

TRANSCRIPT OF THE
LANSING AIRPORT OPEN HOUSE- INFORMATION SESSION INDIANA
APRIL 10, 2012

HOSTED BY: MARA CANDELARIA REARDON
STATE OF INDIANA HOUSE OF REPRESENTATIVES
STATE REPRESENTATIVE
200 W. Washington Street
Indianapolis, Indiana 46204

The LANSING AIRPORT OPEN HOUSE-INFORMATION
SESSION INDIANA, taken, before Katie A. Hickey, a competent
and duly qualified court reporter, at Wicker Park Clubhouse,
Highland, Indiana, on the 10th day of April, 2012, commencing
at the hour of 5:30 o'clock in the evening.

ORIGINAL

FISSINGER & ASSOCIATES
COURT REPORTERS

1 MS. CANDELARIA REARDON: I am Mara Candelaria
2 Reardon, State Representative of the 12th District. Linda
3 Lawson my co-host for this evening was not able to be here
4 today. She has a sick granddaughter that she is tending to
5 so I apologize for her not being here. I also wanted to
6 welcome the other elected officials that are here today and
7 thank them for being here and having an interest in the
8 residents of Munster and Dyer and in some cases I saw the
9 sign in sheet Lansing.

10 We have representing Congressman Peter J.
11 Visclosky, Chief of Staff, Mark Lopez here. We have Senator
12 Frank Mrvan. We have from the Munster Town Council David
13 Nellans and from the Munster Town Council as well John Reed.
14 From the Dyer Town Council, Connie Trepton.

15 I want to thank you all for being here and just
16 wanted to give you a little bit of a project overview. Today
17 we have got -- we are lucky enough to have a volunteer here
18 today. We've got Jorge Moreno here who is with CivCon
19 Engineering Incorporated. Let me read you a little bit about
20 Jorge because he is here as a volunteer today and a Hoosier
21 who has 27 years of civil engineering experience in the areas
22 of design, field engineering, and program management.

23 CivCon has provided management construction, field
24 engineering, civil engineering, consulting services on
25 numerous transportation projects throughout the region. They

1 have achieved their reputation with a team of experts who
2 bring a depth of resources and experiences to the needs and
3 project goals of their clients. They are pre-qualified with
4 the Illinois Department of Transportation in construction
5 inspection, phase three construction engineering services and
6 a variety of public transportation projects.

7 They have been involved in the Midway Terminal
8 Development Program -- these are projects that they have
9 worked on so they are aviation specialists here tonight to
10 help us understand what is going on -- the Midway Airport
11 Terminal Development Program, the O'Hare Modernization
12 Program Phase 1 Program, the O'Hare Modernization Completion
13 Program. These are the some of the projects that CivCon has
14 been involved in and they are here to help us understand as
15 we move forward in this discussion, so we are going to get a
16 little overview.

17 This is Jorge Moreno our Hoosier volunteer today.
18 Thanks Jorge.

19 MR. MORENO: Sure. Thank you, Representative.
20 Again, my name is Jorge Moreno. I have known Representative
21 Mara for a few years and she realizes that I been in the
22 industry primarily in the Chicagoland area for a little over
23 12 years. I own my own business. We are based in downtown
24 Chicago and we primarily been providing management services,
25 owners rep services on large public works projects for the

1 City of Chicago and the State of Illinois; however, I do
2 reside in St. John and I been here for many, many years. I
3 went to high school here. In fact, I went to high school
4 with Mara's husband so I am very familiar with this area and
5 with this airport.

6 So Mara asked if I could come and just talk to you
7 and provide you with a brief overview of the project as I
8 understand it. What I need to qualify is that I am not the
9 designer or the engineer of record on this project. The
10 draft environmental impact study that was prepared by
11 Crawford, Murphy and Tilly. They are the actual aviation
12 consultant that's been retained that's actually put together
13 the EIS for this project.

14 So I became -- in the last couple of weeks, I
15 became familiar with this project just so I could understand
16 it and so I could communicate as best as possible to you and
17 try to address any questions that you may have as it relates
18 to impacts to the surrounding environment, as it relates to
19 Lansing, Munster, Dyer. So what I thought might be a good
20 start is to just give you a general overview, again, as I
21 understand it of the project.

22 I have not worked with the Lansing Airport
23 Authority or CMT which is the engineer that they have
24 retained. So I am here to, again, act as volunteer to try to
25 help you understand the project and so you understand what

1 the potential impacts might be once this or if this project
2 moves forward.

3 So as I understand it, you have two runways at
4 Lansing Airport. This runway which runs in the east-west
5 direction is Runway 927 and the runway that runs currently
6 north-south is Runway 1836. And the proposed -- or the plan
7 development is really on the north-south runway that extends
8 approximately 4,007 feet in length and its current state and
9 the planned development is that this runway is going to be
10 extended by 1,900 feet.

11 Currently the plan is for the northern end of this
12 runway to get extended all the way to the actual east-west
13 runway and that's going to be a total extension of 1,625 feet
14 I believe or close to that number but it is going to be
15 extended all the way to the east-west runway. There is also
16 going to be a 285 foot extension to the south, so they are
17 extending it in both directions to the north and to the south
18 for a total of 1,900 feet. So ultimately this runway is
19 going to be extended to a total lineal footage of 5,902 feet.
20 That's going to be the total length once this is all built.

21 As you could imagine as a result of these two
22 extensions, the takeoff points, the departure points are
23 going to be obviously relocated as well. So as a result of
24 this extension to the -- primarily to the north or more
25 significantly to the north than the south, you are going to

1 have a situation where the runway protection zone and the
2 protection area has to also shift to the north and to the
3 south because of the reconfiguration of the runway.

4 So some of you -- I heard some of you before we
5 started that there are going to be some acquisitions of
6 property as a result of these extensions. Well, that is true
7 because as you extend to the north to this runway, you
8 actually have -- the runway protection zone usually is a
9 trapezoidal configuration and usually everything within that
10 trapezoid which is usually about 1,000 feet long -- I'm not
11 quite sure of the width. I'm sure that will describe it --
12 you basically have to have all obstacles clear, all fixed
13 obstacles clear within that runway protection zone so unless
14 you can get some type of a variance from the FAA or the
15 Federal Aviation Administration.

16 So as a result of this extension, obviously the
17 runway protection zone which is currently here has to shift
18 to the north. So as a result, there is going to be some --
19 as I understand it some property acquisitions on the -- I am
20 not sure what this street is here but -- Wentworth. So right
21 on the northeast corner of Wentworth and Glenwood-Lansing
22 Road. Again, because they need to secure a new RPZ, runway
23 protection zone, for the displaced threshold -- these are
24 thresholds. These are basically the takeoff points for the
25 new runway or the existing runway. Well, that threshold is

1 now being relocated all the way to here, to the north so as a
2 result you have to protect everything north of there by 1,000
3 feet.

4 Similarly on the south end, again, not as major of
5 an extension but it's still 285 feet so as a result of this
6 285 feet which is really pretty much where my finger is,
7 that's kind of the extent of the extension on the south, so
8 there will be, again, a shift of the RPZ to the south as well
9 but not as significant as it is to the north.

10 The other issues that they are intending to develop
11 are -- for the most part on airport, there is going to be a
12 -- if you look on this map which is a little difficult to
13 read from back there -- but there is going to be a
14 significant amount of hangar and on-airport buildings that
15 will be constructed immediately west of the north-south
16 runway and south of the existing east-west runway. So this
17 whole area within the airport is going to be developed with a
18 number of buildings, ancillary buildings, support buildings
19 to support this airport.

20 They are also talking from as far as I know is an
21 extension of Main Street to the south. It actually bisects
22 the -- it actually bisects the existing airport property. Is
23 Joe Orr?

24 MS. CONNIE TREPTON: Yes, I think so.

25 MR. MORENO: This says Main Street so that may be

1 -- So Joe Orr on the Illinois side and Main Street on the
2 Indiana side. Okay.

