Point, IN
[illegible]	Portage, IN
[illegible]	HESSEL

A-XII-164

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage
[illegible]	Portage
[illegible]	[illegible]
[illegible]	Portage
[illegible]	Portage
[illegible]	Gary
[illegible]	Hobart
[illegible]	Portage
[illegible]	Smiths Beach
[illegible]	Portage
[illegible]	Gary

A-XII-165

May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
TAI HING CHENG	Portage
STEPHEN WELLS	PORTAGE
BRENT CONRAD	HOBART
JENNIFER CONRAD	HOBART
Joey Wrigley	PORTAGE
Sheung Cheng	Portage
Minger Chan	Portage
Charles Litzko	PORTAGE
William Swets	Portage
Juan Carlos Buezo	Lake Station
EDGAR CHINCHILLA	HAMMOND
Alma Sanchez	Lake Station
KENNETH-P. CAMPBELL SR	PORTAGE
Sherri Merry	Valparaiso
Gerald Lauderback	Valparaiso
JENNY Chan	PORTAGE
Gary Hardin	Gary Hardin Portage
ALICE HARDIN	Alice Hardin Portage
DANE JENKINS	VALPO
Tim Allen	PORTAGE
Luis L. Benzon	Portage
HARRY CRUMBY	Beverly Shores
Omar Said	Portage
DAWEBB	Hobart IN
Robin Turley	LaPorte In
Gustie Vinkert	Portage
Kate Barker	Portage
JEFF NORKUS	PORTAGE

Sign other side

S.J. Castillo	Portage In
Theresa Latarola	Valparaiso, In
C.E. Hill	Portage In.
[illegible]	Portage IN
Yoshanda Neal	Portage, IN
Larry Pickens	VALPARAISO
[illegible]	Portage
Juan Beltran	East Chicago, IN
Sandra Beltran	East Chicago, IN
JAN Kingery	Valparaiso
Theresa A. Czapla	Valparaiso, Indiana
Tamara Czapla	Valparaiso, In
Joanne Cordier	Hobart, IN
Helen Sopko	Portage, IN
[illegible]	Valparaiso, Indiana
NORMAN SANDERS I	PORTAGE IN
Rhonda Jackson	Portage IN
RICHARD SPENCER	PORTAGE, IN
Raymond C. Papow	Portage IN
Brent A Keen	Portage IN
Tashia L Votava	Chesterton IN
Morgan T Keen	Chesterton IN

Name	
Umera Malik	Portage
Aasia Malik	Portage
Jennie Estrander	Portage
Kimberly Cairns	Portage
Tina Wall	Portage
Christie Kearney	Portage
Carmen Pena	Portage
Ziomara Rivera	Portage
Sandra Petretta (Petretta)	Portage
David Harley	Portage
Charity Harley	Portage
JASON HASTINGS	Portage
Ronda Hastings	Portage
M R	Valpo
Terry Shortt	Portage
Lisa Yang	Portage
Lewis D McMullen	Valpo
Maryann Vega	Valpo

(OVER)

JANET WISE	PORTAGE
Marshall W. D'Arcy	Ogden Dunes In.
Mike Hughes	Portage In.
Paul M. Radosche II	portage IN
[illegible]	portage IN
Robert Balzer	Hobart, In
Samuel C. Cozza	Gary, In. 46403
Crosby Brown	Valpo In 46385
Lee Dominick	PITTSBURGH PA 1500,
[illegible]	Valparaiso Indiana
Stacey Skolak	Portage IN.
Brian Kilian	PORTAGE IN
Cheryl J Curley	PORTAGE IN
Eva Feley	Portage IN
Paul Boyter	HOBART IN
Sally Schmal	Portage
Emerie Lopez	Portage IN
Ana Lopez	East Chicago
Wandra Rivera	PORTAGE IN

William Jones Jr. Valpo In
Christopher W. Bush Mich. City
Milagros Soto Lake Station
Milford D. Soto Jr. Lake Station
Ryan Holcomb Portage
Chad Bogue Portage
Matt Stacy Portage
Margo Severino Portage
Mary M. Kilwinger Portage
Edmond Portage
Dorothy Harold Portage
Mary Hildebrand Portage
Mark Hamblen Portage
Scott McLeod Portage Scott C McLeod
Emmlen Higgins Portage
Malcolm Norris Portage
Wayne Diaz Gary
John Zachowicz Highland
Mary Rodriguez Gary
Helen Hinkle Ind.
Alicia Segrid Valparaiso
Mark Segrid PORTAGE

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Addresses and Community
JOE IZYNSKI	1421 W 11TH AVE GARY
L.F. Patterson	3844 Penn. St. Gary, IN.
DeJuan Owens	8202 W 10th Ave Gary IN
Ronald G Woodard	4209 Monroe St Gary 46408
Yolanda Williams	7775 Connecticut St Gary In 46409
Ben Allen	1945 a. 11th Ave Gary 46404
Marcus Moore	3320 Grant St
Dennis Lapham Sr	368 Cleveland St.
Otto Lyle II	1843 w. 15th
Cynthia Warren	2601 Pulaski Gary Ind
Freddie Joyce	2818 Carver St Merrillville
Darnell Cain	1816 Roosevelt St
James L Gill	1917 w. 7th ave.
Felicia Crawford	1501 Kentucky St.
Paula Arnett	2300 W. 10th Ave.
Pete Hall	1800 W. 19th Ave
Patti Lee	2056 Hanley St
ALEX RICHARDSON	579 ROOSEVELT ST. GARY IN. 46404
Jon Jones	1715 W 15th Ave Apt D2
Eddie Edmonds Jr	1513 Fillmore ST. 46407
Patricia Davis	4764 Deanborn St
Tyrone Thompson	556 Adams St
Joe Thompson	556 Adams St 46402
Ron Jackson	556 Adams St 46402
RALPH GREENLAW	19558 S INGLESIDE CHICAGO

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Name	Addresses and Community
G (w) Thompson	2511 W. 5th Ave GARY IN
[illegible]	737 Maryland C
Hazel Mae Clanton	2235 W. 10th Ave Gary
[illegible]	
Jewel Patterson	4721 E 6th Ave Gary
Sandra Mcdonald	1446 E. 51st Ave GARY
Patricia Mathews	2660 Lane st
Mark E. Penge	824 LINCOLN ST Hobart IN 463
[illegible]	1411 Bonaguine Ocoee
Beatrice Brown	1672 w. 11th Ave.
ROBERT GAINES	201 Taft ST
James E. Parker	3685 Lincoln Street

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Name	Addresses and Community
Willie Cowan	
Effie Lee	
Chris Young	
MARK BOLDEN	
Alcida Blackwell	
Willie Williams	
Tonnie Moseley	Matthew Bailey Carmel
Cheryl Brown	
Joe C Harrison	
Jane Matthews	Glen Park
Corey Ellis	
James Gilly	Gary, Ind.
Joan Peterson	
Barron Bateman	Dyer
DAVID ALLEN	611 McKinley
BRIGITTE ALLEN	611 McKinley
Ursula Ford	219 Taft ST
Marie Grace	Brunswick
Brittany Hamilton	457 Ruthledge St 46404
Joseph Cornell Jr	777 Wells
Willie J Ayden Jr	646 E. 49th DRIVE
Myles M Franklin	406 Madison
Donald Jackson	2472 Waverly Drive
Laura Powell	2404 Sullivan Lake Station

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Helen Moore	900 Hayes St Gary
Harold Jones	5517 E. 13th Place Gary
Eddie J. Lowe Sr.	4351 U. 22ND PLAZA
Billy Muldrow	5517 E. 13th Pl Gary
Roger L. Medina	1245 S. Clarke Ct Gary, IN 46406
Renata Carrillo	6703 Tyler St Merrillville In 46410
Walter V. Jackson Sr.	318 Taney St Gary, Ind 46404
Eulon Bolls	4445 Forest Ave Hammond 46327
Emma Gross	396 Calhan St Calumet city, Ill 60409
Mark Cameron	6224 Harrison Ave Harwood In 46326
Mattie O'Kelley	1653 W 13th Pl Gary IN 46407
Edward Carter	9490 W. 176 Court Lowell 46356
Randolph McVeigh	3160 W. Morgan Ave. Chesterton 46304
Zell Vukovich	1550 IND. AVE MICH. CITY 46360
Eugene A. Hartley Sr.	501 Erie Lane Calumet City, IL 60409
Hazel Cooper	
Mary Hamilton III	3925 W 11th St E Chicago IN
Kathy Hammond	porter County
Ida Hill Sr.	5129 Jefferson St Gary Ind.
Calvin Jackson	3754 Pennsylvania Gary
Barbara Jordan	2119 W 19th ave. Gary In 46407
Ida Smith	334 Hwy St Gary In 46404
Hugh Bucknell	5700 West 5th Ave Gary In
Clifton Morrow	1941 Marquette

A-XII-174

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Kenneth Lewis Moore	Gary/Miller
Bobby FARAGOI	Highland
Corey Weiland	Valparaiso
Brenda O'Brien	Valparaiso
Sarah Weiland	Valparaiso
Joe Bobrowski	HOBART
Debbie Miller	Gary
H.G. ALLEN	VALPO
Jason T. Wetzel	Wanatah
Larry Sparks	Portage
ERNIE FARAGOI	Lake Station Ind.
Joe Babrowski	G.I.
Terry Shutts	Portage
Brian Rucinski	HOBART
John Jones	& PORTAGE

A-XII-175

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Arnesta Alexander	1423 W. 2nd Ave. Gary 46402
Barbara Hall	5920 Forest Ct. Gary 46403
Patricia Adams	Lake Street Merrillville
Sandy Sparks	1808 E. 8th Pl. Gary 46403
Walt Bryson	7126 E. 6th Pl. Gary 46403
Jim Ryan	615 S. Wabash St. Gary 46403
Marion Patton	7717 Hemlock Ave
Viola Jones	350 N. Howard St 46403
D.C. Johns	
Anderson W	405 Cass St Gary 46402
Anderson L	" " " "
Geneva Stewart	516 32 E. 10th Ave Gary Ind 46403
Ron Taylor	7230 Locust Ave, Hamm, In 46323
Elizabeth Connelley	325 S. Henry Gary IN 46403
Shirley Williams	427 Clark Rd. 46406
Theresa L. Ross	8025 Hickory Rds Gary IN 46403
Demetrius Powers	7655 Harold Ave Gary Ind 46403
Johnnie Brown	7723 Hemlock Ave 46403
Stephen Martin	6500 Hemlock Ave. Gary 46403
[illegible]	810 W. Chicago Ave 46403
Ronald Brown	1226 Montana St 46403
Rafael Hampton	1226 Montana St.
David Golden	4308 E. 13th Ave 46403
[illegible]	7221 Tulip Dunes Drive
Nathaniel D Haines	7510 Hemlock ave. 46403

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PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible] M	LOSS C.P.
Barbara Haney	
Lori Rueckert	Valpo
Nancy Anstead	Valpo
Mike LeDuc	VALPO
Robert Cox	Valpo
Jane Haske	Valpo
Betty Jane Lakin	Valpo
Shirley A. Sayler	De Motte.
Dave Sutter	Oak Forest IL
Diana Nyman	Chesterton
[illegible]	Valparaiso
James Reed	Merrillville
Richard Brim	Kouts In
Karen Brim	Kouts, In
Shannon Jarrell, Chesterton	
Jean Cleveringa Michigan City	
Floyd Hoffhurst Valpo	
Richard A. Gotsch Valpo	
Joyce Miller Crown Pt	
Esther McKinney Valpo	
Virginia Bender	
Frankie Bender	
Bill Sattler Valpo	
Kay Sattler	
Connie Jarrell, Chesterton	

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Name	Address
Maxine Snyder	Valparaiso
Ray Snyder	Valparaiso
April Metz	Gary/Valparaiso
Joe DeFoore	
[illegible]	Valparaiso
[illegible]	Merrillville City
Fred Verhuyen	Crete IL
Olive Leskow	Crown Point, In 46307
Jesus Reyes	594 Glenwood Dr. Valpo, IN 46385
Luci Reyes	
Alex Szmutko IV	613 Oxford Rd. Valpo, IN 46385
Jamie Farley	2146 Whippoorwill St. Portage, IN 46368

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	Valparaiso, Ind
[illegible]	Valpo
[illegible]	Portage
[illegible]	Lowell
[illegible]	Valpo
[illegible]	"
[illegible]	"
[illegible]	"
[illegible]	Crown Pt
[illegible]	Lowell
[illegible]	Valpo
[illegible]	Kouts
[illegible]	Valparaiso
[illegible]	Hebron
[illegible]	Valparaiso

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	Valpo
[illegible]	Chesterton
[illegible]	Valpo
Norma Liabauskas	Valpo
John Liabastras	Valpo
[illegible]	Valpo
[illegible]	Valpo
[illegible]	Chesterton
[illegible]	Chesterton
[illegible]	Valpo
[illegible]	Valpo
[illegible]	Valpo
[illegible]	255 Granite St. Valpo
[illegible]	Valpo, Ind
[illegible]	Valpo
[illegible]	Valpo

[illegible]	Valpo
[illegible]	Valpo
[illegible]	2186 Fennett Ct Valparaiso IN
[illegible]	2904 E 45 30 Valpo. Ind 46383
[illegible]	Crown Point, Ind.
[illegible]	53 Valparaiso, Ind. Study
[illegible]	53 Valparaiso Ind
[illegible]	405 Chestnut St. Valparaiso, IN
[illegible]	352 Worchester Dr. #8
[illegible]	256 Valparaiso St. Valpo.
[illegible]	Valpo, IN
[illegible]	Valpo IN 353 Washington Tower
[illegible]	Valpo IN
[illegible]	Valpo IN
[illegible]	" "

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Robert Rozhon	621 Pine St. Michigan City IN,
Betty D. Halley	5324 W Westchester Portage
Gladys Pink	2808 Cumberland Apt 8 Valpo
[illegible]	6304 Walden, Valpo
[illegible]	306 Indiana, Valpo
[illegible]	103 Mayfield
Rick Ruchen	1612 Elm St. Valpo
[illegible]	739 Longmeadow Dr. Chesterton, In
[illegible]	735 Longmeadow Chesterton Ind
[illegible]	2203 Hollander Dr. Valpo
[illegible]	" " " " "
[illegible]	7 ed McKinney Ct Plainfield
[illegible]	3000 Woodland Valparaiso
[illegible]	104 Sheffield Dr. Valparaiso
[illegible]	1903 Beech Valpo
[illegible]	9297 Broadway Dr. Crown Point
[illegible]	367 Wilshire Ct Valpo
[illegible]	112 Brown Valpo
[illegible]	367 Wilshire ct. Valpo
[illegible]	481 Scarborough RD 46340
[illegible]	481 Scarborough Casper
[illegible]	804 Monroe Valparaiso IN
[illegible]	1509 Roosevelt Valparaiso In.
[illegible]	" "
[illegible]	3640 E 80th Pl Hobart IN
[illegible]	2059 Carroll St. Portage In
Adrienne Stock	1534 Alabama, Hobart
Michael Cain	3301 Sunset Dr, Valparaiso In

Laverne M Gingrich	Valpo
Mary H. Gingrich	254 Granite St Valparaiso IN 4639
Gaye Danicky	305 N. Washington St Valpo
Charles Plank	305 Washington St. Valparaiso IN,
Elsie Ahlberg	"
Tammie Rice	Chesterton IN.
John Fordham	Wheatfield IN 46392
Nancy Van Gordon.	Porter IN 46304
Joyce Sorensen	Valparaiso In, 46385
Cheryl Morris	Porter, IN 46304
[illegible]	— Kouts, In.
Shirley Patrick	Valparaiso, 46383
[illegible]	2202 Country Club Rd. Valpo In 46383
[illegible]	423 Wesseck Rd Valparaiso, IN 46385
Harold Jordan	761 Forest Glen — Valpo. 46383 —
Wanda Wilson	529 Raven Rd Valpo
[illegible]	1301 Lafayette 46383 Valpo.
[illegible]	Valpo 46383
[illegible]	Valparaiso. 46385

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Donna Lawson	Wheeler
[illegible]	[illegible]
[illegible]	[illegible]
Cheryl Rush	Portage
Diane Bosh	Portage
[illegible]	Portage
[illegible]	Miller Beach
[illegible]	Miller Beach
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Chesterton
[illegible]	Portage
[illegible]	Portage
[illegible]	Miller Beach
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Webster Ct Portage

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Name	Address and Community
[illegible]	314 Kentland Ct Valpo
[illegible]	1776 Todd Valpo
[illegible]	3716 W 55th Pl Merrillville
[illegible]	3040 Carley Ct Portage
[illegible]	2750 E 24th St Lk. Station
[illegible]	395 Keystone Dr Valpo.
[illegible]	395 Keystone Dr Valpo
[illegible]	4066 E. 13th Ave Gary
[illegible]	3601 Ash St Portage IN
[illegible]	6536 Lakewood Ave Portage
[illegible]	333 [illegible]
[illegible]	365 Macon St. Portage IN
[illegible]	16360 S. Leclaire Ave. Oak Forest
[illegible]	486 W. 75 South - Valparaiso IN 46
[illegible]	610 Oxbow Valpo
[illegible]	8441 Oak Ave Gary
[illegible]	6219 Miller Ave Gary
[illegible]	11 Woodland Trl Ogden Dunes
[illegible]	2364 Superior Ct. Portage
[illegible]	775 N. Heritage Trail Portage
[illegible]	3404 Illinois - Portage
[illegible]	291 Riverside Dr, Burns Harbor
[illegible]	" "
[illegible]	790 Governors Rd. Valparaiso
[illegible]	15 Locust Way IN

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Name	Address and Community
Kim Barnes	Portage *
Tammy [illegible]	Portage In
[illegible]	Portage In.
Natalie Esparza	736 Cinnamon Teal Ct Hobart IN 4634[illegible]
Jacob [illegible] Jr	Portage
[illegible]	Portage
[illegible] Hale	Lake Station
Maria Gonzalez	Portage
Edwin [illegible]	Portage
[illegible]	Hobart In.
[illegible]	Portage In
Karen Gray	Kankakee Ill
Kathy Elkins	Valparaiso Ind 46383
[illegible]	Portage
Larry [illegible]	Valparaiso In
[illegible]	Chesterton
[illegible]	Chesterton
LaVerne Papish	Portage
[illegible]	Lake Station In 46405
[illegible]	Portage In.
[illegible]	Hobart
[illegible]	Portage
John A. [illegible]	Valpo Ind 46385
[illegible]	Valpo In 46383
Barbara [illegible]	Portage In 46368

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Name	Community
[illegible]	Portage In
Bill [illegible]	Portage IN.
[illegible]	Lake Station In.
[illegible]	Portage In.
[illegible]	Portage In
[illegible]	Valparaiso
Linda Bonner	Gary
Bonnie Clausen	Hobart In.
[illegible]	Portage In
[illegible]	Portage In.
[illegible]	Portage IND
[illegible]	Portage IND.
[illegible]	Portage In
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage Twp.
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage IN
[illegible]	2657 Vivian St Portage IN 46368
[illegible]	5230 Marquette Portage
James [illegible]	Portage
[illegible]	Portage
Wilbur R. Bell	Wheeler Ind 46393
Charles Graham	Portage IN 46368
[illegible]	Portage In 46368
[illegible]	Portage, IN 46368
Paul Gayton	Portage In 46368

Over

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage
[illegible]	Portage
Carolyn [illegible]	Portage
Thomas R. [illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Ogden Dunes
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Albert [illegible]	Portage
William [illegible]	Portage
[illegible] Elliott	Portage
[illegible]	Portage
John P. Williams	Portage
[illegible]	Portage
[illegible]	Portage
Carole Frank	Portage Ind.
[illegible]	Portage
[illegible]	Portage, IN
[illegible]	Portage
Sean Corey	Portage
[illegible]	Portage
[illegible]	"
[illegible]	Chicago Ill.
[illegible]	Portage IN.
[illegible]	Portage IN
[illegible]	Gary, IN.
[illegible]	Chicago, IL.

[illegible], Gary, IN
[illegible] OD, IN

Over

Patricia Volk	Portage, IN
Arturo Lozano Jr	Portage IN.
Jo Martin	Portage IN
[illegible] M Ryan	Portage, In.
Rudy Miller	Portage, In
Don [illegible]	Portage In
Jose Falres	Portage, In.
Carl [illegible]	Portage Ind
[illegible]	Portage IN
Ray Blazek	Portage In
[illegible]	Portage
Glen Werth	Portage
Donald Mulligan	Portage
Scott R Rain	Portage
Phillip Janik	Portage
[illegible] Janik	Portage
[illegible] Cammack	Hickory Hills IL

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Virgie L. Stanton	320 W. Lake St. Gary
Ernestine Bradley	1047 Jackson St.
Naomi Davis	1047 Jackson
Jessie Catterson	4963 Conn. St
Mary Jones	345 Ruffner St Gary 46404
Sandra Clark	4410 E. 6th Pl Gary, In
Carl Boyce	8655 Forest Ave
Willie Johnson	620 Taft St Gary In
Alice F. Gibson	6733 Ash Pl Gary 46403
Quentin Clifton	9102 Cass Gary IN 46403
Stephanie Williams	7800 Delaware Place Merrillville
Lucia Craig	6344 Ash ave Gary 46403
Tracy Bagley	1111 Benton Miller
Estelle Rogers	420 Lake Grand 46403
Ethel Davis Dillon	405 S. Hunt Hwy St Merrill 46403
Floyd Givens	Gary 2657 Monroe
Grant Givens	2657 Monroe Gary
Tom Argentine	119 Diana Rd, Apple Orchard 46308
Cathy Hoffenbacker	310 N. Virginia, Hobart, IN 46342

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PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
JAMES H. McCALL	7452 WILSON PL. MERRILLVILLE
Deborah (White	Ham'R, IN)
Anna Lyons	Merrillville, IN
Queen A Sherman	419 Drummond Crown Point
Leonard Sherman	419 Drummond Ave Crown Point
Carol Mata	1487 W. 47th ST Hobart
K Morales	116 Wheatridge - Valpo
Karen F. Wallisch	3628 Higgins Dr. S. Hammond
Kathleen Villarreal	515 W 56 Ham Merr In 46410
Lucille Hollis	701 Roosevelt ST - Gary
Linda Lewis	3750 Fillmore St. Gary 46408
Cynthia A. Kollyras	714 Governor Rd. Valpo 46385
Gail Whitfield	642 Johnston St Gary 46402
Linda White	642 Johnson Gary 46402
Tamara Vargas	917 W 72ND PL Merr 46410
Tracy Gray	7566 Pierce merr 46410
FRANK Bauer	1345 W. 97th Pl Crown P
Lon Lemon	122 W. 71st Ave Merr
Shana Levinson	123 W 79th Ave Merr
Eileen Pilkowski	2165 Green Valley, Crown Point, IN
Mark Mankel	1508 W 94th Crown Point In
Debra Pinon	2317 Ridgewood Hobart 2 Pl.
Marilyn Stalkuhl	4021 McClelland Gary IN 46409
Scott [illegible]	6522 Van Buren ST Merrillville
Doris B Burbs	6061 Pennsylvania Ave,
Mark B Burbs	6061 Pennsylvania Ave Merrillville

A-XII-191

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Name	Address and Community
DIANA Alaura	10713 S. POLK ST MERRILLVILLE
Roger Ogden	Merrillville
[illegible]	Crown Point
Ember Rest	7876 Broadway Merrillville
MARY EMIG	241 Deerpath School
Glenn N. Perdi Sloss	5510 Tyler St Merr.
MARK Kopil	5958 Washington Merr.
LAURA Eisdorf	MERRILLVILLE
Gregory A. Mitchell	Hobart
Richard D. Eathorn	Chesterton In
Tom Lee	Merrillville
Scott DeDeo	Merrillville
P.T. Dryden	Crown Pt. IN
Delores Lewis	" " "
Richard Shelton	Gary In 46403
Tony Ator	Griffith, Ind 46319
Reginald C. Means	Merrillville In 46410
C Young	Schererville, In 46375
AC Harding	
Mark Zaun	5288 S Hubby Hobart
Genevieve Dewitty	4681 Maryland St - Gary In 46409
Edwin D. Gibson	308 Birch St Crown Point, In 46307
Claire Rubyor	309 Burt St Crown Point 46307
Blanka Ingram	928 W 55 th ave merr.
Ola Scott	Merrillville, IN

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Name	Community
Elizabeth Aeved	Hammond
Antonio L Nogales	E. C. Ind
Clark T. Triggs	Gary
Carmen Hall	Gary
[illegible]	
FRANK GAUBACH	GRIFFITH
[illegible] HUNT	HAMMOND
Donna Kozlosk	WHITING
Alan Collier	Griffith
[illegible]	
[illegible]	Hammond
[illegible]	Griffith
MARIE Phillips	East Chicago
Tony Wright	East Chicago
Ron Phelps	Hammond
KEITH KALE	WHITING
PETE OLSEN	MERRILLVILLE
[illegible]	
Eugene Norton	Griffith
[illegible]	
Mary Ann Olson Kopec	HAMMOND
Jesus Duran	Munster
Dennis Horn	Hammond
Gloria Mackiewicz	E. C. IND
Raymond Bellert	Gary

A-XII-193

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Josephine Aleman	559 Maryland St. Gary
Emanuel Campos	559 Maryland St Gary
Gabriel Alvarez	860 Stevenson St. Gary
Theresa Acevez	936 Sherman St. Gary
Lucy Acevez	943 Sherman St. Gary
Susie Campos	Magnolia Hammond
Guadalupe Mendoza	943 Sherman St. Gary
Lynette Acevez	Doty St Hammond
Christina Campos	Doty St. Hammond
Thomas Mendoza	301 TOMPKINS St Gary
Marcella Aleman	6635 W 9th Ave Gary
Francisco Aleman	301 TOMPKINS St. Gary
Raquel Aleman	301 TOMPKINS St Gary
Santiago Campos	149th East Chicago
Elizabeth Campos	149th East Chicago
Guadalupe Acevez	149th East Chicago
Andres Acevez	936 Sherman Gary
Christopher Acevez	943 Sherman Gary
Stephanie Stalles	943 Sherman Gary
Jeffery Perez	Hobart St. Gary
Bryanna Alaniz	Conkey St Hammond

MUST BE RETURNED BY MAY 19, 2001

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Name	Address and Community
Tonyia Collins	975 Mount St. Gary
Charles Collins	975 Mount St. Gary
[illegible]	132 ELSON Valparaiso
[illegible]	2423 Magnolia St. Portage
Rosa Maria Rodriguez	6960 Colorado St Hammond
Pedro Rodriguez	6960 Colorado St. Hammond
[illegible]	2401 Geary St. Gary IN
Kelly Tenderwood	2401 Geary St Gary IN
T R Randolph	Hammond, IN
[illegible]	HOBART
[illegible]	6639 Mary Land Hammond
Debbie Jones	628 Rankin St
Kirkley Jones	" " "
Florence Montgomery	3205 W 21st Pl Gary IN
PAM DAVIS	2202 Kendrick Gary
[illegible]	Hammond IN
[illegible]	Hammond.
[illegible]	Gary
[illegible]	Gary
Tammy L Kasch	Portage IN
Debbie Miley	Hammond In
DIANE BALL	1503 RIVER DR HAMMOND
Tasheima Morris	3258 E 170th Pl Hammond, IN
Shartisha Walden	1224 DeKalb St Gary, IN
Chris Walker	230 McKinley St Gary, IN

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Maureen Pinkerton	Highland, IN
[illegible]	Gary, IN
Theresa Colon	EAST Chicago
[illegible]	Hammond In
[illegible]	East Chicago
[illegible]	East Chicago
[illegible]	East Chicago
[illegible]	Griffith
Michael K Parinos	Griffith, In.
KOSTAS M. PARIANOS	GRIFFITH, IN
John Pezdirtz	Hammond, IN.
MARIA N PARIANOS	GRIFFITH IN
JERRY GARDNER	GARY, INDIANA
[illegible]	Highland IN
[illegible]	Gary, In.
[illegible]	Gary, In.
[illegible]	HAMMOND-IND.
[illegible]	Hammond In.
[illegible]	East Chicago
[illegible]	Cedar Lake
[illegible]	Cedar Lake
[illegible]	Hammond
[illegible]	Hammond
JOEL SMITH	HAMMOND, IN

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Name	Address and Community
Latoya Sherls	2042 Louisiana St Gary, IN
Jamillah Sherls	2042 Louisiana St. Gary, IN
[illegible]	5535 164[illegible] Hammond
[illegible]	6841 Maryland
[illegible]	832 Ribed Drive Hammond
[illegible]	4041 W. 21 Ave Gary
[illegible]	7550 Madison Ave Hammond IN.
[illegible]	2207 Lilly Street Portage IN
[illegible]	1067 Scribbush Chesterton IN
RITA SUEBERO	6529 Kansas Hammond IN
[illegible]	6529 Kansas Hammond In.
HECTOR SUNDOVAL	6861 COLORADO AVE HAMMOND IN
MIKE MORRIS	3609 DURBIN GARY IN
Kevin Johnson	6353 Maryland Ave Hamd, IN
SHEILA WEAVER	2041 BURR GARY IN
[illegible]	6961 Colorado Ave Hammond
[illegible]	2003 Lake Ave Whiting
[illegible]	2012 Lake Ave Whiting
[illegible]	7431 Howard Ave Hammond
RICK YATES	7003 CATHERINE ST MERR IN
CHRIS DOLMOND	4850 CEDAR AVE. HAMMOND IN
[illegible]	8137 PINE 1St CROWN POINT IN
[illegible]	[illegible] Penn St Gary IN
[illegible]	Hammond IN Merrillville IN
[illegible]	4880 W 80th Ave Gary, IN

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Name	Address and Community
Marlene M. Cross	835 Wheeler St. Gary IN 46406
Gloria Butler	1346 Roosevelt St Gary 46404
R. Young	1300 west 13th ave 46407
M. Graham	1321 Sycamore st 46407
B. Graham Jr	1321 Sycamore st 46407
Allen Rogers	3632 Calhoun Gary 46408
Nita Rogers	" " "
Hazel Burks	969 Baker St Gary #N 46404
Sally E. Johnson	851 Hanley St Hanley In 46406
Cecily Stacy	1978 Delaware Gary Dr,
Beatrice Stacy	1978 Harrison Gary 46407
Mary Shoemaker	1141 Wright St Gary 46407
Phyllis Brown	1940 Roosevelt St Gary 46404
Max Mangold	3616 173 RD. Hammond IN. 46323
Bernard Bowden	1375 Gerry St Gary
Craig Allen	5101 E. 11th Ave Gary 46403
Sonia Acosta	6726 Illinois Ave Hammond 46323
Kristina Burkley	5241 Jenkins St Gary IN 46409
Michelle Childress	4963 Kentucky Gary IN 46409
Rev. Frank D Jones	719 CLARK RD GARY
Thomas Walker	580 TAWNY PL. GARY 46404
Hammondhamdendeley	7020 ARKANSAS. Hammond IN. 46323
Mark Hurt	5334 W. 4TH Ave.
Patricia Parker	332 Ridge Dr.
Nathaniel Edmond	400 Cleveland St 46404

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Name	Address and Community
[illegible]	[illegible]
[illegible]	1341 Marshall Pkwy Hmo
Tripp Alexander	16628 S Hermitage Ave Chgo IL
Maria C. Garcia	3515 Grand Blvd. E.C. IN.
[illegible]	1140 Thirlwall Munster
[illegible]	1148 Conley Dr. Munster
Buddy Lyndhorn	4732 Cuthum St Gary
[illegible]	1312 171ST ST Hammond
[illegible]	7532 Mary Lou St Ham Ind
[illegible]	9316 Kennedy Av Highland Ind
[illegible]	Kennedy
[illegible]	1029 Clinton Pl Gary In
[illegible]	P.O. Box 4155 Gary IN
[illegible]	3433 Guthrie Street apt 3
[illegible]	1747 MC Kinley Gary
[illegible]	1942 Ralston Gary
[illegible]	6749 Leland Ave Hammond
[illegible]	6419 Tennessee Ave Hammond
[illegible]	4424 W. 13th Ave. Gary
[illegible]	3861 Polk St. Gary
[illegible]	5620 W. 10th Ave Gary In
Barry Barnett	1116 N. Wood St. Griffith IN 46319
[illegible]	1116 N. Wood St Griffith IN 46319
Gonzalo Hernandez	5534 W 7th Ave Gary IN. 46406
Linda Bouhaell	322 Castle St Lowell In

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Name	Address and Community
Mary Howard	P.O. Box 1968 Gary, IN
Greg McAdoo	2209 Clinton Gary IN
[illegible]	Hobart IN.
[illegible]	Hobart IN
[illegible]	210 Pennsylvania, Hobart IN
[illegible]	5624 W 7th Ave Gary In
[illegible]	2789 Eleanor TOWNSHIP
[illegible]	GARY, IN
Marilyn Johnson	E.Chic IN
Anthony McCloud Sr.	GRIFFITH IN
KANDACE McCLOUD	GARY IN
Jon Randell Artis	East Chicago
ARTHUR JOHNSON	EAST CHICAGO, IN
Katrina Davis	East Chicago
ANTONIO DAVIS	EAST CHICAGO
Tina Munnerlyn	East Chicago
Irene Davis	EAST CHICAGO, IN
Emma Davis	East Chicago
Thomas Davis	East Chicago
Denise Walton	Gary, IN
Nakia Upshaw	Gary, IN 2nd District
Douglas P. Scott	Gary, IN
LaSonya Y. Scott	Gary, IN
RICHARD B. SPENCE	Gary, IN
Donald White	Gary, IN

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Name	Address and Community
[illegible]	Gary
[illegible]	Hammond
[illegible]	Chicago Ill.
[illegible]	Blue Island Ill.
[illegible]	Chicago Ill.
[illegible]	Harvey Ill.
[illegible]	Harvey Ill.
[illegible]	Gary
[illegible]	Gary
[illegible]	5330 W. Ridge Ct. Gary
[illegible]	1640 Burr
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	E. Chicago, In.
[illegible]	373 Arthur St Gary 46404
[illegible]	1714 Confucius Gary 46407
[illegible]	Hammond 46323
[illegible]	Gary, IN 46406
[illegible]	Gary, IN 46408
[illegible]	Hobart, In. 46402
[illegible]	Gary, In. 46407
[illegible]	Gary, In 46402
[illegible]	Gary, In 46407

MUST BE RETURNED BY MAY 19, 2001

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Name	Address and Community
Bill Gross	3719 Grand Blvd. E.C. IN 46312
Marson	237 Rutledge St, Gary
Cordelia Marshaw	237 Rutledge St Gary
Faith Carson	1053 Tyler St Gary
Hilo Gordon	1053 Tyler St Gary
R. Hanson	9416 O'Day Dr Highland
EQ Ha	2406 South St CP
Rhonda Nagy	3628 - 177th Pl. Hammond
Mike Mc	6659 Penn. St Merrillville IN
Janis Cutler	1301 Wallace St. Gary IN 46404
Gwendolene Mc Daniel	1395 Martin Luther King 46404
Robert E Jones	1305 Morton Gary 46404
Gillson Quinn	6633 Delaware Ave Hammond
Anderson Quinn	7222 Knickerbocker Pky Hammond
Vera Mc Neely	1157 Fresno - Hammond 46404
Mary Ellen Pendleton	7162 Kelsey Ave Hammond 46323
Adriana Torres	3231 170th Pl Hammond IN 46323
Marilyn Shaw	939 Becker Hammond IN 46320
Brenda Williams	1317 Pennsylvania Hammond 46324
BARBARA WILSON	17 S FOX ST 46403
Charles Wilson	1936 Harper St 46404
Charles Wilson	5630 Hemlock E Chicago 46312
Nina Rowe	413 Belton Ln E.C. IN 46312
Helen M Hope	King & Polly Wilds
	419 Tompkins ST Gary In. 46406

A-XII-202

Due May 13th - we are presenting the signatures from businesses such as yours to Lt. Govern Kernan on May 16th.

