

Frequently Asked Questions

The Airport

What is GYY?

GYY is the Gary/Chicago International Airport's location identifier. Every airport has a unique three-to-five-character alphanumeric identifier.

Who owns and operates the Gary/Chicago International Airport?

The Airport is owned and operated by the Gary/Chicago International Airport Authority (GCIAA). In January 2014, the City of Gary and the GCIAA entered into a public-private partnership with AFCO/AvPORTS for management of the Airport and development of the surrounding land.

The Study

What is an Airport Master Plan Study?

An Airport Master Plan is a comprehensive study for an airport that is mandated by the Federal Aviation Administration (FAA). The plan typically describes short-term, medium-term, and long-term development plans providing avenues for future aviation growth, with these plans serving as a guide for future airport development to meet anticipated activity.

The results of the plans are provided in two (2) documents:

- A planning report that guides development strategy, and
- A set of Airport Layout Plans describing current and future conditions.

Airport Master Plans typically have a long-range component of a 20–25-year window to guide this strategy.

Gary / Chicago International Airport last updated its Master Plan in 2001, and this current effort will reflect the recently completed projects while offering an updated vision to guide Airport planning efforts for the next 20-25 years.

What is an Airport Layout Plan, or ALP?

As defined by the Federal Aviation Administration, the Airport Layout Plan, or ALP, is a scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport. The ALP demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA.

All airport development at airports receiving federal funds must be shown on an FAA-approved ALP. The ALP should meet FAA airport design standards existing at the time of its approval.

Why is the Authority doing this Study?

The most recent Master Plan Study for Gary/Chicago International Airport was completed in 2001. Since that time, the Authority has implemented several of the projects recommended in the study. The Authority desires to update the 2001 Master Plan Study to reflect the recently completed projects, revisit portions of the study, and provide an updated vision for the next 20+ years of airport development.

Master Plan Objectives and Components

What are the goals of the Master Plan Study?

In general, the study provides a framework to meet the more specific objectives defined by the Gary/Chicago International Airport Authority (GCIAA) for improvements in the airside, landside, terminal, and support facilities as well as environmental and financial considerations.

What are the components of the Master Plan Study?

The major elements of the Gary/Chicago International Airport Master Plan Study include:

- **Goals and Objectives** – identification of key planning objectives corresponding to the goals of the GCIAA for Airport operation and development.
- **Inventory of Existing Conditions** – documentation of facilities, operations, land use, surrounding conditions and aviation activity at the time the project is initiated.
- **Aviation Activity Forecasts** – projection of activity or ranges of types of activity that could occur at the Airport over the study period.
- **Facility Requirements and Demand/Capacity Analysis** – determination of the improvements needed for various functional areas to accommodate the forecast activity.
- **Alternatives** – study of the best options to meet the requirements, considering cost, environmental consequences, operational aspects, and constructability/flexibility.
- **Proposed Development Plan** – compilation of the preferred alternatives for each functional area, segmented into discrete projects with associated costs and recommended timing.
- **Airport Layout Plan** – set of drawings as prescribed by FAA, that graphically define the current conditions and proposed improvements.
- **Stakeholder and Public Participation** – providing opportunity for input by tenants, agencies and other stakeholders in formulation of the plan.

Financial Overview

Who is paying for the Master Plan Study?

The Master Plan is being paid for with a combination of federal and local funds. However, no funds originating from any of the federal stimulus package(s) have been used to finance the Airport Master Plan.

Who will pay for the projects that are recommended by the Master Plan?

Projects recommended by airport master plans are typically funded by a variety of sources. These may include Federal Aviation Administration grants, airport revenue funds, passenger facility charges, other federal and state funds, local funds, and third-party investments.

Timing and Logistics

How often are master plans undertaken?

There are no regulatory requirements on the frequency for Master Plans, as timing can vary based on the individual airport's activities. The plans are created to reflect current and future goals and objectives for the individual airport.

Notably, the past several years has seen significant growth and investments occur at the Gary / Chicago International Airport. As a result, the Airport Authority (the airport's board of directors) has requested the Master Plan be updated to reflect these important efforts to assist in guiding the airport strategy for the next 20-25 years.

Who is preparing the Airport Master Plan?

Jacobsen|Daniels, LLC (J|D) was selected from several teams interviewed for this project. J|D is a professional consulting firm that specializes in aviation planning and implementation support. Their planning services include master planning, strategic and operational planning, and environmental planning, and they work with both airports and airlines to design, define, implement, and manage their airport improvement projects. J|D is a certified Disadvantaged Business Enterprise, Small Business Administration 8(a) and Airport Concessions Disadvantaged Business Enterprise company with extensive experience in the design, execution, and management of diversity and inclusion programs. There are eight firms supporting J|D:

- LeighFisher - financial feasibility and aviation forecast
- RS&H - environmental and engineering support
- Above & Beyond Consulting - planning support
- Forms & Funktion - architectural support and initial community outreach
- AES Services – engineering support and surveying
- Fluid Communications – community outreach

- DataMine – website development and management
- Quantum Spatial – aerial photogrammetry and mapping

Master Plan Approvals

Who approves the Master Plan?