3 Well, there is a plan to extend Main and Joe Orr so
4 that there is a complete thoroughway because currently I
5 think they terminate at Torrence. Joe Orr terminates at
6 Torrence on one end and I am not quite sure where it
7 terminates on the Indiana side. Their plan according to this
8 is to connect that road and the reason if you could see it on
9 here and it's not just a straight alignment, they're actually
10 -- once they get on airport and this is property that they
11 currently own, they are going to be curving that road
12 primarily within the property, again, because of the approach
13 surface that they have to maintain and there is only -- you
14 cannot restrict the airspace as these planes take off and
15 approach this runway. So you have to keep -- you have to
16 stay under what they call the approach surface of this new
17 extended runway so that's the main reason why they are
18 pushing this road or reconfiguring so that it curves further
19 away from the end of the runway. But expect that, obviously,
20 there's going to be traffic that will be able to travel
21 between I guess north of the Dyer subdivision and south of
22 the Munster subdivision. So that's on the plan.

23 The other important piece that I found as it
24 relates to impact to the Indiana side is you could see this
25 long strip of -- it's identified in the red hatched area.

1 This is being identify as an avigation easement and according
2 to the EIS, they are talking about acquiring or actually say
3 securing 30 acres of easement for navigation purposes.

4 Again, what that means is that they have identified as a
5 result of this longer runway, they have identified that the
6 approach surface -- they also have to protect on the sides of
7 the runway. So as a result of this longer runway, obviously
8 it's going to accommodate similar type of aircraft that
9 currently travels to and from this runway but because it's a
10 longer runway they have to respect a longer approach on the
11 -- not only on the length but also on the width side of the
12 runway, so as a result they have to secure this easement.

13 The FAA will grant that easement to Lansing Airport
14 and what that means essentially and I don't quite know the
15 width of this easement right now. But what that means is
16 that any property owners that fall, that border the Indiana
17 state line because I see some homes on the Munster side. I
18 see some homes on the Dyer side. There is going to be
19 certain restrictions that these property owners are going to
20 be bound to and once that easement document is developed
21 which has not been developed yet, it's going to have to be
22 shared with the property owners and they are going to have to
23 understand that there is going to be certain restrictions in
24 terms of, you know, if you want to for whatever reason erect
25 a flag pole in the backyard or a tall structure, you are

1 going to be bound by a certain height restriction because of
2 the fact that this avigation easement has been granted by the
3 FAA to the airport.

4 Other things that could potentially be restricted
5 is, you know, the type of recreation that you have in the
6 back. You know, they may say no bonfires. Maybe there is no
7 bonfires allowed now but I am just saying there are certain
8 things that you will definitely be restricted from doing.

9 MS. CONNIE TREPTON: This will be an easement in
10 perpetuity then, forever?

11 MR. MORENO: Well, as long as that runway is in
12 operation.

13 MS. CONNIE TREPTON: Will they be paid for that
14 easement because the easement will --

15 MS. CANDELARIA REARDON: We are going to go over
16 the questions. If you wouldn't mind just holding your
17 questions for now just because we are going to get the public
18 comments on the record. If people just have comments to get
19 on the record, we are just going to ask you to identify
20 yourself by name and then make your public comments then we
21 are going to do Q and A with some of his presentation.

22 MR. MORENO: One other area that I should identify
23 aside from this avigation easement is that I talk about this
24 runway protection zone or RPZ. Well, they are also talking
25 about this RPZ on the south end of the runway and there is

1 some encroachment to some of these homes on the Dyer side. I
2 am not sure if any of those property owners have been
3 approached but there is some portion of -- it appears to me
4 maybe a half a dozen homes on this side where the runway
5 protection zone actually impacts or I should say it just
6 overlaps some of these properties.

7 So, again, because it's at the very southerly end
8 of the RPZ, there may be some type of a waiver that the FAA
9 is going to work out with the property owners to obviously
10 keep them there. I don't know if any of those owners are
11 here today but I just wanted to identify that the future RPZ
12 farthest south extension does encroach on some of the homes
13 in the Dyer subdivision as well, not by a lot but it does
14 encroach according to this airport layout plan. Okay.

15 So in general that's what I have and that's, you
16 know, as far as I understand it. There are some -- just
17 quickly, there are also some taxiways that are going to be
18 built as part of this east-west runway. There is also some
19 parallel and taxiways that will be built as part of the
20 extension to the north and to the extension to the south but
21 those are all on airport. And also as I understand it, the
22 airport intends to expand their property to areas outside of
23 their current limits to this area here and I believe that's
24 it as I understand it. Yeah. So primarily at the southwest
25 corner of the development. Okay.

1 MS. CANDELARIA REARDON: Thank you, Jorge. I
2 appreciate that.

3 Okay. So at this point we are going to move to the
4 public comment period. If you could try to speak loudly or
5 move toward the front of the room, identify yourself by name
6 and address and we are going to have your comments recorded.
7 So anyone for a public comment, just comments, not questions.

8 MR. JEFF VAN HECKE: Well, I was going to ask a
9 question about that easement and how far out --

10 MS. CANDELARIA REARDON: Maybe we should do the
11 questions and answers first and then public comments. Let's
12 do the questions.

13 Do you have a question, Jeff?

14 MR. JEFF VAN HECKE: Yes. Jeff Van Hecke, 508
15 Seminary Drive in the Meadows subdivision in Dyer which backs
16 right up to that area you were referencing.

17 How many feet is that easement that you are
18 referencing that would encroach onto Dyer?

19 MR. MORENO: Based on the scale of this drawing, it
20 appears that it's probably going to be -- I am talking about
21 the width from the state line to the east -- I am going to
22 guess that right now you are talking somewhere between 100
23 and 200 feet.

24 MR. JEFF VAN HECKE: So I would still be looking at
25 the jets right in my backyard?

1 MR. MORENO: I'm talking about the easement, the
2 actual easement. Here it's uniform and as you can see as you
3 get to the Dyer side it starts to taper. It tapers basically
4 from -- the taper primarily starts immediately south of what
5 would be in line with 204th Street and then it starts to
6 taper down. I would say at the very southerly end according
7 to this, it probably is about 50 feet. So I am going to say
8 anywhere from 200 down to 50 feet based on the scale of this
9 plan.

10 MR. MARK LOPEZ: My name is Mark Lopez. I work out
11 of the office of Congressman Pete Visclosky. My question
12 relates to easements and airports. Do they have the ability
13 to eminent domain or condemn a property because if I have a
14 right of way that I own, how would they come in to possession
15 of that and, again, if it's a local airport utilizing federal
16 funding, does that give them greater flexibility? And I
17 recognize you stated you are not the engineer of record but
18 out of curiosity you say easement. That implies to me that
19 they have to take ownership in perpetuity of real estate and
20 what would be the property owners on the Indiana state line
21 side have in terms of their rights or if it's unknown I would
22 be happy on behalf of State Representative Mara Candelaria
23 Reardon to look into that but that's something that peaked my
24 interest.

25 MR. MORENO: And think of it as many of us have

1 utility easements on our properties so it's a very similar
2 issue. Usually your utility easement is a border, your lot
3 line for the most part whether it's a side lot line or a rear
4 lot line, well, that's exactly what this is. So my
5 experience with aviation easements is that obviously the FAA
6 has to approve this based on the proposal that the Authority
7 is going to present to them so that's still needs to go
8 through an approval process with the FAA. If they grant the
9 airport that easement authority, then as I understand it the
10 airport is going to have to meet with the individual property
11 owners to ensure that those easements are -- that easement is
12 granted. Now, is it through eminent domain? Potentially,
13 and I have seen it where it has been through eminent domain.

14 Let me qualify that. This aviation easement is
15 kind of an airspace easement. It's not a ground easement.
16 They are not going to be digging anything in through these
17 lots or these properties. It's basically securing airspace
18 for the airport so that any -- so that anything -- everything
19 is preserved up to a certain elevation and that document will
20 have to be obviously worked out with the engineer, the
21 airport and that will have to be communicated to the various
22 property owners so that they understand what their
23 limitations are in terms of any erection of buildings, sheds,
24 light poles, whatever it might be.

25 MR. MARK LOPEZ: I appreciate that answer and we

1 just encourage any of the homeowners that may be impacted by
2 this easement to either contact the State Representative Mara
3 Candelaria Reardon who obviously has a great relationship
4 with my boss but also contact our office as well because
5 obviously you have rights as homeowners and we are very
6 respectful of that.

7 But, again, obviously you are not the engineer of
8 record but do appreciate you taking your time out to help
9 explain to us. I think good communication is very important
10 when these situations arise. I just want to thank the state
11 representative for hosting this meeting tonight. But, again,
12 if you have any questions or concerns, please contact either
13 State Representative Mara Candelaria Reardon or our office
14 and we'll be happy to circle back.