Mail to:
Jim Barcos
P.O. Box 2564
Gary, IN. 46403

I hope that you are willing to let people sign it.

Barbara J Rogers	Valparaiso, In.
Gordon Hanson	1870 W 600 S Valparaiso
Wellon Hanson	672 Nelson Dr Valpo.
	670 Nelson Dr Valpo.
Adrienne Winnick	404 Bud St Valpo
Millie Hovorka	1963 E 69th Merrillville
Karol Nelson	205 E Jefferson St Valparaiso IND.
Jerry Coker	310 w Kenbridge Ct. Valpo, In.
Betty Coker	310 w Kenbridge Ct. Valpo IN

A-XII-203

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Name	Community
Rosalind Thomas	Gary
Velma Thomas	Gary
Charlotte Hudson	Gary
Alicia Shuler	Gary
Mary Jenkins	Gary
Paula Williams	Gary
Charles Goodwin	Gary
Tracy Graham	Gary
Cathy Garrett	Gary
[illegible]	Merrillville
Doris Woodley	Gary
[illegible]	Gary
[illegible]	Chicago
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary

A-XII-204

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Yoni Bernal	Hammond
Yolanda Bernal	Whiting
Patricia Little	East Chicago
Cornelia Williams	East Chicago
Michael Akinpelu	Hammond
Phyllis Miller	Gary Ind.
Eleanor Rodgers	East Chicago
Virginia Peterson	Gary Ind.
[illegible] Mary C McFarland	Hammond
Mychael Kubek	Gary Ind.
[illegible]	E. Chicago
[illegible]	Hammond In.
[illegible]	Hammond Ind.
[illegible]	Merrillville Ind.
[illegible]	Hammond In.
[illegible]	Hammond In
[illegible]	Hammond In.
[illegible]	Hammond IN
[illegible]	Hammond In.
[illegible]	Hammond, In.
[illegible]	Hammond St.
[illegible]	Gary
[illegible]	Merrillville

A-XII-20

MUST BE RETURNED BY MAY 14, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Odessa Davis	Lake - Hammond
Rachel Gomez	Hammond - Lake
Enrique Gomez	Hammond - Lake
[illegible]	Hammond - Lake
Dean E. Wilson	Hammond - Lake
Ricardo Sierra	Gary Lake
ED WITHROW	Hammond - Lake
James Hewson	Hammond - Lake
Poleen Marine	East Chicago - Lake
[illegible]	East Chicago - Lake
Eddie Reber	Gary - Lake County
Pat Pabey	East Chicago
Miriam Gonzalez	East Chicago
MaryEllen Costello	Gary
William Tabor	Gary
Rebecca Costello	Gary
[illegible]	Hammond
[illegible]	Gary
[illegible]	Hammond
Jamine Komyatte	Hammond
[illegible]	Hammond
Joel D. Komyatte	Hammond
Sonya Graves	Hammond
Antoinette Graves	Hammond
[illegible]	

MUST BE RETURNED BY MAY 14, 2001

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Name	Community
Jacqueline M[illegible]	Hammond Lake
[illegible] Wilson	Gary
[illegible]	Hammond Lake
[illegible]	[illegible]
[illegible]	2823-165th Street Hammond 46323
[illegible]	Hammond
Khalia Davison	Hammond
[illegible]	[illegible]
[illegible]	Hammond [illegible] 46323
[illegible]	Hammond Lake
Kathryn Dennies	Hammond Lake
[illegible]	Hammond
David Cauley	Hammond
[illegible]	Hammond
[illegible]	3036 Kenwood St Hmd 46323
[illegible]	3036 Kenwood St. Hmd 46323
[illegible]	Hammond
[illegible]	[illegible]
[illegible]	Hammond 46324
[illegible]	[illegible]
[illegible]	
[illegible]	Hammond
[illegible]	Hessville
[illegible]	Hessville
Christine [illegible]	Lake Station
[illegible]	Hammond

May 13

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Portage
[illegible]	Valparaiso
Dennis [illegible]	Valparaiso
Vickie Juarez	Miller
Dane [illegible]	Portage
Darrell Jordan	Portage (To Republicans!)
JoAnn Bruno	Hobart
Laura Hillier	Portage
Marcus [illegible]	Portage
Sean Steele	Portage
[illegible]	Valparaiso
[illegible] Warner	Portage
Christopher Scott	Portage
[illegible] Rosenberger	Portage
[illegible]	Portage
[illegible]	Gary
[illegible]	Porter Station
[illegible]	L. Station
[illegible]	Portage
[illegible]	Portage
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
Michelle [illegible]	Hobart

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Name	Community
Anita Eakins	Miller Beach
James Mitchell	Hobart
Brenda Mitchell	Hobart
Linda Ricard	Portage
[illegible]	3[illegible] N. [illegible] St. Hobart
[illegible]	Portage
[illegible]	Valpo
Joseph [illegible]	Portage
[illegible] Ricard	Portage
Hilda Tonner	Lake Station
[illegible]	Portage
[illegible]	Porter County Portage
[illegible]	Porter County, Portage
[illegible]	Porter County, Portage
[illegible]	Lake County Hobart
[illegible]	Porter County Portage
Caroline Glinos	Porter County Portage
Jazmine Glinos	Porter County Portage
Joshua Glinos	Porter County Portage
Raymond Cop	Porter County Valparaiso
Monica Martinez	Lake Station (Lake County)
[illegible]	Portage Indiana
Brad Engle	Portage In
[illegible]	Portage In
Meagan Hodges	Portage

Will pick up May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address - Community
Miguel Mendez	322 Detroit St
William D. Hamby	Eaton St Hammond
Yvonne Ortiz	Merrillville
Sam Arreola	Merrillville
Patricia Washington	1121 Cleveland St Gary
Robert Taylor Jr.	6530 Montana Hammond Ind
Mary Mattox	Eaton St Hammond, Ind
Juan A Tovar	4731 Torrence Hammond
Frank A Romano Jr	Hammond, North Ind
Yolanda Romano	Hammond, North Ind
Lupe Lopez	Hammond Ind
Kenneth Lynch	Gary 415 Ruthledge
Carlos Ibarra	4740 Kennedy Rd Cedar
Elva Lopez	4710 Baring Rd. E.C. Pre
Brenda Rankins	6830 Magoun Ave Hammond IN
Tiffany White	2850 178th Place Hammond, IN
Elizabeth Montijo	7029 W 25th A Of Gary IN 46406
[illegible]	845 175th St.
Mr. Baptiste M. Lane	P.O. Box 1362, Hammond IN 46325
[illegible]	1136 Mena Dr St
Joseph Montes	7038 169th St Hammond 46323
Velma Edmonds	16605 Columbia 46320
Jura Price	Lowe Columbia Hammond 46320
Julio Fajardo	6335 Calumet Av
Yolanda Fajardo	6335 Calumet Av

A-XII-210

Due May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Laura T. Swanson	Hammond, Indiana
Lyndell Duatty	Hammond Ind
Maria Gamble	Hammond In
Ryan Wilson	Hammond, IN
Cynthia Felton	Gary, IN
David Hamm	Hammond In
Maria K Jones	Hammond, In
Judith K Jones	Hammond, IN 46327
Myrtle Dill	Hammond In
Edna Maysonet	Hammond
Jo Im M Kay	Hammond, In 46320
Bonita Tapp	F.C. IN 46322
Johnnie Bell	Hammond
Julie Hamilton	Hammond, Ind
Mary Dromlow	Hammond, IN 46323

A-XII-211

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Name	Community
Sonia Jones	Hammond
Ben James	Hammond
Lucy Thornton	Hammond
Marion Russell	Hammond
Carla Walker	Hammond
Pamela Jones	Hammond
Ben Banks	Hammond
Lena Brown	Hammond
Lena Brown	Hammond
Lorenzo Smith	Hammond
John Taylor	Hammond
[illegible]	Hammond
[illegible]	Hammond
D Calaway	Munster
[illegible]	Hammond
James A Jones	Hammond
Ben A Brown	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Hammond
[illegible]	Hammond
George Kajanus	Hammond

A-XII-212

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Eugene Ford	536 Roosevelt St. Gary 46404
Regina Jaynes	6529 Birch Cir Dyer 46403
Terrance Galaway Jr	1155 Penn St Gary IN 46407
Lemmie M Coleman	3280 Pierce St Gary IN 46407
James A Bentley	3402 W. 10th Ave Gary 46404
Kathleen Jones	3535 Tyler St Gary 46408
Mary Jones	5700 Grant St #202 Gary 46403
Jemmie Cole	1957 Madison St Gary 46407
[illegible]	[illegible]
Mary A Mackey	4636 East 13th Pl Gary 46403
Ethel W Broughton	4331 W 10th Ave 46404
Lawrence Meeks	4636 E 13th Pl 46403
Marguerite Edwards	P.O. Box 4371 Gary 46404
Pamela Jones	4190 Connor Dyer
Estelle Pelham	899 Ohio St Gary 46402
John & Dorothy Graham	1327 Ellsworth St 46404
Delores Graham	1558 Rhode Island St
Joyce Rodriguez	3650 E. 34th Place Hobart
Earl Brown	4023 Mass Gary 46409
Virginia Blackwell	1678 W. 21st Ave Gary In 46404
Phyllis Long 1563 Cleveland	1563 Cleveland Pl Gary IN 46404
Clyde E. Plummer 1631 Fillmore	

A-XII-213

MUST BE RETURNED BY MAY 17, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
FATHER PAT GAZA Father Pat Gaza	645 RHODE ISLAND ST, GARY
Checker Hill 2419 Polk	St Mary, In
Marina Thomas	1231 Tennessee Gary
Mary Gilmore	2441 Adams, Gary
Mamie Harper	3326 W. 22nd Ave
Helen Hill	1412 Connecticut ST
Earl Bracelin	2373 Connal St
Bob Hunt	6632 Milton Pl Gary In
Sandra Pullum	5046 Delaware St Gary IN 46408
Gerald & Venice Morton	324 Hendricks St 46404
Richard Brayshaw	431 W 11th Ave - Gary IN 46404
ALONZO PATTON	899 Ohio St. GARY Ind 46402
Karen Clay	328 W. 6th Ave Gary IN 46402
Mary Clay	1706 W 5th Ave Gary IN 46404
Jaynelyne Stewart	720 W 6th Ave Gary IN 46402
Lonnie L. Mabon	7241 Hendricks St. G. I. 46404
Donna Simmonds	7215 Merrillville Ave Gary 46403
Victoria Cummings	2817 W. 65th Ave Merrillville IN 46410
Florence Alexander	4730 W 6th ave 46406
Carol Edwards	578 Broadway - Apt. 1004 46402
Julia Rogers	601 W 19th Places 46407
Millicent Rogers	601 W 19th Pl. Gary 46407
Bernadette Young	1925 Monroe Gary Ind 46407
Theadore Gilbert	P.O. Box 678 Gary IN 46402
Kim Hicks	2406 Taney St 46404
Aladiya Selby	2406 Taney St. 46404

A-XII-214

MUST BE RETURNED BY MAY 17, 2001
SEE BACK

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Ralph A Sandine	6945 Ash Ave Hammond, In 46403
Kirsten Hellman	4306 Hogan Ct, Crown Point, IN 46307
MONA MATSON	7221 OAK AVE GARY, IN. 46403
Elaine Sandine	6945 Ash Ave Hammond, IN 46403
Esther L Faisst	8711 Pine Ave Miller Beach, IN 46403
Irene Brabec	6957 Ash Ave Gary, In 46403
Lavern Hubbard	6734 Birch Place, Gary, In 46403
Douglas Shea Jr	7919 Lowell Ave Gary, In 46403
Paul M Jones	400 Geary St Gary, In 46406
Joan Agosti	609 Montgomery Hwy 46403
Quincy Clay	6744 Ash Ave, Gary, IN 46403
Shannon Clay	6744 Ash Ave Gary IN 46403
Kathy Phillips	11826 W. 53rd St. Merrillville, IN
Verna Blankenship	1412 Camelot Mem Parkway
Nancy Johnson	6633 Hemlock Gary In
Gradie Hubbard	6734 Birch Pl Gary In
Theola Jones	696 E Hazelwood Gary
Jamie Bailey	5703 Kennedy Ave. Gary, In
Florell Hayburn	435 N. Lake St. Gary, In.
Myrtle Bolden	6201 Forest Hill 46403
Murray Turpin	5015 Wood St Wpo.
Elizabeth Capt	2001 W. 7th Ave Gary In
Gregg Galinski	832 N. Joliet Hwy Dr.
Randy Galbraith	8545 Lakewood Ave - Hwy
Dave Boyer	P.O. Box 2854 / 8136 Hickory Rd

A-XII-215

MUST BE RETURNED BY MAY 17, 2001
SEE BACK

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Ken Sandine	8201 MAPLE, GARY, IN 46403
Jan Logan	Miller
John E Matson	7221 OAK AV/GARY 46403
Dorothy Larson Patterson	450 N 450 E Valpo 46383
Raymond H Larson	450 N 450E VALPO 46383
Fred Sandine	210 Rainbow Dr #6, Burns Harbor, In. 46304
Kay Sandine	5726 Old Porter Rd. Portage

A-XII-216

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Jeffrey R. Vale	Merrillville, IN.
Jennifer Wilson	Merrillville, IN
Donna Willis	Hobart, IN
Irene P. Dolan	Gary In
Art Plant	Hillcrest ville
Sandra Johnson	Demotte
Tom Gee	Gary
Kim & Rick	Cedar Lake In
Tom Hagerty	Merrillville IN
Carolyn Kelly	Merrillville, In.
Donna Kline	Merrillville, IN
Dale & Carol	East Chicago Ind
Jim Cooper	Merrillville, IN
Angela Rice	Crown Point, IN
Esther Somerick	Mesr. IN
FRED FLINTSTONE	Crown Point Indiana
John McFadden	BEDROCK USA
Marcia Peterson	Merrillville
Brian W Shannon	Merrillville
Matthew Perrin	Hobart
Rene Vargas	Merrillville
Jennie Johnson	Gary (Miller)
Tom Mc	Gary In 46409
Sharon	Merrillville
	Portage IN 46368
	Hobart IN

A-XII-217

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community

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Name	Address and Community

MUST BE RETURNED BY MAY 11, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community

MUST BE RETURNED BY MAY 14, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Jim Swisher	MERRILLVILLE
Lindsay Swisher	MERRILLVILLE
Virginia Kambouris-Cuevas	Merrillville
Peter Cuevas	Merrillville
Katie Cuevas	Merrillville
Hector Hugo Moya	Hobart
Maria Serrato	Crown Point
Monica Mount	Valpo
Deanie McFadden	Merrillville
[illegible]	Kouts
[illegible]	Crown Point
[illegible]	Merrillville
[illegible]	Hobart
Phil Kambouris	Merrillville
Lisa M. [illegible]	Merrillville
Samuel Vacanellis	Crown Point
[illegible]	Crown Point
[illegible]	Michigan City
[illegible]	Merrillville
[illegible]	merrillville
[illegible]	merrillville
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Merr Ind

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Name	Address and Community
[illegible]	6647 OHIO AVE Hammond
[illegible]	5514 VanBuren St Merrillville
[illegible]	220 W 55th Ave
Kallanee Hamboun	220 W. 55th ave
[illegible]	4961 Washington St Gary In 46408
[illegible]	6563 Kim, Pt. Pontiac Cir. 46368
[illegible]	8153 Jefferson St. Gary 46408
[illegible]	254 E Olive ST HOBART 46342
[illegible]	2715 W. 38th Glen Park 46410
Nadia Le Counte	6909 Colorado Merrillville IN 46410
[illegible]	6909 Colorado Merrillville IN 46410
Patrick M. Feeney	2730 163rd pl Hammond In 46323
Mark Deere	1953 Chestnut Lane Schererville IN
Helene Mary [illegible]	3917 W 70th Ct Merrillville IN 46410
VERNON HILL	7658 MONTANA, MERRILLVILLE
[illegible]	Merrillville, Ind 46410
Patricia Powell	700 So Washington Hobart In 46342
Sidney Kaplan	Po Box 10895 Mpls 46411
Leone Howard	2 Rudy Dr. Chesterton 46304
TOM Barnett	9915 Mount Ct CP 46307
[illegible]	6410 Cleveland St, Merrillville 46410
Martha D Perry	6410 Cleveland St, Merrillville, 46410
Alice Downy	1415 W 62nd Ave Merrillville IN 46410
[illegible]	7218 Colorado St Hobart IN 46410
Maria Hernandez	(Crown Point)

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Glen Park
[illegible]	" "
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	500 East 71st St
[illegible]	4807 Delaware Pl
[illegible]	6366 E 49th Ave
[illegible]	4933 Delaware Pl
[illegible]	855 East 93rd Ave
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	" "
[illegible]	" "
[illegible]	" "
[illegible]	Glen Park
[illegible]	" "
[illegible]	" "
[illegible]	Hobart
[illegible]	Gary
[illegible]	Glen Park

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	Glen Park
[illegible]	Miller
[illegible]	Gary
[illegible]	Miller
[illegible]	Glen Park
Michael D. Sabala	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glens Park
[illegible]	Glens Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park
[illegible]	Glen Park

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Name	Community
Theresa Grigsby	1013 Tenney St Gary Ind 46404
Malcolm Wynne	1145 PA. ST. 46407
William Gutteridge	2957 Clark St Hammond 46404
William Wicks	441 Grant Park 46324
W.M. Cruse	3201 River St
L.M. Cruse	2756 W. 12th AVE
John Chism	6064 VIRGINIA ST.
Danny Williams	729 King Street
Kenneth E. Burns	2627 W. 17th Ave
William Harris	506 E. 61st AVE MERRILLVILLE IN. 46410
Loccine Thomas	1508 W. Glendale Blvd Griffith, IN.
Truman Terry	1708 W. Cleveland St. 46404
Derrick Cobb	600 Grant Street 46404
Vincent Dance	1961 Bigger St. 46404
John M moore	1050 Wright St. 46404
Ruth Lucas	1072 Matthew St. 46406
Wayne Rushing	1555 Ross Pl. Gary, Ind 46407
Annette Goldsmith	988 Taft st Gary Ind
Winfred Rushing	4213 First East Chicago
Jessie Rushing	555 Roosevelt Pkwy Ord
Linda Davis	3776 Polk St. Gary, In 46408
Leonard Carter	2737 W. 12th Ave Gary, IN 46404
Rosalind Patterson	2641 Central Ave Gary 46407
Ruby Cross	3305 W. 20th Place 46404
	155 Taft Street 46404

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Mavis L Smith	3588 Maryland St. 46409
Esther Smith	1514 Garfield St. 46404
Cassandra Reed	5871 Roosevelt St 46410
Lidell Barber	218 Arthur St.
Nathaniel Frances	1336 Baker ST 46404
Annette Bonner	2927 21st Ave 46404
Willie Koach	2766 W 10 St 46404
Doris Simpson	3181 W. 19th Pl. 46404
HARRY L HILL	2560 WAVERLY DRIVE
[illegible]	1957 W. 6th Ave
[illegible]	2247 [illegible]
[illegible]	300 S. [illegible]
Robert Fisher Sr	4016 [illegible] 46407
Annie Stephens	425 Calhoun St 46406
WALTER LYNN	4821 M.L.K. Drive #102
Clara Hunt	639 E. 46th Ave
Sybilla Lynn	4821 Martin Luther King Dr Gary, In 46408
EDWIN W. GARLAND	2249 Wilson St Gary, 46404
SAMUEL MILLER	1129 Broadway Gary 46406
DAVE JOYNER	139 W. 35th Ave Gary 46408
Richard Palmer	3025 Burr [illegible]
THEOPHILE POPLION	2705 [illegible]
Joseph Whitten	646 Maryland St Gary

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Floyd Reed Dewayne II	Gary IN 46407
Gillian Dungy	2318 Delaware Pl Gary 46407
Andrea Gardner	4917 East 10th ave 46403
Rita Thomas	4460 E. 13th Ave
Angela Preston	1460 E. 13th Ave
Lawrence Lee	585 S Lawrence
Gladys Burrows	2920 Wabash ave
Phyllis Prather	2537 Madison Street
Yvonne J. Rice	Gary, In 46403
Cheryl Taylor	4816 E 13th Ave
Michael	339 W. 35th Ave 46408
Hazel Palmer	Merrillville 2801 W. 55th
Theresa Gunnerson	7733 Forest Ave
Willie Gann	6910 Hemlock Gary, In 46403
Bertha Richardson	2837 Madison St. Gary, Gary, 2003
Robert Armstrong	283 Hamlin St. 46406
Lora Gilbert	3333 W 22nd Ave 46404
Del D. Patterson	
Gayle L. Patterson	
Jewell Clark	1411 Benton St
Steven Evans	938 W Ridge Rd 46407
Brenda	Gary

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Name	Community
Billie Jackson	2391 Chase
Beverly Hollingsworth	6540 Hemlock
Ella M Leon	7808 Locust One
Doris Gardner	6851 W. 4th Ave, Hobart
Willie Ashe	2378 Ohio St, Gary IN
Jacqueline Jackson	2378 Ohio St, Gary 46407
Denise Jackson	2378 Ohio St, Gary In 46407
Roger L Lewis	714 E 15th Ave Gary IN 46402
[illegible] Woods	7117 Hemlock Ave Gary, In 46403
Tommie K Walker	1181 W Ellen St Gary 46406
Roosie M Walker	" " "
Beverly Willis	" " "
Wilson Jones	508 E. 15th Ave
Odell Cowden	253 Big Indian Pl
Shirley E Simpson	253 Big Indian Pl
Stephanie Gertie	500 N Bush St.
Terrell Johnson	3937 W. 77th Pl Merrillville In
Curtis Armstrong	6720 Ivanwood Ave,
Barbara J Manning	3725 W. 10th Ave
Lynn Armstrong	6720 Ivanwood 46403
Mike J. Martin	5805 Kennedy Terrace III, 46403
Lori L Moore	2101 W 41st Ave St 46404
Tenyonna Williams	4126 E. 6th Ave. 46403
JoLynn Williams	4126 E. 6th Ave. 46403
Vernee E Davis	4126 E. 6th Ave 46403

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Name	Community
Vanessa Gray	Gary (Lake) In.
Valerie Banks	Gary, Lake In.
Dawn D. Caldwell	Gary Lake County In
Darlene L. Murphy	Gary, Lake County IN
Melissa N. Murphy	Gary, Lake County, IN
Cheryl Pearson	Merrillville, Lake
[illegible]	Gary [illegible] Lake County In
Theresa Thomas	Gary Lake In
Mary J. White	Gary / Lake In.
Josephine Fullers	Lake County, Gary IN
Estelle Russ Roberts	Lake County Gary In
Ruth Jackson	Lake County Gary In
Helen Brown	Lake County Gary In
Lee A. Jones	Lake County, Gary In
Quinn Taylor	Lake County, Gary In
Wayne Jones	Lake County, Gary In
Wayne Jones I	Lake County, Gary In
Peggy Williams	Lake County, Gary In.
Peg. Williams Sr.	Lake County, Gary In.
Charlotte Harris	Lake County Gary In.
Ella Crouch	Lake County

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Name	Community
Josie George	Merrillville
Linda D. Courtney	Gary I
Lee Davis Jr	Gary In
Kenneth R. McCane	GARY, IN.
Henry Price	Gary
Hattie Walker	Gary
Yvonne Larkin	Gary
Winnie Larkin	Gary
Ellen Jackson	Miller Gary
Dorothy Johnson	
Eve Parker	Gary Mid-Town
Dorothy W. Lipscomb	Miller means Gary, IN
Lula M. Trimble	Gary
Louise Simmons	Gary
Sharon Taylor	Gary
Mary Jane Bond	Gary
Nina Ford	Gary
Ernest Hardin	Gary
Joe Lee	Gary
Kathryn M Brown	Gary
Rodney Williams II	Gary
Jessie J. Adams	Gary
Adrienne Dee Killebrew	Gary

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Name	Community
Carla Burch	
Jennifer Mines	
Barbara J. [illegible]	
Brandi [illegible]	
Veronica R. Rollins	Glen Park (Gary)
Shirley Hightower	Horace Mann
Loretha Ramsey	Miller
Rosa Walker	Miller
Ora V. Martin	Horace mann
Shirley Willis	Horace Mann
Mary Garrett	Horace mann
Ida Garrett	" "
Anna Woods	Miller
Lurette Woods	Miller
Lois J. Woods	Miller
G. M. Cooper	Glen Park
Ora Mattox	Gary
Geoff Dayton	Gary
Debby Curtis	Gary - East Side - Miller Sec.
Martha McCain	Merrillville
Ruby McCain	"
Ethel Dowdy	"
Nina Jones	~~Gary~~ Miller

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Gary
[illegible]	Gary
Thomas Dear	Gary
Mitchell Lee	Gary
Frederick Lee	Gary
Dorothy Lane	Gary
Chairman Congress-Rep	Gary
Cynthia Pugar	Portage
Yvonne Conyers Lee	Gary
Margaret Blanford	Gary
[illegible]	Gary
[illegible]	Gary
Candace M. Green	Gary
LaVelle Wallace	Gary
Maggie Gilmore	Gary
Earnest F. Flowers	Gary
Cystal Norris	Glen Park
[illegible]	Gary
Collett Wilder	Gary
Gertrude Young	Gary
Arnetta Wilson	Gary
Debra Matthews	319 Chase St Gary 46404
Kevin Cobey	Gary
Kattie Daniels	Gary 221 Carolina Street

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Vincent K Banks	2491 Waverly Dr Gary
Ralph Martinez	6816 Forest Ave Gary
Carmen Cintron	8826 Jackson Merrillville
Melissa Cammermeyer	135 Elmwood Place Clown Point
Joseph Cornish	601 E 81st Ave Merrillville, IN
Dale Kirby	217 Johnson St
J.R. Fryou	812 JEFFERSON ST. VALPARAISO, IN 46383
Frederick Walton	5500 Marshall Place Merr.
Kathleen Gaffney	3058 Anderson Portage, IN
Mary Tomczak	7034 Arizona, Hammond, In
Arduina Hanks	500 W 25th Ln, Merrillville, In
Jayme Mangano	1111 Country Club Crown Point IN
Janice Smith	3404 - 163rd ST. Hammond, IN
Thomas Allison	6613 Cornell Wagon Trail Valparaiso In.
Maxine R. Bednar	85 W 105th S. Kouts, In
Laurie Meyerle	76 E HWY 6 Lot 215 Valpo
Joyce Pellegrini	6163 Cornell Wagon Tr. Valparaiso In. 46383
Jerry C. Sutton	9 Cottonwood Xn Portage IN 46368
Jim Dayhoff	2925 Monnier St. Portage In 46368
Marjorie Sacramatta	17 Aspen Rd. Portage, IN 46368
Richard Primich	P.O. Box 2439 Gary, IN 46403
Raymond Francis Krocka	Hammond, Indiana 46324-2514
Lorraine Cortes	356 Huntington Expy, Ind
Stan Kyrych	1052 Union St Gary, IN
Judith Kusel	1052 Union ST Gary, IN

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PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Ronald L Tyson	Demotte Ind 11770 W 1100 N
Alice Wright	7756 Walnut Hanad 46324
Rucenda Jackson	7045 W 23RD Gary 46406
Mazell Smith	4224 Monroe St 46408
Cassie Scott	4224 Monroe St Gary In 46409
Charlie Reynolds	335 W Lakeview Dr Lowell 46356
Bernard Kozlowski Jr.	4120 S Mozart, Chicago, IL 60632
Theresa L Pinkerton	2920 - 178th Place, Hammond, IN 46323
Dorcy Allen	961 Hobart St Gary, In 46406
Wilbur Sears	2343 wheeler St. Gary 46
Ernestine Wilder	2078 Van Buren Gary Ind
Shirley Woods	1428 Madison St. Gary In 46406
Tony Evans	400 W. 10th Ave. Gary In.
Debra Pierce	4850 W Marquette Merrillville
Gladys A Davis	7620 West Hampshire Hammond In 4632
Linda A Garcia	7620 West Hampshire Ave. Ln 46
Kenny Cash	140 N.C. MEMPHIS ST HOBART
Gary Burgess	6846 Madison Hartford, 46
John W Sam	1537 CAROLINA ST 46407
Evelyn De La Rosa	4480 Columbia Hammond, In 46327
Eleanor J. Ball	4732 Arthur St Gary, In. 46409
Robert Sandie Hollies	7379 New Hampshire Hammond 4
Gloria Ferguson	11316 Sibley Hammond In 46322
Kenneth E Nicholas	355 Lincoln ST GARY IN 46402-1045
Stacey Maxwell	1108 State St Hot in 46320
Al & Ray	5107 W 7th Ave Gary In 46406
Ann Ray	" " " "

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Name	Address and Community
Maryland Hall	1107 E 61st Pl Gary IN 46409
Arthur Lockett	1020 Hobart St Gary, IN 46406
Emilio [illegible]	6115 W 25oth Lowell In 46356
Hector [illegible]	2042 Harris Gary IN
Willie [illegible]	2587 Colborn St Gary In 46406
Ida Anderson	6515 Madison Hammond
Ron Fleckinger	4927 ASH ST. HAMMOND.
Ina McMillan	1202 Nelson Gary Ind 46402
Rose Matias	6742 Rhodedel Hammond
Dale Matias	" "
Ray Bushell	1636 173 Pl Hammond Ind 4632
Roberta Gonzalez	3221 Strong St. Highland, IN
Mary Brennan	7616 McCook Ave - Hammond 46323
Harold Randall	8616 173 PP ST Hammond In 46323
Elizabeth Pemberton	6348 Ohio Ave Hammond In 46323
David Pemberton	6348 Ohio Ave Hammond In 46323
Anna Miller	7027 W 24th Ave Gary IND 46406
Victor Anderson	15142 Glenwood Griffith IN 46319
Tamika T. Freeman	501 Madison St 225 Gary IN 46402
Ann Burt	521 McCool Rd Calp. In
Doug Rockey	42 E. 36th Ave Hobart, IN 46342
Lee Wales	1851 N. Calyer St Crown Point, In 46307
Dorothy Lopez	6721 NEBRASKA AVE. HAMMOND, IN. 46323
Martina Jeffries	2925 Burr St Apt 107 Gary IN. 46406
Curtis L. Ward	5233 W. 3rd Pl. Gary, In. 46406
Jacqueline Johnson	351 Manley St. Gary, IN. 46406

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Name	Address and Community
Mary Lee	2516 W 19th Gary 46406
Daniel [illegible]	7774 W 15th Ave Gary 46406
Jeffrey Pena	7031 W 24th Ave Gary In 46406
Alice Williams	6530 Alabama Ave Hammond 46323
Francis Head	677 Tyler Gary 46402
Bernard Parks	2507 W. Edmund Dr Gary In 46404
Eric Cintron	2792-165th St Hammond IN 46323
Lucy Mathis	7221 Ash Ave Gary 938-77
Jeff Allen	4618 W 4th Ave Gary
Julieann Mayo	7221 Ash Ave. Gary IN
Mary Smith	6770 W 35th Gary Ind
Wm C. Anderson	8863 Woodlawn St Gary 46407
Teresa Snell	1064 Stevenson St. Gary 46406
Rose Lavagnino	2926 W 10 ave Gary 46406
Helen Roach	8766 (e) 10th pl Gary 46404
Michelle Bashaw	926 Division Gary IN 46406
Donna Shirley	926 TYLER GARY IN 46402
Robert Patterson	926 Clinton St Gary In 46406
Angelyn Taylor	1755 W. Wilson St Gary IN
Maggie Parker	1134 Berry Gary Ind
Rose Reagins	514 Scott Hammond
Marguerite Hudson	547 Lancy St 46409
Hazel P. Hopkins	1942 W. 5th Ave. Apt 207, Gary, IN 46402
Hazel Granville	10146 S King Dr. Chic. IL 60628
Arthur Pollard Jr.	4844 McCook Cut Off Ln 46312
Anna M Castellaw	7416 Cline Ave Hmd In. 46323
Ray Jackson	1071 Gerry st 46406

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Name	Address and Community
Jack Parton	154 S 725 W Hebron IN 46341
[illegible]	382 Madison Calumet City IL 60409
Nilda Huerta	2494 Putnam St. Lake Station, IN 46405
[illegible]	3824 DRUMMOND ST E.C. IN. 46312
Valerie Bonsack	6836 Swan Lane, Schererville, IN. 46375
Michael Mayo	9119 92nd Pl St. John IN 46373
Cindy Carlson	9371 Kellman St John IN 46373
[illegible]	622 E. 92nd Ave. Merr. IN 46410
Terry Mooney	6242 Mulberry Ave Portage IN 46368
Michael Molloy	360 N. WILSON ST. Hobart IN 46342
[illegible] Jerome Ohlsson	2391 IOWA ST Chesterton IN 46304
Anthony Alfano	2728 N. Lincoln Ave. #3E Chicago, IL 60614
Patricia Lazarado	63887 Sagamore Ave Portage IN 46368
Cpt. Claude Dickerson	2746 W. 12th Ave Gary IN 46404
Robert Rich	7310 Jendian Foundry Gary 46403
[illegible]	510 AUDREY Ct Joliet IL 60431
Chas Jackson	POB 2435 Gary IN 46403-0435
William Nelson	8908 E 3rd Place Hobart IN 46342
Mike Mroz	7244 KNICKERBOCKER, HAMMOND, IN 46323
[illegible]	7233 North 6th Ave, Hammond IN 46324
Mike McSweeney	40 MARINE DR #7 Michigan City IN 46360
Bill Lay	7309 Indian Lake Cr. Merr. IN 46410
S. Pekin	1301 Texas St. Gary IN 46402
T. Conway	99W 10585, KOUTS, IN 46347
R.C. Fowler	367 HIGHLAND ELMHURST, IL 60126

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
PARABAUGH	Portage
L.L. Foster	Gr. Ft. Th
Lynda Stiff - Lynda Stiff	South Haven
Karen Conway -	Valparaiso
[illegible]	Portage
[illegible]	Portage
Ed Lake	Lake Station
Dave Guerrero	" "
Peaches Flatt	Portage
[illegible] Vanderplow	Porter
Dennis Lovison	Whiting / Valpo
Madelyn Mallonee	Portage
Myrtle Marsh	Portage
[illegible] Barry Brampton	Lake Station
[illegible]	Portage
Edna Whitleigh [illegible]	Portage
Joseph Santolen	Portage
Evelyn Bonanno	Portage
Kasi Beck	Valparaiso
James Henry	Hobart
Karen DeVore	Portage
Beth, MacArthur	Portage
Kim Statler	Portage
Bonnie Tompkins	Portage
Thelma Medley	Portage
Pat Column	Lake Station
Chris Yiannis	Portage
Charlene Wright	Portage

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Name	Address and Community
Al D. Holmes	Gary In
[illegible]	JCP
[illegible] Franklin	Merrillville
[illegible]	Merrillville In
[illegible]	Hobart Ind
[illegible]	Hobart
[illegible]	Valpo Ind
[illegible]	Merrillville, IN
[illegible]	Merrillville In
[illegible]	Hobart
[illegible]	Gary
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Merrillville In
[illegible]	Merrillville In
[illegible]	Merrillville
[illegible]	Merrillville
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Merrillville, In
[illegible]	Merrillville
[illegible]	Oak Park Ille
[illegible]	Merrillville In
[illegible]	Merrillville, In.

