

## INDIANA AIRPORT AUTHORITY

The Indiana Airport Authority was created in 1971 by Public Law No. 105 to construct, operate, and maintain airport facilities to promote air navigation and transportation (international, national, state, and local ) in and through the state, to increase air commerce and to insure the inclusion of the state in national and international programs of air transportation.

The authority consisted of five members, residents of the state and unaffiliated with any special interests, appointed by the governor. Initially the term of office was staggered on a one year basis, then each served a four year term.

All final actions of the authority were put in a journal open to the public.

The Secretary-Treasurer (not necessarily a member) kept a record of the authority and was the custodian of all books, documents, and papers filed with the authority as well as of the minute book or journal of the authority and its official seal.

The authority was empowered to have jurisdiction over one major new airport facility; to designate the location and character of all airport facilities; to control points of ingress and egress; to acquire and dispose of real and personal property in its own name; to lease to others portions of airport facilities; to hire experts to research how to develop air commerce; to apply for and receive grants from any federal agency; to appear before agencies or boards of the federal government; to appoint an executive director to be chief administrative officer and receive his orders and salary from the authority; and to issue revenue and refunding bonds.

If a regional plan commission were created later, one member of the authority would become a voting member on it. Comments by a regional plan commission would be of an advisory nature only.

In 1973 Public Law No. 73 added a second major new airport facility over which the authority would have jurisdiction.

The 1976 appropriation law (Public Law No. 149) allocated \$1.00 only for operating cost for the authority thereby effectively stripping it of any power. The \$1.00 appropriation was given again in 1977.

## RECORDS OF THE INDIANA AIRPORT AUTHORITY

The Indiana Airport Authority (IAA) transferred its records to the Archives Division, Indiana State Library via the Commission of Public Records (CPR) May 7, 1975 with instruction that no records were to be destroyed before June 30, 1985. Accordingly, many records, deemed to have no permanent value and so indicated in this description and on the appropriate folder, will be destroyed in 1985.

The IAA records are divided into three classifications- administrative, functional, and facilitative. The administrative records are those which refer to policy, status and role. The functional records derive from actual agency work, while facilitative records deal with the everyday details of managing the office and personnel. The correspondence also is appropriately divided and is filed according to these classifications.

The records total four manuscript boxes, one cubic foot box and 13 oversize maps.

- 1). MINUTES, December 2, 1971-November 8, 1974, 1 folder, manuscript box # 1

Minutes of the meetings of the IAA held in various cities of Northwestern Indiana and Chicago with various representatives of government and business. The meetings deal mostly with progress toward a proposed airport- the feasibility of various sites; the IAA's search for information and support; their standing with the public, the law, other agencies and the firms conducting studies.

- 2). CORRECTION OF MINUTES, September 13, 1973 meeting, 1 folder, manuscript box #1.
- 3). JOB DESCRIPTIONS OF EXECUTIVE DIRECTOR AND SECRETARY, undated, 1 folder, manuscript box #1.

Description of authority, qualification and duties of Executive Director and Secretary.

- 4). RESOLUTION TO CONDUCT STUDY AND CORRESPONDENCE FROM CONSULTANT, 1973-74, 1 folder, manuscript box # 1.

Formal resolution for IAA to conduct a special study to determine future action. James Proctor, from the Legislative Council, was a part-time consultant. His correspondence includes memoranda and a report.

- 5). PERSONNEL-AUTHORITY MEMBERS, 1974-1976, 1 folder, manuscript box #1.

Lists of names and addresses of authority members, information about candidates' qualification for membership for the Governor's consideration.

- 6). FUNDING AND BUDGETING, 1974-1976, 1 folder, manuscript box #1.

Statements and worksheets outlining the annual budget of the IAA. Budget worksheets 1971-72 and 1975-76 in reverse chronological order; letter approving budget by State Budget Agency, FY 1972; budget packages, January 1975, September 4, 1974, August 24, 1972 include summaries of expenditures and estimates of future needs, and justification of requests; budget statements, March 31, 1972-April 30, 1975 (missing April, May, June, 1974) in reverse chronological order, monthly statements list expenditures.