15 MS. CONNIE TREPTON: Connie Trepton, Dyer Town
16 Council. I do appreciate this because this, of course, is
17 something that should have been explained to us from the
18 Council, the Town of Dyer perspective so that we would know
19 this. This is the first time I am hearing this and this is
20 something that most definitely these things affect our
21 residents and certain residents in particular.

22 This is not something that they knew when they
23 bought their land. This is not like a utility easement that
24 they knew when they bought their property. This is something
25 new to them so that's why I am asking is it something that

1 when it comes to them because they are losing certain rights.
2 They are losing the right to put up that flag pole or
3 whatever. So is it something that -- and I know you are not
4 the engineer -- but sometimes when they lose rights, they
5 also receive a monetary grant of some and has that been --

6 MR. MORENO: That is a potential. That is a
7 potential. If there is federal moneys involved, there is a
8 potential that a grant will be set aside and there might be
9 room for negotiations. Okay. I am not going to discount
10 that but I have seen it at O'Hare with the whole Bensenville
11 area. There was eminent domain issues but the city
12 approached the property owner and offered them equitable or
13 more than equitable fair market value of their home to
14 relocate them. So there is that room for negotiation but
15 it's going to be with the Airport Authority if the FAA grants
16 that easement.

17 MS. CONNIE TREPTON: There is nothing where anybody
18 in Dyer is being relocated because of any of this?

19 MR. MORENO: Not that I am aware of, no.

20 MS. CONNIE TREPTON: In your experience from what
21 you see?

22 MR. MORENO: Right. Exactly.

23 MR. GARY BELL: Gary Bell. I live in West Lakes.
24 I think everybody is probably here because they fear their
25 quality of life is going to be impacted. Tell us how the

1 runway is going to impact the residents in terms of noise and
2 jets and things like that?

3 MR. MORENO: Well, as I read the EIS, the draft EIS
4 because it's not final yet. As I understand it, within the
5 next month, they are intending to submit the final document
6 to the FAA for review and approval. If the EIS is approved,
7 then that's basically the mechanism for the Authority to move
8 forward with actual design and construction of this planned
9 development. So I just want to qualify that.

10 What I reviewed is a draft document. I guess it
11 could be changed between now and next month depending on what
12 the engineer --

13 MS. MARA CANDELARIA REARDON: Jorge, even on a fast
14 track, we are talking about at least four years before we are
15 moving dirt; right, is that appropriate for a fast track?

16 MR. MORENO: I think it could be sooner than that.

17 MS. CONNIE TREPTON: Two years?

18 MR. MORENO: Actually I was involved with the
19 runway extension at O'Hare but it was 3,000 feet and the
20 design took a year, okay, and then we broke ground but the
21 completion took another year. So overall you could be
22 looking at about a two-year process for the actual extension.

23 But to answer your question. Obviously the reason
24 this runway is being extended is so that it could obviously
25 accommodate potentially larger aircraft and more traffic at

1 this airport. So the frequency will increase because I did
2 see tables in the EIS that says by year 2015 they are
3 expecting the number of aircraft fleet to increase and I
4 can't remember the percentage but it is a percentage increase
5 in aircraft use of that runway. The type of aircraft
6 interestingly enough didn't change by much. I think they are
7 still talking about turboprop planes, small jets, so it's
8 still a municipal use airport but there is definitely going
9 to be an additional volume of traffic which obviously there
10 will be a more frequency of noise.

11 Interestingly enough the noise -- the noise
12 contours that are identified in the EIS, the draft EIS
13 interestingly aren't changing because, again, it's based on
14 the type of aircraft that is going to be landing and taking
15 off from that runway. And because the aircraft, the type of
16 aircraft is really not changing by much, the noise contour
17 are not changing much either so that's the good news. The
18 good news is that it's not going to get louder, you know, to
19 the homeowners that are on the Indiana side because of the
20 contours that they have identified that exists now versus
21 what they are showing as proposed in 2015 with this extension
22 built. But the frequency of aircraft is going to go up so
23 that means more noise, more frequent but not so much higher
24 noise at a higher decibel.

25 They do this all by decibels. They contour what

1 the noise contoured by decibels and I think what they have
2 actually done if I am not mistaken. I looked at one of the
3 maps. They actually put noise receptors in strategic
4 locations on the Indiana side and on the Illinois side just
5 to see what the decibel range is. I think they actually put
6 some receptors on a couple of homes. I don't know if any of
7 those homeowners are here but they were able to collect that
8 data and identify what the contour levels are today.

9 So as I see it in my opinion, it's going to be not
10 higher noise but it's definitely going to be more.

11 SENATOR MRVAN: In your estimation the variance for
12 the people in the north there, it's height and I was
13 wondering how much -- in your estimation, what is the height
14 where the airplanes will come over those homes? How much of
15 a variance is there going to be?

16 MR. MORENO: It's really not going to change --

17 SENATOR MRVAN: Don't they have to set a minimum
18 height they come in on?

19 MR. MORENO: Yeah. You have to respect, again,
20 these approach surfaces. There is actually what they call an
21 instrument landing system that the pilots will use as they're
22 approaching the runway that dictates at what angle they have
23 to come in at.

24 SENATOR MRVAN: My question is will the people
25 living there will they have some protection? You are going

1 to have to have a limit, aren't you?

2 MR. MORENO: Well, that's what I'm saying about
3 this runway protection zone. That's the 1,000 feet of area
4 that's a trapezoidal configuration in this area that has to
5 be protected.

6 SENATOR MRVAN: What height will they be coming in
7 at?

8 UNIDENTIFIED: I did stop at that senior housing
9 right off of Wentworth over there. I talked to the guy.
10 That's how I found out about the two houses that they are
11 going to tear down and he said that when they built that they
12 were told they could not put a second floor because it was
13 going to be a fly zone. So they can't even put a second
14 floor on any of those houses right immediately on Wentworth
15 by the airport. So they were aware of this before and those
16 two houses on the corner there got their letters that they
17 are going -- they are not going to be -- they are going to
18 buy them from them.

19 SENATOR MRVAN: What is your experience in other
20 air fields? What would you say?

21 MR. MORENO: I can't quite answer at what height
22 above the ground. All I know is that they are probably going
23 to be at the same height that they come in now except it's
24 going to be displaced. It's going to be further to the south
25 and further to the north. So I would imagine once they get

1 into the runway protection zone that -- I would have to take
2 a look and see what they have identified as the glide slope
3 because I think it's a 20 to 1 glide slope. So I am thinking
4 right now that you are probably looking at --

5 MR. JEFF VAN HECKE: I looked it up at the FAA
6 website -- Jeff Van Hecke again. From the FAA's website,
7 they are required now to climb at a rate of 322 feet per
8 nautical mile and they are supposed to get to 900 feet before
9 any turns, you know, before they follow the flight pattern
10 out. They are not following that now which is part of the
11 problem we have as Indiana residents. They are buzzing the
12 tops of our homes at, you know, 500, 600 feet. We get
13 students out there. So it's not being adhered to currently.

14 A lot of the concerns of the people all in
15 attendance today I am sure have are if we are going to
16 accommodate jets now, are they going to adhere to it? Will
17 it ever be -- and this is what the Senator was asking. What
18 are the requirements? Will they be adhered to and what are
19 the protections for the people when they are not?

20 MR. MORENO: And usually that has to be worked out
21 with the pilot association is what they call it NOTAMs. It's
22 a notice to airmen and it's a published document that has to
23 be worked out between the airport and the pilots so that they
24 recognize what that restriction is. So it's really the
25 airport's responsibilities to ensure that these pilots are

1 following those restrictions that have been given to them.

2 SENATOR MRVAN: If we get to the point where they
3 keep breaking the law or whatever it is that they are doing,
4 they come down, what recourses has the neighbors got? Where
5 could they go to, the FAA? Just what can they do?

6 MR. MORENO: The FAA is the one that dictates what
7 these -- really what the FAA can do is if they know that they
8 are violating what the restrictions are that have been given
9 to the pilots, the FAA could fine the airport, okay, if they
10 find that those flight paths are not being adhered to. So it
11 comes down to monitoring, a monitoring exercise and if they
12 find that the airport is allowing this to happen, the airport
13 gets fined stiff penalties.

14 SENATOR MRVAN: Do you have to take the issue to
15 court most times?

16 MR. MORENO: I don't know. No. They usually will
17 -- they could shut down the airport if they are violating
18 what the NOTAMS document states. So the airport has to
19 adjust and they have to ensure to the FAA that they are going
20 to have these pilots comply with the flight paths and the
21 height restrictions. It's all driven by the FAA so it's
22 really getting to the FAA and making sure that they are like
23 watch dogs on this airport.