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Name	Community
Janice M. White	Provides Jobs!
Ernest L. Wilson	"Jobs" / opportunities
[illegible]	Jobs
Michelle Marx	Need a JOB - in Gary (Mille
[illegible]	to get a job
[illegible]	Jobs
[illegible]	to get a job
[illegible]	more
[illegible]	Gary
[illegible]	Merrillville
[illegible]	Crown Point In
[illegible]	CHICAGO IL
[illegible]	Merrillville IN
[illegible]	Munster IN
[illegible]	MERRILLVILLE. IN.
Thelma Garcia	PORTAGE IN
[illegible]	Highland, IN
Michael C. Capuzzi	Merrillville IN - economic expansion!
Maggie & Tajewski	Merrillville In
[illegible]	Crown Point, In
[illegible]	Merrillville IN
[illegible]	Valparaiso In
[illegible]	Merrillville, In
[illegible]	Hobart, In

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Name	Community
Mary A. Williams	Hobart
Jack Lee	Highland
Ed Nagell	Demotte
Willie M. King	Gary, IN
Yolanda Harris	Lake Station, In.
Bettie L. Langston	Westville, In. 46391
Jerry A. Langston	Westville, In. 46391
Susan Denman	Hobart, In. 46368
Jermaine Thomas	Merrillville, IN 46410
Eileen Gibson	Whiting, IN 46394
Deanna Carr	Merrillville
Craig Coleman	Gary
Darrell Tate	Gaylord
Mona Mastoli	Portage, IN 46368
Augustia Paulding	Demotte, IN. 46407
Ed Nagell	Valparaiso, IN
Deborah Crockett	Lowell, IN
Geneviva C. Lopez	Hammond, In.
Jane M. Hubbard	Lynwood, Ill. 60411
Bob. Moss	E.C.
Leon Mosley	Gary 46408
Larry C. Sibley	Hobart 46342
Adrian L. Patrick	Hobart 46341
Tyrone Davis	Chesterton 46304
Bill Albertson	Chesterton 46304

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PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Keith Davis	Merrillville
Sandra Davis	5768 Roosevelt Pl. Merrillville
Shearon Thomas	311 West 75th Pl. Merrillville
Jeremy Davis	210 West 75th Pl Merrillville
Marquita Davis	230 E. 78th Ave Merrillville
Lady D. Burns	6110 Kalakaua Pl. Merrillville
Selina Wilson	4617 Maryland, Gary, IN
Robert W. Smith	6907 TAPPER AVE. Hammond, IN.
James Hamed	585 Edgar Ave, Gary, IN
TIFFANY VIVO	863 W. 72nd Pl. Mer. IN
Paul Campbell	Merrillville
Delores Gunn	Merrillville IN 46410
Darrell McCants	Merrillville, IN 46410
Darrell McCants	Merrillville
Tony Cody	Merrillville
Pam Forney	Merrillville
John Dawn	1420 70th Ave Merrillville
DAVE STOPAR	VALPARAISO
April Shaw	Merrillville
Clarence Floyd	230 S. 59th Ave Merrillville
Thomas R Haynes Sr.	Merrillville IN 46410
Theresa G Haynes	1439 W. 14TH AVE Gary IN 46407
Elliott Wright	5151 Delaware - Gary
Alvin Gibson	4133 W. 73rd Avenue - Merrillville, IN 46410
Joe Barandowany	12223 WHITE OAK DR. CROWN POINT, IN 46307

A-XII-247

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Name	Community
Dan Zimmerman	HMD, IN
[illegible]	Hobart, IN
Ameo Register	Kokomo, IN (Stay in Hammond now)
Dimi Perkins	Hammond, IN
Sandra Lawson	Hammond, IN
Jessie Plasencia	Hobart, IN
[illegible]	Merrillville, IN
Robert Reynolds	Gary, IN.
[illegible]	Gary, IN.
Jennifer Baker	Gary
Donna Lambert	Hobart, IN
Denise Tilley	Hammond, In.
Mike Martin	Hammond, IN
[illegible]	Hammond, IN
Brenda Washington	Gary, In.
Carol Johnson	HMD, IN.
[illegible]	HMD, IN.
[illegible]	HMD, IN.
[illegible]	
Frank Reid	HAMMOND, IN.
Arnold Brown	HAMMOND, IN
Clara Brewer	GARY, IN
Derrick Brewer	GARY, IN
Derrick Brewer Jr.	GARY, IN
Jordan Brewer	GARY, IN
Patricia Hilliard	Hammond, IN
Gladys Stephens	Hammond, IN
Johnnisha Armstead	Hammond, IN
Vincent Startley	Hammond, IN
Michael Hilliard	Hammond, IN

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Name	Community
KATHY DAVIS	HAMMOND, IN
Gerald Kurek	GARY IND
DAVID C BATTEL SR	DEMOTTE, IN.
[illegible]	[illegible]
Christine Perkins	Hammond, IN
Amanda Juarez	Hammond, IN
[illegible]	Hammond, In.
Michael O'Connor	Hammond (up & down Ways of Airport)
[illegible]	Gary IN. And down proud of it.
[illegible]	Raymond Dr.
[illegible]	Portage, In
Deborah Smith	Hammond In
Deborah Williams	Schererville, IN
[illegible]	Schererville, IN
Don Jones	Portage, In
Jim Green	Portage, In
Carolyn Lewis	Merrillville, Ind.
[illegible]	Gary, In
[illegible]	Gary, In.
[illegible]	East Chicago
[illegible]	Hessville, Ind.
[illegible]	Highland, In.
[illegible]	Griffith, In
Kimberly Johnson	Hammond, IN
Katrina Johnson	Hammond, IN
Gladys Hilliard	Hammond, IN
Debra Harbin	Hammond, IN

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Alasha Dawkins	Hammond, IN
Karen Houston	Gary, IN
Mary Brewer	Gary, IN
Denan Brewer	Gary, IN
Ivory Chapman	Gary, IN
Ardis Johnson	Gary, IN
Andreanna Phillips	East Chicago, IN
Willie Grant	East Chicago, IN
Melike Grant	East Chicago, IN

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
	Chesterton, Indiana
	Porter, Indiana
	Porter, Indiana
	DeMotte, Indiana
	Hobart, IN
JOHN CANNIFF	CHESTERTON, IN 46304-073
	Porter, Indiana
	Chesterton, In
	Portage, In.
	Portage, IN
	Wheatfield, IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Portage
	"
	Crown Point IN.
	Valpo
	Hobart
	Hammond

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Michigan City, IN 46360
	Hobart, In. 46342
	Valparaiso, IN 46385
	Portage, IN 46368
	Hobart, IN 46342
	Hobart, IN 46342

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Ernest Jenkins	Hobart
David Cubbs	Portage
Eva Noelle	Portage
Kevin N Fullerton	Valparaiso
Sandra Harrison	Crown Point
Anita Wilkinson	Gary
Trina Bequet	Gary
Elaine Banks	Portage
Sandy Kelley	Portage
Dawn Mosale	Lake Station
	Crown Point

A-XII-25

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Patricia A. Rees	Hobart, Indiana
James J. Krause	Hobart, Indiana
Pamela J. Ferguson	Hobart, Indiana
Barbara Hastings	Hobart, Indiana
Charlotte Schmidt	Portage, Indiana
Linda Sweeney	Hobart, Indiana
Mary L. Krause	Hobart, IN
Joshua L. Krause	Hobart, IN
Bette Clayton	Hobart, Indiana
Margaret E. Krause	Hobart, Indiana

A-XII-2

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Dianna Broaden	Valparaiso, IN
Amy Bond	Valparaiso, IN
Julie M Matheson	Portage, IN
Stephanie Zydonik	Portage, IN
Shirley Keaton	Portage, IN
Joan Dixon	Valparaiso, IN
Joe Mann	Valparaiso, IN
M. A. Orbet	Valparaiso, IN
[illegible]	Valparaiso, IN

A-XII-256

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Chesterton
Kevin Fullerton	Chesterton
Jean Phelps	Chesterton
[illegible]	Chesterton
Wanda Wilson	Chesterton
Stephanie Matheson	Valparaiso
Carrie Haroille	Valparaiso
[illegible]	Chesterton
[illegible]	Kouts
[illegible]	Valparaiso
[illegible]	Hebron

EXPRESS PERSONNEL SERVICES
332 W. US Hwy. 30 Suite C
Valparaiso, IN 46385
219-465-1868

EXPRESS PERSONNEL SERVICES
332 W. US Hwy. 30 Suite C
Valparaiso, IN 46385
219-465-1868

A-XII-2

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Asia Gooch	Gary, IN
Deborah Briens	Valparaiso, IN
Patricia Miller	Valparaiso, IN
Lori McCorkel	Chesterton, IN
Catherine Fore	Crown Point, IN
Ana Dunnjak	Crown Pt, IN

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219-465-1868

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To Portage Chamber	From Jason Phelps	
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Fax # 763-2450	Fax #	

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Name	Community
CASSANDRA HERRIFORD	Merrillville, INDIANA
Jennifer Joseph	Hobart, IN
Ola Forte	Gary, IN
Fred Jackson	Gary, IN
[illegible]	Gary, In
Claudia Davis	Merrillville, IND
Loleta Burkes	Gary, In
[illegible]	Gary, IN
[illegible]	[illegible]
Evelyn Cates	Gary, IN
Marie Williams	Merrillville, Ind.
Reginald Hemming	Hammond, Ind

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Name	Community
LYNN ELEC. INC	PORTAGE
Larry Lynn	PORTAGE
James Jones	Portage
Bruce Mathis	Portage
Laurel L. Wielogorski	Portage
Beth Hemm	Lowell
Maria Elena Lynn	Portage
Laurence Lynn	Portage
[illegible]	Lake Station

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Name	Community
Richard Parron	Portage
Stacy Splechter	Portage
Danny Bell	Gary

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Name	Community
Rebecca M. Freeman	Portage
Joseph F. Hayes	Portage
Debra M. Murray	Crown Point
William Vega	Crown Point
Donald Hurley	Crown Point
Mary Hond	Portage
Deb Propes	Crestwood
Rick Smith	Crown Point
Kay Donohue	Portage
Carl Mund	Valparaiso
Gee Blaney	Highland
Andrew Kurtsis	Arlington Heights, Illinois
David Pengelad	Munster, Indiana

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Name	Community
Richard Ondrovik	Valparaiso
Marilyn Ondrovick	Valparaiso
Kathy Fox	Porter
David Ondrovik	Valparaiso
Shirley Sucop	Portage
Michael R. Ondrovik	Valparaiso
Cindy Berlin	Valparaiso
Patricia Ryan	Portage
Patricia Ryan	Portage

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Name	Community
Tom Labacz	LA PORTE, IN 46350
Tiffany Weliver	Valparaiso IN 46385
Mike Isch	LaPorte, IN 46350
Scott Rice	MERRILLVILLE IN. 46410
Ed Polak	MICHIGAN CITY IN 46360
Mitchell L Lyons	VALPARAISO 46385
Rod Wagner	WESTVILLE 46391
Willie Lyons	VALPARAISO, IN 46385
Scott Thelen	MICH. CITY, IN 46360
Scott J. Bush	LAPORTE, IN. 46350
Angie Stowe	PORTAGE, IN 46368
	VALPARAISO IN 46388
	Valpo, In 46383
	MERR. IN 46410
	PORTAGE, IN 46368
	LaPorte IN 46350

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Name	Community
Michelle M. Sikes	Padcor Mgt
Valerie Hildyard	"
Shirley Kaiser	Padcor
Tracy Rankin	Padcor
Marcia Calahan	Padcor
Diana Reedy	Padcor
Tiffany Watts	Padcor
Linda	Padcor

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Name	Community
Ronald W. Szabo	Portage, In
Linda Szabo	Portage, In
Don Giovanni	Portage, In
Sharon Brown	Portage, IN
Charles D. Brown	Portage, Ind.
Paula Cavanaugh	Portage, In
Linda Medina	Portage, In

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Name	Community
Jeffrey A. Nis	PORTAGE IN 46368
William J. Lynn	Portage IN 46368
Scott A. Falk	PORTAGE, IN 46368
Lynn D. Dixon	PORTAGE IN 46368
Bruce D Ward	LAPORTE IN 46350
[illegible]	PORTAGE IN 46368
[illegible]	Wheatfield IN 46392
[illegible]	Chicago, IL 60640
[illegible]	CROWN POINT, IN 46307
[illegible]	PORTAGE, IN 46368

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Name	Community
Marsha Perry	Portage
Tammy Zaupli	Portage
Joe Ann Cuevas	Lake Station
J. Fashwyer	Portage
Lynda L. Cruswell	Lake Station
Shonda Hiller	PORTAGE
Cory Chambers	VALPARAISO / PORTAGE
Linda Crawford	Hobart

63

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Name	Community
George McKay	Portage
Sally Osuse	Portage
Fred S LaBorn	Michigan City
Lu Gragido	Crown Point
[illegible]	Portage
Nadia Cruz	Portage
Sharon Dualkentush	Valparaiso
Jasper Nicholas	Valparaiso
Pat Munoz	Portage
Josie Brubaker	Portage
Diane Bruktenwall	Portage
Wanda Joy Hershman	Portage Indiana

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Name	Community
Sara Pirowski	Portage, In
Timothy Pirowski Jr	Portage, Indiana
Kathy Podkul	La Porte, In
Richard Podkul	La Porte, In
Amanda K. Pirowski	Portage, Ind
Jim Pirowski Jr.	PORTAGE - IN.
Debbi Musgrove	Hammond, Indiana
Mike Musgrove	HAMMOND IND.
Cathy Martin	~~Kingsford Heights, Indiana~~
Jane W. Martin	

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Name	Community
Elizabeth Bourgois	Portage, In
Carol Young	Valparaiso, IN
Pat Cook	Portage, Ind
Joanne Patterson	Kouts, Ind
Diane Burns	Valparaiso, IN
Shirley Wilson	Portage, IN
Carol Wheeler	Portage, IN
Brenda Varvel	Portage, In
Ricardo A Vargas	Portage, In
Ernie Kustich	Portage, In
Gloria Mouka	Portage, In
Myrtle Dilyard	Portage, In
Catherine Bourgois	Portage, In
Georgianna Jones	Portage, In
Dawn Murray	Portage, In
Jack Ward	Portage, In
Budget Car + Truck	Portage
Charles Jones	

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Name	Community
W. Kelly	Portage
D. Hillegonds	Portage
Kristy Volk	Portage
J. Lutz	Mills
John Knuth	Portage
Jodie Kunsik	Golden Drive
J Chappell	Portage
Martin Wardzita	Portage
Peter Dunn	Valpo In

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Name	Community
Maxine Kilbourn	869 Forest View Valparaiso 46
Wayne Kilbourn	603 W 93rd Ct Crown Point 46
Ronald Jacob	1300 Woodview Dr Lot 0-2 Valparaiso 46383
Betty Woods	3057 Woodview Drive Valparaiso 46383
Dick Lyon	1495 National Missionary Ch Valpo 4638
Harry Reed	3504 Bloomington Valparaiso 4638
Robert Tate	150 Lincolnway Valparaiso, In 46
Glenn W Potter	189 WOODSIDE Dr VALPARAISO, IN 463
	1809 CEDAR ST. VALPARAISO IN 4638

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Name	Community
[illegible]	[illegible] 300 N. Hobart, IN 46342
Felicia Rodriguez	682 W 700 N Hobart, IN 46342
David A. Rocine	692 W 600 N. Hobart, IN. 46342
Mike Rodriguez	5192 Independence Portage 46368
Donald L. Thompson	811 Hunter Drive, Westville, IN 46391
Kendall R. Adair	5811 Keller St, Portage, IN 46368
R. W. Monk	460W 600N Valparaiso IN 46385
Trisha Wild	7711 E Ridge Rd Hobart, IN 46342
Gregg Berntsen	590 N 250 W. Valparaiso IN 46385
Robert Lavoid	7241 E Ridge Rd Hobart IN 46342
Joel Gurevitz	3051 Randolph St. Portage, IND.
Robert C. Gordon	802 N. 625 E Westville, IND. 46391
Andrew L. Rodriguez	682 W 700 North, Hobart, IN 46342

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Name	Community
Kelly Stokes	Valparaiso, IN
Barb Spangelo	Valparaiso, IN
Tom Haney	Valparaiso, IN
Andrea Gary	Valparaiso IN
Gail L. Lust	Valparaiso IN
Patricia Alfe	Chesterton, IN
Janie Lund	Valparaiso, IN
[illegible]	Portage, Schererville
Janice Blumenthal	Merrillville, IN.
Jamie Sutton	Valparaiso, In.
Lara Brindisi	Valparaiso, Ind.

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Name	Community
Michael Clark	Valparaiso IN
Kenneth Ross	Lake Station IN
Floyd Turner	Merrillville IND
Doug Dill	Gary Indiana
John Lopez	East Chicago, IN
William Stritch	Westville, In.
Frank E. Ross	Valparaiso IN
Donna Jacobs	Hobart

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Name	Community
Darlene Hicks	Portage
Melinda Fisher	Portage
Gregg Gregg	Chesterton
Robert E. Wright	Portage
Phyllis Latta	Lake Station
J. E. Wright	Portage
Walter Medvesick	Portage
Martha Petraus	Portage
Sylvia Flores	
Alice De Rose	Knox
Susan Cohen	Portage
Debra Cartagena	Lake Station
Elayne Powers	Gary
[illegible]	Porter

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Name	Community
Jones, Vera	Sunrise
Peggy Moody	Miller
Marie Allen	Miller
Reginelle S Dickerson	Miller
Barbara Taylor	Miller
Mary Ann Murdock	Glen Park
Debra Ward	Miller
Deshelia Mack	Miller
Rosalia Morris	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
Maggie Bowers	Aetna
[illegible]	Miller
[illegible]	Miller
Rivers Hall	Miller
Rhonda Hardin	Miller Area
[illegible]	Miller
[illegible]	Miller
Mel Barton	Miller
Barbara Alexander	Miller
Marion Pope	Miller
Ronald Galston	Glen Park
[illegible]	Aetna
LASHONDA MOORE	AETNA

A-XII-278

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Sharon Harvel	114 Vermillion, Gary 46403
[illegible]	6958 Grant Ave, Gary 46403
Robert V Brown	475 BROADWAY GARY IN 46402
Kimberly McClara	504 Madison Gary 46408
GERALDINE McCRAWLEY	475 BROADWAY GARY IN 46402
Patricia Bradley	530 S. Vermillion Ft. Apt. 206
Wanda St. Petterson	538 W. 31st Place
Melissa Shaffer	1265 W. 17th Ave. Gary 46407
Melanie Felder	475 Broadway Gary, IN 46402
Linda M Sanders	2158 Stone St. Portage, In 46368
Sandra L. Topping	2058 Pebble Beach Dr. Valparaiso 46
Dewayne Turnipseed	629 Wolf Rd. Valpo. IN 46385
Pam Gandy	3042 Elaine Dr Portage IN 46368
B C Dean	5928 Terry Dr. Portage
Diana Rubenacker	6339 Valley View Ave Portage, In 463
Lynda Taylor	2702 Airport Rd Portage, In 46368
Anne Wright	2012 Elbow St Portage 46368
Mariabyce C. Ware-Hulse	3089 Hackney St Portage, In 46368
Kathleen Miller	2791 Irving St Portage 46368
Fayone Beers	PO Box 1234 Portage 46368
Terry Walton	4069 Ohio St Gary, IN
Joshua L Woodell	3945 MARYLAND Gary 46409
[illegible]	213 W Chase Road
[illegible]	857 Harlem St GARY IN
Gee R. Hardiman	4831 Jackson St. Gary 2nd 46

A-XII-27

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
NAOMI J. JEFFERSON	4327 Grant St Gary 46408
Dorothy A Shafer	9311 County Line Rd E Gary 46403
Helen Dyson	8330 W 3rd Apt K2 Merrillville, IN 46
[illegible]	3621 Jefferson Gary
Andrew J Brown	4023 Mass St Gary
[illegible]	5801 Kennedy Ter Apt 2
[illegible]	3709 Pierce St Gary 46408
Ryan C Byrns	4328 Virginia St 46409
Alone Ford	414 Garfield 46404
[illegible]	1600 E 36th Pl
[illegible]	1624 Indiana St 46408
[illegible]	4300 Washington St 46408
JOSEPH Paul	3672 Jefferson Gary 46408
SALVIN Walker	4175 Adams 46408
DONNA ROGERS	512 W [illegible] St
Ann Rogers	512 W [illegible] St
Jacqueline Moggette	1400 E 51st Pl Gary, In 46409
Jeffrey Kelly	412 Washington St 46408
Judy Stanton	648 N Lubeck St Hobart
[illegible]	4300 GRANT ST
Sheila Jane Thomas	1133 Pierce Street
[illegible]	2622 E 21st Ave
[illegible]	1077 Tennessee St
[illegible]	1016 E 41st Ave

A-XII-280

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
BRUCE AYRES	AETNA
Bryan L. Agee	AETNA
Michael R Smith	AETNA
[illegible]	Aetna
Carole Thorp	Miller
[illegible]	Miller
[illegible]	Aetna
[illegible]	Aetna
Madeline Bray	Aetna
Maurice W Hyde Jr	Aetna 1118 Aetna St.
JESSE T. SMITH	FICA/NEBIL
William H. Smith	Glen Park
Belinda L Hardiman	Miller
Edelia Jones	
Brenda Donaldson	Glen Park
GREGORY L DAVIS	MILLER
CAROLYN A. SMITH	MILLER
TONY BREEK SR	949 Johnson St
TERESA ANDERSON	1216 Gibson Pl.
Elizabeth Hines	3810 E 13th Place
[illegible]	1124 E 11th Pl.
Brenda Tucker	1180 Clayton St
Chester Nevon	9110 Pottowatamie

A-XII-28

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Anthony Monge	204 W Sycamore St Gary
Edward Anderson Jr	121 Ellsworth St. Gary
Robert R. Brymer	6117 Juniper Ave. Gary
[illegible]	650 N. Hippecanoe. Gary IN 46403
Todd Elliott	1016 Wyoming St Gary 46403
Darlene Lyon	540 N. Hippecanoe Ave Gary
Sandy Hon	3719 37th St Hobart
Cassandra Coates	552 Galston East Side - Gary
Dwen Adams	Miller, 7537 Lake Shore Dr
Barbara Gilliam	807 Hickory Lane
Dorothy Lee	920 Johnson St
Nora A. Bagley	2377 TAFT STREET
TOM A. RAPPAPORTS	8407 Lake Shore Dr.
Mary Lynch	405 TOMPKINS Gary
Mary Hope	259 N Lake St
Walter M Crowley	1128 Buss Gary
Ahdi P. Lee	696 Pike St Gary
William H. Johnson	2027 CHASE STR.
Pauline L. Mitchell	3930 E 12th Place Gary
Charles Jones	Miller Pavilion Lake
Brian Tyler	IN 2 Squaw Creek Dr.
Sam Tyler	8037 Lake Shore Dr.
Patricia B. Carradus	8414 Oak Run.
Sarah Newell	4020 E. 13TH AVE 46403
Will Smith Jr.	

A-XII-282

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Patricia A Betts	Portage In
Bob Upchurch	Gary
Alice M McComb	Portage In
Mary Hoppe	Portage In
Ruth Ann Jones	Portage Indiana
Russell Erickson	Portage Indiana
Vickie Erickson	Portage Ind
Patricia Erickson	Portage Ind
Dave Wilkinson	Portage Ind
Burt Wilkinson	Portage In
Jeff Wood	Portage In
Marilyn Lindsay	Hobart In
John Kiebek	Merrillville
John Shudich	Gary Indiana
Dan Bora	Portage
Inge Thomas	Merrillville
Marie Thomas	Merrillville
Anita Bass	Portage
Edward Boyd	"
Mary Ann Krupa	Hobart In
April Vandeveldon	Portage IN
Walter R. O'Neal	Portage IN.
Edward Warren	Portage Ind
Carol Eberhardt	Portage In
Alice Sorby	Portage
Mary Bzikowski	Bo Arge

A-XII-283

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Dennis Lewis	Glen Ryan
Elaine Timmons	Gary
Earl Jones	Glen Park
Lina Wark	Glen Park
Emmett Jones	Glen Park
Kenneth Brooks	Glen Park
Mary McNair	2032 Matthews St Gt. 46
Otis Hunt	245 Gibson
Dorothy Young	3773 TYLER ST.
Barbara Williams	Calumet Township
Wanda Perry	
Ben Moore Jr	4987 Kentucky St
Bonnie Moore	4987 Kentucky St
Phyllis Markman	4049 Ohio St Gary In 46409
Mary Nelson	3640 Van Buren 46408
LaNetta Robinson	600 W. 5th Avenue
Gwendolyn Busby	6700 Broadway
Cecelia Glass	5100 Madison St. 46408
Elizabeth Vorkuil	807 Union St. - 46383 (Valparaiso)

A-XII-284

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Pat Morris	Portage IN
Carolyn Lensburg	Portage In
Paula Romanko	Chesterton In
Jeanne Tracy	So. Haven, In
Angela Mundy	So Haven
Thomas G Bynum	Portage
Fayette Reed	Portage
Kenneth Hartsuiker	Lake Station
[illegible]	[illegible]
Charles Gregory	Portage IN
[illegible]	[illegible]
Amanda McKenzie	Portage Indiana
[illegible]	Gary Indiana
Debra Mccluskey	Gary Indiana
[illegible]	Valparaiso
[illegible]	Portage
Domingo Louison	Portage IN
David Nitz	Porter IN
Lori Nichols	Portage
[illegible]	Portage In
Dee Whitfield	Lake Station
Vanessa Whitfield	Lake Station
Margaret Hamstrom	[redacted] Portage
[illegible]	Portage
Barbara E. Legatowicz	Portage
Kim Hamilton	Portage
Douglas W. Press	Portage
[illegible]	Portage

A-XII-28

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Kathy Grasty	Portage
Joe Klemz	Portage
D Cummings	Portage
Jim Mc	Portage
R Yellowhammer	Hobart
C Hirschfeld	Portage
B Jones	Portage
My Henderschot	Portage
C Vega	Portage
C Vega	Portage
Ma Hardin	Portage
Dave Baudouin	DeMotte
Jeanette Moore	Chesterton
Pamela Ranwig	Valparaiso
Melodee Reiter	Portage
Melodee Reiter	Portage
Barry Dominko	Portage
Jane Rosenbaum	Hobart
Roberta Malarik	Portage
Grant Carlson	Valparaiso
RACHELLE DRESSER M.D.	LOFS
Nora Giles	Portage
Beth Giles	Portage
Wayne M Thomason	Hobart
Juan [illegible]	Portage
Kitty Wayte	Portage
Michael Wayte	Portage
Audrey P Zunic	Hobart

A-XII-286

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Margaret C. Hill	Portage
Gordon T. Embry	Portage
MARK R CLAPP	PORTAGE
JEFF W NIXON	PORTAGE
ALBERT M CASH	PORTAGE
Timothy Briesacke	Portage
Atty & Mrs. J. Kagen	Valparaiso
Susan Emmick	Portage
Ed Olszewski	Portage
[illegible]	[illegible]
[illegible]	Valparaiso
Dan Sparks	Valparaiso
Andrea Wilson	Portage
Jeremy Novak	Portage
Martin Lewis	Kouts
Tom Canfield	Crown Point
Marie Cuch	Lake Station
Betty Duffee	Lake Station, Ind.
W Billips	Gary IN
Lou Billups	Miller Beach, IN
Wyatt Monroe	Portage Ind
[illegible]	Portage IN
[illegible]	Valparaiso IN
Gary IN	VALPARAISO, IN.
Richard Stoker	Portage IN
Richard Newville	VALPARAISO IN
Anya Perez	Portage

A-XII-287

May 13th

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Catherine Myers	Portage, Indiana
Charles C Myers	
[illegible]	Hobart, Indiana
John D'Agostino	Lake Station
Elizabeth D'Agostino	Portage, IN
Angela Zolkowski	" "
Sandra Zolkowski	" "
Chris Zolkowski	" "
Janette Zolkowski	" "
Richard Ewing	" "
Margaret Downey	" "
Barbara Sund	" "
Maddie Giles	
Mary Woodley	
Kirk Crawford	" "
Robert F. Jones	" " 6735 Mulberry
Lucy K. Jones	" " "
Ron Clark	Portage, In
Mark Austin	Portage, In.
Patricia LAAS	Lake Station, IN
Joe LAAS	L. S. IN.
KARRY JAKSON	Katy TX
Melissa Pierna	South Haven In
Charlotte Brada	Miller, Chgo
Tom Glenn	Portage, Ind
Patricia Brown	Portage Ind.