- 7). ANNUAL REPORTS, CY 1972, FY 1972-73, CY 1973, FY 1973-74, 1 folder, manuscript box # 1.

Reports to governor and general assembly outlining major activities as meetings, dealings with firms conducting studies, expenditures.

- 8). STATE BOARD OF ACCOUNTS FIELD EXAMINER'S REPORTS, 1971-1975, 1 folder, manuscript box #1.

Reports, July 1, 1973-June 30, 1975; July 1, 1973-Dec. 31, 1974; July 1, 1972-June 30, 1973; April 16, 1971-June 30, 1972. Financial statements, CY 1972-1973, 1974.

- 9). LETTERS CONCERNING ACTIVITIES AND STATUS OF AUTHORITY, 2 letters in 1 folder; manuscript box # 1;

- a). November 25, 1975, outlines IAA'S activities to date and reasons for keeping legislation.
- b). February 27, 1976, explains status of IAA, from its chairman to the Federal Aviation Administration.

- 10). NATIONAL TRANSPORTATION STUDY, 1972-1974, 1 folder, manuscript box # 1.

The 1974 National Transportation Study (NTS) was conducted by the Federal Department of Transportation to analyze all aspects of transportation in 1972 and to project such needs for 1980 and 1990 state by state.

In reverse chronological order; memoranda from the NTS on how to fill out forms, monthly progress reports from Indiana,

blank questionnaires from the department of commerce and the NTS, quarterly financial reports for the Indiana NTS, minutes of the steering committee of NTS (Indiana), March 16, 1973, packet-"1974 National Transportation Study, Phase II and III".

- 11). RECORDS TRANSFER AUTHORIZATION, May 7, 1975, 1 folder manuscript box #1.

Form from the Commission of Public Records authorizing records of IAA to be stored in Archives Division, Indiana State Library.

- 12). ADMINISTRATIVE CORRESPONDENCE, May 2, 1972-May 2, 1975, 1 folder, manuscript box #1.

The administrative correspondence refers to letters and memos which concern the policy, status and function of the IAA. Topics include the purpose, definition, status, finances, personnel, future course of action, closing and post-closing plans of the IAA and a report of a transportation committee meeting.

- 13). OFFICIAL SEAL OF THE IAA, manuscript box #1

- 14). REQUEST FOR PROPOSAL, 1973-74, 1 folder, manuscript box #2

Correspondence, charts and lists, reports concerning the IAA's request to several engineering and architectural firms to draw up a proposal for a study on the feasibility of a jetport in Northwestern Indiana. This folder includes; the formal request, correspondence, charts evaluating firm's studies, mailing lists, report on environmental impact analysis.

- 15). PROPOSALS AND CATALOGUES OF FIRMS, mostly 1974, 11 linear inches, cubic foot box.

Some firms, responding to the IAA's request for proposal, sent their catalogue outlining the firm's qualifications in addition to, or instead of, a proposal.

The following firms sent something:

A & E Engineering, Inc.- proposal

Allinson, Inc.- proposal and catalogue

Barton-Aschman Associates, Inc.- proposal

Battelle- proposal and "Discussion materials for a  
with Indiana Airport Officials"

CLM/Systems, Inc.- proposal

Computer Sciences Corporation-proposal and catalogue

R.E. Farwig and Associates-catalogue  
J.E. Greiner Company, Inc.- proposal  
Hall/Kane Associates, Inc.- proposal  
Howard, Needles, Tammen and Bergendoff- catalogue  
James and Berger Associates- 2 catalogues, 3  
proposals (one for Aeronautics Commission of  
Indiana, 1971; one for IAA, 1974; one for  
Mid-America Airport committee of Indiana)  
Long-Mont-proposal  
MW Inc. - "statement of interest and qualifications"  
Peat, Marwick, Mitchell & Co.- proposal  
Perkins and Will- catalogue  
Ryckman, Edgerly, Tomlinson & Assocs., Inc.-2 catalogues  
Sverdrup & Parcel and Associates, Inc. and Lester B.  
Knight & Assoc., Inc.-proposal, site study by  
Sverdrup alone  
Urs Corporation-proposal  
Clyde E. Williams & Associates -proposal  
Feasibility study by Lake-Porter County Regional  
Transportation and planning commission, Feb. 18, 1971