24 MS. CAROL HOLMQUEST: Carol Holmquest. I live in
25 West Lakes subdivision. My house is in the red crisscrossed

1 so I am definitely effected. So I have a comment and then I
2 have a question. The comment is and if I am not saying what
3 I heard you say, tell me. But I think I heard you say the
4 type of aircraft is not going to change. If that is true,
5 why does the runway have to be made longer? And what I think
6 I understand is it's being made longer because bigger
7 aircraft are going to be using them. So there seems to be a
8 disparity unless I am not understanding this correctly that I
9 would like to address.

10 MR. MORENO: Again, I based it on what I saw in the
11 tables in the EIS and I didn't see that there was a change in
12 the aircraft type but definitely the volume was significantly
13 changing.

14 MS. CAROL HOLMQUEST: But does the volume affect
15 the fact that the runway has to be longer?

16 MS. CANDELARIA REARDON: This is a question that we
17 are going to have addressed. What we are going to do is we
18 are going to have all these questions addressed too and
19 that's why I wanted your contact information. We are going
20 to have another follow-up meeting where if we can't answer
21 your questions, they are going to be addressed.

22 But I wanted to say what I was told by the Airport
23 Authority was that the FAA in order to be a true reliever
24 airport in case of another national emergency or something
25 along those lines that in order to be a true reliever airport

1 that the runway needed to be extended is what I was told. I
2 am not sure that that's the case. I don't know especially if
3 we are talking about the same kinds of aircraft just more
4 frequent.

5 So we will address that in our questions when we
6 have our follow-up meeting to make sure that we have the
7 correct answer from the actual project managers.

8 So I know that you have been waiting. You had a
9 question over here?

10 MR. MIKE DUNN: Mike Dunn 1630, Cherry Blossom
11 Drive in Munster. And I would like to address some of these
12 issues. For one thing, the plane mix is not going to change
13 that much. What this is primarily a safety factor for one is
14 that the planes that are coming in now because of the weight
15 that they have and the cargo capacity that they have, they
16 can get in to this airport with the 4,000 foot runway but if
17 they take on a full fuel load and cargo they can't get back
18 off. So consequently these same airplanes are having to take
19 on a half fuel load which hurts our economy because they are
20 not buying our gas and leave some of the packages behind and
21 then stop somewhere in route to where they are going to buy
22 more gas. That's the big issue on the -- or one of the big
23 issues on the expansion.

24 The other thing about the noise issue, the fact
25 that these runways are longer is actually going to help

1 reduce the noise and this is why. If you are coming in for a
2 landing, you have your power pull back so you have very
3 little noise coming in for landing. If you touch down at the
4 far end, low noise and you taxi up and go to the hangar or
5 wherever you are parking. On the other end, if you are
6 wanting to take off, that's the big noise issue. But think
7 about it, if you moved that plane back 200 feet further on
8 the end of the runway, these airborne much quicker so
9 therefore he is much higher before he gets to the housing
10 areas so there is actually a reduction in noise in that fact.

11 I heard the comment about aircraft that are buzzing
12 the homes and things like that. The airport over here has
13 taken extreme measures to try to avoid that. One they raised
14 the traffic pattern up 200 feet and when you come into the
15 airport here at Lansing, there is an AWAT. It's a radio
16 frequency that the pilots tune into to get their weather
17 broadcast. But at the end of that, there is a voice that
18 comes over there and says attention all pilots when you take
19 off from here, you must climb to -- if you are a
20 reciprocating aircraft, you must climb to a certain altitude
21 before you make the turn. If you are a jet aircraft, you
22 must climb up to a higher altitude before you make a turn.
23 That is called noise abatement and they have to abide by
24 this.

25 Now, there are some cheaters. We will admit that.

1 But they have researched Lansing Airport who are the
2 cheaters. Who are the ones making all the noise. Now, one
3 of the biggest problems are the little airplanes that are
4 buzzing over the houses. Get the tail numbers of them and
5 see where they are stationed. You will find out that most of
6 those are from Griffith Airport. They are Chinese students.
7 Griffith Airport has a huge contract for Chinese students to
8 come and learn to fly there. They take off and tend to turn
9 too early. I don't know if they don't understand English
10 well enough to know what the abatement is but for whatever
11 reason they are --

12 The other noise maker is the large military
13 helicopters and that is from Gary Airport, The National
14 Guard. God bless our men in uniform so they need to train.

15 MS. CANDELARIA REARDON: Thank you. We are going
16 to move on to --

17 MR. MIKE DUNN: One other statement if I could. I
18 appreciate your efforts to explain the things that are here.
19 If there are any unanswered questions here, you got somebody
20 sitting over here that can answer the question. Bob Malkas
21 over in the corner is probably the best informed person on
22 the Lansing Airport that's ever been.

23 MR. BOB MALKAS: Unfortunately I don't represent
24 Lansing. That's all I'm going to say.

25 MR. MIKE DUNN: He doesn't represent it but he is

1 here as a private citizen. He is not associated with the
2 airport at all but he is the expert.

3 MS. CANDELARIA REARDON: Thank you. We had a
4 question over here?

5 MR. RICH CARLSON: I am Rich Carlson, 848 Sunflower
6 in Dyer. My house -- just one comment before I ask my
7 question. Right now those planes when they take off they
8 come right over my house when they arch and there is a lot of
9 them doing it and then there is a -- what I have heard about
10 this -- what their plans are is to bring Fed Ex Freight
11 liners in, UPS and that's what they want to bring into that
12 airport.

13 MR. MIKE DUNN: That can't happen because the
14 airport is not set up for large aircraft. They would fall
15 right through.

16 MR. JOEL CIPOWSKI: Joel Cipowski, West Lakes
17 subdivision. Correct me if I am wrong but the length of this
18 runway is about the exact same length as the Midway Airport;
19 is that correct, 6,000 feet?

20 MR. MORENO: Yes.

21 MR. JOEL CIPOWSKI: And the width of the runway is
22 75 feet when the width of the Midway Airport is 100 feet. So
23 if they wanted to, they could land a 747 at this airport if
24 they needed to. 737, I am sorry, a 737; could they?

25 MR. MORENO: Well, as I see it because of the type

1 of landing system that they are proposing for this
2 development, they wouldn't be able to entertain that type of
3 thing.

4 MR. JOEL CIPOWSKI: If they upgraded that without
5 our approval, could they do that?

6 MR. MORENO: We would have to go through this whole
7 process again.

8 MR. JOEL CIPOWSKI: I am just asking because I
9 talked to a pilot who is my neighbor and he said they could.

10 MR. MORENO: Because that type of aircraft would
11 require what they call a ALSFS which is an airport lighting
12 sequence flashing system and now you are starting to get in
13 to much more extensive --

14 MR. JOEL CIPOWSKI: But they could?

15 MR. MORENO: Anything is possible.

16 MR. JOEL CIPOWSKI: Without a public forum or a
17 public meeting, they could --

18 MR. MORENO: No. You have to go through the FAA
19 and they have to approve that type of airport use.

20 MR. JOEL CIPOWSKI: But the runway length would be
21 the same as Midway?

22 MR. MORENO: Yes.

23 MR. TOM SCHNEIDER: Tom Schneider from Seminary
24 Drive in Dyer and just a couple of questions. First, a
25 comment. I appreciate the gentleman coming in and speaking

1 regarding the enforcement of the rules. I know that Lansing
2 Airport does have their rules and I asked -- I filed a FOIA,
3 a Freedom of Information Act request to the Village of
4 Lansing to ask them how many fines they had collected from
5 pilots over the last four years. And they had not collected
6 a single penny from a single pilot over the last four years
7 and then I asked them for their records of all the complaints
8 they have received in the last four years because I know many
9 of my neighbors sitting here have called and spoken with John
10 DeLaurentis or whoever was answering the phone on an
11 afternoon or a Saturday when you are trying to sit out on
12 your porch and I was shocked to find out that the last four
13 years they had exactly one record of one complaint and that
14 must have been a very busy day because it was June 25th of
15 2010 so a bunch of us must have been outside. It must have
16 been a beautiful day and we all must have been called in that
17 day.