A-XII-288

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Addresses and Community
C. Dion Harding	Gary, IN
Dale Kyle	Gary, IN
Arthur E Jones	Gary, IN 46403
James Wilson	Gary, IN 46403
Tony LaMaie	Valparaiso 46385
Susan Sphaie	Kouts 46385
HAT VESA	Gary
Michael Jones	1800 N Mass. St Gary 46403
Barbara Dale	Gary IN 46407
Hyde W. Allen Jr	PO BOX 3021 GARY 46403
Roberta Tracey	Gary, IN
[illegible]	GARY IN
Antwaine [illegible]	Gary IN
Stephanie Johnson	Gary Ind. 46403
[illegible]	" " 46404
Charles [illegible]	Gary 46403
Brian Holmes	Gary, IN
[illegible]	Gary In 46408
[illegible]	Gary, IN
[illegible]	5109 E. 13th Pl 46403
Lynette Parker	5109 E. 13th Pl 46403
George Henley	2576 Conn St. Gary IN 46407
[illegible]	3332 Brooks Pl Gary Ind 46404
E. Hudson	Hazelcrest IL 60429
Myron Rodriguez	Portage, In 46368
Guadalupe Alatorre	Portage, In 46368
R Ozy Hall	Gary IN 46403
	Luseeta Rodriguez Portage In 46368

A-XII-289

Alene A Musch	Portage, In
David R Musch	PORTAGE, INDIANA
Clary Carlisle	33 W. 46TH Ave Gary
Linda Carlisle	Gary, IN
Yolanda Smith-Hess	3641 West Huntington
Samantha E Ward	8571 LaPorte Cove
Keith & Tamisha McKoy	3755 Jackson St
Terri D. Bradley	6941 Ash Pl.
Evelyn Passo	Portage, In
Catherine A. Morris	Gary, Ind.
Vanessa Hooks	Merrillville, In.
KEITH STRACK	164 N. HARLEM GARY, IN
REGINA DRAKE	Gary, In
Nancy Wain	Gary In. 2301 Canal St
A Bell	Gary, In
Denise Howard	183 Huntington Ct Gary
Benjamine Kathryn Perry	Gary, IN

A-XII-290

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Joyce A. Ramothe	Valparaiso IN
Edai Diaz	Valparaiso, IN
Eric Stolz	Valparaiso, IN
Natoni S. Moran	Valparaiso, IN
Carrie Beeres	Valparaiso, IN
Sarah Bacote	Valparaiso, IN
Terri Browning	Valparaiso IN
Karen Cantoo	Valparaiso IN
Alison Rivera	Valparaiso, IN
Kate Galluzzo	Valparaiso, IN
Elizabeth Gill	Valparaiso, IN
Darryl Stegall	Portage, IN
Erica Stanton	Lake Station, IN
Winifred Poppinsley	Valpo In
Patricia Pepper	Hobart In
Marlene E Musch	Valparaiso In
Lydia Moore	Lake Station
Sandra L. Poppinsy	Valparaiso
Cheryl Bradley	Portage
Brooke Ostrander	Lake Station
Melinda Ostrander	Lake Station
Richard Stout	Valparaiso In
Amy Cattleman	Portage In
Deb Hurst	Valpo
Charlene Richardson	Lake Station
Ray Ostrander	Lake Station
Jennifer McCreary	Portage

A-XII-291

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Eddie Muhammad	Gary East Side
IRA ARON MALIK	GARY, INDIANA
Salimah Bagheell	Gary, IN
[illegible]	Gary IN
Michael E Gill	Gary, In.
[illegible]	[illegible]
Allen Johnson	Valpo, In
Sam Ford	Gary
Yolanda L. Hunt	Gary Calumet
Marsha J. Hunt	Gary Calumet
Odessa J. Hunt	Gary Calumet
Alaina Y. Glover	Gary, Indiana
[illegible]	[illegible]
[illegible]	Gary, IN
[illegible]	Gary, In
[illegible]	Gary In
[illegible]	Gary, Indiana
[illegible]	Gary, Indiana
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	Gary, IN

A-XII-292

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Eric Wilson	Chesterton
Paige Wilson	Chesterton
[illegible]	Valparaiso
[illegible] UTAH	Chesterton
Brian Seeberg	Chesterton
Ralph Funkhouser	Porter
P.L. Dudy	Chesterton
Ramona Dickinson	Chesterton
[illegible]	Chesterton
Nancy Long	Chesterton
Carolyn Salyer	Chesterton
[illegible]	Chesterton
Jerry Meier	Chesterton IN
Charles Wise	Chesterton
Margaret Russell	Valparaiso
Ruth Worthington	Chesterton
[illegible]	Portage
Joanne L Bell	Chesterton
[illegible]	Chesterton
[illegible]	Chesterton
Norma Erdahl	Chesterton
Dean Marlatt	Chesterton
[illegible]	Chesterton
[illegible]	CHESTERTON
Patricia J Jewell	Valparaiso

A-XII-293

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Don Ewert	Chesterton, IN.
Kelle Mobley	Chesterton, IN
Jay Mathis	Chesterton, IN
[illegible]	Chesterton, IN.
[illegible]	Chesterton, IN
[illegible]	
[illegible]	Chesterton, IN
[illegible]	Valparaiso, IN
[illegible]	Portage, IN
[illegible]	Chesterton, IN
[illegible]	Valparaiso, IN
[illegible]	Chesterton, IN
[illegible]	Chesterton, IN
[illegible]	Valparaiso, IN
[illegible]	Chesterton, IN
[illegible]	Crown Point, IN
[illegible]	Porter, IN
[illegible]	Chesterton, IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Andrea Rees	Valpo
Jim Rosetti	Chesterton
Brad Rosetti	Chesterton
Jacqui Adams	Chesterton
Natasha Meyers	Chesterton
Paulette Nixon	Chesterton
Sarah Mitchell	Chesterton
Kurt Isom	Chesterton
Andy Lados	Chesterton
Theresa Delaney	Valpo
Michael M Hartley	Chesterton
[illegible]	Chesterton
[illegible]	
Michelle Thompson	La Porte
Jane Kendall	Chesterton
Margaret Kendall	Chesterton
[illegible]	Chesterton
Barb Vinson	Valpo
Jacqueline Sherwood	Valparaiso
Robert Hartland	Chesterton
[illegible]	Chesterton
[illegible]	
[illegible]	
Jessica [illegible]	Chesterton
Jon A. Hartley	Chesterton
JOEL HENDERSON	CHESTERTON

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tim Erkstrom-Miller	Chesterton
[illegible]	Chesterton, Indiana
Jack S. Horton	Chesterton, Indiana
Dawn Starkey	Chesterton, In
Barbara Dunlay	Chesterton, Indiana
Becky Marshall	Michigan City, Indiana
Jim Mead	Chesterton, IN
Dickon Ensceder	Valpo
[illegible]	Chesterton
[illegible]	Chesterton
[illegible]	Portage
[illegible]	Porter, Indiana
Shannon Rabadan	Porter, Indiana
Edward A. Stevens	Chesterton, In
Michael McCoy	Chesterton, Ind.
Judy Nobbe	Valpo
Mike Smith	Hobart
Tina McGrath	Gary
Bill McGrath	Chesterton, In
John C. Chiles	Westville, In
Scott Sparks	Chesterton
Angie Fox	[illegible]
Gordon [illegible]	Hobart
Sally Noll	Burlington, Wisconsin
Mike Noll	

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Bill Johnson	Crown Point IN
MARK WOODVILLE	DYER
WILLIAM M. VANNATTA	CHESTERTON
ERICA VAGILSKI	"
Dan Strom	[illegible] Chesterton
Albert Krauss	Chesterton
Mike Kirkwood	Chesterton
Michelle Milnes	Porter
DALE JOHNSON	CHESTERTON
[illegible]	Chesterton
John Doe	Elma-Hobart
Gina Potts	
JAMES HENRY	PORTAGE IN
FRED WILLIAMS	Lowell IN
Mark Harris	Chesterton
John McKeown	Chesterton

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tom Nissan	Merrillville, IN
Jack E McKinney	Merrillville, IN
Nancy McKinney	Merrillville, IN
[illegible]	GARY, IN
Karl A. Conder	Merrillville, IN
Doris Lead	Chesterton, IN
Judith A. Johnson	Gary, IN
Maynard Castleberry	Gary, IN
[illegible]	Glenwood, IN
Joyce E Allen	City of Gary

A-XII-298

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Fred Klaba	2556 E 80th LAKE VILLAGE, IN. 46349
[illegible]	2206 Arkansas Hammond, In 46323
Jeff Meade	103 Olive St Hobart In 46341
Maurice Campbell	413 Arbogast GRIFFITH
[illegible]	1608 East 750 North Wheatfield In 46392
[illegible] Sousis	8671 N 100W Wheatfield Ind
[illegible]	102 E 700 N Wheatfield In
Glenn M Sousis	225 E S. St Wheatfield IND
[illegible]	950 E 900N Wheatfield Ind 46392
[illegible]	7126 MS Cook AVE. Hammond
NAFC WYCH H O SR	1092 Kenwood Woost
[illegible]	2506 Hobart St Gary IN 46406
[illegible]	621 N 6th Ave Dyer 46310
John A. Sims	2626 E 34TH AVE. LAKE STATION IN, 46

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Paul Hernandez	5316 W 45th Ave. Gary In.
Carey R Foley	309 9TH ST SW DYER, IN
[illegible]	3155 Rosewood Blvd, KNOX IN
[illegible]	249 Water St Hobart IN
[illegible]	7417 Water St. Hobart, Indiana
[illegible]	144 W 41st ST CROWN POINT
[illegible]	9025 Ivewild DR. HIGHLAND
[illegible]	9319 Bahama Dr. Dyer
[illegible]	1643 Indiana ST GRIFFITH
[illegible]	7909 W - 127th ave. C.P. IN 46307
Rubin Kaur	901 W. 8th STR Hobart IND 46342
Al Quiroz	5345 37th AVE #261 Hobart IN. 46342
[illegible]	1931 Dixon Pkwy Porter, In 46304
[illegible]	8355 S 600 W. North Judson
Charlie Hayes	16649 N SR49 Wheatfield IN.
[illegible]	10919 Glenda Ave Crown Point In
[illegible]	955 Hawes Ct. Hobart In
Hobson Stinson	8330 W 109th AVE CROWN POINT IN
Dawn Cantly	2302 Vine St Valparaiso In.

A-XII-300

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Jeff Brooks	Portage
Yvonne Johnson	Gary
Jarrod Brown	Lake Station
Shelley Zormier	Hobart
[illegible]	Valpo
Lon Mills	Valpo
Beth Arnold	Portage
Billie Rose	
Kizzie Blackwell	Portage
Pamela Emerson	Lake Station
Pat Gleason	Hobart
Linda Rubin	Valpo
Nerda Rivera	Gary
Tammy Pillsworth	Portage
Marlene Snyders	Gary
[illegible]	Portage
[illegible]	Portage
[illegible]	Gary
[illegible]	Portage
[illegible]	Portage

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
(Gary Mitchell)	Valparaiso In.
Deborah A. Kallek	Valparaiso, In
Rhonda Hallman	Valparaiso, In
Corena Perrell	Valparaiso Ins
Stephen Logan	Valparaiso, In.
Shirley Crespin	Valparaiso IN
Stephanie Shipley	Valparaiso, In
Ellen Sanita	Chesterton, In
Cesar Alcantara	Valparaiso, IN
Bradley C Law	Kouts IN
Cliff Abby	Valparaiso IN
Jaclyn Westwater	Valparaiso IN
Brian Hagen	East Chicago, IN
Shirley Hudson	Valparaiso, IN
Chris B Powell	Lake Station, IN
Troy A Patton	Valparaiso IN
Karen L Wangler	Portage, In
Mary J Mechelson	Chesterton, In
Ted Mechelson	Valparaiso, IN

A-XII-302

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Kim Guell	Chesterton In.
Angela Sanchez	Gary, In
Linda Vargas	Portage In
Jane Cillan	Gary IN
Norm Bayer	Lake Station
Peter Wilk	Gary Ind.
Marilyn Peterson	Gary Ind.
Lewis Lewin	Hall Ind.
Mattie Griggs	Lake Station
Linda Brannon	Portage
[illegible]	Merrillville
Linda Davis	Valparaiso In

A-XII-303

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Bob Koval	Hobart
Jeff Dunn	Hobart
Denise Delaney	Hobart
Nancy Nordmeier	Crown Point
Azzie Campbell	Merrillville
Vicki Gold	Portage
Richard J Buzy	Lake Station
[illegible]	[illegible]
Kristina Malinzo	Hobart
Michael McGann	Crown Point
Stacy Sipperly	Hobart
Evelyn Luna	Hobart
Diane Mechelson	Hobart
Carolyn Dickinson	Hobart
Beth W. Clemmons	Hobart
Marjorie Orange	Hobart
Johnny Vargas	LK Station
Diana Villarreal	Lake Station
Susan M Young	Lake Station
Ldivina Gonzalez	Lake Station
Tina Luizzo	Lake Station

A-XII-304

Jade Garden Restaurant 5

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Michael Haskins	PORTAGE
Mary Orange	Portage
Tiffany Orange	Portage
[illegible]	Portage
Sandra Barbosa	Portage
Donna Pluto	Portage
Thomas Rice	LAKE STATION

A-XII-3[illegible]

Jade Garden Restaurant, Portage 4.

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Donald Evans	Portage
Natalie Murkowich	Portage
Pat Cieszkiewicz	Portage
Michael Galanty	Portage
Lloyd Pregot	Portage
Jerry Flamin	Portage
Bob Mucci	Portage
[illegible]	[illegible]
[illegible]	[illegible]
Beverly Lebamoff	Portage
Gloria Bellfiore	Orlando, Florida
Fred DeBoer	Portage
Jules Douglas	Portage
Robert Brauer	Portage
Jean Brauer	Portage
Kim Emmons	Chesterton
Jean Grant	Valparaiso
Scott Soto	Portage
Sharon Lespo	Portage
Sal Talia	Portage

A-XII-306

Jade Garden Restaurant, Portage 3

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Bryan Brosseau	Portage
John Brosseau	Valpo
[illegible]	Valpo
Peggy Santos	Portage
Carl Gallagher	Portage
Scott Wilk	Valpo
Ken Baker	Portage
Shirley Karageorge	Portage
Rose Zarnecki	Portage
Ronald Thomas	South haven
Henry Beard	Hobart
Ted Pike	PORTAGE IN,
PHYLLIS PRINE	PORTAGE, IN,
Jenny Rojec	Portage, In
[illegible]	Portage, In
[illegible]	Lake Station
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
Kim Deneese	Portage
Link Catlin	Portage

A-XII-307

Jade Garden Restaurant, Portage 2

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Robert S. Kaufman	Portage, Ind. 46368
Jean Mitchell	Portage, IN. 46368
Nicole Fernandez	Portage, IN 46368
Rebekah Thompson	Portage, In 46368
Charles Jacomet	Portage, IN 46368
[illegible]	Portage, IN 46368
Bill Nichols	RR 6 W 203 and Airport Road
Cindy Cook	Portage, In 46368
Dena Shaw	Portage, In 46368
Elaine Berridge	Portage, In. 46368
[illegible]	Portage, In. 46368
Vic Pescow	Porto IN 46360
Christine Mitchell	PORTAGE, IN 46368
[illegible]	PORTAGE IN 46368
[illegible]	PORTAGE, IN
Dena Powell	Gary In
Gene Theis	Portage, In.
Charity R. Theis	Valparaiso IN
Liz Vendrasco	Portage IN
A. McClure	CHESTERTON, IN

A-XII-308

Jade Garden Restaurant 1

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	Chesterton
[illegible]	"
[illegible]	La Porte / Michigan City
[illegible]	South Haven
[illegible]	Portage
[illegible]	PORTAGE
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Valparaiso
[illegible]	Valparaiso
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Chesterton
Joanne Rueter	Valparaiso

A-XII-309

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Ann Zeller	Portage
Judy Mougon	Portage
Barbara Stastka	Portage
Linda O'Leary	Portage
Ann E. Longma	Portage
Bill DeWindt	Portage
Jean M. Lewis	Michigan City

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Jo Scott	Valparaiso
Chyl Kusch	Valparaiso
Beverly McFarren	Valparaiso
Shirley Wagner	Valparaiso
Dawn Carney	Dyer
Paul Hagenbuch	Valparaiso
Dana Anderson	Dyer
Jeanie Campbell	Dyer
Kyle Ellis	Dyer
Gail Mayton	Valparaiso
Bert Mayton	Valparaiso
Robert Burton	LaPorte
	Valparaiso

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Name	Community
Margaret Wiemke	Portage
[illegible]	Portage
[illegible]	Lowell IN
Deborah White	Crown Point IN
[illegible]	[illegible]
[illegible]	Highland IN
Gloria McKee	Portage IN
[illegible]	Portage IN
[illegible]	LAKE VILLAGE IN
[illegible]	PORTER, IN
[illegible]	PORTAGE IN
[illegible]	Valparaiso, In
[illegible]	Valpo, In.
Steve Driscoll	Schererville IN
Kay McMillen	Pekin, IL
[illegible]	MERRILLVILLE, IND
Rob Kaub	LAKE STATION IND
Charles Reedy	Valpo, Ind.

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Tom Neary	Portage, In
Carolyn Neary	Portage
Randy L. Baldwin	Portage, IN.
Kathrin Miller	Hobart, IN
Dianne L. Abel	PORTAGE, IN.
Mary Quinn	Portage IN
Jeanine Cim Pepper	Valparaiso In
Alice Herald	Portage In
Pamela Gatlin	Merrillville, In.
Brandy Sutherland	Chesterton, In
Alice Smith	Hobart In
Sheila Hopper	Portage In.
Melissa Kirn	Portage IN
[illegible]	Portage IN.
[illegible]	Portage, In
[illegible]	Portage IN.
[illegible]	S PORTAGE, IN
[illegible]	Portage, In.
Audrey K. Mitchell	Portage, IN
Chandra Yardumian	[illegible]
Brett Parker	Crown Point, IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Valparaiso, Ind
	Valparaiso, In.
	Valparaiso, In.
	Merrillville
	Schererville, In.
	Hammond, IN
	Valparaiso, IN
	Hobart, IN
	Hobart, IN
	Merrillville IN
	Lowell In
	Hobart IN
	Valparaiso, In
	Portage IN
	Valparaiso In
	Valparaiso IN
	VALPARAISO, IN
	PORTAGE, IN
	Chesterton In 46304

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Lake Station
	Portage
	Portage
	Demotte IND.
	Portage
	Valparaiso
	Valparaiso
	Portage
	Lake Station
	HIGHLAND IN.
	Portage
	Portage
	Portage
	M.C
	Valpo
	Merrillville
	Lake Station
	Portage
	Portage
	Lake Station

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Name	Community
	Gary
	HOBART
	Portage
	Portage
	Portage
	Portage
	Portage
	Portage
	Portage
	Valparaiso
	Portage
	Portage
	Portage
	Valparaiso
	Portage
	Westville
	Valp
	Valparaiso
	Valparaiso
	Portage

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Name	Community
	Hobart
	Hobart
	Lake Station
	Hobart
	Hobart
	Lake Station

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Name	Community
Janice Wilson	Portage, Indiana
Tracy Damiell	Highland, Indiana
Cristella Gillespie	Chesterton, IN
Sue Ostrycki	Portage, IN
Melissa Fowler	Hgt, IN

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PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Steve Shickowsky	Michigan City
Mark Dwiatt	LaPorte, Indiana
Robert E. Hardle	Munster, IN
Kevin Alling	Portage
Bill Bell	Portage
Jim Simmons	Crown Point, IN
Anthony Endrott	Gary, IN
Betty Remsley	Portage
Carl Boyd	De Motte, IN
Judy P. Adams	Portage, IN
Bill D. Ward	Valparaiso

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Cliff Brooks	Valpo./Portage
Steve Frizzell	Crown Point/MBRA
Barbara Brunk	Hobart
Bryan Williams	Portage
John Vrooy	Gary
Noel Aguayo	Lake Station
David C. David	Valparaiso
Greg Boswell	Hobart
Ken Jongsma	Portage
John Kern	Valparaiso, IN
Arlene Kerr	Valparaiso, IN

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Lou Lucille	La Porte
Bill Klein	Chesterton
Kulgda Kgaak	Valparaiso
Bill Boenn	Inver Bend
Robert Kolb	Griffith

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Nicole Goetschel	Hobart
Holly R. Wilson	Valparaiso
Dawn Beach	Valparaiso
James D. Pieper	Portage
Jennie Jackson Castell	Merrillville
Deborah Rajsic	Chesterton/Porter
Chef E. Hines	Gary
Tracy L. Otero	Hobart
Nancy Packovski	Crown Point
Irene Anderson	Lowell
Janet Carter	Valparaiso
Lisa Chamberlain	Hobart
Sharon Fisher	Hobart/Porter County
Yolanda Macias	Portage
Amy K (Knez)	Portage
[illegible]	Hobart
Tollie Blosser	Hobart
Laurie Knauff	Valparaiso
Sheila Ellis	Portage
Renee Bonner	Hobart
Gayle Genge	Valpo
Kelly Roggow	Hebron

A-XII-322

06/01/2001 12:07 2194775915 EXPRESS PERSONNEL PAGE 01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Monte Moffett	Porter
Angie Martinez	Lake
Doris Quinn	Lake
Jonna Cervas	Lake
Dale L. Robertson	Porter

06/01/2001 12:07 2194775915 EXPRESS PERSONNEL PAGE 02

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Name	Community
Asia Crooch	Gary, IN
Debrah Guiens	Valparaiso, IN
Patricia Miller	Valparaiso, IN
Lori McCorkel	Chesterton, IN
Catherine Store	Crown Point, IN
Ana Duvnjak	Crown Pt, IN

EXPRESS PERSONNEL SERVICES
332 W. US Hwy, 30 Suite C
Valparaiso, IN 46385
219-465-1868

EXPRESS PERSONNEL SERVICES
332 W. US Hwy, 30 Suite C
Valparaiso, IN 46385
219-465-1868

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To Portage Chamber | From Jason Phelps
Co./Dept. | Co.
Phone # | Phone #
Fax # 763-2450 | Fax #

A-XII-324

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Holly Miller	Chesterton
Kent Mueller	Chesterton
Jason Phelps	Chesterton
[illegible]	Chesterton
Rhonda Wilson	Chesterton
Stephanie Matheus	Valparaiso
Carrie Harville	Valparaiso
[illegible]	Chesterton
[illegible]	Hebron
[illegible]	Valparaiso
[illegible]	Merrillville

EXPRESS PERSONNEL SERVICES
332 W. US Hwy, 30 Suite C
Valparaiso, IN 46385
219-465-1868

EXPRESS PERSONNEL SERVICES
332 W. US Hwy, 30 Suite C
Valparaiso, IN 46385
219-465-1868

A-XII-325

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Name	Community
Karen Segren	Portage
Kimberly A. Hess	Portage
Mark Stelle	Valparaiso
Deborah Bowen	Merrillville
Richard Bowen	Merrillville
John Regal	Portage
Peter McCarthy	Valparaiso
Mark Stelle	Valparaiso

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Michael Clark	Valparaiso IN
Kenneth Ross	Lake Station IN
Floyd Tuinman	Merrillville IND
Doug Dies	Gary, Indiana
JOHN LOPEZ	EAST CHICAGO IN
William Strubel	West Ville IN
Frank E. Rossi	Valparaiso IN
Deanna Sackett	Hobart

Jade Jorden Resident

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
David B Cason	PORTAGE
Eleanor Cheng	Portage
Paul Cheng	Portage
Ben Cooper	Portage
Dale Carlson	Portage
Barry Calloza	Portage
Dyna Warenk	Portage
Jorge Mayado	Portage
Alpha Sarayash	Portage
Cheryl Lapa	Valparaiso
Cindy Cox	Valparaiso
Mike Pickford	South Haven
Jerry Wrigley	PORTAGE
Olivia Gross	Michi
Jean R Hoffman	Michi
Charmaine D Mc	PP
Michelle Cooley	Valparaiso
Charles A Pauly	Portage
Karl Cheng	"
Lee Yeung	"

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Dick Kratzenberg	Chesterton, Indiana
Tammy J. Lee	LAPORTE, IN
Thomas A Nuttle	LaPorte, IN
Tanya Jahn	Valparaiso, IN
[illegible]	LaPorte, IN
[illegible]	LaPorte IN
[illegible]	LaPorte, IN
[illegible]	Kirkman IN
[illegible]	Argos IN
[illegible]	Walkerton, IN
Diana Gross	Buchanan, MI
Jenny VanHook	Rolling Prairie, IN
Stacy Escalera	Michigan City, IN
[illegible]	LaPorte, Ind.
[illegible]	Hobart, IN
Karen J Holmes	South Bend, In
[illegible]	Hewitt, In
[illegible]	LaPorte, In
William A Nuttle	Valparaiso, IN

JUN-02-01 10:07AM FROM-LARSON-DANIELSON CONSTRUCTION CO INC +219 362 2848 T-855 P.001/001 F-052

Linda Gordon Restaurant

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Karen Cheng	Portage
David Musick	Portage
Sandra M. Brown	PORTAGE
Brian Kellenberger	Portage
Dennis Kelley Jr.	PORTAGE
Jon Burton	Portage
Melanie Ellis	Chesterton
Tom Sokovich	Chesterton
	Portage

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
	Hebron
	Cedar Lake, In.
	Wanatah IN
	ST JOHN IN
	Valparaiso IN
	Portage, IN
	Portage, IN
	Portage IN
	Portage, IN
	Crown Point, IN
	Hanover, In
	PORTAGE IN 3309 BROWN ST.
	Morrocco IN
	Lowell IN
	LAPORTE, INDIANA
	HOBART, INDIANA
	St Mary, In
	Merrillville IN
	4237 MARYLAND ST Gary, In
	2502 OAK ST MICH. CITY
	Crown Point, IN
	Hobart
	Hobart
	Hobart

MUST BE RETURNED BY JUNE 10, 2001

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Name	Address and Community
Cinda Harrison	Merrillville
Cristina Robertson	Merrillville
	Highland
	Oakford
	Shelby
	Gary
	CUNLA BOX FIELD IN
	Crown Point IN
	CEDAR LAKE, IND.
	CROWN PT. IN.
	HOBART IN
	Jo Porter
	WESTVILLE
	Highland IN
	Valparaiso In
	Hebron Indiana
	GRIFFITH IN
	DEMOTTE IN
	Lowell In
	Crown Point
	Gary Ind.
	ST JOHN, IN
	SHELBY IN
	3940 West 73 MERRILLVILLE
	11006 W. STATE. 114 RENSSELAER
	231 OAKLAND DR. LOWELL IN

MUST BE RETURNED ~~BY JUNE 10, 2001~~ WHEN FILLED

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
	4118 Miller Ave
	1310 Broadway
	3770 Johnson St Gary, In
	1217 E. 35th Pl. Gary 46409
	309 E. 52nd Ave.
	5036 West Ave
	P.O. Box 68/ 1955 Mass St
	6577 Jefferson Hany, Ind
	477 Arthur ST Gary In
	220 (Mt. Lawn Cemetery
	2132 GRANT
	327 King ST. Gary
	297 S. GRANT PL (H) 938 3761
	3830 Ellsworth Pl. Gary IN 46408
	2670 POLK PLACE 46404
	2737 S. Kentucky Rd Dyer, In
	3441 Highland Indiana
	6760 Wisconsin Ave. Portage IN
	1325 W 2ND AVE Gary IN
	9530 Forest Ave. Hamp
	4729 W. 11th. Ave. Gary In
	3350 Temple St. 46404
	1301 Broadway Gary, In
	1699 W 10th Pl Gary 46407

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Donald W. Leeds	Lake Station Ind.
INDERJIT SINGH JOHNING	LAKE STATION IN
Corey Dotson	Lake Station IN
Gabriel Rutio	Lake Station IN
Mitchell DeLong	Lake Station IN
Daniel Ortiz	Lake Station
Ernest Ortiz	U.S.
Jaclyn Ortiz	Lake Station
Irene Ortiz	Lake Station
Margie Ikell	Lake Station
Pedro Ortiz III	Lake station
Pedro Ortiz Jr	Lake station
Brian Oliver Sr.	Lake Station
John Oliver Jr.	Gary in
Tony Valpatic	Lake Station
Bob Valpatic	Lake Station
[illegible] KIAL	S. H.
LANA J. SINGH	U.S.
[illegible]	U.S.
[illegible]	U.S.
Heather Stillfield	Lake Station
Colleen Ettore	LAKE STATION IND
Scott Roda	Lake Station
[illegible]	Lake Station
Julie Huddleston	East Gary

A-XII-334

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Charles Brennen	Crown Point IN.
Ricardo Hernandez	Whiting IN
Steve Jovesic	Crown Point IN
Clifton L. Bryant	Gary IN 46407
[illegible]	Crown Point IN.
Caroline Weaver	Cayuse Point In
James Whiteside	Gary
Ralph Kincaide	Gary
Aaron DeLorme	Schererville Ind.
[illegible]	Griffith In.
Betty J. Taylor	Gary
Willie R Jaynes	Gary
Yvonne Hyde	Merrillville
[illegible]	Hanover
Brian D. Walker	Gary In.
Yolanda Childress	Schererville IN 46375
Pat Brennan	Crown Point In

A-XII-33

MUST BE RETURNED BY JUNE [illegible]

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
GERALD T. BROWN	GARY 7908 OAK AVE.
Steve Mazgaj	306 Rendell Lake
GERALD KUSEK	1839 WREN Dr. MUNSTER, IN 46321
Ryan Hakenson	1112 Country Club Dr. Crown Point IN 46307
CRAIG DAVIS	686 BUCHANAN GARY IN 46407
Jim Mann	7102 POLK ST MISH IN 46410
Rich Fuellhorn	54 Cookwood Dr. Valp IN 46385
Jim Janeff	3226 W 93rd WEST. MTC
Will Price	5168 Corona Ave Portage IN 46368
Arnold Reyes	8577 McKinley 46368 Merrillville, IN 46410
Dale Johnson	2735 HART ST. DYER, IN
Jeremy Kinas	2248 Herman Portage IN 46368
Jason Sutton	743 Imperial Rd Valp IN 46385
[illegible]	826 Lincoln St Dyer In
Chris Arnold	15316 Clinton St Cham. In 46367
[illegible]	902 N. Wabeek GARY IN 46403 1620
Anthony L Bethea	5534 Morehouse Ct. Portage In 46368

A-XII-336

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
BILL HASSE	HASSE CONST. CALUMET CITY, IL
JOHN HASSE	MUNSTER, IN
[illegible]	VALPARAISO, IN 46385
[illegible]	CROWN POINT, IN
[illegible]	MUNSTER, IN
[illegible]	Griffith Highway IN
[illegible]	HASSE CONST. CALUMET CITY, IL
Charles Eakins	Chesterton, IN
Wanda E Nieves	Munster, IN
Nancy A Beyth	Dyer, IN
TED SCHWANDT	HIGHLAND, IN.
[illegible]	512 EDMOND Dr. DYER IN 46311
[illegible]	3009 173rd St Hammond 46324
Sharon Jersey	1200 Arrowhead Ct. C.P.
Drew Riley	Crown Point
MARK BALICKI	1945 MAPLEWOOD MUNSTER
[illegible] PETERSON	11542 W 50 N Westville, IN 46391

A-XII-337

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Charles Johnson	East Chicago
Judy Yates	Michigan City, IN
Terry Bailey	La Porte, IN
Calvin Rogers	New Albany, Ind
Crystal Rogers	" " "
Bill Cooper SR	Hammond, In
Vanella Williams	Gary, IN 46404
Manuel Salinas	Hobart, IN
Lee C Cox	Gary, In 46404 (Sabrina Dr Portage)
Michael Perea Jr.	Crown Point IN
Josephine VanDyke	Munster, IN
Walt Olsen	Gary, IN
Eugene Dunlap	Hammond In 46394
Thomas Hall	Gary, IN 46404
Horace Sherrod Jr.	Hobart IN 46404
Roberto Rodriguez	E.C. 46312
Brenda Curtis	Gary, In
Shawn Cox	East Chicago
Kim Cox	St John
Maurice Kibler	East Chicago
Audrey Brooks	Highland, IN
Sandra Blando	Hammond, IN
Robert Kay	Chesterton, IN.
Clement J Riley	Freeburg, IL.
Donna Jelenek	Merrillville In 46410

A-XII-338

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	[illegible]
[illegible] 472 Clark Rd	[illegible]
[illegible] 4606 S Knox	[illegible]
Mabel Guevara 1494 Nowill St	Allendale Ind 46402
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
George Ochsenfeldt	Monee Ill 60449
[illegible]	[illegible]
Rayford McDaniel	Gary, In 46403
[illegible]	[illegible]
[illegible]	Crown Point 46307
Donald F. Wiltfong	Michigan City, IN 46360
Maria G Figueroa	Portage, IN 46368
Lawrence Nelson	Bourbonnais, Ill 60914
Raymond R Olson	Daytona Beach, Fla
Tyrian Parr	Daytona Beach, Fla. 32114
Jamie Nelson	Kankakee, Ill

A-XII

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible]	[illegible]
Wm. D. Maywald	Deltona, Fl
Jacqueline Maywald	Deltona, Fl
Dan Rice	Ocala, Fl
[illegible]	[illegible]
Gabriel Ray Prentek	Gary
John Ed Thal	Ormond Bch Fl 32174
Annette Hyde	Ormond Beach, Fl. 32174
[illegible]	Deltona Fl 32725
Leonard Jelenek	Merrillville In 46410
Fred Stigler	Gary, In
Dawn Linn	Valparaiso
Mrs. Manuel Morales	E. Ormond Bch Fl
Fred Spears	[illegible]
Arnold Feliciano Jr.	East Chicago, Ind.
[illegible]	Roswell, GA
Linda Parise	Cedar Lake, In
Susan L. Taylor	Chesterton, IN
Mandy Kovacs	E. Chicago
Betty Strassquest	Hammond, In.
Robert Hyde	Lowell, In 46356
[illegible]	Schererville, IN 46375
Nicholas Bartlett	Schererville, IN 46375
Mark Hornbeck	Crete, Ill 60417
Darrell Hornbeck	Crete, Il 60417

A-XII-340

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Kimberly Baldwin	2801 Roanoke Ct.
[illegible]	Valparaiso IN 46383
[illegible]	Eustis, Florida
[illegible]	Groveland, FL
[illegible]	Eustis, FL
Brenda Carson	Gary, IN
Herman Carson	Gary, IN
Sherman Carson	Gary, IN
Gabriel Ray Prentek	[illegible]
Scott R. Abrasky	Gary, IN
[illegible]	Schererville IN
Colton Holleth	Schererville IN
GERALD GROSS	CHICAGO, ILLINOIS
DEBRA-JO GROSS	CHICAGO, ILLINOIS
[illegible]	Daytona Beach, Fl.
[illegible]	Daytona Beach, Fl.
Mildred Mikulencz	Medford, Ore.
SCOTT SCHALK	BERRIEN SPRINGS, MI 49103
Gabriel Ray Prentek	Gary, IN
William Wood	Hobart, Ind
[illegible]	Gary, In. Indiana Gateway to Tomorrow
BRIAN RUNYEON	RALEIGH, NC
Valerie M. Kelley	Gary, In
Bob Kelley	Gary, In
[illegible]	Highland, In

A-XII-341

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Name	Community
	VALPARAISO
	Merrillville
	Hebron
	Gary, IN
	Gary
	Gary
	Gary, IN
	Hebron
	Hebron
	GARY
	Glenwood, Chesterton
	CHICAGO IL
	CHICAGO
	CHICAGO
	South Bend
	CHICAGO / Hammond
	Michigan City, Ind
	Sacramento, CA
	Gary
	Gary
	Gary
	"
	"
	"
	Portage

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Name	Community
	Portage
	Merrillville
	Merrillville, IN.
	Hammond IND
	Gary IN 46406
	HOBART
	Hammond
	Gary IN
	Schererville, IN.
	Lowell
	Highland
	Portage IN
	PORTAGE, IN.
	HAMMOND, IN.
	HAMMOND, IN.
	Gary, IN
	Gary, IN
	Portage, In.
	Portage, In
	Merrillville, In.
	Whiting, In
	Munster, IN
	Munster, In.
	Munster, In.
	Griffith, In

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Name	Community
	GRIFFITH
	Chesterton
	GARY
	HAMMOND
	Valparaiso
	CROWN POINT
	GARY, IND
	LOFTS, CROWN POINT
	Hobart - Chicago
	Gary, IN.
	Schererville IN
	MUNSTER IN
	Gary
	Gary
	Gary
	Hammond
	WHITING.
	Gary
	Merrillville
	East Chgo, In
	Hammond
	Hammond
	East Chgo, Ind

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Name	Community
	Hammond, In
	Gary, In 2224 williams
	HIGHLAND, IN.
	Gary, Ind 46407
	1614 Carolina 46407
	Gary, IN
	Hobart, IN 46342
	MUNSTER
	MUNSTER
	Gary
	Valparaiso
	East Chgo
	Hessville, IN.
	Gary, In
	Gary, Ind
	Merrillville
	Merrillville, In 46410
	Whiting, In 46394
	Lansing, Ill. 60438
	Hobart Ind 46342
	Hobart, Ind 46342
	Hobart, Ind 46342
	" " "