16). CONTRACTS, 1974, 1 folder, manuscript box #2

Outline for contract between IAA and Barton-Aschman,  
Associates, Inc., contract between Barton-Aschman & IAA,  
agreement between IAA and Battelle Memorial Institute.

17). "NORTHWEST INDIANA AIRPORT: A CURRENT VIEW" October, 1974,  
1 folder, manuscript box #2

Barton-Aschman, Associates, Inc.

18). MAPS, July 1968, 13, 10½ X 16" prints of maps, 1 folder,  
manuscript box #2, and packet.

Prints of northwestern Indiana depicting sites, surface  
travel time and other geographical features needed for proposed  
airport.

19). SITE SELECTIONS, July, 1972, 1 folder, manuscript box #2.

Contour map showing site selections, compilation of information  
on sites as reported by different firms.

20). STUDIES AND REPORTS ON OTHER AIRPORTS, undated, 1972-1973,  
1½ linear inches, cubic foot box.

"Northeastern Illinois Airport requirements Study."  
Ralph M. Parson, Company, March, 1973

"Porter County Municipal Airport"

"Saint Louis Metropolitan Area Airport Authority: The First Two Years", December, 1972.

Pamphlet "Passenger Evaluation of D/FW [Dallas/ Fort Worth] Airport", Engineering Foundation Corporation, November 6, 1974.

- 21). STUDIES AND REPORTS CONCERNING FLYING AND TRANSPORTATION IN GENERAL, undated and 1971-1972, 1 folder, manuscript box #2.

Statistics on flying activity; information on Transportation Advisory Committee (TAC), committee of members of Indiana General Assembly and state agencies. Includes: agenda and minutes of meetings, digests of bills concerning TAC and highways, statistics on highway mileages.

- 22). PUBLICITY, 1969-1975, 1 folder, manuscript box #2.

Magazine and newspaper articles and a pamphlet related to proposed airport, other airports, and transportation.

- 23). LEGISLATIVE BILLS AND LAWS, 1969-75, 1 folder, manuscript box #2.

Bills and Acts from city council, the Indiana General Assembly, the U.S. House of Representative and Senate. Summaries of legislative actions of Congress, 1972-73. (To be destroyed, 1985).

- 24). FUNCTIONAL CORRESPONDENCE, July 23, 1969-December 16, 1974 and 1 undated, 1 folder, manuscript box #2.

Letters, memos, telegrams concerning mostly meetings, visits, proposals, and sites for airport, legislation, and support from Washington. (Selected letters to be destroyed, 1985).

- 25). MISCELLANEOUS, 1971-74 and undated, 1 folder, manuscript box #2.

A variety of sources containing information on airports, aviation and laws.

Summary of work done at Federal Aviation Association meeting, bulletin and memo of the National Association of State Aviation officials, technical bulletin of the Lake-Porter County Regional Transportation and Planning Committee, monthly Progress Reports of the Northwestern Indiana Transportation Study, June, 1972-April, 1973 (missing August, 1972), news from the Federal Department of Transportation, report from the Michiana Commission for Improved Transportation, final report of the Regional Airport Commission-State of Indiana, letter from Aircraft Owners and Pilot's Association.

The following are to be destroyed after 1985: statistics on instrument approaches, 1971; members of Louisville and Jefferson County Airboard; clippings from the Congressional record; topographical map of Indiana; tentative draft #3 of the Mass Transit Authority Act; position guide for the National Highway Safety Program; list of Indiana General Assembly Committee members.

(Unless otherwise noted, all to be destroyed, 1985. These folders marked with a "D").