18 But in the last four years according to the Freedom
19 of Information Act request from the Village of Lansing
20 Airport not a single dime has been collected and only one
21 complaint. I know that I personally have probably made at
22 least six or seven in the last year alone and I am sure we
23 could all give testimony regarding the number of complaints
24 that we have voiced in the last couple of years.

25 So my question then would be do we have to go

1 directly to the FAA, number one, because I was surprised to
2 hear that they could fine the airport and close them down or
3 does the FAA rely upon the airports to self report their
4 number of complaints received because this would seem like a
5 good strategy to not write any of those down and say no one
6 has ever complained. So that would be the first question.

7 Another question I would like to have and I will
8 come back later to make a comment but the big issue, again,
9 the gentleman here from Munster and I appreciate his
10 comments. He mentioned that it was a safety factor to expand
11 the length of the runway. It was a safety factor and
12 certainly we all are in favor of the safety but I live in
13 Dyer where we have a volunteer fire department and God forbid
14 that one of these planes crash. My question is and
15 especially since the frequency of jet traffic is going to go
16 up exponentially. I believe the actual report on page 4-5
17 points to an increase from 11,000 jets taking off and landing
18 so that's really -- so you got to remember that's takeoff and
19 landings so from 11,000 to 31,000, a 30 percent increase
20 according to Lansing Airport, but, you know, it's fascinating
21 is if you just do a survey of other airports that have 6,000
22 foot runways.

23 Like, for example, in Illinois I was able -- and
24 this is all on-line. I will give it to you. Aurora
25 Municipal, Romeoville, Lewis University, Cahokia, St. Louis,

1 Carbondale and Waukegan all have 6,000 foot runways like
2 being proposed here and they don't have a third more traffic.
3 They have on average 80,000 takeoffs and landings from jets,
4 just from jets. So the Lansing report seems to say it's
5 going to go up 30 percent but if you look at similar airports
6 across the State of Illinois it seems closer to 80,000 than
7 30,000.

8 So either the Village is thinking that no one is
9 going to land here and the Village of Lansing must have very
10 dismal prospects for this airport that it's not going to be
11 able to outdraw Cahokia Metropolitan, giant metropolitan area
12 like Cahokia they think Lansing certainly couldn't keep up
13 with that metropolis. So my question is with all this
14 increase, nearly not 30 percent increase but maybe four
15 times, my question is with all that extra jet traffic, if a
16 jet plane crashes, God forbid, please, God forbid, with that
17 increased traffic, you have an increased chance of risk and
18 we are all about safety. I know. It's all about safety.
19 But will the volunteer Dyer Fire Department, God love them.
20 They are great guys. We donate every year. Will they have
21 the techniques and the knowledge and the equipment to put out
22 a jet airplane fire as opposed to a regular diesel engine
23 fire which is also bad. I am not in favor of any planes
24 crashing. But if a jet plane crashes, does that have to be
25 put out with different materials? Is that fought in a

1 different way?

2 MR. MORENO: That's more of an operational issue
3 but one thing I can tell you that as part of this development
4 where I told you about the extension of Main Street and Joe
5 Orr Road when they acquire the additional land at the
6 southwest corner, they are also talking about a future
7 airport municipal fire station so they are talking about
8 building right in this where my finger is right in this
9 location.

10 MR. TOM SCHNEIDER: So they will come to Indiana
11 then?

12 MR. MORENO: They are going to have to develop like
13 an emergency response plan, no doubt, for this type of
14 operations.

15 MR. MIKE KRISTOFF: Mike Kristoff. I live in West
16 Lakes and Jorge and I also went to high school together. I
17 have a couple of questions. One, the impact study that's
18 being done, that engineering company, what is the scope of
19 what they do, just the study or are they going to be involved
20 in the design and the construction?

21 MR. MORENO: I have seen it both ways. I have seen
22 it where in this case CMT --

23 MR. MIKE KRISTOFF: My point is potentially they
24 can be incentivized to make it a favorable impact from their
25 perspective so the project moves forward. They are not

1 independent or on a line or anything?

2 MR. MORENO. No. The Authority retained them by
3 contract to prepare this EIS.

4 MR. MIKE KRISTOFF: Who are the ones that wanted
5 the airport.

6 MR. MORENO: So I am sure they are moving forward
7 with completing the final document but I have seen it where
8 the airport will then issue or advertise for a different
9 consultant to actually prepare the design documents based on
10 this airport layout.

11 UNIDENTIFIED: I said I didn't want to get involved
12 but Crawford, Murphy and Tilly has been there for 20 years.

13 MR. MORENO: Okay. So they are probably going to
14 be retained for that.

15 MR. MIKE KRISTOFF: Okay. So they have got an
16 incentive for this to look like it's environmentally
17 favorable. Had said that the size of planes won't be
18 significantly larger but yet they are. So how large are we
19 talking?

20 MR. MORENO: I couldn't tell you that but I am glad
21 he explained the fuel capacity and the cargo capacity because
22 that also answers her question about why is it getting
23 longer. Because my experience when I was involved in
24 managing the 3,000 foot extension at O'Hare which will
25 ultimately become the longest runway at O'Hare is, again,

1 because that runway, once it's extended by 3,000 feet is to
2 accommodate longer haul for the longer markets. You know,
3 the international airlines can now use that runway, so, yeah.
4 They need more fuel. They can accommodate more cargo on
5 their planes.

6 So it's not really the size of the aircraft but the
7 ability to be able to add more weight to the plane to allow
8 for longer haul aircraft traffic to be able to use this
9 runway because they need a longer runway in order to take off
10 primarily. So the size of the aircraft, I am sure there is
11 going to be some nominal size change but I think it's more
12 geared for these longer haul aircraft to be able to have the
13 ability to use this airport.

14 So someone had mentioned Fed Ex and UPS, that would
15 make sense thus the increase in volume that this airport is
16 going to experience.

17 MR. MIKE KRISTOFF: In this process, obviously, you
18 are talking about environmental impact. Is economic impact
19 ever a factor?

20 MR. MORENO: Well, sure.

21 MR. MIKE KRISTOFF: I mean, is that a formal part
22 of the process to evaluate that -- specifically as a property
23 owner --

24 MR. MORENO: Not so much on this study. They look
25 at wetland mitigation. They look at impacts to any drainage,

1 water ways, obviously, noise, air quality.

2 MR. MIKE KRISTOFF: In your experience, Jorge, with
3 other projects which sounds like you worked on, what
4 typically, historically has been the impact on the property
5 values in a project like this where it expands? Let's say
6 since they can't take bigger planes, they do get bigger
7 planes even though they say they are not going to at four
8 times the capacity they projected. What has your experience
9 been?

10 MR. MORENO: With the homes, with the actual value
11 of the homes?

12 MR. MIKE KRISTOFF: Yeah.

13 MR. MORENO: Well, I am thinking of what we did at
14 Midway. I would say because the modernization of the
15 airport, it actually probably increased the values of the
16 homes in the surrounding area. That's been my experience.

17 MR. MIKE KRISTOFF: You would compare this to
18 Midway?

19 MR. MORENO: No. Because they are not rebuilding
20 the terminal building. That was a complete --

21 MS. MARY CASTANEDA: Mary Castaneda. We live on
22 Banbury in West Lakes and we are right at the start of the
23 runway just next to the lake. You said they did noise
24 studies. If they had larger planes, we are right where they
25 took off and years past they been taking off at 2:00 in the

1 morning, corporate jets waking everyone up.

2 MR. MORENO: I am sorry. You are located in this
3 area?

4 MS. MARY CASTANEDA: Right next to the lake, right.

5 MR. MORENO: As I said, this runway is getting
6 extended all the way to the east-west runway so actually it
7 will probably help. It will probably help because the
8 takeoff is going to be at a different location.

9 MS. MARY CASTANEDA: I know they tested noise but
10 did they test it with the larger planes or with the planes
11 they use now?

12 MR. MORENO: Well, as I said, based on the maps
13 that are in the EIS, the contours did not change by much. If
14 anything, they did get a little better in some areas.

15 MS. MARY CASTANEDA: They could add larger planes
16 down the road with the longer runways?

17 MR. MORENO: They would have to revisit that with
18 the FAA and probably reconfigure this runway again and the
19 landing system for it.

20 MS. MARY CASTANEDA: I know at Midway Airport they
21 compensated the homeowners with soundproof windows and things
22 like that?