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Name	Community
SHIRLEY MARESKO "TRAVEL AGENT" - COLO SPGS CO	
BOB PETROVICH	HAMMOND
JOHN WAGNER	DYER, IN
BEVERLY GOGGANS	ST JOHN, IN
[illegible]	Edgewood, IL
Larry D'Baron	Mt. Prospect, IL
George Mintas	Stagar, IL
DAVID GOGGANS	St John IN
Janet Hershberger	MERRILLVILLE, IN
Sigmund Andreejak	Calumet City IL
Mary Shiver	Gary, IN
Margaret Shiver	(Ogden) IN
James Oliver	Gary, IN
Robert Forrest	Gary, IN
[illegible]	Hamond, Ind
[illegible]	Hammond IN
Basil C Onesko	East Chicago In.
[illegible]	Crown Pt.
[illegible]	DEMOTTE IN.
[illegible]	MUNSTER, IN
[illegible]	Dyer, IN
Eugene Jurek	Munster, In.
Peter J. Clemer	Hammond, In.
Kathleen R Coleman	Hammond, In.
Denis Sitarek	Wheeling IN

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Name	Community
JEAN JENSEN	GARY, IN
Kenneth Benedict	Portage, In.
[illegible]	Kouts IN
[illegible]	Hammond IN
DANIEL RADTKE	Michigan City
[illegible]	" "
[illegible]	" "
[illegible]	Michigan City, IN
[illegible]	Longwood, FL
[illegible]	Dearborn, MI
[illegible]	Kissimmee, Mi
Kaysen Brown	Orlando, Florida
[illegible]	Hammond, IN
[illegible]	Hammond IN
Tom Conway	Hammond
Gordon Powers	MUNSTER, IN
[illegible]	
LARRY SEGERS	PARK FOREST, IL
Karen Erickson	Gary, IN
[illegible]	[illegible]
RON DISHMON	WEST GARY, IND
VERONICA DISHMON	WEST GARY, IND
JOHN J BABICK	SCHERERVILLE IND
ED STANULA	SO. HOLLAND, IL
ROBERT B CONNER	HAMMOND IN

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Name	Community
Deborah Conner	Hammond IN
D.W. Connor	Hammond IN
Evangelina Cabrera	Lake Station, In.
[illegible]	Sioux Illinois
[illegible]	East Chicago, IN.
[illegible]	So Holland, IL
DEJAY JONES	GARY IND
Kevin Harmon	Dyer, IN
Thomas Schap	Calumet City, Ill.
Yvette Hernandez	East Chicago, IN.
Edward A Krupa	Hammond, Ind
Pamela J. Krupa	Hammond, Ind.
[illegible]	Ham. Ind.
[illegible]	" "
[illegible]	SCHERERVILLE, IN.
[illegible]	PORTAGE, IN
DAE Snyder	HAMMOND IN
BRIAN SNYDER	HAMMOND IN.
Smokey McGaffe	SMOKE
MARY KRUPA	Schererville IN
JOE KRUPA	Schererville IN
ARIC MEDING	Schererville, IN
JIM BUER	HAMMOND, IN
JENNIFER KRUPA	Schererville, IN
ETHAN HACKER	Schererville, IN

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Name	Community
[illegible]	Hammond IN
[illegible]	Hammond In
[illegible]	Highland In
[illegible]	Hammond, In
[illegible]	"
[illegible]	Hammond
[illegible]	Gary IN 46406
[illegible]	Hammond In.
[illegible]	HAMMOND, IN.
CHRIS MASON	HAMMOND, IN
Joe & Jackie Brady	Highland, In
[illegible]	[illegible]
[illegible]	Merrillville IN
[illegible]	Dyer, In.
[illegible]	Dyer, In.
[illegible]	Merrillville
[illegible]	Carmel Indiana
[illegible]	Gary, Ind
JAMES M. MORRIS	GARY, IN
[illegible]	Highland, IN
[illegible]	HIGHLAND IN
[illegible]	Gary, In.
[illegible]	Gary, In.
SUSAN HUGHES	Mich. City, In
[illegible]	Gary, In

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Name	Community
GUY JUSTAK	CROWN POINT, IND.
WAYNE McATEE	VALPARAISO, IN
LOIS McATEE	VALPARAISO, IN.
RONALD MCATEE	HIGHLAND, IN.
Michael E. Loftus	Portage, IN
Barbara Loftus	Downers, Mi
NICK ELIEFF	LAKE LAKE, FL
Sonya Carter	Jacksonville, FL
Avis Morris	Gary, IN
JOHN TRIMMEL	HOBART, IN
MARILYN TRIMMEL	HOBART, IN
Joe Trimmel	Hobart, IN
Mary Moore	Hammond IN
Albert F. Moore	Hammond, Ind.
Ernest Bohnert	Crown Point, Ind.
Joan Stary	Gary
Peggy Sue	Crown Point, In.
Diane Hayes	Gary IN
Barry Hayes	Gary, Ind.
Estelle Harris	Hammond, Ind.
Ronald Wells Sr	Merrillville, In
Michael J. Starke	Chicago, IL

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Name	Community
Daniel Noble	Westville, IN
Diane Beard	Cedar Lake, IN
Daniel Hrinkow	Michigan City, IND.
Fran Van Vliet	Hammond, IN
Maureen Burke	Crown Point, IN
Susan Kaleta	Crown Point, In
Marianne McCauley	Crown Point, In
Shelly Kwiatkowski	Portage IN 46368
Mike Hulbert	Lake County CVB
William Robbins	Hammond, IN
Paulette M Gallegos	Hammond Ind.
Thomas Studer	Merrillville, In
Joyce Hoesly	Hery, Ind.
	Portage, In.
	&
	Merrillville
	Schererville, IN
	Chesterton, In
	Crown Point
	Portage, Ind.
	(Portage Ind & Orlando FL)
	Crown Point, IN
	VALPARAISO, IN

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Name	Community
Steve Nigavich	Munster, In.
[illegible]	Michigan City, Ind
[illegible]	Merrillville, In
Marva A Sorry	Gary, IN.
Mildred Whitesides	GARY - Miller
[illegible]	Gary
[illegible]	Gary
[illegible]	Whiting, IN
[illegible]	Gary, IN
[illegible]	Gary, Ind
Derrick Derrickson	Gary, Indy
[illegible]	Gary
Maxine Braden	Gary
Cliff Gwerlich	St. Johns, In
Carol Gwerlich	St. John, IN
[illegible]	Gary In
[illegible]	Munster
[illegible]	Gary IN
[illegible]	Munster, IN
[illegible]	Munster, IN

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Name	Community
Elizabeth Davis	Schererville So much more convenient than Chica
Lisa Casey	Hammond Ind
DAVE + Brenda McDade	Gary, IN We have 5 children in 5 different States - we'd rather fly close from home
[illegible]	
[illegible]	
Jon Ellen Sexton	I would like it very much
Richard V Sands	More convenient Schererville
Charles R Holmquist	Hammond, Ind
Michael J Welch	
Robert M. CASE	Gary IN
Quinton Lewis	Merrillville, In
Kenneth Napier	Chicago, IL.
William Johnson	Skokie Ill
[illegible]	Chicago, Ill
[illegible]	CHICAGO IL
Victor M. Morales Jr	Lake Station, Ind
THOM MORALES	DYER, IND
Dave Niewiadomski	Dyer, Ind
Gonzalez Alan	Chicago
Mary Jane	Gary, In.
Shanell Fuller	Gary, In
[illegible]	Crown Point
Delores Gaudyn	Chicago, Ill

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Name	Community
Jeff Augustine	Demotte Ind.
Melissa Augustine	DeMotte, IN
[illegible]	Las Vegas, NV
[illegible]	Hobart, IN
[illegible]	So Holland, Ill
[illegible]	Gary
Marie Harris	Gary
Robert Schallenberger	Hammond Ind.
[illegible]	Goshen IN
Sam Freeman	Fort Wayne IN
Dawn Kay	Hmd - Hessville, IN.
Dorothy Claybourne	Schererville Indiana
Jim McElroy	Valparaiso IN.
Sue McElroy	Valparaiso IN
Tom Hornbeck	Highland IN.
Dan Hornbeck	" "
Dan Adler	Gary IN
Penny Adkins	Gary IN
Leon Hamilton	Gary IN.
Phyllis Johnson	Gary IN
Hattie Mae Johnson	Gary IN
Mary Knibbs	Gary IN.
Jerry Knibbs	Gary IN.
Lawanda Greer	Gary IN
Chris Greer	Gary IN.

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Name	Community
Pistella Family	Hammond IN
AS PILOTS WE SUPPORT YOU. ALFRED AND SHIRLEY BEALES	14508 AVALON AVE. DOLTON, IL 60GA.
Paul Coomer	15901 Cline Ave Lowell IN.
Jesse Conner	15901 Cline Ave Lowell IN
[illegible]	East Chicago IN
[illegible]	10106 Cline Ave Highland
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
Matt Jayson	Gary
Laurie Norman	Gary.
Bertina Warrie	Florida
Laura Washington	Gary
Lena Jordan	Gary
Rodney Jones	Gary
Sandy Jones	Gary
Cheryl Mills	Polk City, Florida 33868
Stephanie M. Mills	Polk City, Florida 33868
WAYNE MEYER	MIDDLEBURG, FL 32068
Mark Matthews	Gary IN
Lawanda Matthews	Gary In
Marcus Matthews	Gary
Henry Matthews	Gary
Steve Matthews Jr	Gary

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Name	Community
Dav. A Tokarz	Crown Point
Cheryl Gerdan	Merrillville,
Jack Hernandez	Portage
Marsha) Tokarzi	Crown) Point
Steve A. Tokarz	Crown Point Ind.
Chris Tokarz	Merrillville, INDIANA
Annette Hernandez	Portage, Ind.
Jaime Hernandez	Merrillville
Steven Ruth Tokarz	Merrillville, In.
JOHN DURADY	EAST CHICAGO, IN
KARL+AMY VANDERAA	LOWELL, IN
WILLIAM A. MAYWALD	DEATONA, FL.
JoyceAnne Maywald	Deltona FL
HARRY HANSON SR	GRIFFITH
JAMES WAGGONER	CHESTERTON, IN
Tom Daun	MUNCIE
Jim KROL	LOWELL
Jaimie Swanson	Chesterton
Gregory Flores	East Chicago
Jesus Lopez	East Chicago
MARTIN Butler	Schererville, IN "Go GARY"
DENNIS T. CARLOTA	SOUTH HOLLAND ILL
DANIEL E. KIZZIAH	HAMMOND, IN. "YES GARY"
Isabel Sullivan	Hammond, Ind
ALFRED FREIWALD	SAUK VILLAGE IL

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Susan Retzstadt	Whiting
Richard O'Connor	Highland
JOHN WILHELM	Ogden Dunes, IN
Vahan Kolbozian	Chicago
ANTONIO T. TILLMAN	CALUMET CITY, ILLINOIS
Ronald J. Elo	HIGHLAND
Connie Horton	Gary
Robert Hall	Cal City
Sandra Dillon	Gary
Larry Dillon	Gary
Carolyn Quillen	Gary
Leona Craig	Gary
Jane D. Taylor	Gary
Richard D. Venerka	Beverly Shores, IN
Brenda [illegible]	Gary, IN
Mary [illegible]	Detroit, MI
Brenda Hallowell	Merrillville IN
Bill Lasondle	Hammond, Ind.
Susan Sasha	CO SPONSOR BUSH
Barbara Cook	EAST CHICAGO
Betty Soderstrom	Portage
Allan Soderstrom	Portage
ARNETTA GAINES (Mass Act Line)	GARY
Bennett J. Mancl, Sr.	Portage
Nancy Leipske	PORTAGE
JUDITH BICKEL	DAYTONA BCH., FL

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Martin Timm	Lake Co. Ind.
Cathy Eggold	Lake Co IN
Joan Kapuk	Munster, In
D. Jewett	Crown Point Ind.
V. Jewett	Crown Point Ind.
FRED	GARY IN
Clarence Jones	
Maria Collazo	Gary, IN
William Bonner	Gary, IN
Jo Ann Ford	DEMOTTE IND 46310
Micky Koziol	ST. Louis, MO
Kay Jacobson	Orlando, FL
[illegible]	Gary, IN
[illegible]	Gary, IN
[illegible]	PORTAGE IN
[illegible]	Hobart, IN
[illegible]	Englewood FL
[illegible]	Gary
Delores Montano	Hobart
Regina Chmielewski	Crown Point, IN.
JOHN GORMAN	ST AUGUSTINE FLORIDA
KENNETH M. Bonnell	Hammond, IN.
Basil Friend	Belgrade Me 04917
[illegible]	Chicago IL 60619

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area

Name	Community
FRED SYKAR	GARY IN
Arthur Patterson	Daytona Beach, FL
Manya Kyrou	Gary
Josephine Puchett	Crown
Mildred Yarbrough	Gary
Jessie Bailey	Demotte IN.
Homeland Home	PORTAGE IN
Joe Roberts	Hobart, IN
Charles Bailey	Hobart, In
Barry K Bailey	Hobart In
Fred J Johnson	Altamonte Spgs, FL
Jacob Bohn	Orlando, Florida
Jose A Muniz	Merrillville, IN
[illegible]	[illegible]
Johnny Ivanovich	E. Chicago Ind.
Teresa Ruelas	E. Chicago INDIANA
GEORGE BARANOWSKI	MICHIGAN CITY, IN
Paula Baranowski	Michigan City In
JAN BLUESTEIN	Dyer IN
ALBERT BLUESTEIN	Dyer IN
THOMAS FURLAN	CHICAGO, ILL
[illegible]	Orlando, Florida
[illegible]	CHAO
[illegible]	[illegible]

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Glenn Lee	Lansing IL
Kerry Vinkler	MERRILLVILLE IN
HELEN KVARTA	MERRILLVILLE, IND. P.O. BOX 10035
LARRY SEGERS	4700 S. HARLEM AVE. BRIDGEVIEW, ILL 60455
THERESA KACMAR	CROWN POINT IN 46307
GORDON POWERS	MUNSTER, IN
GERALD Williams	GARY IN. 46407
	GARY IN 46405 3 total
	Whiting, IN. 46394
	Valparaiso In 46385
Levi Brown	GARY, IN
Shant Madanyan	Palos Heights, IL 60463
Fred Stigar	Gary In
Judi Stigar	" "
	Griffith, In.
	Griffith, In.
	GRIFFITH, INDIANA
	Sarasota FL
	Crown Point In
	Hammond Indiana
	Gary, In
	Lowell In.
	Fair Oaks
	Melbourne FL
	Valparaiso In 46385
Rosamond McDaniel	Orlando, FL 32801
C. J. Drane	Valparaiso, IN 46383-3054

A-XII-362

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Gene Kenna	Lake Station
JAMES REDWOOD	GARY
Debra BROOKS	Gary
Al-Jo Hunter	GARY
STEPHEN TAYLOR	Gary
MR MARK SIMMONS	
Jon Rundell	Lowell
Silvia Wyatt Cortez	5808 Olcott Ave Hobart
Ronald Peters	394 S Hanover
George Taylor	Gary, IN.
C J Pearl	GLEN PARK
Glenn Davis	MILLER/Gary
Joseph Cole	GARY, IN
Joseph Brooks	Gary IN
Gonzalo Salazar	Gary, IN
Juanita Bradley	Hobart, Ind.
Peter Pomeroy	Dyer, Ind.
Ronald Davis	Dyer, Ind.
Dennis Davis	Dyer, Ind.
Rita Shadbourne	Hobart, IN
Ronald Shadbourne	Hobart, IN
Reginald Johnson	Gary, Ind.
Norma Robertson	Gary, Ind.
Charmaine Davis	Gary, Ind.
Roy Robertson	Gary, Ind.
Patricia Zgonski	525 W. Joliet Sch. Dr.

A-XII

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
	900 Indiana Ave. Hobart IN 46342
	2733 169TH ST HAMMOND IN 46323
	3912 W. 40TH AVE. GARY IN. 46408
	1103 W 39TH PL GRIFFITH, IN. 46319
	17817 Roy ST, LANSING, IL 60438
	430 S GRAND AVE GARY IN 46402
	P.O. BOX 341 Hammond IN 46325
	122 Oak Street Lowell In 46356
	10618 1225 N. WHEATFIELD IN. 463
	6258 Monroe St Hammond IN 46324
	5478 Aspen Portage IN 46368
	3700 E 29TH AVE LAKE STATION
	955 W 22ND Ave - Merrillville 46410
	2909 Forest St Lake Station
	1301 Johnson Street Gary IN 46408
	615 N. Calumet RD. Ches. IN. 46304
	2444 MAGNOLIA ST PORTAGE IN 46368
	3817 Hendricks Gary IN 46408
	2718 STATE ST. LAKE STATION IN 46440
	2025 Central Dr 46407
	521 Roosevelt ST. 46404
	Michigan City P.O. 46360
	55 Between Dr. Porter In. 46304
	548 Glen Road Portage IN 46368
	11263 Harr. IN 46411
	1619 Magnolia, Whiting, In 46394
	126 E. JOLIET ST SCHERERVILLE IN 46375

A-XII-364

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Mike Hritz	~~Hobart~~ L.S.
Lucilla Campbell	L.S.
Jerry Rowan	Lake Station
Peggy Rowan	L.S.
Diamond Shammas	East Gary
Bill Green	Lake Station
Larry Rhodes	LAKE STATION
Carol Rhodes	LAKE STATION
[illegible]	LAKE STATION
Billy D. Long	LAKE STATION
Tom Robb	LS
Robert Thomas	LS
[illegible]	LS
Jerry Norris	LS.
Tim Costigan	LS.
Jason Russell	LS
[illegible]	LS.
Mike Rodriguez	LS.
Inge R. Robb	Lake Station
[illegible]	LS
Jeff Mathison	LS.
[illegible]	LS
Chris Reese	LS
Helen Timm	L.S
Joseph Timm	L.S

A-XII-365

MUST BE RETURNED ~~BY JUNE 7, 2001~~ When filled

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Harold L Whiting	
Louise McClellan	
Jack R Gary	
Ruth A Hamby	8401 Lake Shore Gary IN
Deborah D Wells	8729 Oak Ave Gary In
[illegible]	7315 Oak
[illegible]	7323 Maple Ave. Gary IN
Andrew Fraser	1412 N Shelby, Gary In
[illegible]	6401 E. Oak St Gary
[illegible]	3800 Maple Ave Gary IN
C. James Spencer	1225 Warren / Gary IN 46403
[illegible]	8540 OAK AVE, GARY, IN 46403
[illegible]	7801 Maple Ave Gary IN 46403
Lee Dillon	7201 Locust Ave Gary, In 46403
Zymorah Hitchcock	7801 Oak Avenue Gary, In 46403
Elaine G Hall	1225 Warren / Gary IN 46403
Glenda Cameron	1050 N. Warren St 46403
Chester Cameron	1050 N. Warren St.
Elizabeth Cameron	2408 Jefferson St.,

A-XII-366

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Miller Beach
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Miller
[illegible]	Valparaiso
[illegible]	Lake Station
[illegible]	Miller
[illegible]	Miller
[illegible]	Aetna
[illegible]	Aetna
[illegible]	Gary
[illegible]	Gary
[illegible]	Portage
[illegible]	Miller
[illegible]	Ogden Dunes
[illegible]	Miller
[illegible]	Miller

A-XII-367

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Hobart
[illegible]	Gary, In
[illegible]	Robert, In 46342
[illegible]	Gary, In 46403
[illegible]	Gary 46403
[illegible]	Gary 46403
[illegible]	Gary 46403
[illegible]	Gary 46404
[illegible]	Lake Station and 46405
[illegible]	Gary, In 46408
[illegible]	Gary (Miller)
[illegible]	Gary (Miller) Beach
[illegible]	Gary 46409
[illegible]	Gary, 46409
[illegible]	Gary 46409
[illegible]	Gary 46403
[illegible]	Gary 46404
[illegible]	Miller
[illegible]	Gary 46402
[illegible]	Gary 46403
[illegible]	Gary 46407
[illegible]	Gary 46409
[illegible]	Gary 46402
Jennifer Dunlap	Gary 46402
Danny Dunlap	Gary 46402

A-XII-368

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible] (BANNER)	Miller
[illegible]	Lake Station
[illegible]	Portage
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Gary

A-XII-369

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community Address
Juanita Boyd	2334 Penn St.
Pamela Jordan	Glen Ryan
Beverly Wright	7518 Lecost Gary 46403
Michael E. Hopkin	9738 Pine Pl Gary 46403
Sadessa Tilson	560 Randolph Pl Gary 46403
Dennis Wilks	356 S. Harold St Gary, 46403
Patricia Smith	2075 Carolina Gary 46407
Tyrone Hunter	1208 Clay St. Gary, Ind. 46403
Liban Hadsley	4345 E 5th Pl Gary 46403
LeDon Hunter	5820 Forest Ct 46403
John Tinsley	3633 Dakdale Dr. 46403
Tracy Beckett	661 Vermont 46407
Elaine Wheaton	9231 Potawatomie Tr. Gary 46403
Mona Collins	9115 Lakeshore Dr Gary 46403
Ora Haynes	3811 Van Buren
Dawn Clayton	P.O. Box 6455 46403
Shameka Pittman	1614 Allen St Gary 46403
Janet L. Mitchell	1833 Dearborn St. Gary 46403
Rufus L. Smith	3648 Monroe St. Gary 46408
Hilarie Pretty Freeman	6645 Miller Ln. Gary 46403
Randall Johnson	Gary In 46403
Brad Gist	2026 Conway 46407
Jean Wright	1904 Penn St - Gary 46407
Lamont Alston	4052 Polk St

A-XII-370

Deb Shelton — Demotte IN 46310
Terry Markum — Crown Point 46307
Steve Hellen — Griffith IN 46319
John Ng — Hobart IN 46342
Ed Mirel — Dyer IN 46311
Michael O Keen — 235 169th St Hammond IN 46324
JAMES C Lewis — 4254 Ohio GARY IN
Kim Kim — 400 W. 61st AVE. Merrillville
Jason Chevas — 835 cherry Hammond IN 46324
Bobbie Kendall — DeMotte IN 46310
Robert Potrzebowski — 58 E DIVISION VALPAISO 46383
Jeff Matt — Kouts

A-XII-371

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community Address and
Bob Stark	5281 W 85 TO Hobart
PAUL GLAB	11244 E Dr DEMOTTE, IN
Nate Tumblin	1228 Cullo ST CHESTERTON
Bill Hardy	17021 MOUNT ST LOWELL IN.
Dawn DeVooght	13925 Butternut Cedar Lake IN.
Mark Wojewski	1901 Pine Ridge Ln - Valpo
Jon STRUZIK	7991 Rhode Ct DYER
Theresa	533 - 155TH ST. Crown Point, IN.
Jan Fabel	Portage IN

A-XII-372

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community Address and
NORMAN Renehan	7310 INDEPENDENCE ST. MERR. IN. 46
MICHAEL R. MIRELES	6307 New Hampshire AVE HAMMOND IN 4632
MIKE HEATH	846N 450 W Valpo IND
Jim Crew	588 Queenswood Rd Valparaiso IN
Alma Combs	407 Smithfield Valpo, IN 46385
Michael Howard	3602 Sunset Valpo IN.
Don Mock	1965 Riviera Dr Lake Station
BILL COX	1431 EST 31ST AVE. HOBART IN
Julia Edwards	103 Hackney Ln, Valparaiso 46385
Kim Caldwell	238 Valleyview Lane Dyer IN 46311
Billy Dalton	25 Lakeside Dr Valpo IN
George Coyndexter	2907 Winchester Dr A Valpo
EMILY BILIC	6214 OXBOW LD VALPO
James M. Clancy	1036 State St Hobart IN 46342

A-XII-373

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Fred Summers	6560 Lakewood, Portage IN
MIKE BROSKY	2452 SATURN ST. PORTAGE, IN
TODD A. SAUSMAN	6505 Evergreen Ave Portage
Thomas W. McNorton Sr.	5511 Beacon Ridge Lowell IN
KANDY SCOTT	2915 LONG-TERM WAY - MICHIGAN CITY, IN.
[illegible]	116 Fallwater Drive Hebron IN 46341
Thomas W. McNorton Jr.	15401 Clay St Hobon IN 46341
Nicholas Martinez	4011 E. Co Rd. 210 Knox IN 46534

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	Gary IN 46407
PAT LEWIS	2676 Washington St. 46407
Penny Berry	1911 W. 7th Ave, Gary IN 46402
David A. Williams	4339 E. 11th Pl. Gary, IN 46403
Cornelia Ballard	1540 TANDY Gary IN 46407
Herbert Campbell	P.O. Box 4032 Gary, Indiana
Diana Wesson	4341 W. 24th Ave. Gary, IN 46407
WALTER AMEER	P.O. BOX 4621 GARY IN 46402
Abdul-Hamid Abdullah	P.O. Box 0710 Gary, IN 46407
Shirley Adams-Belle	1537 E 11th/Fourth St. Gary In.
Jan Wallis	377 So Edward Gary 46403
Officers Vazquez	2833 Blake Ln. Portage IN 46368
LEE DAZZIENA	1156 FAYETTE ST Gary IN 46403
Tim Greer	7500 Chelton Gary
Mark Barnes	3756 Tyler Street Gary In. 46408
Denise Jenkins	9837 Carolina St Gary IN 46407
Michael D. Baker Sr.	1145 Van Buren St 46407
[illegible]	3685 Madison St.
[illegible]	523N 300E VALPARAISO IN 46385
[illegible]	563 New Jersey Gary IN 46403
[illegible]	3405 Hancock St. Gary, In.
Dave Phillips	8525 Maple Gary 46403
Maureen Phillips	8525 Maple Gary 46403
Linda Simms	8401 Lake Shore Dr Gary 46403
Gypsy Beck	8401 Lake Shore Dr. Gary 46403

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
MARINA NOVOSELSKA	Wheeler
Milos Pisarq	Crown Point
Lydia Jakovska	Wheeler
[illegible]	Crown Point
Sarah [illegible]	Crown Point
Lucio B. Godoy	Cedar Lake
Sharon Poniatowski	Crown Point
Bethany Poniatowski	Crown Point
Wanda West	Gary, IND.
Stanley PETE	Hebron IN
Jeannette Jawley	Crown Point
[illegible]	Lowell
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Hebron IN
Claudia Godoy	Cedar Lake
ALARA CASTRO	EAST Chgo
PAUL LOPEZ	Merrillville
LINDA F. KING	HOBART, IN
Vickie Marple	Crown Point
NANCY JO JACOBS	CROWN POINT IN
STEPHANIE BUCHELESKI	Crown Pt. IN
LINDA NAGdeman	Dyer

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Dan Naughton	Crown Point
Will Naughton	Florida
[illegible]	
[illegible]	Chicago IL
[illegible]	Lowell, WEST CREEK Township
[illegible]	Crown Pt
[illegible]	Crown Point
Jason Gikas	Crown Point
[illegible]	S.P.
[illegible]	DYER
[illegible]	CROWN POINT
[illegible]	Schererville
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	Crown Point
[illegible]	C.P.
[illegible]	C Point
[illegible]	C Point
[illegible]	Crown Point
Kelly Yoran	Hammond 46323
[illegible]	Merrillville IN.
[illegible]	Calumet Point
Jane L Barr	

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community Address
Juanita Boyd	2334 Penn St.
Pamela Jordan	Aiken Kyger
Beverly Wright	7518 Locust Gary 46403
Michael L. Hopkins	9738 Pine Pl Gary 46403
Barbara Klein	560 Randolph Rd Gary 46403
Donald A. Baker	956 S. Harold St Gary 46403
Patricia Smith	2075 Carolina Gary 46407
Jerome Wilson	1205 Clark St Gary IN 46407
Lamar Hambley	4340 E 5th Ave Gary 46403
Verna Hunter	5820 Forest Ct 46403
John Tinsley	3633 Oakdale Dr 46403
James Overstreet	1621 Yukon Gary
Elmer Wheaton	9231 Pottowatomie TR Gary 46403
Nam Cooley	9115 Lakeshore Dr Gary 46403
Alf Jeffries	4811 Kennedy
Dawn Clayton	P. O. Box 8753 46403
Shameka Pittman	1616 Allen St Gary 46403
Janet L Gaskill	1332 Deerboard Dr Gary 46403
Ruth L. Smith	3648 Monroe Ost Gary 46408
Blanche Goodmon	4645 Miller Ln. Gary 46403
Reginald Johnson	Gary In 46403
Robert Bell	2795 Cowan St. 46407
Jean Wright	1904 Penn St - Gary 46407
LaMont Alston	4052 Polk St

A-XII-378

Gary Airport Petition (cont'd)

Jennifer Bennett	Merrillville
Teresa Arango	Crown Point
Scott HALL	C.P.
Jean Pierce	Merrillville In
Doris Kimball	Crown Point
Judy Lewis	Crown Pt.
Cindy Fernandez	C.P.
Jeanne Wyszkowski	
Jeffrey Ellis	
Kathy Zlotnicki	
John D. Galetka	Merrillville
Don Turpin	Crown Pt.
David Hall	Crown Pt.
Michael J. Anderson	Hobart
Thomas Gordon	Gary
Laura Davis	Hammond
Shakie Kemp	Hammond
Mark Sanders	Crown Point
Jonathan P. Evans	Lowell
Carol Fox	Crown Point
Jamie Osborn	DeMotte
Christy Waite	Hobart

A-XII

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Jon R. Scott	2657 VIVIAN ST PORTAGE IN 463
Neal Gary	5076 CONCORD PORTAGE
Kelly Gallagher	2575 VIVIAN ST. PORTAGE 4636
Carol Kemp	8981 Lake Shore Dr. Gary
Rick Taylor	5902 Hamilton Ave Portage IN
Joe Glowacki	3199 ARCADIA ST PORTAGE
Tom Wiesenhutter	6969 Welcome Way Pl #1 Portage
Jim Kuhlman	5367 Welcome Heights Portage
Dan C Baker	6166 Sanders Rd Portage IN
Rick Fox	Portage IN 46368
Mike Hall	Portage IN
Sara Sandusky	Miller Beach IN
Gregory Fox	2657 VIVIANST PORTAGE, IN 46368
Jim Miller	615 W 37th AVE GARY IN 46408
Mike Schnell	PO Box 1611 Portage IN
Wayne Dawson	1200 W 63rd AVE MERR. IND. 46410
Andrew Tardio	6909 Van Buren ST. MERR. IND. 46410
Jim Jaffke	68868 TRAILSIDE PORTAGE
Chris Powell	163 N 500 W ST Hobart IN 46342
Richard M Lyall	6304 Defiance Crown Point
Stephen Tyrka	1897 CARAWAY Portage IN 46368
Jackie Gardner	1978 CRISMAN D-IN-46368
Nolan Gardner	1978 CRISMAN-D-IN-46368
Dawn Gardner	1978 CRISMAN-D-IN-46368
Robin Gardner	1978 CRISMAN-D-IN-46368
Gary Vogel	710 GLEN RD PORTAGE IN.
Donald Dykes	3093 Oakwood Portage 46368

A-XII-380

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Franklin D Dunlap	Portage
Ronald Dudley	Ste Pierre
Joyce D. Hyde	PORTAGE
Robert Hopkins	Portage
Jean Lange	Portage
Virginia Tallo	Portage
Richard D Dunlap	PORTAGE
Richard J. Dale	Portage
Robert Berry	Portage
Jim Clark	Portage
Victor R. Stephen	Va Donnaro
Darlene Merelli	Portage
Tom Cleveland	Portage
Roger Kennedy	Portage
Jon L. Wilson	Portage
Franklin D Dunlap	Portage
Mark Rea	Portage
Ed Wachowski	Portage
Jim Pierce	LAKE STATION
Jessie Coats	Portage
Linda M. Jewell	Portage (6207 Roosevelt Ave)
Catherine P. O'Neil	Chesterton
Kathleen A O'Neil	Portage
	Portage

A-XII-381

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
William Hershaw	704 N. LAKE ST GARY, IN
Gary Rose Warhurst Jr.	706 N. Lake St Gary
Rosaland Howard	7352 Bigger St Merrillville, IN
Ovellia Harper	764 Porter Street Gary Ind.
Floyd Harper	761 Porter Street Gary Ind.
Wm J Richardson	2564 West 12TH AVE GARY, IN
Gordon T. Richardson	25th West 12TH AVE Gary, IN
Brenda Richardson	1336 Delaware St Gary, IN
Gradis Holmes	2158 W 7th Ave GARY, IND
Quanda Holmes	2758 W 7th Ave GARY, IND
Cayla Holmes	543 TANYS ST GARY, IND
Martha Helms	Hasbrook - GARY, IND.
Maggie Hatten	4353 Cedars St Gary
Stacy Landon	527 Roosevelt St Gary
Katy Davis	1209 West Gary, IND 46404
Gloria Steele	2026 Chase St Gary, IN 46407
Faith G. Davis	533 Ralston St. Gary 46406
Stephanie Lee	623 Ralston St. Gary, IN 46406
Sally Harvey	1571 Hendricks Gary, IN 46409
Heather Taylor	824 Rhode Is. Gary, IN 46407
Lecitza Williams	622 Ralston Gary, IN 46402
Janet Johnson	6837 E 3rd Ave Gary, IN 46403
Concinda Wells	1175 Colorado Gary, IN 46404
Barbara Wright	1000 Howey Gary 46406
Ken Davis	1353 Oak St Gary, IN 46406

A-XII-382

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Larry + Charlotte Harris	2327 Taney Pl. Gary Ind.
Louise Morris	1064 Burr St. Gary, IN
Lafayette Morris	346 Dallas St. Gary, IN
Darlene Morris	1060 River St. Gary, IN
Lina Shepard	4131 Jefferson Hobart IN.
James E. Morris	2035 Virginia St. #101
Mary Mrs. Henderson	2182 Pierce St.
Pamela Vandeburg	1344 Marshall Rd
Edward L. Young	2012 Tocca St.
Deborah Washington	1116 Monroe Court St
Damion Harris	5927 White St.
Nadine Chambers	1515 E 43rd Pl. Gary, IN 46409
ROSA ALEXANDER	11221 So. KING DR 60628
Willie Thompson	2757 Marshall Pl
Rafaelena Gonzalez	414 Jackson St (46402)
Steven Key	2757 Marshall Pl
Nathaniel Henderson	1681 West 14 Ave
Geneva Poindexter	4933 Adams ST. GARY-46408
Mary T. Mansel Sr.	1120 Baker ST. Gary, In 46404
Mary T. Mansel Sr.	1120 Baker ST. Gary, In 46404
Estelle W Smith	" " " "
Queen E. Jackson	" " " "
Joann Burgess	7435 Quesell Lt 5x 46403
Beatrice Hardyman	1931 Grant Daire