26). ACCOUNT NUMBERS, 1972-73, 1 folder, manuscript box #2.

Memoranda assigning and changing account number.

27). APPROPRIATIONS AND ALLOTMENTS, 1971-76, 1 folder, manuscript box # 2.

Quarterly allotment worksheet, FY 1971-72 (save)

Requests for allotment, FY 1971-72-1974-75 (save)

Advice of allotment sheets, March 31, 1972-June 30,  
1976 (destroy)

Appropriation and allotment activity sheets, pressboard  
binder, 9/13/74-1/31/75; loose, 7/31/75-7/2/76 (destroy)

28). BUDGET CLASSIFICATIONS, 1971-76, 36 folders, manuscript box #2, #3, and #4.

There are folders for most classifications from FY 1971-72 to FY 1974-75. For FY 1975-76 there are only a few loose items which are in one folder. Classifications .1 to .9 are grouped together for each Fiscal Year. "Pending" budget classifications .1-.9 contain the same materials.

- .1 Personal Service-papers relating to payment of personnel.
- .2 Services other than personal-papers relating to telephone, postage.
- .3 Services by contract-papers relating to xerox and typewriter maintenance.
- .4 Supplies-stationery and office supply bills.
- .5 Furniture and equipment-papers relating to office furniture and equipment.
- .8 In state travel-IAA members' travel papers (none for 1971-72)

.9 Out of state travel-IAA's travel papers (none for 1971-72)  
101-055- 1974-75, papers relating to fiscal arrangements  
with Barton-Aschman Assocs., Inc.

29). MISCELLANEOUS FISCAL RECORDS, 1971-1975, 1 folder, manuscript box #4

Transfer request, March 31, 1973

Spiral notebook listing expenses, 1971-72 to 1974-75

30. PERSONNEL, 1972-75, 1 folder, manuscript box #4

Correspondence and miscellaneous forms concerning  
personnel; payroll; personnel manning tables, 1972; personnel  
transaction forms; certified report on employees, 1972-73.

31). FACILITATIVE CORRESPONDENCE, 1 folder, manuscript box #4

December 21, 1971-October 28, 1974 (save). Topics  
include the office equipment and space, personnel, meetings,  
arranged chromologically.

July 19, 1972-April 1, 1975 (destroy). Topics include  
housekeeping details about personnel, payroll, meetings.

32). SAMPLE FORMS, no date, 1 folder, manuscript box #4

Sample of IAA stationery (save), door plates of IAA (2).



## INDIANA AIRPORT AUTHORITY

### ANNUAL REPORTS OF THE INDIANA AIRPORT AUTHORITY

Calendar Year 1972  
Calendar Year 1973 (four copies)  
Fiscal Year 1973-74 (two copies)

### STUDIES FOR A NORTHWESTERN INDIANA AIRPORT FOR THE INDIANA AIRPORT AUTHORITY

Compilation of Information, Northwest Indiana Jetport, July 1972  
Northwestern Indiana Airport: A Current View, Barton-Aschman Associates, Inc., Chicago, Illinois, October 1974 (six copies)  
A Proposal for Development of a Study Design for the Selection of a Suitable Site for a Chicago-Northwestern Indiana Regional Airport, 1 March 1974, Computer Sciences Corporation, Paramus, New Jersey  
Proposal for Development of a Study Design for the Site Selection of the Proposed Chicago-Gary Metropolitan Area Airport, February 1974, Clyde E. Williams & Associates, South Bend-Indianapolis, Indiana  
Proposal for Northwest Indiana Airport Study Design, A & E Engineering, Inc., Indianapolis, Indiana  
Proposal for the Study Design of a Site Feasibility and Locational Analysis for a New Chicago-Gary Metropolitan Service Area Airport, February 25, 1974, Coverdale & Colpitts, Inc., New York, N. Y. (four copies)  
Proposal to Perform the Study Design of the Northwest Indiana-Chicago Regional Airport, Sverdrup & Parcel and Associates, Inc., Lester B. Knight & Associates, Inc.  
Site Study for a Regional Airport in Northwest Indiana to Serve the Chicago Metropolitan Area, Sverdrup & Parcel and Associates, Inc., Engineers-Architects, St. Louis, Missouri  
Tentative Steps Required for the Development of a Master Plan for the Proposed Northwest Indiana Jetport, February 2, 1972, Hall/Kane Associates, Inc., Clyde E. Williams and Associates, Inc., Arnold Thompson Associates, Inc., Perkins & Will