23 MR. MORENO: That's right. That's true. We are
24 actually involved on that program right now at both O'Hare
25 and Midway where because of flight pattern changes there are

1 homes that are eligible through federal money again to get
2 their home soundproofed but based on -- again, based on what
3 the EIS says, it doesn't appear that the contours are
4 encroaching detrimentally on the homes right now.

5 MS. ANN DiCARLO: I am Ann DiCarlo. I also live in
6 West Lakes on Margo Lane. I just wanted to question. Is
7 this going to be a substitute now for the Peotone Airport
8 that they keep trying to pass and they are not getting
9 through?

10 MR. MORENO: No.

11 MR. ANN DiCARLO: So it's not going to be a
12 comparison. Are they still working on that? Because what I
13 am afraid of is they are going to say well this has been
14 designated as an emergency -- what is it EI -- for emergency
15 -- God forbid that they needed to move aircraft here in an
16 emergency from the other major airports. That it's an easy
17 way to say oh, well, we got the room to accept the bigger
18 planes because we did it for emergency purposes only. How
19 are we going to be protected?

20 MR. MORENO: Not on a 6,000 foot runway.

21 MS. CANDELARIA REARDON: Does anybody have a
22 question that hasn't asked a question yet?

23 MS. TAMMY SAVICKIS: I am Tammy Savickis and I live
24 on West Lakes on New Devon Street. My one question -- well,
25 I had six but they were answered. What are the current

1 rules regarding operating hours, restrictions on how early
2 and late planes can fly and will they be changing with the
3 runway expansion?

4 MS. CANDELARIA REARDON: That will be a question
5 that we answer at a subsequent meeting.

6 MS. AMY SWITALLA: I am Amy Switalla. I live in
7 West Lakes New Devon Street as well. My question is just
8 kind of general question. So I get where they are in the
9 process. It sounds like this could be anywhere from two to
10 four years but how is we, I mean, just as a general where do
11 we from the Indiana line what input do we have? What
12 recourse? I am struggling to understand that as we gather
13 and where this is hopefully going to continue to grow after
14 today if we all can help, I mean, what leverage do we have
15 and where do we go with this? I mean, do we have an input?
16 Do we have any recourse?

17 MS. CANDELARIA REARDON: I think that one of the
18 things that Jorge talked about earlier is that this all still
19 has to be approved by the FAA and so it's not a done deal by
20 any means. This is the first step in the process and so, you
21 know, the more input you want to provide, the better. And I
22 think that part of -- you know, I don't know. You know, part
23 of the reason that we had this meeting was that there were a
24 lot of people that were not able and had contacted me
25 subsequently and were not able to attend the public meeting

1 before to understand exactly what the impacts are or what the
2 project scope is and so that's sort of what we decided to try
3 to, you know, get an idea, you know, to educate and inform
4 the residents of Indiana.

5 And I think that, you know, certainly the Village
6 of Lansing wants to be a good neighbor from all the
7 discussions that I have had with them. So I don't know and
8 this is not by any means a done deal and so I think that we
9 have to keep that in mind.

10 MR. MORENO: Mara, and I think another potential
11 here is to maybe petition to the Airport Authority that you
12 do want to have -- you want to conduct a hearing with the
13 community because there is obviously -- there are impacts as
14 we talked about this aviation easement on the Indiana side
15 and other issues like the road and request that an FAA
16 representative be present. I mean, that's something that can
17 be done.

18 MR. JEFF CIPOWSKI: Jeff Cipowski, Exeter Road, and
19 I didn't get this from protesting the airport. Two quick
20 questions: Under this rule here or not rule what they're
21 expanding the runway for all safety purposes. They put it in
22 their own report that's provided by someone who is preparing
23 this for them that the size of the aircraft is going to
24 increase minimally. Let's say five, six, seven years down
25 the road, all of sudden bigger jets start showing up. Do

1 they have to get approved for this or -- so if they say we
2 are only going -- the jet traffic is only going to increase
3 one percent. If jet traffic increases, they can't take it to
4 15 or 20 percent further on down the road. The FAA has to
5 come in and re-approve that?

6 MR. MORENO: You have to actually go through a
7 completely different airport layout plan. Mike had mentioned
8 the 75 foot width which it currently is. They are not
9 intending to widen it. To accommodate larger aircraft
10 traffic, you need to widen the runway in addition to lengthen
11 it or extend it, so that's not on the plan right now. The
12 plan is to keep it at the width that it currently is and that
13 dictates the type of aircraft that can land and takeoff from
14 this runway. It's remaining at 75 feet in width.

15 MR. JEFF CIPOWSKI: So if they expand the runway
16 and this traffic increases, the flight planes coming in and
17 out of the airport will be changed accordingly; right?

18 MR. MORENO: Yeah. There is also some flight paths
19 existing and proposed in the EIS.

20 MR. JEFF CIPOWSKI: See that's the clarification
21 point that nobody has because a lot of people get the
22 misconception and you see it in the newspaper that it's the
23 West Lakes people knew the airport was there. They were
24 there first. And ultimately a few points that you said here
25 that a longer runway is not gonna -- it might benefit us but

1 by these flight patterns coming in, it could effect people as
2 far away as north Munster, north Lansing, and as far south
3 even further south into Dyer beyond that subdivision right
4 there and I think that's a point that we need to get
5 clarified is what are the flight patterns going to be and
6 who's it going to effect. A lot of people just blow it off
7 and say well that's you West Lakes' people when actually it's
8 going to impact people further out from the airport than
9 those right next to it; is that fair to say?

10 MR. MORENO: That's fair to say. And there is
11 exhibits in the EIS that, again, they propose as the flight
12 paths that are the way they are today versus the way they are
13 going to be tomorrow after this is built so that's something
14 that could be shared.

15 MS. VICKY KOEGEL: Vicky Koegel, 2439 Sycamore in
16 Dyer. How is this going to impact the amount of helicopters
17 that take off? That is what the main problem in Dyer is are
18 the helicopters. She gave you her log. It's like that
19 thick. Is it going to increase that too because that is the
20 main problem in Dyer?

21 MR. MORENO: I believe that number increases as
22 well from what I remember seeing of the helicopter mix. Do
23 we have the -- I know exactly where that table is. But,
24 yeah, there is going -- as they are talking about increasing
25 the number of prop planes and jet planes, there was also a

1 nominal increase in helicopter use as well.

2 MR. JOHN REED: John Reed, Margo Lane, Munster,
3 Indiana, also on the Munster Town Council. Jorge, just for
4 my piece of mind and I read a lot of applications of the
5 environmental impact study. The question is in my mind right
6 now -- I don't want to talk about what maybe will happen a
7 decade from now if somebody decides to expand it again. That
8 could always happen. That could have been happened with this
9 one like it's happening now. If this is all done and it's
10 built and it's exactly as their plans dictates, is there
11 going to be a Southwest 737 landing in my backyard? And
12 that's what I'm talking. Is this an attempt to make this a
13 commercial airport?

14 MR. MORENO: I don't believe it is right now. Only
15 because, again, you're only restricted at terms of how big
16 the aircraft can be based on the actual dimensions of this
17 runway. Period.

18 MR. JOHN REED: And they don't -- right now at
19 least not in the plans we've seen there is not facilities for
20 terminal control tower, localizers, none of that stuff that
21 has been to be in the ground is in the ground?

22 MR. MORENO: No. They are talking about a new
23 approach lighting system to the south that they call a
24 Mouser. Yeah, actually it's a NALS. So there are going to
25 be -- what is not there today and what will be there tomorrow

1 is you are going to see some -- we are not talking the tall
2 towers as you see when you approach a runway at O'Hare.
3 Those are called multisif light systems. This is a NALS so
4 these are single poles with lighting systems and they
5 actually increase in height from the end of the runway to the
6 south so there is going to be a new lighting system.

7 MR. JOHN REED: Towards the south extension going
8 out 280 feet further into that greenfield, that would be.

9 MR. MORENO: Correct. In fact, that system is
10 going to be located within that 1,000 foot runway protection
11 zone that I had talked about.

12 MR. JOHN REED: There is not a proposal that you've
13 seen for passenger terminals?

14 MR. MORENO: No. They are talking about hangars.
15 They are talking about future corporate, corporate ramp and
16 hanger facilities so you are still talking about the smaller
17 sized jets to accommodate then. So, yeah, there is no
18 identification of a passenger terminal at this but there is a
19 number of ancillary buildings, hangars, support facilities,
20 maintenance facilities for this aircraft because they are
21 intending to accommodate more, not so much bigger but more.