A-XII-383

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Donna Dominion	Portage
Theresa Patrick	Valpo
Eric Mills	Gary
Rita Cerda	Gary
Dick Cerda	Gary
Tony Cerda	Gary
Millie Atkinson Maggette Jr.	Gary
Mary H. Holly	Gary
Victoria Johnson	Gary
Kathy Pope	Miller
Ryan Vlasek	Portage
Willie J Davis	Gary
Donna Shumate	Gary
Sue Potts	Griffith (Gary)
Steve W. Maris	Miller
Stephanie Maris	Miller
Ann Babbitt	Portage
Bill Babbitt	Portage
Bill Bryant	Portage
Thomas A. Conroy	Valpo
Aldona Wenzel	Hobart

A-XII-384

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Frank R. Lambert	5316 Hamm Ave Hammond
Scott Kays	Valparaiso, IN.
George Bynon	1440 STATE ST. HOBART IN.
[illegible]	12331 103RD CT. St. John IN.
PAUL RADICE	71 DEERPATH RD VALPARAISO IN 46385
Ray Kajmark	246 Beacon Pl. Munster, IN
Dolores A. Marks	6336 Pierce St Gary In
Carl Martin	636 Pierce St. Gary In
[illegible]	9965 Madison St. Gary IN
Richard Simmons	4675 Harrison ST. Gary IN.
Mel MAXWELL	410 S. WASHINGTON ST Hobson W. 46
[illegible]	7605 Birch, Hammond, IN
ROBERT SAVAGE	1216 W. HOME AVE, HOBART, IN
Jim MAYRONE	5877 E 73RD AV. MERR. IN 46410
Fred R Dale	1336 LARO AVE WHITING IN 46394-1026
Terry Carlisle	527 Cole Court Michigan City IN 46360
[illegible]	218 Bradford Rd Mich. City IN 46360
Daniel P Lutz	6161 E 5th Mill Creek, In. 46365
Carlton E. Johnson	824 Hayes St Gary, IN. 46404
MICHAEL HARRISON	6310 E. 129TH AVE.
Eric Carlile	14470 W 97th Pl. Crownpoint IN 46307
Gary A. Caitlin	2905-10 Black Partridge Land Valp IN 4638
PAUL E. Yergin	10009 Grant CT. Crown Point IN 46307
Jim Simmons	5240 E. 105th Lane Crown Point
Dan Ziegler	583 W. 350 S. Hebron, IN. 46341

A-XII-385

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Curtis Johnson	862 DALLAS Gary
Kenneth Johnson	5850 Forest Cove Apt 102 Gary
[illegible]	5701 Lincoln St Merrillville
[illegible]	241 E 78TH AVE Merrillville
[illegible]	853 [illegible]
[illegible]	1147 Pinebrooke Dr West Hobart
[illegible]	1887 W. 61st Ave Gary
[illegible]	241 E. 78TH AVE. Merrillville
James Mansson	1541 w. 95th PL Crown Point
[illegible]	4465 Dakota Ct. Crown Point IN 46307
[illegible]	544 W. South St Cr
John Boon	779 N 400 W DEMOTTE, IN 46310
Pauline Love	620 TAFT ST Gary 46404
Lois Williams	1040 Clark Rd Gary 46406
JB Kimp	4401 W. 15th Ave Gary
PAT JOHNSON	5850 FOREST CT APT #102
BEN C.O NOVOA III	7042 W. 73rd Place — Merrillville In 46410
GENEVA GRAY	845 DALLAS Gary 46406
Ronnie Robinson	545 Carolina St Merrillville 46410
Barbara Clark	2025 Roosevelt Gary
James Christian	2180 Chase Gary
Albert Alexander	619 W. Porter Dr Crown Point
Eugene Clark	3721 Jefferson Gary
Ken Ben Holmes	2032 Jennings Gary

A-XII-386

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	764 SAVANNAH DR. Crown Point
[illegible]	7790 Delaware Pl Merrillville In
[illegible]	800 Harriet St Gary In
[illegible]	6257 S. Liverpool Rd Hobart IN
Steve Schuth	5319 Wall Dr Schererville In
Mary A. Eichmann	73 N 400 East Valparaiso, In 46383
[illegible]	200 S. Virginia Hobart 46342
Dorothy Bud	124 N Grant St Crown Point In 46307
[illegible]	6584 Miller Ave Gary IN,
Mahmut Mutlu	1890 Vanderburg Lake Station In 464
Dianna Swopes	5441 Jackson St Merrillville IN 46410
Jean M. Carroll	13155 Ave N Chgo Il 606633
Therese M Bednarek	7918 Chase St Merrillville 46410
Robert Burrows	947 Cornwallis LN. Munster 46321
Ron Schreiber	10881 S Ave Chicago Ridge 60417
[illegible]	1025 W. Old Ridge Rd. Hob 46342
Mystine L. Mayfield	1825 Conn St Gary, IN 46407
Susan G. Nichols	2393 Wisconsin St Gary Ind 46407
Ralph Reynolds	4191 E Lin Merr Blvd. 46410
Sandra L. Koza	HERRY TRIPP
[illegible]	5805 Hemlock Ave Gary, IN 46403
Darrell Glass	6043 Tyler Pl Merr, In
Lacey McCall	221 Dogwood Dr. Schererville 46375
Scott Thorpe	363 N 650 W Valparaiso In 46385
Cynthia Gardner	

A-XII-387

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Jesus Vargas Jr.	East Chicago
Veronica Gonzalez	East Chicago 4913 Magnus Ave
Jackie Lopez	East Chicago
Laura Olenegas	East Chicago
Maria Estrella	EAST CHICAGO
Ignacio Cuevas	6649 Madison Hammond 46324
Daniel Cuevas	6649 Madison Hammond 46324
Araceli Villaseñor	4091 Main st East Chicago
Consuelo Jimenez	3901 Evergreen East Chicago
Jose A. Perez	1018 w. 144th E.C.
Debra Cuevas	6649 Madison Ave Hammond 46324
Tammy Magee	Griffith
Rosa Oliver	Whiting, In. 46394
Barbara Cookson	East Chicago
Saul Tardo	Hammond
Veronica Lopez	East Chicago
[illegible]	East Chicago
[illegible]	E. Chgo.
[illegible]	E Chicago
Luis D. Soto	4835 Field E.C.
Roger Williams	2105 Chase St Gary In
[illegible]	East Chicago 46312
Robbie Keaton	5028 Alexander Ave E.C.
Michelle Cuevas	Hammond
Arturo Gonzalez	East Chicago

A-XII-388

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Donna Sarsman	781 Governor Valpo In 46385
[illegible]	7881 Governor rd Valpo In 46385
Gary L. Certain	781 Governor Valpo 46385
[illegible]	283 Crown Shore Rd Valpo 46385
[illegible]	405 W 700 N Valparaiso
Lillie Browning	370 Millport Dr
Mary Clavin	465 N 700 W Valparaiso
[illegible]	741 Ingleside Rd. Valpo In
William E. Flanagan	2270 Sandwood Portage In
Maureen E. Flanagan	2270 Sandwood Dr Portage In
Joyce Gardner	3347 Willowdale Ct APT 108 Portage, In
Jennifer L. Parker	PORTAGE
Debra L. Zyla	3342 Willowdale Ct Portage

A-XII-389

MUST BE RETURNED BY MAY 17, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Addie Goudeaux Mary White	Addres and Gary
Wm A MILLER	GARY
Francine Shah	Dunwood
Andre Mantia	South Holland IL
Rosie Bentley	Hammond - 6211 Rev. Burns
Jean C. Sallee	HAMMOND, IN
Maria Carter	Hammond In - 6215 Rev. BURNS DR.
Colin Washington	Hammond, IN 46320 6207 Rev. Burns Dr.
Michael G. Bryant	6211 Rev. Burns Dr. Hammond 46320
Jenny Washington	6207 Rev. Burns Dr. Hammond, IN 46320
Jarvis Washington	6207 Rev. Burns Dr.
James Lewis	6201 Rev. Burns Dr. Hammond, IN 46320
Wanda Carter	4261 Odana. Hwy IN 46408
Tony R. Carter	4261 Odana. Hwy IN 46408
John Stallworth	P.O. Box 5382 Lake STATION, IN 46405
Monica DeLuna	1017 Drackett St Hammond 46320
Charlesetta Savage	5140 S. Vermillion Pl #12 Gary, IN 46403
Rodney Walker	4122 BOOM 6 DYE. E.C. IN 46312
Willie Funches	P.O BOX 533 HAMMOND IN 46325
Pat Millard	52 W 80th Place, Merrillville IN 46410
Gale Carter	4214 Parrish E Gary IN
Ora Hayes	2266 Ellsworth St Gary, 46404
"Bo" Flowers	4375 CANON AVE. EAST CHICAGO, IN 46312
SUSAN DILLMAN	6457 Chicago Ave
Patrick Shaaboony	East Chicago, IN
Beatrice Bailey	Gary Ind.
Mary Moore Leonard	East Chicago, Ind. 46312
Odessa Evans	East Chicago, In 46312
Mary Carter	Gary, Ind. 46404
Lillie Bailey	" " "

A-XII-390

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
DAVE RYAN	MUNSTER IN
Michael Dexter	Crown Point, IN
JOHN BUCKLEY	CROWN POINT, IN
MARK A. BATES	CROWN POINT, IN
Carol Kalmar	CROWN POINT, IN
Wanda Bastian	Crown Point IN
Kent A. Jeffries	Crown Point, IN
Hal Rieln	Crown Point, IN
Sarah E. Polman	Crown Point, IN
Diane Kemp	Crown Point IN
PAT MORALES	Portage, IN
Mark Sapp	Schererville, IN
David Root	CROWN POINT, IN
NIKE MCINTYRE	SOUTH HOLLAND, IL
DENISE DAVIS	HIGHLAND, IN
HELEN A. GOODWIN	HOBART, IN.
Dawn Bubash	Hasting, Dr. 46394
Melissa Neff	Valparaiso IN 46385
Diane Lopez Daly	Merrillville, In 46410
Mackenzie K. McClendon	Gary, IN
Jimmy Clark	DeMotte IN
Michael Wallace	Crown Point, IN
Scott Nass	Valparaiso, IN
Bob Ellis	Schererville, IN
Dennis Crawford	Gary, In

A-XII-391

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Name	Community
Mary Lipstal	Munster
Ken Hopkins	Hammond
Wallace R. Pate	HIGHLAND
[illegible]	Highland
Joyce Catania	61-FIFTH
Jay Hansen	Hebron
[illegible]	Highland
Sallie S. Reed	Munster
Holly Terry	Schererville
Mark R. Mathis	Highland
Lynn Ketchum	Highland
Mindy Dempsey	Munster
Karen M. Bridel	Valparaiso
Tim Poole	Portage
Karl Heyd	Highland
[illegible]	HIGHLAND
Mark R. Cytacki	Highland
Joseph C. Svetanoff	Valparaiso

A-XII-392

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Carol Kalmar	Merrillville
Dan Lam	Merrillville
Deborah Parr	Merrillville
[illegible]	Merrillville
Tom Gallina	Merrillville
Carl Bryant	Merrillville
Mike Testa	Merrillville
Dave Reid	Hebron
Connie Poole	Dyer
[illegible]	Merrillville
Dennis Crowe	Merrillville
Mike McIntyre	Merrillville
JW Lotz	Crown Point
Dawn Blanford	Hebron
Craig Hart	Merr.
Diane Douglas	Valparaiso
Chris Black	Merrillville
Sue Boyden	Valparaiso 219-464-9237
Mark Montis	Schererville, Ind
Carla Williamson	Merrillville
[illegible]	Crown Point
Maria Dias	Merrillville
Carol Kalmar	Gary
[illegible]	PORTAGE

A-XII-393

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	815 HENRY Ct., HOBART
[illegible]	19170 Wentworth Ave, LANSING
[illegible]	N519 A West 133rd Ave Cedar Lake In 46
[illegible]	17128 Stanton Ave Whiting, IN
Paul Cannon	5679 BREMEN AVE. PORTAGE, IN 46368
Joe Shoemaker	17770 Dunning Dr Lowell IN
[illegible]	8162 RALSTON CT. APT B. CROWN POINT, IN 4636
[illegible]	7205 Noble Mer. IN
[illegible]	2338 Ralston St. Gary, IN 46406
[illegible]	7508 Marshall Hammond IN 46323
[illegible]	2277 Sandridge Ln Dyer IN 46311
[illegible]	1155 MARSHALL ST. CROWN POINT IN
[illegible]	1034 E. MILLER GRIFFITH IN 46319
[illegible]	3800 TANEY ST. GARY, IN 46408
[illegible]	1807 Earlystone dr. Valparaiso IN 46383
[illegible]	807 N. JAY Griffith IN
Marvin Wynn	1410 W. 35th Ave. GARY, IN 46408
[illegible]	14329 LAUREL WAY CEDAR LAKE IN 46303
[illegible]	2651 S. Wicker Ave Highland IN 4632
[illegible]	3320 Maple Dr. Highland 46322
[illegible]	1005 CAMBRIDGE CT. DYER IN 46311
[illegible]	6920 WHITE OAK AVE ATTICA Hammond 46
Chris Boillot	3424 W. 76th Pl MERR. IN 46410
Jerry Paul	11625 173rd Pl Hammond, IN 46324
[illegible]	12403 William St. Lansing IL 60438
[illegible]	920 N Driggs St Griffith IN 46319
CONN LOJUDDA	11129 W. 81, R.R. 2 Westville IN 46391
Roland Erlinger	954 Michigan St Hammond IN 46
[illegible]	17 N Michigan Ave Apt Hobart IN 46342

A-XII-394

MUST BE RETURNED BY JUNE 10, 2001

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Name	Address and Community
STEVE URICKEL	VALPO, IN.
Ken Brown	Valpo IN
MATT SCOTT	VALPO IN.
[illegible]	Crown Point IN
JASON SADOWSKE LABORER	Lowell IN
George Benac	HOBART IN
[illegible]	GARY, IN.
ALEX JOSIC	SCHERERVILLE, IN.
Aurelia Rodgers Jr	9027 ERNESTINE ST wheat Field I
Angelo Cuevito	St John
[illegible]	Dyer
[illegible]	Merrillville
[illegible]	Merrillville IN.
[illegible]	Hammond, IN
[illegible]	Highland IN
[illegible]	Lowell, IL
[illegible]	Hammond, IN
[illegible]	Schererville, IN
[illegible]	Merrillville, IN
[illegible]	Hammond In
[illegible]	Crown Point
Ryan Reitel	Gary, IN
NICK KNEZIC	HOBART, IN
[illegible]	Crown Point, IN

A-XII-395

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	1021 Central Ave 46407
[illegible]	5618 Mc Lean Ave
[illegible]	3408 E. 14th Ave. 46403
[illegible]	301 S. HANCOCK St.
[illegible]	1030 Jefferson St., Gary
[illegible]	7408 Harold Ave Gary, IN 46403
[illegible]	2316 Swanson Rd 46368
[illegible]	481 Broadway 46402
[illegible]	220 E 52nd
[illegible]	6515 Buick Aye - Gary
[illegible]	6515 Buick Ave - IN
[illegible]	720 N. Lake St. Miller Beach
[illegible]	316 S. Marion St. GARY
[illegible]	8717 Forest Hill, Gary
[illegible]	1100 Randolph St.
[illegible]	625 Allen ST. GARY
[illegible]	7227 Locust Ave Gary
[illegible]	733 N. Randolph, Gary
[illegible]	1149 W. Joseph - Gary
[illegible]	5200 Kennedy Terr Gary, In 46403
[illegible]	GARY 845 Vermillion ST
[illegible]	(GARY) 845 Vermillion ST
[illegible]	Gary 655 S. Hamilton St
[illegible]	8717 Hobart Ave. Gary In 46403
[illegible]	Gary In. 46403

A-XII-396

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Gary, IN
[illegible]	Valparaiso, IN.
Keith W Sarfaty	E. Chicago, IN.
Stefano Schiavo	Porter, IN
Steve Rosero	Porter IN
Diego alla Bella	Portage IN
Kevin A Mackenbe	CHESTERTON, IN
Elizabeth A Mackenbe	Chesterton, IN.
[illegible]	Portage, IN
[illegible]	Portage, IN
Nicholas H. Edwards	Portage IN.
Danny Johnson	Lake Station IN.
Sherry Gray	Portage, IN
[illegible]	Portage IN
Kim Hamilton	Portage, IN.
[illegible]	Portage Indiana
[illegible]	Portage, Indiana
Bill Cox	Portage In
Cynthia Porter	HOBART, IND.
Russell Stocker	Portage In

A-XII-397

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
MONIQUE MARITAKIS	VALPARAISO
Michael Pickering	Portage
Earl Brian	Portage
Tiffany Sherwood	Portage
Steve Allen	Dyer
Joe Hofman	LaPorte
Justin Ewing	Portage
Patrick Heidl, Sr	Hobart
BOB STJEPSHAN	VALPARAISO
Chris Howell	Hobart
Keith Dynak	Valparaiso
Grant Olson	Gary
BRENDA Scaccia	PORTAGE
Jeff Stephenson	Portage
Robert Hunt	Portage
Mike Serra	Hobart
STUART LAKS	PORTAGE
Arlene Kramer	Portage
[illegible]	Hobart
Roy Bailey	PORTAGE
Stephwin Richmond	PORTAGE
Felicia Fry	Lake Station
Charles M. Kubsch	PORTAGE
Karen L. Hilton	Portage
William J. BADNAK	Lake Station

A-XII-398

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Jay Kanicki	2059 W 7th P. Plymouth, IN
Richard Young	204 E. LINCOLNWAY, LAPORTE IN 46350
Robert Craig	6947 Alabama Hamlet, In 46323
Grant Bond	1144 W 75th S Kouts, In 46347
Sandy Hyde	2701 HANCOCK ST LAKE STATION, IN 46405
[illegible]	23211 Applewood Ln. South Bend, IN 466
Darren Hall	CROWN POINT
Burton J Mayer	445 Franklin St. Porter, In 46304
James E. Schulman	11528 W. 1100N DeMotte IN. 46310
Nancy Schulman	" " " " "
John David Mitchell	207 Circle Dr. Lowell, IN. 46356
Shirley D Mitchell	" " " " "
[illegible]	" " " " "
[illegible]	10148-4th PLACE, HIGHLAND IN 46322
Phyllis A. Hale	830 Van Buren Ave Hobart IN 46342
[illegible]	836 W 38th Ave Hobart IN. 46342

6

A-XII-399

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Linda Staples	2797 Willowdale Rd, Portage
John Tomaszewski	5039 Finch Dr, Schererville
Jeff Japkowski	1733 N MANSARD BLVD OB Griffith
Jose Castro Jr.	3837 Euclid Ave E. Chicago
Don Harris	777 Bailowski Chesterton
BOB MIZWICKI	6916 Alexander Av. Hammond
Dennis Heath	4625 E Lincoln Highway Merrillville
PAUL LAKOS	2941 "K" Ave Merrillville IN
MIKE HATCH	655 New Hampshire Ave Ogden Dunes
Elden D. Rogers Jr.	2520 Colfax ST Gary In.
JOSHUA CROSS	720 S. 13TH ST. CHESTERTON IN
John Drews	2585 Portowner Apt 1 Kouts IN
Rick Harter	1105 Rand St Hobart IN 46342
DAN MATA	3125 LaPorte St. Hobart. 46342
Eric Vargas	5341 Tyler St Merrillville, IN 46410
Robert C. Ralph	5741 Taft St Apt. B. IN 46410
Reynaldo GALVATE	624 Wheeler Apt F IN 46410
Randal Young	1213 Mann Ave Hobart
BRAD CONSA	1029 Wheeler St. Crown Point, IN 46307
Dom VANE?	425 Madison HOBART
Danny Bell	236 main St. Hobart IN 46342
George DeMANO	3470 OREGON ST. LAKE STATION 46405
OSCAR RIVAS	4023 Railroad East Chgo. IN 46312
Barry Crafton	3420 Lake St Gary IN 46408
Jason Lantz	14570 Blue Cedar Lake In 46303

A-XII-400

7/00/01 WED 11:21 FAX 9897920 NW IN BCTC →→→ ROOFERS 003

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Michael Herrendez	1416 N. Glenwood, Griffith, IN 46319
David Langfield	12133 W 94 Pl St John IN 46373
John Kader	235 Highland Ct.
Darryl DeBruin	4300 W 22nd Pl
Decorden Cole	12918 Morse ST. Cedar Lake, IN 46303
Rick Grisham	3059 Burr ST Gary In 46406
Doug Hardessy	7856 Dewey Pl Crown Pt, 46307
John Swek	1719 NORWOOD DR GRIFFITH IN 46319
JOHN VERBICH	1732 West OAK St. Griffith, In 463
LaNea Roach	801 Center Ave Apt 4 Lake Station 46405
Rebecca Strayer	

A-XII-401

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Due 6/10/01

Name	Address and Community
[illegible]	2231 607 11 AVE GARY IN
[illegible]	7600 Block LOCUST GARY IN
[illegible]	1700 Block of Carolina Gary IN.
[illegible]	7440 Tyler Gar. Gary In.
[illegible]	5850 Forest Ct Gary, IN
[illegible]	1149 DeKalb Gary IN
[illegible]	8410 Lakewood Gary IN.
[illegible]	2582 Newton St Lake Station IN
[illegible]	11833 W US Hwy 6 Westville In
[illegible]	1342 DeNaBorn ST
TERRY S. WISE	9113 Pottawatomie Trail Gary
Elois Nathip	Gary
ALICE SANDERS	Gary
ANN Miller	GARY
FRED Nowlin	2068 Roosevelt Pl, Gary, Gary
Anthony CERDA	Gary
Beverly Baker	P.O. Box 8616 Marshall Mi
Lillian SERRING	14695 G. Oaks Sp. Marshall, Mi
Roy Chester	5614 W. Ridge Rd. Gary, IN.
GARY Titus	6925 Juniper Ave
Toni Vincent	6160 Elkhart St #ON Gary, IN.
[illegible]	762 N Randolph St Gary IN
[illegible]	1944 Airport Dr Gary In.
[illegible]	6190 Clark Rd Gary, IN
[illegible]	Gary
[illegible]	6572 E. 3rd Pl
Thomas J Dabriary	10128 Ave J Chicago IL
DANIEL MURRAY	7640 Juniper Ave GARY
	Adreena Osborne 3158 Delaware

A-XII-402

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	3502 E 39th LANE HOBART IND 46342
[illegible]	10760 E. 50 N. KNOX IND. 46534
[illegible]	800 block Lt. S.W. DeMotte In 46
[illegible]	8957 HADDEN CT MERRIL IN 46410
[illegible]	543 213th St Ogden IN 46311
[illegible]	1340 S. VIRGINIA ST Hobart IN 46342
[illegible]	1203 Schafer dr Schererville 46375
[illegible]	5248 W 101 N Winfield 46307
JERRY SPURGEON	1617 IRONWOOD SW DeMotte 46310
CHAS Ingram	529 Carlotta Dr Dyer IN 46311
[illegible]	5696 Stone Rd. Portage IN 46368
[illegible]	88 S PEIOSTA DeMOTTE
[illegible]	869 N Westlandale CT Valpo. IN 46383
[illegible]	18 LINDA RIDGE RD.
[illegible]	P.O. BOX 91 HANNA IN 46340
DARRELL WRIGHT	R.R. 1 HANNA IN. 46340
Mike Charlotte	534 E 37th 607 S43 HOBART, IN 46342
[illegible]	103 Ole Ct Hebron IN 46341
[illegible]	P.O. 653 DEMOTTE IND 46310
[illegible]	420 HUBER BLVD HOBART IN 463
[illegible]	1617 IRONWOOD SW DeMOTTE IN 46
[illegible]	906 South Hayes St. Crown Point IN 46
[illegible]	2281 Whatton ct Portage IN 46
[illegible]	1028 10 Road St Lake Cln.
Bob Hein	1707 ASPEN DR. CROWN POINT IN 46307

A-XII-403

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	7961 Hwy Rd Valpo. In 46385
[illegible]	1340 Virginia St Hobart In 46342
[illegible]	6886 Carolina Ct Hobart 46385
[illegible]	580 N Colorado Hebron In 46342
[illegible]	2895 Hancock ST. Lake Station IN. 46
[illegible]	210 Main St Hobart In 46342
[illegible]	324 Stonecrest Dr. Valpo. 46385
[illegible]	1340 Virginia St Hobart IN 46342
[illegible]	1035 n Vanderburg St. Gary, In 46403
[illegible]	2218 Colorado St Hobart In 46342
[illegible]	1421 W 3rd St Hobart Indiana 46342
[illegible]	826 Main St. Hobart, IN 46342
[illegible]	826 Main St. Hobart In 46342
[illegible]	4285 25th Ave Lake Station IN 46405
[illegible]	7045 Montana ct Hobart, IN 46342
[illegible]	5411 Independence Ave Portage 46368
[illegible]	919 Lake George Dr. Hobart IN 46342
[illegible]	826 Main ST. Hobart IN. 46342
[illegible]	2634 W. Oakwood Dr. Gary IN 46406
[illegible]	8735 Penn Ave. Gary, IN 46403
[illegible]	1340 S. Virginia St Hobart, IN 46342
[illegible]	1021 W 3rd St Hobart IN 46342
[illegible]	4349 W. 29th Ave Gary IN 46406
[illegible]	2233 Clive Ave Gary IN, 46404
[illegible]	1452 W. 73rd Ave Merrillville IN, 4641

A-XII-404

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Jeffrey S Ferguson	543 - 213th ST. Dyer In 4634
Paul M Hendricon	2853 Irving ST Portage IN 46368
NEWELL FREDLINE	607 PALENDELPH ST. LaPORTE IN 46350
Vincent Sheehy	443 177th St Hammond IN 46324
JAN J WESTENHOLME	1047 177th PL Hammond In 46324
Neal Reakens	323 W 1100 N Wheatfield Ind. 46392
Michael Jacobs	922 CYPRESS POINTE DRAFT C82 CROWN POINT
TENNIS K WOLFE	14692 N 500 W est W Henrick In 46392
Robert Hawes	901 Mich 1994 Hammond IN 31.1967
Joe Winkler	510 177th ST Hammond IN, 463
BRIAN KRISTOFF	3291 Belmont ST. PORTAGE, 46368
Louis D Ketchum	P.O Box 14 Tefft IN 46380
Bill Jaeger	6644 Cavalier Ct DeMOTTE IN 46310
Jim T Homes	9006 Kleinman Rd Holland IN 46322
Timothy Kay Kendall	2316 Wilson ST. Gary IN 46404
Doug KETCHUM	319 W-1100 N WHEATFIELD IN 46392
JERRY Miguel	101 W Joliet St Schererville IN 46375
JEFF CAREY	1311 TULIP LN DYER IN 46311
RON ALBERS	2900 ANDREW AVE LAPORTE, IN 46350
MONTE' SMITH	4300 VERMONT ST. GARY, IN 46
EARL HURD	202 O. Glenwood Gr. IN.
John PAPPANTO	7633 Foxwood dr Schererville IN 46375
Tom Heban	457 S 500 W Hebron IN 46341
Tom Eckel	143 South 500 West Valpo 46385
Jeff Edens	215 137th St Hobart IN 46342

A-XII-405

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Lisa M. Steve	1021 Burgundy Schererville, Ind
	87 Maple ct Hebron IN 46341
	6879 N US 231 Rensselaer IN
	2951 91st Place Hi Highland IN.
	P.O. Box 1055 Portage In. 46368
	2932 Cumberland Highland IN
	81 Wilsen Ct. Chesterton In. 46304
Jim Watson	7612 Grandon Dr. De Motte In. 46310
	8542 Bell Ln. Crown Point In 46307
	721 Capital Av. Valparaiso, IN 46385
	9813 Arthur Ct Crown Point IN 46307
Robert H. Hughes	5022 Lexington Portage In. 46368
ADRIANA MARTINEZ	726 James Whitcher Dr Schererville IN 46375
	R346 Johnson St Merrillville IN 46410
	901 Glenfield Ct Hobart IN. 46342
	2789 E 100 N ST PORTAGE 46368
	5640 Stoney Ave Portage 46368
Shawn White	1206 W. 3rd St Hobart In 46342
	4851 N Lakeshore Dr. Crown Point IN 463
	2417 Cumberland Pl Schererville In. 46375
	11595 N 350 W Wheatfield, IN
	138 Park Place Hebron In 46341
	7394 W 350 N Hobart 46342 In.
	408 Main St. Hebron In. 46341
	7429 Pierce Pl Merrillville IN 46410

A-XII-406

Due 6/10/

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Martha & Linda Malone	5604 Kennedy Terr. J109 Hobart Hwy
Sandra Clark	4440 E. 6th Pl Merrillville Hwy
Glorietta Clark	4411 E. 6th Pl Miller Hwy
Mary L Clark	9411 E. 6th Pl Miller Hwy
Beverly Hawkins	81 HC Tonkawa Dr Michigan City Hwy
Michael Eugene	722 Harlem St Gary In 46404
Julio Rodriguez	1130 N 575 E Westville In 46391
James Hughes	2029 Burr St. 46407 Gary Ind
Barbara Wallace	4156 Greene Pl
Gloria J Richards	1226 Chicago Gary In 46407
Deborah Bryan	7939 Lake Shore Drive - Gary IN 46403-1338
Jack Fe Russo	2011 Willow Creek Valpo
Shakia D Mear	1047 N Union Miller Gary IN 46403
Priscilla Franklin	BHT Mgr.
Jim Overman	631 New Jersey St Gary In 46403
Tom Hardy Jr	632 Harlem
D Hardy SR	
Michael Hayes	713 Tennessee Ave 46403 Miller
Ava Wagner	6021 Ash Place Gary IN 46403
	6463 Georgia Place Gary IN 46403
	4649 Chase Ave Gary IN 46403
	1628 Greene Pl Gary IN 46408
Alonzo Wolfe	5151 S. Broadway Gary, IN 46409
Evelyn Shaw	36000 Harrison 46408

A-XII-407

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Shirley L Williams	151 W Lincolnway - Valpo
Anthony J Harris	4609 Lincolnway Ct Merrillville
Peggy L McKenzie	2730 Wayne St. Lake Station, IN
Louis J North	1958 Dawnchase Dr. Valp.
Thomas Coppess	2007 Linden Dr Valpo,
Irene C. Brown Wilson	676 Coventry Ct Valpo.
	821 Greenwood Valpo
	1826 So Bow Knots, IND
	[illegible]
	[illegible]
Katie Mae Sloan	3091 Texas St Chesterton IN
Ann Sloan	3091 Texas St Chesterton IN
Edward C Kuss	285 Robbie Ln Valpo IN
Mark Kuss	285 Robbie Ln Valpo In.
R Stelpflardt	4249 Park Pl Crown Point IN 46307
Donald Davidson	RR 1 Box B AA Demotte IN
Donna Phelps	5305 Lexington Dr. Valp.
Jamie Meadow	2959 So St Rd 2 Valpo
Maryann Kelly	802 Hastings Trl Valpo

A-XII-408

MUST BE RETURNED BY MAY 14, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Des'Tyan Richardson	1724 E 19th Ct. Gary, IN 46407
Pat Benbrew	605 Louisiana
Richard Boykin	608 New Jersey St. Gary Ind 46402
Marilyn Fondren	208 Marshall St Gary 46404
[illegible]	4800 Beech Pl Gary 46403
[illegible]	1321 Benton St. Gary 46403
[illegible]	[illegible]
[illegible]	6183 Grant Ave. Portage, IN 46368
Ophelia George	4321 Regan Pl Gary, In 46409
Kathy Carthon	4207 W 33rd Ave Gary In 46408
Curtis Whitfield	2691 Polk St Gary Ind 46407
[illegible]	[illegible]
[illegible]	[illegible]
Mr. Reed Ortiz	4600 Cleveland Gary Ind 46408
Emma Lewis-Wilson	564 Carolina Blvd Gary IN 46402
Cecelia Wyatt S	5704 Kennedy Terr. Gary 46403
Fr. Robert N Nyen	1090 Vermillion Gary, Ind 46403
Arthur Washington	417 E. Ridge Rd. Gary 46409
Hubert McBee	6710 Bill Pl Miller 46403
George T. Taylor	920 N. Vermillion St Gary In 46403
Marley C Turnbull	1338 Benton St - Gary In 46403
Hazel D Lamb II	5828 E 13th Pl. Gary In 46403
[illegible]	07356 Oak Ave Dyer In.
George Reading	1339 Virginia St. Gary In 46407
Robert Morris III	1112 Wyoming St. Gary 46403
Marva Morris	1112 Wyoming St. Gary 46403

A-XII-409

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Patrick A Bailey	410 GARFIELD VALPARAISO IN. 46383
R. Meyer	950 HELMER GRIFFITH, IN 46319
[illegible]	923 Indiana GRIFFITH, IND 46319
Ryan Rosen	PO Box 813 CROWN POINT IN. 46308
Kenneth Spangler	3500 E. 121st Ave. CROWN POINT, IN. 46307
[illegible]	
Linda Rosetta	48576 96th N DEMOTTE IN. 46310
[illegible]	1615 Hickory Hills MI. 49120
[illegible]	316 East Columbia St. Effner Ind. 46514
[illegible]	29821 66th Dr Elkhart IN 46514
[illegible]	1113 Mcdavitt Hammond IN 46324
[illegible]	1691 Deerwood Dr Cowell IN 46356
[illegible]	6403 Kenwood Ave Hammond In 46323
Brent A. Poorbaugh	116 Parkview Ave. Lowell Ind. 46356
Albert Gould	67960 Parker Edwardsburg WI. 49112
Erich Krake	404 ARCHER AVE., ST JOSEPH, MI. 49085
Amy Simmons	101 MECCA RD. ROCKVILLE, IN. 47872
Stephen Kistler	11945 NASSAU ST LOT 221 Demotte, IN 46310
[illegible] O'Hare	132 W Main ST. LOWELL, IN 46356
Ray MARCINEWSKI	9884 N 480E DEMOTTE IN 46310
Stephen Heeshbeeger	703 E 6th st. Mishawaka, IN 46544
ARNOLD HEMMONS	1968 NOBLE ST GARY IND 46404
R & HATT	BOX 299 MOUNTS IN 47347
[illegible]	7078 LENBURG PORTAGE, IN. 46368
[illegible]	2920 S. Legend Dr Rensselaer In. 47978
MARK SCHMITZ.	731 S. EAST ST. CROWN POINT IN. 46307