### OTHER REPORTS

Lake-Porter County Regional Transportation and Planning Commission, Opportunities for an International Airport in Northwestern Indiana  
Porter County Municipal Airport (informational brochure)

### MAPS

Northwest Indiana Airport, Sverdrup & Parcel and Associates, Inc., St. Louis, Missouri, July 1968 (two sets)

CONSULTANT ENGINEERING FIRMS RESPONDING TO INDIANA AIRPORT AUTHORITY PRO-  
POSAL FOR A NORTHWEST INDIANA AIRPORT

Allinson, Inc., Consultants, Warwick, Rhode Island  
Barton-Aschman Associates, Inc., Chicago, Illinois  
Battelle Columbus Laboratories, Columbus, Ohio  
CLM Systems, Inc., San Juan, Puerto Rico, Cambridge, Massachusetts  
Computer Sciences Corporation, Transportation Consultants, Paramus,  
New Jersey  
R. E. Farwig and Associates, Professional Aviation Consultants,  
Indianapolis, Indiana  
J. E. Greiner Company, Inc., Consulting Engineers, Baltimore, Maryland  
James & Berger Associates, Indianapolis, Indiana  
Longardner & Associates, Inc., Ruben, Montgomery & Associates, Indiana-  
polis, Indiana  
M W Inc., Indianapolis, Indiana  
Peat, Marwick, Mitchell & Company, San Francisco, California  
Henry B. Steeg & Associates, Indianapolis, Indiana

FEASIBILITY STUDIES ON THE NORTHWEST INDIANA AIRPORT

Feasibility Study of the Northwest Indiana Airport Prepared for the  
Aeronautics Commission of Indiana, James & Berger Associates,  
Inc., Indianapolis, Indiana, February 4, 1971  
Mid-America Airport Phase I: A Feasibility Study for the Mid-America  
Airport Committee of Indiana, James & Berger Associates, Inc.,  
Indianapolis, Indiana, February 3, 1969

U. S. STANDARD FORM 251: ARCHITECT-ENGINEER QUESTIONNAIRES FOR THESE FIRMS

James Associates, Architects-Engineers, Inc., Indianapolis, Indiana  
Perkins & Will, Chicago, Illinois

MISCELLANEOUS REPORTS

Northeastern Illinois Airport Requirements Study, The Ralph Parsons  
Company in association with Clark, Dietz and Associates--Engineers,  
Inc., for the State of Illinois  
Regional Transportation Planning Board, Public Participation in Regional  
Transportation Planning Process  
Saint Louis Metropolitan Area Airport Authority, The First Two Years

ODDS AND ENDS

Fact Book on the Magnitude and Economic Impact of General Aviation,  
Utility Airplane Council Aerospace Industries Association  
Booklet explaining the computation of air traffic statistics

INDIANA AIRPORT AUTHORITY

Acts related to Indiana Airport Authority

April 16, 1971, P.L. No. 105, p. 482

*effective 4-16-1971 (emergency)*

An act to amend IC 1971, 8-21, by adding a new chapter creating the Indiana Airport Authority.

April 19, 1973, P.L. No. 73, p. 491

An Act to amend IC 1971, 8-21-9, concerning powers of the Indiana Airport Authority and deleting the Authority's exemption from state regulation by the Aeronautics Commission.

February 25, 1976, P.L. No. 149, p. 818

An Act making appropriations for the conduct of the state government in which the Indiana Airport Authority is given \$1.00 for operating costs.