22 MS. CANDELARIA REARDON: We have a question in the
23 back here. Can you speak loud or move forward.

24 MR. ED SKINTA: Ed Skinta, 748 Sunflower Lane. You
25 are talking about those lights that are going to be put up.

1 Are those going to be strobe lights?

2 MR. MORENO: Those are not going to be flashers,
3 no. That's what I was saying on the larger airport system
4 you see on the towers are the actual sequent flashers, no.

5 MS. CANDELARIA REARDON: I have a question. What
6 is -- what would be the potential impact of the privatization
7 of this airport with relation to FAA regulations and unmanned
8 --

9 MR. MORENO: I guess that is -- that's always a
10 possibility where they could privatize it and have an
11 operator or user come in to maintain and operate the facility
12 but I don't know if that's going to actually happen here.
13 You have the Lansing Authority that's pretty much running it
14 and operating it.

15 UNIDENTIFIED: Never been discussed.

16 MR. MORENO: I never heard of this being
17 privatized. I am sorry. Midway Airport at one time was
18 talking about but that's a City of Chicago owned airport;
19 right. Then you have to -- they were talking about doing
20 that but I don't see that happening.

21 MS. CANDELARIA REARDON: Is there anybody else who
22 has not asked a question have any questions?

23 MS. GRETCHEN GORSKI: Yes. Gretchen Gorski,
24 Jackson Avenue, Munster. I have already dealt with the flood
25 so having airplanes going over my head is not something I am

1 interested in. Now, my question is: Is it possible that
2 this Lansing Airport property is large enough to become
3 another Midway or a Peotone once upon a time? Is there
4 enough land there for that?

5 MR. MORENO: As I said, they are acquiring land to
6 the southwest but I don't see it. You are pretty much land
7 locked with Glenwood-Lansing Road to the north, Burnham
8 Avenue to the west, Stateline to the east. The only
9 direction that you could move is to the south and that's what
10 they are doing.

11 MS. GRETCHEN GORSKI: And if it becomes private,
12 then they could potentially purchase more property?

13 MS. CANDELARIA REARDON: They could do it now. I
14 mean, there is no property to purchase.

15 MR. MORENO: Yeah. You need some real estate in
16 order to develop --

17 MS. GRETCHEN GORSKI: I never thought it was big
18 enough to be another Midway.

19 MR. MORENO: Because think about what goes along
20 with a passenger terminal, a parking structure, rental car
21 facility. There is a lot of that has to go into that type of
22 development, a lot of real estate that you need. I just
23 don't see it here.

24 MS. CANDELARIA REARDON: Anybody else with any
25 more questions? In the back, if you could speak loudly

1 because you are all the way back in another room.

2 MR. BOB JANECHKO: Bob Janeczko. I live at 741
3 Sunflower Lane. I would like to know does the airport own
4 any more land south of where that fence ends now?

5 MR. MORENO: South of the fence? Well --

6 MR. BOB JANECHKO: They have a chain link fence
7 around the property.

8 MR. MORENO: Well, actually their property
9 currently extends all the way to -- oh, geez. There is
10 actually a basin. They are identifying like a retention pond
11 over in this area so the property line right now is actually
12 at the north end of that retention pond.

13 MR. BOB JANECHKO: No. I am talking about the
14 south end.

15 MR. MORENO: Well, this is the south end.

16 MR. BOB JANECHKO: The south end of the airport
17 they have a cyclone fence. Does the airport own land beyond
18 that fence?

19 MR. MORENO: I do see the existing fence here so
20 the answer is yes. They probably own probably another 1,000
21 feet beyond that fence to the south according to this.

22 MR. BOB JANECHKO: I want to make a point. I did
23 not move next to an airport to complain. I bought my
24 property. My home was built and then miraculously they built
25 a north-south runway and that's when I started having a lot

1 more problems with air traffic and noise. And I am not
2 exaggerating this past Saturday at five minutes to 12:00 I
3 was in my backyard and I heard the plane coming and I was
4 going to say -- I was going to get the number off of this
5 plane. All I seen was the belly of this plane and this plane
6 had to be at 450 to 500 feet. I am not exaggerating.

7 I was told at a meeting maybe two years ago that
8 they have to reach an altitude of 1,000 feet before they make
9 those turns and this just keeps going on and on. And like
10 this gentleman here who did his research, I have made at
11 least four or five phone calls over a period of time.
12 Nothing gets done about it; however, I know that with the
13 plots there on my street are 75 feet wide so I know how far
14 1,000 feet should look to me so I am not really making a
15 guesstimate here. This plane was 450 to 500 feet above my
16 home. This happens time and time again.

17 And the more air traffic that you are going to have
18 here -- it doesn't seem like anybody is really doing anything
19 about these fellows that are, "Woo hoo I am in the air. I am
20 going to do whatever I want to do."

21 Sometimes it gets a little scary especially after
22 the sun goes down.

23 MR. CANDELARIA REARDON: Thank you for your
24 comments. Anybody else for questions?

25 MR. JOEL CIPOWSKI: Joel Cipowski, West Lakes. You

1 said about contacting the FAA, you know, they are repeating
2 about the -- that Dyer has more of the planes. You said we
3 could contact the FAA directly ourselves?

4 MR. MORENO: No. I am suggesting that you petition
5 to have potentially a public hearing with the Authority and
6 have them invite an FAA representative to the hearing.

7 MR. JOEL CIPOWSKI: You made the comment earlier
8 that we could contact to report the tail number to the FAA to
9 report it directly to them and is our only recourse to go to
10 Munster, the airport where, as we know, records disappear.

11 MR. MORENO: We could probably find that out, Mara,
12 to see if there is actually like a hot line with the FAA.

13 SENATOR MRVAN: They have representatives. There
14 is one in Des Plaines, Wilson. If you don't get any action,
15 you go to the top.

16 MR. MORENO: There has got to be --

17 MR. JOEL CIPOWSKI: Are you talking for Munster?

18 MS. CANDELARIA REARDON: FAA.

19 MR. JEFF VAN HECKE: Jeff Van Hecke again for
20 Meadows. Real quick to answer your question. I contacted
21 the FAA directly. They told me they are there for the pilots
22 and the airports and they didn't want to talk to me, and that
23 was directly to Romeoville. I had to call South Bend to find
24 out who policed that airport. They didn't want to hear
25 anything I had to say. They weren't willing to assist me in

1 any way, shape or form.

2 SENATOR MRVAN: Then I would talk to your
3 congressman.

4 MS. CANDELARIA REARDON: Yeah. We can figure out
5 how to address that.

6 You had a question?

7 MR. JOHN KOLLARIK: Yes, I do. John Kollarik, West
8 Lakes subdivision. I don't have a question. I just have two
9 comments I would like to go on record for. I been in West
10 Lakes about ten years and my house was actually -- I live
11 actually on the border of the Indiana, Illinois state line
12 and my house was in the ground before the north-south runway
13 was constructed. I contacted the airport when that project
14 began. I was informed that it was for safety so the planes
15 wouldn't have to take off in a cross wind.

16 I am home probably 60 to 70 percent the time based
17 on my schedule. I can tell you right now that that airport,
18 that runway is probably utilized 75 to 80 percent of the
19 time. So that was a lie first and foremost.

20 The second thing I would like to go on record is
21 that when the expansion was talked about I had a telephone
22 conversation with the airport manager and he informed me that
23 they were using studies from DuPage County Airport, economic
24 studies that Lansing was using in terms of increased business
25 flow into Lansing Airport so I don't believe that it's just

1 for safety to have airplanes fully fueled, you know. I would
2 question that statement.

3 MS. CANDELARIA REARDON: Now you had another
4 comment for your second round?

5 MR. MIKE DUNN: Mike Dunn again. I apologize for
6 talking too much but I did go to the meeting that was at the
7 previous airport and got a lot of information there that was
8 very good. For one thing I would like to put to bed the
9 problem of big airplanes landing. In order for the larger
10 airplanes to land at Lansing Airport, they would have to rip
11 out all of the runways and replace them with runways that are
12 stressed for the weight. It's not just the width and the
13 length. More important it's how much the airplanes weigh
14 when they touch that surface an asphalt surface like in
15 Lansing 737 would go right through it.

16 One other comment I did notice on the noise
17 abatement study there that it was -- I forget. I think it's
18 about 20 or 30 decibels less there than the railroad creation
19 on the other side. So the railroad is more frequent and
20 creates more noise than the airport does.