A-XII-410

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Joe Burke	1300 Burnham Ave Calumet City, IN
[illegible]	1620 W. Howard Ave Hobart, IN
RALPH C. Grant	3650 Tompkins St Gary, IN 46408
BRIAN BROLEAR	200 Cocost Hebron, IN 46341
[illegible]	904 171st St Hammond IN 46324
[illegible]	308 Hodge St Gary, IN 46404
David M. Stamper	2925 E. 1053 N. Demotte, IN 46310
DARREN T PRIMS	2930 191 St Place Lansing, IL
Gilbert W. Allaby	732 W 900S Hebron, IN. 46341
Phillip W. Bratton	5933 Park Pl Hammond, In. 46320
Robert H. Anderson	1575 Ruth Kouts 46320
[illegible]	2944 Summit Valley LaPorte 46350
[illegible]	141 Burr Oak Valparaiso 46383
Richard R. Hayes	2651 Wicker ave Highland, IN 463
Ken Sevenant	982 S. 250 W. Hebron, IN 46341
Roger D. Stewart	4431 E 20th Pl Lake Station In 46405
Raymond E. [illegible]	4075 W 125th Ave Crown Pnt 46307
Steve Stewart	5726 610 Birch RD Portage Ind
[illegible]	6715 Magoun Hammond, IN 46323
[illegible]	755 Heritage Valparaiso 46385
Dwayne Rasmussen	2324 Linn St Portage 46368
Mark [illegible]	8101 Pike Creek Rd Merrillville, IN 46410
Jim Swan	5716 VanBuren St. Merrillville, IN 46410
Debra Fansbaugh	7322 MARSHALL ST. MERR. IN. 46410
[illegible]	6753 Kennedy Hammond, IN 46323

A-XII-

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	23900 Parrish Ave Schneider, IN 46376
[illegible]	605 Sunset Lane
[illegible]	2232 Chicago St #201 Valp. IN
[illegible]	2755 N Convenience Valp
[illegible]	395 Calumet Hebron
[illegible]	5227 Meadow Ave Portage
[illegible]	3608 Randolph Crown Pt
[illegible]	421 E ST RD 2 Valparaiso, IN
[illegible]	2512 WICKER PARK DR. HIGHLAND IN
[illegible]	1661 CANARY LN Cowell, IN
[illegible]	4969 Ash Avenue Gary IN
[illegible]	46016 Canfield Gary IN
[illegible]	2112 Broadway N & Millville
[illegible]	415 W. 550N & VALPO IN
[illegible]	243 N Linda Hobart IN. 46342
Michael N. Kapsis	2300 E. 35th Ave. Lake Station 46405
[illegible]	10879 Massachusetts
Brady Coleman	10813 Lane St. Crown Pt. In. 46307
[illegible]	575 150E Valparaiso In 46383
[illegible]	2021 Willowcreek Rd Portage IN 46368
[illegible]	11752 Michelle Dr. Wheatfield 46392
Joe GALDAMEZ	817 Pheasant Dr Kouts, In. 46347
ANTHONY GUTIERREZ	2715 Grand Blvd Lake Station IN 46405
Ryan Pobjecky	2722 Doretta St Portage 46368
Eric Blevins	6420 Moravian Ave Hammond 46324

A-XII-412

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Patrick Singleton	5535 250W Valparaiso IN
Alan L. Parris Sr.	8470 Bell Court Crown Point IN,
Robert E. Matthews	620 WREN LN GRIFFITH, IN 46319
CHARLES A. HARVEY	7411 SouthEastern Hammond, IND. 463
M. Clark	9336 Tyler ST. Crown Point In. 46307
JEFF KONA	3661 DANA Dr LaPorte Ind. 46350
RICHARD HINDAHL	420 SHERMAN DRIVE VALPO IN 46383
Richard Simons	2155 Churchill ct Valpo 46385
LARRY ROBERTSON	8810 POLK ST. MERRILLVILLE, 46410
Charles Anderson	2421 Hobart St Gary IN 46406
Douglas Sweeney	3072 KIMBERLY ST. PORTAGE, IN 46368
Richard Herbine	2501 SPENCER ST LAKE STATION IN 46405
Ivan D Bar	1514 Walnut MC IN. 46360
BRANKO MARIC	8357 PARKVIEW RD Munster IN 4652
Robert Balzen	624 So. County Ln. Hobart IN
STEPHEN W. BONO	3042 KIMBERLY ST. PORTAGE IN 463 46368
William R. Helm	2500 East Lakeshore Drive Crown Point Ind 46
Michael R Dahlem	1480 W old Ridge Rd Hobart IN 46342
BILL CASON	84 SOUTH 225 EAST VALPO IN 46385
Tom Francisk Jr.	2608 BIRCH AVE. WHITING IN. 46391
Nick Triana	3519 Illinois St. Hobart IN 4634
Carl Roberts	10108 Ave L Chicago Ill 60617
[illegible]	N. Lk. Pk. Ave Hobart
[illegible]	2207 MADISON ST PORTAGE, IN

A-XII-413

BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
Yong Jai	Portage
Jolanta, Sia	L.S
Chris Jung	Valparaiso
AARON Hoist	VALPARAISO
[illegible]	VALPO
[illegible]	Merrillville
John Maher	Ogden Dunes
Santos Ruiz	MERRILLVILLE
[illegible]	Hobart
Ron Coleman	Valparaiso
Susan Ulman	Valparaiso
TONY Cuevas	Portage
[illegible]	Lake Station
[illegible]	Valparaiso
[illegible]	Chesterton
[illegible]	PORTAGE
[illegible]	VALPARAISO
Lonnie Bailey	Hobart
Becky Nulty	PORTAGE
[illegible]	[illegible]
[illegible]	Aztec
[illegible]	South Haven
[illegible]	Portage
[illegible]	Portage
Mike Gresham	Valparaiso

A-XII-414

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Lake Station / Hobart
[illegible]	Miller, IN
[illegible]	HOBART, IN
[illegible]	DoGot, IN
Seeeara Butt.	Valp, IN
Yumm Cum	
Lynne Tolaver	Gary, IN
[illegible]	Lake Station
[illegible]	Portage, IN
[illegible]	Gary, IN
Jeneia Barber	Gary, IN
Michelle Holton	Gary, IN
Jim Muller	Crown Point, IN
Hiram Maldonado	Portage, IN.
TAWANA MISTER	Gary, IN
Carolyn Sanders	Gary, IN
[illegible]	Valparaiso, IN
[illegible]	Hobart, IN
Steve Obanski	St. John, IN.
[illegible]	Hobart, IN
[illegible]	[illegible]
[illegible]	Valparaiso
[illegible]	Valparaiso, IN
[illegible]	Portage, IN

A-XII-415

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Portage
[illegible]	PORTAGE
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
MATT A. FALK	PORTAGE
Robert Sutton	Hobart IN
[illegible]	Port Ace (Monster after 6/2/01)
[illegible]	West Pullman
[illegible]	Hobart
[illegible]	Millers IN
Donna M Strang	Millers IN
Erin Strang	Millers IN
JOHN VAN ZA	Valparaiso
Cathie VAN ZA	Valparaiso
[illegible]	Valparaiso
[illegible]	Valparaiso
[illegible]	Valparaiso
[illegible]	Hobart
[illegible]	Portage, Madison
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Valparaiso

A-XII-416

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Community
[illegible]	Portage
[illegible]	Portage
[illegible]	Portage
[illegible]	Valparaiso
Kimberly S. Liegler	PORTAGE
Antoinette Zygala	Portage
Jon Pawlowski (PILOT)	Portage
John Brown	Gary
Raquel Avila	Merrillville
Marlo Lasanga	Portage
Elizabeth Roberts	Portage
Darrell Jordan	Portage
Phillip Jordan	Portage
Diane Hodges	Portage
Erica Hodges	Lake Station
Theresa Murphy	Lake Station
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Hobart
[illegible]	Lake Station
[illegible]	Portage
[illegible]	Hobart
[illegible]	Portage
[illegible]	Portage
[illegible]	VALPARAISO

A-XII-417

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
[illegible] Navarro	Gary
Ellen Navarro	Gary
Kathy Bowen	Hobart
Alan Bowen	Hobart
[illegible]	Lake Station
[illegible]	Portage
[illegible]	Portage
[illegible]	Porter
[illegible]	Hobart
Jose [illegible]	Portage
[illegible] Rivera	Portage
Kristian Martinez	Portage
[illegible] Lopez	Portage
[illegible] C Leonard	Portage
[illegible]	[illegible]
[illegible]	Valparaiso
[illegible]	Gary
Shelley Bowman	Portage
[illegible] Greg Ortiz	Porter
Roseann [illegible]	Portage
Logan Rangel	Portage IN
[illegible]	Porter
[illegible] Ortiz	Portage
Allen Chong	Portage
[illegible]	Portage

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Lee Marich	Merrillville IN.
[illegible]	Crown Point IN.
[illegible]	Merrillville
[illegible]	Gary, In.
Beverly [illegible]	Merrillville, Ind.
[illegible]	Merrillville, Ind.
John Santos	Hobart, IN
[illegible]	Merrillville
[illegible]	Porter, Indiana
[illegible]	Merrillville
Leroy Smith	Gary
[illegible]	Gary
[illegible]	Gary
[illegible]	Merrillville In.
Henrietta Hunter	Merrillville IN
[illegible] Helmkamp	Merrillville Ind
Lacy [illegible]	Merrillville IN
[illegible]	Merrillville IN
[illegible]	Merrillville Indiana
[illegible]	Crown Point 46307
[illegible]	Gary [illegible]
[illegible]	Merrillville, IN.
[illegible]	Gary IN 46304
[illegible]	Merrillville IN 4641[illegible]
[illegible]	Valpo, IN

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Candice Delaney	Merrillville
Lisa [illegible]	Merrillville, In
Edwin Brown	Merrillville, In
[illegible] Mitchell	Merrillville In
[illegible]	Merrillville IN
Francisco Huerta	Merrillville IN
[illegible]	
[illegible]	Griffith
[illegible]	Hobart IN
[illegible]	Merrillville
Patty Wozniak	Calumet Township
Tom [illegible]	Merrillville
Robert Zamora	Merr.
Lillian Starns	Gary
Sandie Starns	Gary
[illegible]	Gary
[illegible]	Gary In
[illegible]	Merrillville
[illegible] Donald	Gary
John Greenwell	"
Latanza Traywick	Gary
[illegible] Traywick	Gary
Gwendolyn Greenwell	Glen Park
[illegible]	Gary
[illegible]	Crown Point Ind

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
LaTanya Williams	Gary In.
[illegible]	Gary
[illegible]	Munster, IN
[illegible] (Guzicki)	Merrillville, IN
[illegible]	Gary, IN
Yvonne Anderson	Gary In
[illegible]	Valparaiso, IN
[illegible]	Gary, IN
[illegible]	Gary IN
[illegible]	Highland Indiana
LaKeshia Davis	Gary, IN
Jessica Gregory	Gary, In
Corey Carter	Gary, In
[illegible]	Gary In
Natasha Strickland	Gary, IN.
Laura Starks	Sauk Village, Il.
Rachael [illegible]	Hobart In
[illegible]	Hobart In.
[illegible]	Gary IN.
Joe [illegible]	Gary, IN.
[illegible]	New Chgo.
David [illegible]	New Chgo

MUST BE RETURNED BY MAY 11, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Patricia Hudson	Gary
[illegible]	Gary
Donald Rafell	Valpo
Jorge Nelson	Gary
Kenneth E. Chapman	Gary
ROENA BAND	Gary
Frances Patton	Gary
Shirley Nellum	St John
Arthur Spencer	Gary, IN
Barbara Sabree	Gary, IN
Georgia Wood	Gary, IN
Martina Montgomery	Gary, IN
[illegible]	Gary, In.
Henry Williams	Gary, IN
TAWANNA D. PRUITT	GARY, IN
PAUL L. LAPSLEY SR.	GARY, IN
Debra Kelley	Gary, IN
Diana Baeza	GARY, IN
James Bailey	GARY, IN.
John Taylor	Griffith, IN

MUST BE RETURNED BY MAY 11, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Edisa Mojica	Schererville Ind.
[illegible]	Schererville, IN.
Stephanie Lewis	Merrillville IN
[illegible]	
Allen Cuffe	
Jerry Lynch	Schererville Ind.
[illegible]	"
[illegible]	St. JOHN IND.
[illegible]	C. C., IN 46303
[illegible]	Dyer IN 46311
E. Calhoun	Merrillville, IN
Susie M. Lites	St John, IN
John St Jovanovich	Dyer, Ind 46311
Kathy Jovanovich	Dyer, Ind 46311
[illegible]	Crown Point, IN 46307
Bob Adababiyeatsekai	Crown Town
James T. Iton	Dyer, IN
DARRELL CROWLEY	LANSING IL
Mary Jo Humphrey	Munster Ind.
Estevan Mesa	St John In
[illegible]	St John
Louise E. Stojanosky	St John
Louise Marie	Lowell, IN
Lucy Wilkins	St. John, In
David C. Wilkins	St. John, In

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Stacey Lewis	Gary
Jakeb Wilson	Gary
Chopin Bass	Schererville
RUSSELL	
D. J. Kaffenberger	Schererville
[illegible]	Lowell IN
[illegible]	Dyer
[illegible]	Beecher, IL
Bill Weaver	Beecher, IL
Janice M. Conway	Park Forest IL
Jennifer Lorenzini	Park Forest, IL
Virginia Lubitich	Dyer, In.
John Lubitich	Dyer, In.
[illegible]	Schererville, In.
[illegible]	Schererville, In
[illegible]	Schererville, IN.
CATHY CADA	Chicago Heights, IL
[illegible]	Schererville
NICK DeSerio	Scherer ville
Matt Eckler	Merrillville
[illegible]	Munster, IN
Joel Koensky	Munster
Jack Mudd	Munster, IN
Thomas C.	Schererville
[illegible]	Miss R. Myers

MUST BE RETURNED BY MAY 19, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
[illegible]	Dyer IN.
Steve Proska	Crown Point IN
[illegible]	[illegible]
[illegible]	Hobart
Michael Allen	Schererville IN
Jamie Schultz	Hammond
Tammie Ecker	Cedar Lake
Carolyn Page	Scherer ville, IN
Elizabeth Bond	Sauk Village, IL
Donna M. Pascarella	CHICAGO HEIGHTS, IL.
LUTHER ATHANASSOULIS	SCHER. IN.
ALBERT SHM	HOBART, IN
DONNA FREEMAN	SCHER. IN
[illegible]	HOBART.
[illegible]	DYER
BILL BRUNES	DYER
JANE BRUNES	DYER
John Centrella	LYNWOOD
Shawn McLaughlin	GRANT PARK
Cynthia Mask	Schererville, In
Edye Castrinella	Lowell In
Gillian Castrinella	Lowell In
Paul Fenton	Crown Point

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
LATISHA Douglas	Crown Point IN
[illegible]	Valparaiso IN
[illegible]	Merrillville IN
DARIUS R. ENGLISH	GARY, IND.
[illegible]	Merrillville, In
[illegible]	"
[illegible]	Schererville In
[illegible]	Crown Point
[illegible]	GARY, IN
[illegible]	2318 W 25 th Place #1S Hemmond IN 46350
[illegible]	954 Seneca Dr. Crown Point
[illegible]	Hobart IN.
[illegible]	Merrillville In
[illegible]	Merrillville Ind
[illegible]	MERRILLVILLE, IND
[illegible]	Merrillville Ind
[illegible]	Gary Ind
[illegible]	Merrillville Ind
[illegible]	Gary Ind
[illegible]	Merrillville Ind
[illegible]	Merrillville Ind
[illegible]	Gary Ind
MeLvin Dorsey	GARY, IN
	Merrillville IN
	Linda + Jim Vode - Merrillville

A-XII-426

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

Whereas, projected increases in air travel will result in further delays at O'Hare and Midway and be a great inconvenience to the public.

Whereas, the Gary/Chicago Airport can be utilized now to reduce delays and ground travel inconvenience to the public.

Whereas, the Gary/ Chicago Airport can be expanded at a relatively modest cost to meet future air traffic needs of the Chicago area.

Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
Riley Lee Vickery	1707 Bevan Vista Vaso 46383
[illegible] Judy Ellis	3800 Roche St Hobart
Georgia Dallman	3390 Vermont St Gary in 464
[illegible] Jones	1905 Cleveland Terr Hobart 4634
[illegible]	416 S. Ridge Rd. Gary, 46407
Mrs Charles Magna	3545 Wisconsin St Lake Station 4640
Debra Daflon	1400 W. Old Ridge Rd Hobart, In
John L Oliver	4330 Kentucky St. Gary IN 46409
[illegible]	6500 Colorado Apt 4 Hmnd IN 46324
Willie D Ware Sr	1419 W 21st Ave Gary IN 46407
Joe Varilla	
[illegible]	1143 E 150th St Dyer, IN. 46311
[illegible]	5465 S Everett Chicago 60615
[illegible]	LAKE STATION
Jerry Ritter	Mich City IN
Gregory J. Beggs	3025 Sawasee Dr. Crown Point
Clarence A Clark	1251 W. Ridge Rd.
Beth A Brainard	3782 Harvard St. Hobart
Annette A Brown	500 E. 54th Ave Mer. IN. 46410
MARIA PYRROS	3325 W. 80TH AVE MERR 46410
Angela Papamihalakis	7331 MARSHALL PL. MERR. 46410
[illegible]	P.O. Box 1913 Gary 46409
[illegible]	1424 W 42nd Hobart
[illegible]	3332 New Mexico K.S. 46405
Dwight Sharp	3634 Fillmore St. D.

A-XII-427

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

Due 6/10/01

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Name	Address and Community
Loretta Dorich	3022 Wood St. Portage
[illegible]	3022 Wood St Portage
MICHAEL DARICH	3022 Wood St Portage
JOHNATHON DARICH	3022 WOOD ST PORTAGE
James Hoekstra	3630 Mann St Lake Station
William Compton	4035 Vermont St Gary
CHRISTRADY 5TH F. 37TH AVE MER	
Charles E. Jones	1220 Carol Dr. Gary IN 46403
Myrtle Wade	2870 Henry St Lake Station IN 46405
JOHN TAGBART	2521 CRABAPPLE HOBART
Rosemary Taggart	2521 Crabapple IN Hobart
[illegible]	816 Maryland St Gary Ind 468
[illegible]	3380 Vermont Gary In
[illegible]	3733 Delaware Place Hobart IN 46409
[illegible]	1141 State St Hobart IN 46342
[illegible]	1121 S Dekalb St Hobart
[illegible]	434 Reed Road Dr Hobart 46342
Pearl Scott	2561 E 62 Pl W Hobart Ind
Ray Stone	434 Wild Rose Dr Hobart
Rebecca Smith	2631 W 41 Place Gary 46408
[illegible]	1230 Camelot Portage In 46368
[illegible]	2465 State Rt 51 Sch 46307 IN
Sandy Blackburn	2880 Walnut Ln Hobart
George Blackburn	2880 Walnut Ln Hobart
Elmer Bolton	9110 Colonial Hgts Dr

A-XII-428

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Theodore Wozniak	3833 Somerset. ST PORTAGE. IN. — 46368
Anne Kuehl	813 Maple Chesterton IN
HERB KOEHLER	3830 3280 PIERCE GARY
[illegible]	4766 Utah Terr
[illegible]	1720 W 81st Ave Gary
Melinda Martinez	3165 W. Ridge Rd Gary
Laura Angeline Mc [illegible]	603 Lake Shore Hobart In 46342
[illegible]	Portage In
[illegible]	4008 PARKAVE LAKE STATION
Claudia Robi	4008 Park Ave Lake Station 464
[illegible]	
Charlotte Bellizzi	2637 Laurence St Lake Station
Spencer Vega	2235 Daisy St. Portage
Corrine Roy	
Dennis Ritterwayer	8517 Northcote Munster IN 4632
TOM BRANSON	VALPARAISO
Ryan Dellaria	5345 Wilson Pl. MERR. IN 46410
[illegible]	5345 Wilson MERR. IN 46410
[illegible]	3870 Madison Gary 46408
[illegible]	" " " "
[illegible]	" " " "
[illegible]	1345 W 37th Pl Hobart
[illegible]	29 E 3rd Sch Hobart
Paul Atterton	29 E. 3rd St. Hobart
Kristen Holman	6522 Colorado Ave Hammond 4636

A-XII-429

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
	258 Greenwood Volpa IN
	50 W. Hobart Rd. Hobart
	2555 FRYE ST. LAKE STATION
	28 [illegible] Dyer
	2870 State Rd. Shelby
	2714 Wells Lake Station
	3210 W. Ridge Rd. Gary
	3120 Pierce St. Highland
	3129 Vermont Hobart
	3276 Harlan Street
	681 Buddie Oak Trail, Hobart
	4[illegible] Kay Ct Gary In 46409 2282
	7211 E. Knight St. Lake Station 46405
	8325 W. 80th Ave, Merr. 46410
	425 Alabama - Hobart 46342
	3210 N. Lake Park Ave. Hobart 4634
	80 Beverly Hgts. IN.
	1185 E. 45th Ave
	1125 E. 45 Ave. Gary
	6899 Whooping Circle Elkhart
	4754 Ash Ave Hammond IN 46377
	1454 Alabama Hobart, IN 46342
	2104 Clinton, Gary 46409
DENNIS M. [WOOD BURY] WATKINS, E.U.	1368 CAMELOT M. PTG, INDIAN, 46368-6642-05

A-XII-430

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
	Lowell, In
	Crown Point, IN
	Merrillville, IN
	Elm Station, In.
	Lowell, In
	Lowell, IN
	Valparaiso, IN
	Mc Cool, In.
	Crown Point, In.
	Crown Point, IN
	Crown Point, IN
	Stewart Dr.
	Gary, IN
	Kouts, IN
	Crown Point, IN
	PORTAGE, IN
	Portage, In.
	Emerson

A-XII-431

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Naris Phillis	wren Court Griffith IN 46319
	Griffith In 46319
	Merrillville, Ind. 46410
	St. John, IN 46373
ALFREDO DOMINGUEZ	EAST CHICAGO IN 46312
	138 W 71st Griffith
MIGUEL A. QUEZADA	4117 FIR ST EAST CHICAGO IN.
DOROTHY GORA	120 W. AVE B GRIFFITH
	2203 ROSEWOOD WALK-Highlands
	1927 Rosewood Ct Munster
	" " " "
	" " " "
	905 B Easy St Crown Point In
	50 Heritage Dr Dyer In 46311
	4229 Eddie Ave E. Chi
	2048-37th St, Highland In.
	1922 Robin DR.
	1922 Robin DR.
	Hesville, IN
	Hobart IN 46342
	Merrillville, Ind.
	Dyer, In. 46311
	Dyer IN 46311
	2045 Oakwood Ln Highland
	3405-42nd St. Highland In. 46322

A-XII-432

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
	Hammond IN 46324
	DEMOTTE IN 46310
	5436 Hillsgreen Hammond
	3024 Cleveland H Hammond
	3836 S. 113th Chgo.
	"
	3946 West 20th Pl. Gary IN
	3516 Fir St E. C. IN 46312
	9340 Klein Manor Rd Highland 4632
	740 MADISON Merrillville 46410
	451 OSAGE DR DYER IN 46311
	624-212th Pl Dyer IN 46311
	365 Clark Rd.
	1577 Hazel St. Gary 46404
	1577 Hazel St 46404
	2561 Woodland St Gary 46407
	2671 POLK PLACE GARY
	7412 Alabama ave
	7412 Alabama Ave Hmd
	4301 W. 15th Ave Gary 46404
	312 Ralston St Gary 46406
	1312 Lafayette St Gary 46406
	4204 Parrish E Chicago IN 46312
	7109 Maryland Ave Hmn 46323
	345 St. Dunstan Dr Schererville 46375

A-XII-433

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
FRANK PARDUE	6702 NEW JERSEY Hammond IN 46323
DORIS ENZIAN	2705-173RD ST/HAMMOND IN. 46323
DAVID ENZIAN	2705-173RD ST/HAMMOND, IN. 46323
Joanne Bell	2163 W Lightst/Cary, In. 46403
Elda Tony	925 Main East
Sharyl Terry	2243 W. 10th Pl.
IRMA RODRIGUEZ	469 Pierce St Gary IN 46402
[illegible]	1149 Wilson Gary IN 46404
[illegible]	4418 21st Ave Merr 46404
[illegible]	3515 W. 85th Ave Crown IN 46307
[illegible]	628 King St Gary, Ind. 46406
[illegible]	628 King St Gary, Ind. 46406
[illegible]	665 [illegible] Gary 46402
[illegible]	1240 W 19th Terr 46407
[illegible]	1580 Tompkins St Gary 46406
[illegible]	1580 Tompkins St Gary 46406
[illegible]	" "
Walter Hunt	1580 Tompkins St. Gary 46406
[illegible]	1366 Ralston Street, Gary
[illegible]	2157 West 5th Ave.
[illegible]	1828 Marshall 46404
[illegible]	3905 Monmouth St 46312
[illegible]	6706 Rhode Isl.
[illegible]	4625 Harley St Gary IN 46406
Sanford A. Colbert	7221 Southcoast Ave Hammond In. 46323

A-XII-434

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Saverio Bizzi	7139 Marshall Ave Hamm
Sally Robertson	PO Box 894 Highland In 46322
[illegible]	7845 E 84th Ave Crown IN 46307
Amy Yang	7844 Northgate Hall Hmd 46324
William Yang	7844 Northgate Hall Hmd 46324
Debra Ann Yang	6844 Missouri Ave Hammond In. 463
Brad & Peggy Yang	535 McKinley St Hm 46404
Brenda Morton	
Angelina Allen	
[illegible]	6615 Tennessee St Hammond
Edna Murphy	Tennessee Hammond
Carol Hunt	7203 Carolina Hammond
Ben Hunt	7203 CAROLINA HAMMOND
Tom McCarthy	4900 447 ave Crown
Jose Nieto	1041 169th
Olivia Mireya	6169 Wisconsin St Hobart 46342
[illegible]	3706-173rd St. Hammond 46323
[illegible]	5169 WISCONSIN HOBART 46342
[illegible]	6647 IDAHO Hmond, IN 46323
[illegible]	6708 Carolina Hmond 463
[illegible]	111 TAYLOR ST CHESTERTON IN
[illegible]	3325 Grant Pl. Hammond In
Chelsea Hoag	1055 FILLMORE GARY
CURTIS BELL	1980 W 24TH LN GARY IN
Elaine Kennedy	6139 Mirabelle Ave Hammond In 46323

A-XII-43

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Louise Litt	3731 W 123 Ave Gary
LARRY BRYANT	1904 MAGNOLIA LN. MUNSTER
Yalonda Adams	1966 Kentucky St. Gary
Rev. Edward Sings Jr.	2224 Wright Street Gary, IN.
Maureen Thompson	8340 Waverly Drive 46404 Gary
Benjamin Woodson	P.O. Box 4515 Gary Ind 46404
Robert A. Pappas	565 Burr St Gary In 46406
Eugene A. Pankow	2349 W. 19th Ave Gary IN 46404
Rudy J. Clay	7960 Cleveland Pl. Calumet City 60409
HERBERT AMOS	4209 Pierce Ave Entrance from [illegible]
[illegible]	5111 Sohl Hammond Ind
[illegible]	1238 170th St Hammond IN 46324
John H. Richardson	1568 Ralston St. Gary
Sandra Upton	7204 W 73rd Ave Gary 46406
Gerry Lambert	2718 Hamlin St Gary 46406
KAESAAY of 3rd STEWART	1126 NEW JERSEY ST GARY IN.
Jesse Carter	1137 Tyler St Gary In
FRANKLIN E. Roddy	844 FILLMORE ST. GARY IN 46402
Ronnie Berry	411 TAFT ST. GARY IN 46404
Nancy Myers	7204 Kentucky Ave. Hammond
[illegible]	7204 KY HAMMOND IN.
Pat Odom	425 Clark Rd. Gary In 46406
Patty Dabon	1580 Tompkins St Gary 46406
Escalinea Evans	1580 Tompkins St. Gary 46406
Maureen Woodward	6824 Kennedy Hmd. IN 46323

A-XII-436

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Address and Community
Rick Woodward	6824 Kansas Ave Hamm
Andrea Bayley	263 Hamlin St Gary
Terrie T. Spann	1131 West 2nd Ave. Gary
LES LIS	12304 W 157th Lowell IN
Tena Sargent	943 Logan St. Hammond, IN.
Geneva Carter	6900 E 4th Gary Ind
Susan Stadt	7207 Delaware Hammond, IN
Sherri Tricker	2649 Kenwood St. Hmnd IN
Henry C. Harrell	2649 Kenwood Hammond
Jim Shrade	170 Bagley St Gary IN
Margo Nicholson	416 Roosevelt St
Dwayne Simmons	1988 Monroe St Gary
Stefany Sedgewick	7142 Adams Hammond
Stephen & Olivia Higgins	816 Georgia St
Elizabeth Rivera	816 Georgia
Edmund Miller	816 Georgia St Gary IN.
Edlena Miller	816 Georgia Gary IND
Diane Miller	816 Georgia Gary IND
Joe Mooney	5719 Wabash East Chicago IN
Marean Adams	1762 Clinton St Gary In 46
Lamont Curry	5301 W 19th AVE Gary IN
[illegible]	15937 Woodbridge, Harvey, IL 60426
Kathleen Kaminski	15937 Woodbridge Harvey, IL 60426
[illegible]	
[illegible]	424 Cherry Hill Rd Lynn 2 1965

A-XII-437

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Robert C Albridge	Munster, Ind.
Melenda Cubias	Gary
DONNA MARCUS	Munster, In
LINDA KAZRAGYS	WHITING, IN
VITAS Kapacinskas	" "
C. H. LICHTENAU	HUNSTER IN
E.J. ROTHSTEIN	" "
CYNTHIA L. TOOM	GRIFFITH, IN
John Kubin	Hegewisch, Chgo. Ill
Dorothy Wenzinger	Hegewisch Chgo. Ill.
Blanche Wright	Highland, Ind.
Glenn Hyde	Crown Point, Ind.
Ellen Mathias	Crown Point, Ind.
Sa Bossi	So Holland, Ill
Sara Weinstein	Highland, IN
Esra Weinstein	Highland, IN
Dew Bogart	Griffith, In
Daryl Lyon	Griffith, In
Jim Blackburn	Munster, IN
Silas Johnson	Munster IN
Maggie Amis	Hobart IN
Ronald Pomarski	Highland, Ind
Joe Lemus	Arlington Heights
Diane Wilson	Schererville, In
Paula Jacobs	Schererville, In
Carlos Lopez	Hammond, Ind

A-XII-438

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Judy Vanderburg	Gary, In
Kim Mascadu	Portage, In
Stanley Halpern	Portage, In
Darlene Kasperlesa	Dyer, IN
Leslie Smith	Gary, In
Sandra Gross	Gary, Ind
Dorothy Kaplan	Gary, IN
Darlene Miranda	Gary, In
Jessica Kahn	Gary, In
Roberta Lee	Gary, In
Ronalie Iracaccy	Gary, Ind.
Marguerite Lefkowitz	Crown Point, In
Jacques Mercy	Gary, IN
Trecel M Randolph	

A-XII-339

MUST BE RETURNED BY MAY 14, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Diane Wargo	Porter County
Sherry Mersey	Lake County
Dave Capow	Porter County
Omar DeVicenzo	Lake County
Pat Slusinski	Porter County
Marsha Wilds	Porter County
Carol Bonvissuto	Porter County
Mary Pierson	LaPorte County
Susan Bonvissuto	Porter County
Robert Gaudy	Portage, In
Erin Markland	Porter County
Maryanne Rogan	
Brian Mahurin	Jackson Township, Porter Co.

A-XII-440

MUST BE RETURNED BY MAY 14, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Lauren Ronan	Valparaiso, IN
Stacy Mola	Valparaiso, IN
Nicole Squires	Valparaiso, IN
Gretchen Stahl	Valparaiso, IN
Amanda Winterstein	Valparaiso, IN
Kristen Peterson	Valparaiso, IN
Jessica Radtke	Valparaiso, IN
Katie Pace	
Valerie Vasterovich	Valparaiso, IN
Krista Valentine	Valparaiso, IN
Jenni M. Moore	Valparaiso, IN
Kate Kirton	Valparaiso, IN
Jessica Grant	Valparaiso, IN
Brenda Hubert	Valparaiso, IN
Christie Thomas	VALPARAISO, IN
Mark Veglia	Michigan City IN
Debbie Sweet	Valparaiso, IN
Shelley Brandy	Valparaiso, In
August Crary	Valparaiso, IN
Barbara Kemler	Valparaiso, In
Jennifer Barlow	Valparaiso IN (404 Hemlock Dr)
Marilyn Cato	Crown Point
Dorothy Gregory	Wheeler, In.

A-XII-441

Due 6/10/01

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name	Community
Lorean D. Staut	1st Dist
Mary Dibley	1st District
Shirley Leonard	1st District
Ray Vinson	1st DIST/MILLER
R.C. Hill	1st D. St. MILLER
Shirley Hill	1st DISTRICT MILLER
[illegible]	1st Dist Miller

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Therefore, we the undersigned support efforts, including Local, State and Federal Funding, to make the Gary/Chicago Airport a Third Choice for air travelers to and from the Chicago area.