*SEC 2 p. 842*

*7-01-1976*

*IC 8-9.5-5-9*

*on July 1, 1981*

*(2) the airport authority (IC 8-21-9-1)*

*IC 8-9.5-5-10 authority transfer to DOT*

*5/7/80*

## BI-STATE AIRPORT AUTHORITY

IC 19-6-5

The BI State Airport Authority was created by an act of the General Assembly in 1947. This act was expanded in 1963 to its present form.

The act concerns the acquisition, maintenance, financing and operation of air terminals by governmental units (such as counties and cities) located in more than one state and the creation of an airport authority.

The authority was created so that Indiana and any adjoining state with common borders could combine to jointly operate and support an airport terminal and all properties attached to the facility.

The airport authority will come into actual physical being <sup>after</sup> often identical resolutions or ordinances are passed by each party state. Up to this date there is no evidence this has been done.

The membership of the authority is composed of an equal number of members from each party state. The federal government will be represented by a non-voting representative.

The resolution or ordinance passed by each party state will provide for the specific number of members of the authority., length of terms and other requirements.

All action taken by the authority at any meeting must include a majority of members from each party state.

The airport authority can sue and be sued and shall create an official seal.

The authority can hire personnel to run the airport. It can also remove or discharge personnel as may be necessary for the performance of the airports functions irrespective of merit system laws of either party states.

The authority can accept for any of its purposes any and all donations of service, equipment and grants of money.

The authority will adopt official rules and regulations concerning the conduct of its business.

The authority shall annually make a report to the governor of each party state concerning the activities of the authority for the preceding year. A copy will also be submitted to each of the party states' legislative body during a regular session.

A party state is not obligated to appropriate funds of the state for the development, support and maintenance of the authority.

Revenue from the airport and surrounding property will be applied to the maintenance and development of the airport. Revenue bonds issued by the authority will be <sup>paid</sup> exclusively from income generated by the airport.

The authority may secure loans from private financial institutions in accordance with the laws of the state in which the airport is located.

The authority will prepare a budget each year before or on the first day of July. The budget includes the authority's estimated expenditures for the succeeding fiscal year.

The various expenses and estimated expenditures will be allocated and divided equally between the various combining governmental units.

To provide funds to pay its share of the proposed expenditures each combining governmental unit is authorized to annually levy ~~tax~~ a tax on property located within the governmental unit at a rate sufficient to raise funds to pay its part of the expenses.

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The airport authority is required to keep accurate records of all accounts of receipts and disbursements of funds handled by the authority. These receipts and disbursements that are handled by the authority are subject to an annual audit. The auditing will be handled by a qualified public accountant. The report of the audit is incorporated into the annual report of the authority. The accounts of the authority shall be open to inspection by the general public at any reasonable time.

The powers and duties of the airport authority are as follows:

1. Operate and conduct an airport.
2. Operate forming operations on real estate pertinent to the airport.
3. Exercise the power of eminent domain in accordance with the laws of the state in which the airport is located.
4. Maintain, operate and extend water and sewer systems on the real estate of the land next or used by the airport and charge for the service.
5. Construct and lease industrial and aviation buildings.
6. Lease land now owned by any combining governmental unit suitable for an airport, for a term of not less than ninety-nine years.
7. Secure expert advice on the development of an area airport so that the interests of the airport and the surrounding area are best served.
8. Establish ordinances pertaining to the height of structures in any direction from the boundaries fo the airport.
9. Accept, receive and receipt for all federal moneys and other moneys, public or private, for the acqvisition, construction and maintenance of the airport.

10 Buy and sell machinery for aviation purposes and contract for personal services using competitive bidding following the laws of the state in which the airport is located.

11. Perform all functions necessary to the total development of a commercial and industrial air facility within the laws of the party states.

Prior to commencement of proceedings for the acquisition and establishment of such air facilities, approval of these acquisitions must come from the respective aeronautics commission of each party state.

This act shall not be deemed in any way to repeal, amend or revise any of the provisions of chapter 39 of the acts of 1947.