21 MR. TOM SCHNEIDER: Just one comment. My
22 neighborhood here pointed this out to me. I don't know if
23 anyone had a chance to see this. The handout, it's from
24 Lansing Airport. The last paragraph says, "additional
25 improvements include strengthening the runway."

1 Here I just want to read this regarding people who
2 have had their homes in the ground before the airport was
3 purchased. I would like to go on record just to say -- I
4 just want to read this to you. It says, "Although Dyer
5 resident expressed certain that jet aircraft would be
6 permitted to land at the airfield, Bob Malkas, who's been
7 kind enough to join us, says the same type of aircraft that
8 are presently using the airfield will continue to use the
9 longer paved runway and larger planes such as jets still will
10 not be able to land. The expansion and improvements will
11 upgrade the safety of residents living in the area."

12 Now, that sounds familiar to all of us because
13 that's the line of bull we just heard if we went to the
14 Lansing meeting the other day. This is interesting though
15 because this is from November 25th of 1991. That was in the
16 Hammond Times and I have a copy of that here. What is
17 fascinating is it's the exact same thing that they told us in
18 1991. We put in our houses because that's what we were told
19 by the Village of Lansing. And now we are being told don't
20 worry. There won't be any difference in the jets. There
21 won't be any difference in the amount of aircraft.

22 If anything we have learned from this is that the
23 Village of Lansing is not our friend in Indiana. I think we
24 need to keep that in mind. I think we do need to go to the
25 FAA. This, again, is available. I have a copy of it but I

1 think that underscores the point that have been made by more
2 than a few of us.

3 MS. CANDELARIA REARDON: We are going to move into
4 the public comments so if there is something that you want to
5 put on the record, we'd like to get those comments now as we
6 move forward.

7 MR. MIKE KRISTOFF: Mike Kristoff, Margo Lane in
8 West Lakes. I just wanted you to qualify your earlier answer
9 because the lady had asked what we could do. I'm not sure I
10 got from that what my next step forward should be if I wanted
11 to help prevent this.

12 MS. CANDELARIA REARDON: One of the things that
13 came out of setting up this meeting and trying to get people
14 to come and make comments and, you know, when I was contacted
15 by the media, they were asking me what do you hope to achieve
16 and one of the things that I hope to achieve is the dialogue
17 with the Airport Authority and the FAA both. And so our next
18 step from this meeting is that I have gotten an agreement
19 with the Lansing Airport Authority to actually come to a
20 meeting at the next meeting to come and address all the
21 comments.

22 And the Town Council of Munster was kind enough to
23 pay our lovely court reporter Kate Hickey -- thank you for
24 being here -- to be here and record our comments because the
25 requirement -- I mean, the sort of criteria that they said we

1 would have to meet was that they would have the comments
2 concisely documented and, you know, then they would come and
3 be part of the process and try to answer the concerns of the
4 residents and so we hope to continue a dialogue with our
5 neighbors at Lansing about the issues that are affecting our
6 community and so that's why we are here.

7 And that will be our next steps as we move forward
8 to have a subsequent meeting where all of these questions are
9 documented and can be answered point by point. We can
10 provide everybody copies of those. I am not sure whether
11 they intend to do -- I am assuming they intend to come to a
12 public meeting and we have talked about them attending a
13 public meeting. We've come to an agreement that we will come
14 together again with the Airport Authority present at this
15 point, at the next point. That's our next step here as we
16 move forward.

17 At this point we are going to move into public
18 comments so that we have everybody's feelings on the record
19 here. What you've said in the questions will be answered and
20 addressed that we haven't been able to do here that Jorge and
21 I have been able to answer.

22 MS. CAROL HOLMQUEST: Carol Holmquest, New Devon,
23 West Lakes subdivision. Two comments: I have a concern that
24 the 30 acres that they are purchasing could be used to make
25 the runway wider which would then allow for larger airplanes

1 to land. The second comment that I have is a little bit
2 different. I haven't heard it brought up but I want to be
3 ensured that the connection with Main and Joe Orr Road that
4 there is a proper study to make sure that that is safely
5 constructed because -- and the reason I am bringing that up
6 is because without that connection it doesn't allow for
7 enough space and so if they don't do that correctly with --
8 to make sure that accidents don't happen there, it's a safety
9 hazard that they are creating.

10 MS. CANDELARIA REARDON: Jorge, correct me if I am
11 wrong but I thought I heard you say that they cannot extend
12 again without going through this entire process again and
13 getting approval from the FAA?

14 MR. MORENO: That's correct.

15 MS. CANDELARIA REARDON: So it's not to say that it
16 could never happen but would have to do all of this again.

17 Anybody else for public comments?

18 MR. MIKE KRISTOFF: Mike Kristoff, West Lakes in
19 Munster. The point you just made this is obviously a good
20 first step for extending it in the future because things
21 happen in stages. The other thing that I wanted to say is
22 from a decibel standpoint we talk about 200 feet longer and
23 the noise is going to be reduced. My home is just about the
24 center of the width of that airport and I am not right on the
25 property. I am on the other side of that crescent shaped

1 lake right there and I can tell you when the jet revs up to
2 takeoff in the beginning of his run, it's already loud enough
3 to be a nuisance. It just gets louder when he comes closer
4 to my home. So I am not sure really why they think 200 feet
5 is significant or 400 feet is significant. It's loud to
6 begin with.

7 MR. JEFF VAN HECKE: Jeff Van Hecke from the
8 Meadows subdivision in Dyer. One of the studies that --
9 Jorge, I'm sure you can attest to this -- with this EIS, the
10 environmental impact study that was conducted, there is also
11 something called a FAR 150 which is a study which measures
12 the noise decibels that are allowable to the human ear within
13 a certain radius of the airport and I'd have to say my own
14 personal experience when these jets come in and I could sworn
15 they were golf streams. I was told by Mr. Malkas this
16 evening that they weren't. I still think they were. Going
17 out at 5:00 a.m. in the morning, breaking our noise
18 ordinances over Dyer, not really caring about the residents
19 there and when they land you get that jet wash at the backs
20 of my house and all the people in West Lakes that face that
21 north-south runway.

22 I mean, that cannot be livable. That's
23 unacceptable for anyone to have to undertake or live nearby
24 and I can't see where if this EIS study that was conducted if
25 it was done accurately in accordance with FAA mandates and

1 guidelines, there is no way that the FAA would allow jet
2 airplanes to be able to jet wash those houses. I am sorry.
3 It's just unacceptable.

4 So this is the next process I think we need to look
5 at at our next meeting that needs to be addressed and if we
6 are going to increase this jet traffic, the homes that they
7 are looking at acquiring to get the right of way to be able
8 to do whatever it is they want to do with this runway, what
9 are the impacts to the people still left there.

10 MS. CANDELARIA REARDON: Anybody else with a public
11 comment?

12 I want to thank you all for being here. I want to
13 thank the Munster Town Council for providing our court
14 reporter and giving us some structure so that we can provide
15 a clean document to the Airport Authority as we move into our
16 next meeting. I would like to thank all the elected
17 officials that took this time be here and Jorge our aviation
18 specialist volunteer with us. Let's just give him a hand.
19 (Applause).

20 Thank you and make sure that you signed in and gave
21 me your email address because I am going to notify everybody
22 by email of the next meeting. I am sure we will try to get
23 an article or something published in the newspaper letting
24 people know when our next meeting is. Perhaps Munster could
25 maybe Robocall or something. That might be nice. Dyer, do

1 you guys Robocall?

2 MS. CONNIE TREPTON: No.

3 MS. CANDELARIA REARDON: Thank you so much.


4 Also one more thing if I could just bring to your
5 attention. Anybody who has additional comments, my contact
6 information is on the front of the agenda H12@in.gov and if
7 you want to see the electronic copy of the EA you can go to
8 the link of the village website at the bottom. Thank you
9 again.

10 (Meeting was concluded).

C E R T I F I C A T E

I, KATIE A. HICKEY, Notary Public within and for the County of Lake, State of Indiana, do hereby certify that I reported by computer-aided shorthand the proceedings had and comments and questions made at the hearing of the above-entitled matter on the 10th day of April, 2012, and that the foregoing is a true and correct computer-aided transcript of my stenographic notes so taken as aforesaid.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 26th day of April, 2012



Katie A. Hickey

My Commission Expires: 3/31/2016