Name	Address and Community
[illegible]	6521 Calif Ave Hammond
[illegible]	855 S. Burns Bridge Rd Knox, IN
[illegible]	3130 W. 400th Ave Geary, IN
[illegible]	254-173Pl Hammond
[illegible]	322 W. Coolspring Michigan City IN
[illegible]	4444 Monroe St. Gary, IN
Robert F. Bennett	228 Adelaide Pl. Munster, IN.
Wayne R. Light	611 Longwood Dr. Michigan City IN.
[illegible]	611 Osage Rd, Valpo, IN
[illegible]	631 W 350 N Valpo IN
Nora Cleary	1036 State St Hobart 46342
[illegible]	377 Lincoln St, Gary, IN 46402
[illegible]	789 Timberline Way Valpo 46
[illegible]	1213 OHIO ST VALPO
[illegible]	611 Winding Creek Path VALPO
[illegible]	1888 Loomboy IN Crown Point IN
[illegible]	2204 Sheraton VAL 46383
[illegible]	65 N Onwood St Hobart
[illegible]	299 W. 600 S. Hebron, IN 46341

MUST BE RETURNED BY JUNE 10, 2001

PETITION FOR THE USE AND EXPANSION OF THE GARY/CHICAGO AIRPORT TO BECOME THE THIRD CHOICE FOR AIR TRAVEL FROM THE CHICAGO AREA

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Name (Print)	Address and Community
Ronnie Oglesby	5501 Pierce St. Merrillville, In
Ray Oglesby	5935 Chestnut Hammond IN
Mike Sullivan	8900 E 91st Ct Crown Point IN
Ron Butler	1866 W 800N LaPorte IN
Walter F Butler	8808 N 500 E Rolling Prairie IN 46371
Jack K. Harshman	5304 N 425 E. Rolling Prairie IN. 46371
Carol Mulhollan	3091 E 1400 North Otterbein IN. 47970
Geoffrey Wenger	555 N 250 E Chesterton IN 46304
Mike Hone	12444 County Line Rd. Crown Point, IN. 46307
James G. Mueller	2907 Black Partridge Ln. Valpo, IN. 46383
Harrison Hayden III	2901 Black Partridge Ln Apt 12 Valpo, IN 46383
Heath A Read	3120 Lincoln Hwy E. Chesterton, IN 46304
Robert Urbick	737 Cinnamon Trail Ct. Hobart, IN 46342
Joe Walker	14515 Wheeler Cedar Lake, IN 46303
Michael Carlson	2413 Canal Blue Island IL 60406
Keith Dancho	3038 41st St. Highland IN 46322
Melvin J. Maxwell	410 S. Washington St. Hebron, IN. 46341
Betty Mucha	6705 Harrison Ct. Merrillville, In 46410
Charles M. Kratowicz	139 Sylvan Dr. Valparaiso, IN 46385
Paul Skinner	321-152nd Pl. Calumet City, IL 60409
Sharon Konrad	111 Business Drive Schererville, IN 46375
[illegible]	1320 Bowling Drive Lowell, IN 46356
Pam Williams	715 E Home Ave Hobart, IN 46342

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Name	Address and Community
[illegible]	2201 E 19th Ave
Tomika Tennison	310 Garfield St
Milton Queen	3553 Maryland
Walter Williams	2695 Pierce St.
Mitchell Williams	1873 Central Dr.
[illegible]	1833 Central Dr.
Mychael Williams	3553 Maryland
Wanda Queen	1802 E 21st Pl.
[illegible]	2237 E 19th Pl Gary In 46407
[illegible]	2207 E 19th Pl Gary In 46407
[illegible]	2245 E. 19th Pl. Gary 46407
[illegible]	2245 E. 19th Pl. Gary 46407
[illegible]	2564 W. 11th Pl. Gary 46407
[illegible]	2251 E. 19th Pl. Gary 46407
Willie Ferguson	2757 W 10 Place Gary, IN
[illegible]	
[illegible]	464 N Tassa

MUST BE RETURNED BY JUNE 10, 2001

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Name	Address and Community
Molly Harvey	1591 Hendricks St Gary IN
Clifton Wk Tom	5102 E 10th Ave. Gary IN
PAT E. LOOMAN	759 ARTHUR ST GARY IN 46404
Bonita D. Brooking	364 Ellsworth STN Gary IN 46404
Monica Jenkins	2284 MARYLAND ST GARY IN 46407
Chris Cook-Carter	1435 Diamond Ave 46407
Nicole Whiteside	1010 E 2nd AVE. Gary In 46403
Rebecca Enoch	304 Delaware Dr, Crown Point, IN 463
Jerry Watt	765 Marshall Gary Ind 46404
Dianne A. Coy	2326 Maryland St. Gary, IN 46407
Barbara Jenkins	1141 Taylor St Gary IN 46407
AUSTIN FERGUSON	2962 W 13TH AVE GARY IN 46404
DAVID FERGUSON	2962 W 13TH AVE GARY IN 46404
Melba Williams	3339 Georgia St Gary, IN 46409
ERICK HOLMES	2758 W 5th Ave Gary IN 46403
Tom Mays	7821 ASH AVE Hobart IN 46403
ROSE DAVIS	1355 LAKE ST Gary IN 46404

A-XII-446

MUST BE RETURNED BY JUNE 10, 2001

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Name	Address and Community
Frank R. Lambert	6006 Hohman Ave Hammond
Scott Rays	Valparaiso, IN
George Bonar	1440 STATE ST. HOBART IN.
[illegible]	12331 103 RD CT. ST. JOHN IN.
PAUL RADICE	71 DEERPATH RD VALPARAISO IN 46385
Ray Kazmark	246 Beacon Pl. Munster, IN
Valeria G. Marks	636 Pierce st Gary In.
Carl Martin	636 Pierce st Gary In
[illegible]	4965 Madison St. Gary IN
Richard Simmons	4875 Harrison ST. Gary IN.
Mel MAXWELL	410 S. WASHINGTON ST Hebron IN. 463
[illegible]	7605 Birch, Hammond, IN
ROBERT SAVAGE	1216 W. HOMER AVE, HOBART, IN
Jim MAYGROVE	5077 E. 73RD AV. MERR. IN 46410
David R Dodd	1336 LARO AVE WATTINGAN 463944026
Tammy Cardella	527 Cole Court Michigan City IN 46360
[illegible]	218 Bradley Rd McH.City IN 46360
Daniel Pluto	6161 E 50 N Mill Creek, In. 46365
Carlton E. JOHNSON	824 Hayes St. Gary, In. 46404
MICHAEL HARRISON	6310 E. 129TH AVE.
Eric Cagle	14476 W 95th Pl. Crownpoint IN 46307
Gary A. Coffin	2905-10 Black Partridge Lane Valp IN 4638
PAUL E Yerger	10008 CEDAR CT. CROWN POINT IN 46307
Jim Simmons	5240 E 105TH Lane Crown Point
Dan Ziegler	583 W. 350 S. Hebron, In. 46341

A-XII-448

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Name	Address and Community
[illegible]	815 HENRY Ct., HOBART
[illegible]	19170 Wentworth Ave Lansing
[illegible]	N519 A west 133rd Lane Cedar Lake In 46
[illegible]	1728 Stanton Av, Whiting IN
Paul Dunman	5679 BREMEN AVE. MERRILLVILLE, IN 46368
[illegible] Shoemaker	17770 Dewaing Dr Lowell IN
[illegible]	8163 HOUSTON ST APT B. CROWN POINT, IN 463
[illegible]	7705 Noble Mer. IN
[illegible]	2338 Ralston St. Gary IN 46406
[illegible]	7508 Marshall Hammond, IN 46323
[illegible]	2277 Sandridge Ln Dyer IN 46311
[illegible]	1155 MAXWELL ST CROWN POINT IN
[illegible]	1034 E. MILLER GRIFFITH, IN 46319
[illegible]	3800 TABER ST. Gary, IN 46408
[illegible]	1807 Earlhurst dr. Valparaiso IN 46385
[illegible]	907 N. JAY Griffith IN
[illegible]	1410 W. 35TH AVE. GARY, IN 46408
[illegible]	14329 LAUREMAN CEDAR LK IN 4630
[illegible]	2651 S. WICKER AVE Highland IN 463
[illegible]	3320 Maple Dr. Highland 46322
[illegible]	1005 CONGRESS CT. DYER IN 46311
[illegible]	6420 WHITE OAK AVE ATT:20 HAMMOND IN
Chris Baillot	3424 W. 78th Pl MERR. IN 46410
Jerry Paul	11625 175th Pl. Hammond, In. 46324
[illegible]	1203 William St. Crown Point IN 46307
JOHN LAJUOOA	11129 W. St. Rt. 2 Westville IN 4635
Roland Earlinger	954 Michigan ST Hammond IN
[illegible]	17 N Michigan Av Apt Hobart IN 463

A-XII-44

APPENDIX A

SECTION XIII

Public Notification/Media Coverage

Publication date: *11/07/2001*

Public comment wanted on Gary airport plans

FAA will hold a public meeting on proposed development at Gary/Chicago Airport.

BY DEBRA GRUSZECKI
Times Staff Writer

GARY -- The Federal Aviation Administration will hold a public meeting in Gary on Dec. 13 to collect oral and written comments regarding an environmental assessment of proposed development projects at the Gary/Chicago Airport.

The FAA will use the public comments in its preparation of a draft environmental impact statement for proposed improvements at the airport.

The purpose of the draft EIS is to investigate, analyze and disclose the potential impacts of the proposed airport projects and their reasonable alternatives.

FAA spokesman Tony Molinaro said Wednesday that while he has not heard that federal officials in Washington have put out an approval letter for the Gary/Chicago Airport's draft master plan, as of yet, "they have said all along that they were very close.

"The fact we've made a decision to the environmental process means that the FAA expects that any last minute things with the master plan will be worked out," Molinaro said.

Molinaro also noted the draft master plan does not seal the fate of future capital improvement projects at any airport. "Some things in it can change, and we can still be working on environmental impact issues," he said.

The Dec. 13 public meeting will take place at Gary/Chicago Airport passenger terminal from 3 to 7 p.m. The airport is located at 6001 Industrial Highway, Gary.

The FAA Great Lakes Region's point of contact regarding public comment is Michael MacMullen, airports environmental program manager in the FAA Chicago Airports District Office at 2300 E. Devon Ave., Des Plaines, Ill.

The proposed airport projects include the following:
* Expansion of the existing passenger terminal to accommodate projected demands.
* Extension of an existing runway, which is called Runway 12/30.
* Improvements to Runway 12/30, including relocation of the Elgin, Joliet and Eastern Railroad tracks and improved runway safety areas.
* Analysis of sites next to the extended runway for aviation-related development, including new passenger terminal and cargo areas.

In addition to submitting remarks during the public meeting, FAA spokesman Tony Molinaro said interested parties can offer written comments to the FAA any time during the public comment period, which runs from Nov. 7 through Dec. 27.

The FAA's Great Lakes Region covers the states of Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota and North and South Dakota.

Debra Gruszecki can be reached at dgruszecki@howpubs.com or (219) 933-4158.

Publication date: *11/14/2001*

Glitch may postpone December FAA meeting

Airport planning documents cite rail track changes, land acquisition, extended runway

BY DEBRA GRUSZECKI
Times Staff Writer

GARY – A document prepared for the Federal Aviation Administration laying out plans to expand the Gary/Chicago Airport and addressing related issues was released Wednesday. But because the Nov. 7 document did not make it into the Federal Register in time, a Dec. 13 meeting by the FAA may have to be postponed.

Late Wednesday afternoon, Gary airport officials said they were told the document still wasn't in the Federal Register. The meeting is important, because it will provide an overview of Gary/Chicago Airport modifications over the next 20 years.

Since a 30-day notice is required before a public meeting can be held, Gary/Chicago Airport administrative assistant Robert Gyurko said he can't say when the FAA's revised date will be. "The FAA did their job right down to the letter," Gyurko said. "They hand carried it to them, so we don't know what's going to happen now."

Gyurko speculated the Federal Register is running behind, possibly because of the confusion in the federal government after the Sept. 11 attacks in New York, Washington, D.C., and Pennsylvania and the anthrax incidents. Their press run probably is limited, he suggested, prompting the delay in getting the document typed into the official public record.

FAA spokesman Tony Molinaro said he hadn't heard the date had been changed, but would try to check it out. Washington offices already had closed for the day.

The Dec. 13 meeting is viewed as crucial by the Gary/Chicago Airport because the FAA-run meetings typically result in approval of an Airport Layout Plan, in this case, an airport runway expansion to gain an edge on Chicago's commercial aviation market.

That meeting also will launch the FAA's environmental assessment of the impact the proposed airport improvements would have on the region. Ultimately, an environmental impact statement will be issued. The statement is used to decide whether to proceed with a project as planned, change the proposal to avoid adverse impacts or take no action.

To begin discussion, the scoping process and a scoping document is required to explain the project to the public and those affected and solicit their ideas on environmental issues. The scoping process includes meetings for community representatives, elected officials and other agencies, as well as a workshop for the general public. Written comments are accepted for two weeks after the scoping meetings and workshop.

Prepared by Aerofinity Inc., the scoping document notes the following airport projects:
-- Improvements to Runway 12/30, including relocation of the Elgin, Joliet & Eastern railroad tracks and improved runway safety areas.
-- Extension of Runway 12/30.
-- Expansion of the existing passenger terminal.
-- Analysis of sites next to the extended runway for aviation-related development, including new passenger terminal and cargo areas.

The scoping document says the E.J. & E tracks have to be relocated because they curve around the end of Runway 12. It says that just more than 200 acres of land northwest of the airport would be acquired. That parcel does not include any homes. The runway improvements also call for relocation of a perimeter road leading to the air traffic control tower and FAA antenna facility and the creation of an airport runway protection zone off both ends of the runway.

The protection zone on the southern portion of the runway cuts into a 20-acre site primarily straddling Indiana Toll Road/Interstate 90 and Industrial Highway. Forty-two homes and one business lie within that tract of land, according to the document, called a scoping document, which recommends those properties be acquired as opportunity and funding allow.

If Runway 12/30 is expanded, the document predicts the following:
Besides the 200-acre land acquisition previously noted, a fuel tank at a storage facility on Cline Avenue would have to be relocated or removed. A transmission power line will need to be relocated, as well, but initial discussions with the power company indicate burial of that line may be an option.

The plan recommends construction of de-icing/hold pads on the end of extended taxiways and expansion of the existing terminal as commercial aviation demands grow. Ultimately, a new terminal site has been identified on the northwest side of the airfield. A terminal in that spot would improve highway access from I-90 and Cline Avenue, the document says, and add flexibility to airport expansion plans.

Relocating the terminal would allow the airport to expand passenger parking outside the terminal and airport concessions inside the terminal, according to the report. Acquisition of about 80 acres was identified in this phase of development; some of the property, especially that located north of Chicago Avenue, is heavily developed. Accordingly, the scoping document says this property would be purchased as opportunity and funding allow.

A proposed new cargo site also has been identified south of extended Runway 12, as well.
Outside the perimeters of the airport, Gary/Chicago Airport administrator Paul Karas said roadway improvements to improve access to the airport also are envisioned. As the Indiana Toll Road moves ahead to add a third lane to the toll road, Karas said discussions have begun over the possibility of lowering the elevation of the road where the expressway crosses Industrial Highway. Other potential road improvements include construction of a third Cline Avenue lane in 2007.

William Staehle, president of the local airport authority, said airport planners also envision construction of a ramp in the future where Cline Avenue and the Indiana Toll Road come together. This would improve access to the airport, he said.

"If they are adding a third lane, I would hope that even though construction may be years off, that they would take this into consideration," he said.

Debra Gruszecki can be reached at dgruszecki@howpubs.com or (219) 933-4158.

The Times

Publication date: *11/21/2001*

FAA sets new public meeting on Gary/Chicago Airport development plans

January meeting will discuss potential environmental impacts.

BY DEBRA GRUSZECKI
Times Staff Writer

CHICAGO -- The Federal Aviation Administration has rescheduled its public meeting on development plans at the Gary/Chicago Airport.

The meeting, which had originally been set for Dec. 13, now will take place on Jan. 15 at the airport terminal at 6001 Industrial Highway in Gary. The meeting date had to be pushed back because the notice was not printed in the Federal Record when originally expected.

During the 3 to 7 p.m. meeting, the FAA will have representatives on hand to offer an overview of airport development plans. The federal agency also will collect oral and written comments regarding an environmental assessment of proposed development projects. Those comments will be used to prepare a draft Environmental Impact Statement for proposed improvements at the airport.

The purpose of the EIS is to investigate, analyze and disclose potential impacts of the projects and their reasonable alternatives.

At the request of the Gary/Chicago Airport Authority, the FAA intends to prepare an EIS for proposed runway and terminal improvements, as identified in the 2001 airport master plan process.

Proposed projects include: Expansion of the existing passenger terminal to accommodate projected demands; extension of the existing Runway 12/30; improvements to Runway 12/30, including railroad relocation and improved runway safety area; and an analysis of sites adjacent to the extended runway for aviation-related development, including new passenger terminal and cargo areas.

In addition to submitting remarks during the Jan. 15 meeting, interested parties can offer written remarks to the FAA any time during the public comment period, which runs through Jan. 29, 2002. Those comments can be directed to: Michael MacMullen, airports environmental program manager in the FAA Chicago Airports District Office, 2300 E. Devon Ave., Des Plaines, Ill., 60018.

Debra Gruszecki can be reached at dgruszecki@howpubs.com or (219)-933-4158.

Neighbors

Quickly's Neighbors

WHAT DO YOU REALLY THINK?

Have a quote, question, quip or quarrelsome comment? Call Quickly at 648-3109 or (800) 753-5533, Ext. 3109 or e-mail quickly@post-trib.com.

• •

Millions of dollars for a stadium that nobody's going to. And we don't have anyone to pick up our leaves. We can't sweep them to the curb like Merrillville and have a truck pick them up. We have to buy special bags.

• •

I live on 24th Place and I am curious to know why, when we complain about houses on the block and illegal actions,

GARY

Public hearing on expansion

Post-Tribune staff report

The Federal Aviation Administration has approved the Gary/Chicago Airport's master plan for expansion.

The airport must now complete an environmental impact statement detailing the potential impacts of the expansion plan. The public hearing is at 7 p.m. Thursday, Dec. 13, at the Gary/Chicago Airport.

Written comments may be sent to the FAA until Thursday, Dec. 27.

Call Save the Dunes at 879-3564, or e-mail *sand@savedunes.org* for details.

GARY

NAACP holds annual meetin

Post-Tribune staff report

If you've never attended an NA meeting, now is your chance.

The Gary Branch of the Nationa Association for the Advancement ored People will have its annual m at 6 p.m. Thursday, Dec. 13.

The meeting will be held at the bara Leek Wesson Center, 300 W. Ave.

This is the only meeting that wi held this month.

More information is available b ing Camille at 886-2227.

RECREATION

Business

COMING UP

Airport project to be reviewed

Proposed improvements and expansion of the Gary/Chicago Airport, and their environmental impact, will be reviewed Tuesday.

The open house and discussion meeting will be from 3 to 7 p.m. Tuesday in the passenger terminal of the airport.

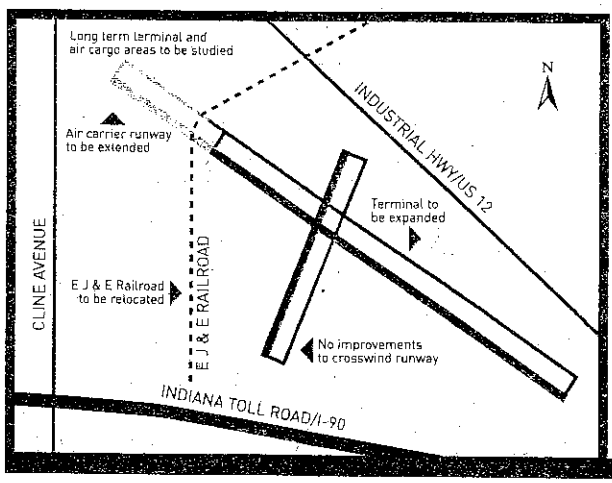
Airport representatives and consultants will be on hand to answer questions.

Proposed improvements include railroad relocation and improved runway safety areas, runway extension and terminal expansion.

For details, call Michael W. MacMullen of the Federal Aviation Administration at (847) 294-7522 or Robert Gyurko of the airport at 949-4912.

Open House

TO REVIEW PROPOSED IMPROVEMENTS TO THE GARY/CHICAGO AIRPORT



TUESDAY, JAN. 15, 2002 • 3-7 PM CST
LOCATED IN THE PASSENGER TERMINAL

Interested individuals and groups are invited to review and discuss proposed improvements to the Gary/Chicago Airport. Airport representatives and consultants will be available to answer questions about the proposed development and the environmental study process that is currently being started. This is your opportunity to help identify all significant issues related to the proposed improvements so they can be addressed in the 2002 environmental review process.

Proposed improvements include:

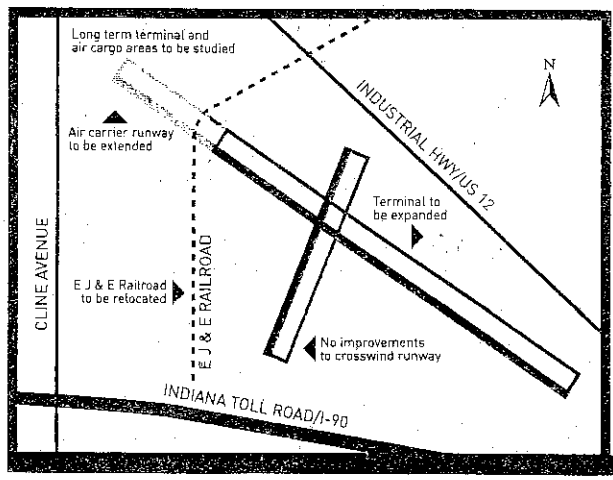
- railroad relocation and improved runway safety areas;
- an extension of the existing air carrier Runway 12-30 from its current length of 7,000 feet to a future length of 8,900 feet;
- expansion of the existing terminal site; and
- site analysis for new passenger terminal and air cargo areas.

For advance information about the proposed improvements contact either Michael W. MacMullen, FAA at (847) 294-7522 or Robert Gyurko, Gary/Chicago Airport at (219) 949-4912. Information is also available for review on the Airport's web site at **www.garychicagoairport.com.**

A-XIII-7

Open House

TO REVIEW PROPOSED IMPROVEMENTS TO THE GARY/CHICAGO AIRPORT



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A-XIII-8

GARY/CHICAGO AIRPORT

FAA holds kickoff to begin review

Various agencies will work together to streamline effort.

BY DEBRA GRUSZECKI
Times Staff Writer

GARY – It was a slip of the tongue when the Federal Aviation Administration's Michael MacMullen pledged to conduct a quality environmental assessment of the Gary/Chicago Airport for the Environmental Protection Agency.

MacMullen came to the FAA from the U.S. EPA about six months ago and meant to say FAA instead of EPA.

Airport officials and others interested in the airport's future took the mistake as a good sign.

"That experience has been, and will be, very beneficial" in this process, observed Susan Schalk, a spokeswoman for Aerofinity Inc., an Indianapolis-based airport planning agency the Gary/Chicago Airport Authority hired to assist with its environmental review.

This is a phase Gary Mayor Scott King described as the "heavy-lifting part."

"It will make a tremendous difference to the three-quarters of a million people," King told the group. "I don't want to overstate my case, but what we do to this airport is intrinsic to the future of our economy in Northwest Indiana."

Adriane Blaesing, director of Indiana Department of Environmental Management's Northwest Indiana regional office, spoke about the effect on air quality attainment standards. Charlie Simon of the U.S. Army Corps of Engineers discussed hydrology issues.

Others asked about drainage to outlying wetlands or the Grand Calumet River. And Federal Railroad administration environmental program manager David Valenstein asked that the EJ & E relocation be handled in a sensitive way to maintain services of the EJ & E and diminish impact on other rail companies that cross its lines.

"This is a small railroad that is very important to the local, national economy," Valenstein said.

MacMullen indicated these are plausible issues for a review that's meant to be collegial.

He said it will not contain shortcuts or fast-and-easy answers. But it is possible it will be completed in a timely fashion, as he said it is a "carefully considered project of immediate utility" with "no compromise of blue sky."

"These (proposals) are primed, ready to go and completely consistent with current passenger loads and current forecasts," he explained. "The FAA is optimistic that when we run the cost-effective determinations and environmental analysis, based on information we have to date, it is likely this project will be confirmed about its do-ability and its reasonability of costs." FAA spokesman Tony Molinaro added, "There is a lot of work to be done."

To expedite the process, MacMullen said the review may occur in an "environmental streamline" fashion, that is, in a way that will put myriad agencies like the FAA, EPA and Army Corps together to avoid duplicated effort and cost. Such a review occurred for the Cleveland Airport expansion.

At the same time, issues raised by the general public will not be excluded.

Aerofinity's guest book from Tuesday bore 132 signatures from individuals, many of whom left written or oral comments with the FAA.

"I came here to see if they'll buy a piece of my land," said Corkey Kurek, who runs a salvage yard nearby. Roland Dungy, who lives on Chase Street in Gary, wanted to know about long-term growth projections and seemed satisfied with the current expansion plan.

The FAA will be considering environmental ramifications, likely involving noise, wetlands, water and soil quality, remediation and runway safety issues in four categories of improvements: Relocation of the Elgin, Joliet & Eastern Railroad tracks and improvement of runway safety areas; extension of Runway 12-30 to 8,900 feet from its current length of 7,000 feet; expansion of the existing terminal; and site analysis for new passenger terminal and air cargo areas.

The proposal involves only the "low-case" forecast in the 20-year master plan the Gary/Chicago Airport submitted to the FAA. It does not include extension of a crosswind runway or development of a third runway paralleling Runway 12-30, as proposed in mid- and high-case scenarios. The low-case forecast projects that aircraft operations will rise from an estimated 65,000 annual operations in 2000 to just more than 92,000 annual operations by the end of the 20-year planning period. An aircraft operation is a takeoff or a landing.

After a site tour, EPA regional team manager Sally Swanson talked about the presence of an underground pipeline between two federal Superfund sites, Midco I and Midco II, and potential oil subsurface cleanup work involved in railroad relocation. The existence of dune and swale (dunes amid water), as well as the endangered karner blue butterfly and spotted turtle either in or near the expansion area were noted by agents of Indiana's fish and wildlife service.

What's next:

- The FAA will accept written comments on the proposed expansion through Jan. 29.
- After the comments are reviewed, along with agency scoping comments, the FAA will develop a draft environmental impact statement. Generally, it takes six to 10 months to complete the DEIS.
- The DEIS will be released to agencies and the public, and public hearing held.
- Comments are reviewed.
- A final EIS is prepared before the FAA prepares a draft record of decision.
- The FAA releases the final EIS and draft record of decision.
- Comments are reviewed before a final record of decision is released.
- The airport begins construction.

Representatives from government agencies and local industries toured Gary/Chicago Airport facilities Tuesday as part of an open house to discuss the airport's expansion project.

E. JASON WAMBSGANS/POST-TRIBUN

Airport growth plans take off

/ KRISTI O'BRIEN
st-Tribune staff writer

Sadie Sheffield left her home just ocks from the south-east end of the ary/Chicago Airport's longest runway esday evening to go to the passenger rminal for an open house on airport velopment.

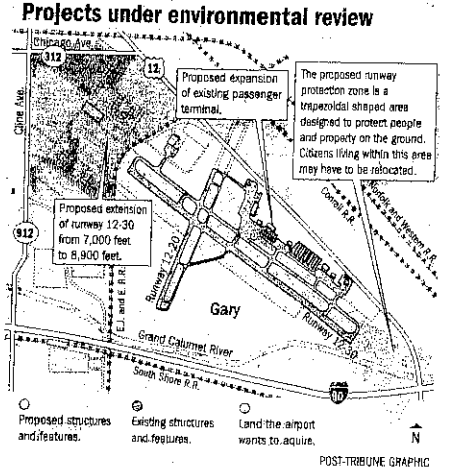
Sheffield expected to hear the news it her home is in the path of airport pansion, and that she will need to ve. But the 30-year resident doesn't nd giving up her home if it means the port can grow.

"I'm happy for the airport and I'm pretty sure a lot of my neighbors are, too," said Sheffield, who often walks outside her door to watch Pan Am planes fly over her house and land. "I'm just glad they're expanding."

Sheffield's home is one of 42 homes and one business that sits in a 20-acre piece of land southeast of the airport that the Federal Aviation Administration is recommending the Gary airport acquire.

"It's part of the long-term plan to look

Please see AIRPORT, Page E4



POST-TRIBUNE GRAPHIC

AIRPORT

Continued from Page E1

at the runway safety area and the runway protection zone," said Mike MacMullen, the airport's environmental program manager with the Federal Aviation Administration.

The FAA has suggested the airport look at ways of controlling the land near the runway to ensure nothing is built there, such as towers or multilevel buildings, that would interfere with airport operations.

However, there are no funds and no time frame now for when the airport hopes to acquire the homes.

Sheffield was one of more than 130 people who attended the open house Tuesday afternoon that was organized to allow individuals to voice concerns and ask questions about airport expansion. Most people said they attended out of curiosity, to show support for airport expansion or to look for possible construction job leads for their businesses.

The public portion followed a morning meeting where representatives of agencies such as the Indiana Department of Transportation, Indiana Department of Environmental Management and Federal Railroad Administration toured the proposed expansion sites and voice their concerns about how the projects would impact everything from air quality to railroad service.

The meetings are part of the environmental impact statement the FAA must complete before any projects listed in the airport's recently accepted master plan can be completed.

Following Tuesday's meeting, the FAA will prepare a draft environmental impact statement taking into account all of the concerns voiced Tuesday, and any written concerns submitted to the agency. That process is expected to take six to 12 months.

The major projects include extending the airport's longest runway from 7,000 to 8,900 feet, adding runway safety areas at each end of the runway, expanding the existing passenger terminal and analyzing a site for a new passenger terminal and air cargo area.

The plan does not include adding a third runway or lengthening the smaller runway, as had been previously proposed. That decision was based on forecasted passenger numbers.

Adding a runway safety area will require relocating the Elgin, Joliet and Eastern Railway, expected to be one of the most challenging parts of expansion, as well as the first major project to be completed.

During the morning meeting, the Federal Railroad Administration requested the relocation be planned carefully to avoid major impact on rail service in the area.

"We ask that it be handled in a sensitive way," said David Valenstein, environmental program manager for the administration. "The railroad system is very important to the local economy and we encourage the airport to work closely with the railroad as neighbors."

Extending the runway requires the acquisition of about 255 acres of land to the northwest of the airport.

That will require environmental cleanup, relocation or burial of a power line and relocation of the EJ&E railroad tracks.

Adriane Blaesing, director of the Northwest Regional Office for the Indiana Department of Environmental Management said the agency is concerned about air quality, specifically ground-level ozone, or smog, limits.

While the Environmental Protection Agency recently found Indiana for the first time to be in compliance with smog limits set by the 1990 Clean Air Act, Blaesing said environmental officials still want air quality to be taken into consideration with airport expansion.

Factors such as a projected increase in takeoffs could impact the air quality.

Dennis Clark, supervisor for environmental management's office of water said his immediate concern is wetlands that will be directly or indirectly impacted by expansion.

"The status of them, what kind they are, if they're Dune and Swale (are of concern)," he said. "Dune and Swale are globally rare (and should be preserved)."

Samuel Wolfe of the Indiana Department of Transportation Toll Road District said the state is working with the airport to ensure the Toll Road is not an impediment for landing or taking off. Airport officials said the Toll Road is currently considered an obstruction.

However, Wolfe said the state plans to add a lane to the Toll Road near the airport, and when that lane is added, the road will likely be lowered.

Other concerns included ensuring that tanks and pipes containing fuel or other possible contaminants do not further contaminate soil in the area and that fish and wildlife are not adversely impacted.

Mayor Scott King attended the meeting, speaking briefly to encourage agency representatives to work together during the environmental impact process. He stressed the airport is an important addition to Northwest Indiana's economic health since the steel mills are struggling.

"The numbers will be back in terms of demand on (the air travel system," King told the group. "If we are unable to move ahead properly and quickly, other choices will be made. Rather than re-investing in land, the option becomes let's tear up another field."

Tony Molinaro, FAA spokesman said the meeting went well. "We had good comments and a great turnout." Nearly 50 people attended the agency meeting.

Molinaro said that high interest is likely due to the complex nature of the expansion. He said having such a wide variety of issues, such as environment, land acquisition and railroad relocation, all in one project is something he's not seen before.

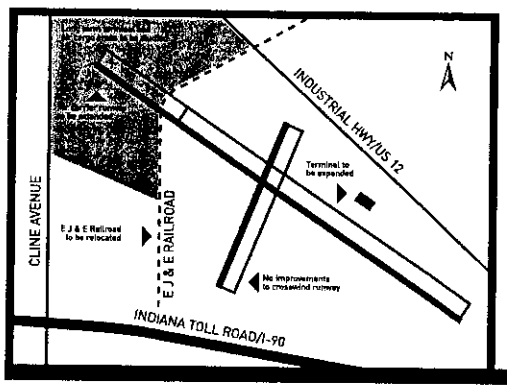
Now, the FAA will review the public and agency comments, develop and release the draft environmental impact statement, hold public hearings on the draft and prepare the final environmental impact statement.

While developing the draft statement is expected to be finished by next winter, Molinaro said it's hard to guess how long it will take to release the final version.

Reporter Kristi O'Brien can be reached at 648-3076 or by e-mail at kobrien@post-trib.

Open House

TO REVIEW PROPOSED IMPROVEMENTS TO THE GARY/CHICAGO AIRPORT



TUESDAY, JAN. 15, 2002 • 3-7 PM CST
LOCATED IN THE PASSENGER TERMINAL

Interested individuals and groups are invited to review and discuss proposed improvements to the Gary/Chicago Airport. Airport representatives and consultants will be available to answer questions about the proposed development and the environmental study process that is currently being started. This is your opportunity to help identify all significant issues related to the proposed improvements so they can be addressed in the 2002 environmental review process.

Proposed improvements include:

- railroad relocation and improved runway safety areas;
- an extension of the existing air carrier Runway 12-30 from its current length of 7,000 feet to a future length of 8,900 feet;
- expansion of the existing terminal site; and
- site analysis for new passenger terminal and air cargo areas.

For advance information about the proposed improvements contact either Michael W. MacMullen, FAA at (847) 294-7522 or Robert Gyurko, Gary/Chicago Airport at (219) 949-4912. Information is also available for review on the Airport's web site at **www.garychicagoairport.com.**

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