The Gary/Chicago International Airport Authority Board will review and approve the Study. The Board will receive regular briefings on the findings and recommendations as the study progresses. Additionally, the FAA reviews and approves the Forecast of Aviation Activity and will review and accept the Airport Layout Plan set. The Indiana Department of Transportation Office of Aviation will also review the Airport Layout Plan set.

What is the FAA's role in the Master Plan?

In addition to providing input on the scope of work and offering ongoing advisory coordination, the FAA has two main roles:

- Review and approve the Forecast of Aviation Activity
- Review and accept the Airport Layout Plans which show existing and proposed improvements as well as the current and future standards of the runways and airfield.

How are the environmental concerns, such as noise, wetlands, air quality, and habitats being considered in the Master Plan?

The planning team gathered available information on environmental conditions of the Airport and its vicinity as part of the initial work tasks. Potential environmental effects of the proposed development will be identified and discussed as part of the analysis of alternative development options and preferred development plan. This information will help ensure selection of alternatives for development that respect the environs and also support the Authority's mission of continued growth and activity at the Airport.

Airport Operations and Master Plan Impacts

Will the project change the types of flight activity at the airport?

No, typically an airport master plan does not, in itself, change the types of activity. Its objective is to help identify and prepare for foreseeable changes in flight activity.

Is the Master Plan studying how the Airport can get better air service?

No, this is a study to help prepare for that activity when it may occur.

What is an aviation activity forecast?

An aviation activity forecast is a projection of potential ranges of flight activity at an airport, encompassing passengers, aircraft operations (an operation is defined as a take-off or a landing) and based aircraft. These form the basis of analysis for long range planning of airport facilities and therefore are critical to the Master Plan Study.

Forecasts may be based on socioeconomic trends or outlooks, continuation of historical activity, expressed as a percentage of the FAA's national or regional forecast, or reflect changes based on a potential operational scenario. For this study, forecasts were developed for the period of 2016 – 2036.

Public Notification Process

What stakeholders have been involved in the process and how?

The planning process has included regular briefings to the Gary/Chicago International Airport Board and the Technical Advisory Committee, or TAC. Members of the TAC include the FAA, Indiana DOT, Airport tenants, air traffic control tower staff, and a representative from the Chicago Department of Aviation. Local and regional government staff have also attended some meetings. A public meeting was held on February 13, 2017 in which interested members of the public were invited to hear a presentation about the project, visit with project team members, and provide comments. That meeting covered the project goals, aviation activity forecast and familiarized attendees with the Airport's current facilities and activities.

How can I be involved in the Master Plan?

There are several ways that you can stay involved and informed:

- Visit this website for updates to the study and notices of public meetings.
- Listen for announcements of public meetings on local radio and other media outlets.
- Register for and attend the upcoming virtual public meetings. Although the meeting will not be interactive, you will be given an opportunity to submit comments and questions via email before, during and after the meeting. The comments and questions will be compiled with responses and added to this list of FAQs. The meeting will be recorded and posted on the website for later viewing.

Questions from Public Meeting #2

Are there any plans to address better transportation to Chicago Downtown with nonstop train service and regular helicopter services (to other airports as well)?

We are not aware of any plans for the South Shore Rail Line to offer non-stop service between the Gary/Chicago station and downtown Chicago. Helicopter service to downtown may be available through either Gary Jet Center or B. Coleman on a charter basis.

When expanding the second runway, why not expand to 6,500 feet to accommodate larger aircraft needs?

Potential runway length is limited by physical obstructions on the north and south ends. On the south is the Grand Calumet River, while on the north are several railroads. The proposed extension to approximately 5,400 feet is the maximum available without relocating the railroads. The cost of railroad relocation would not be commensurate with the aviation benefit.

Is there a map available that delineates the "Available Acreage" for immediate development at the Gary/Chicago Intl Airport? It would be good to have that information available when we receive inquiries. Additionally, are there any "Brownfield" properties around the airport that are available for development?

The Master Plan was prepared to create a forecast of anticipated activity and to develop a reasonable plan to accommodate the airfield facilities needed to support this anticipated aviation-related activity. The Airport Layout Plan Drawing that is a part of the Master Plan identifies areas within the Airport footprint that are likely candidates for aeronautical development. The Master Plan does not identify areas outside of the Airport footprint as non-aeronautical development is no longer something that the FAA reviews and approves due to the recent Section 163 legislation. The Master Plan did not include any identification of Brownfield properties on or off the Airport.

The Master Plan indicates that GYY is marketing to certain carriers for cargo cooperation:

- Can we see the marketing plan?
- Can you please advise if these carriers are in the domestic shorthaul business or international long-haul business?
- What is the maximum size of aircraft these carriers would use?
- What is the maximum sized cargo aircraft that can utilize runway 12-30 as well as taxiways and tarmac/parking areas?
- Master Plan shows 767-200 widebody a/c. is this the maximum size a/c allowed?

The Master Plan was prepared to create a forecast of anticipated activity and to develop a reasonable plan to accommodate the airfield facilities needed to support this anticipated aviation-related activity. The Master Plan does not include the development of a marketing plan. Any questions regarding marketing of the Airport should be directed to Airport staff.

Carriers use a variety of sizes of aircraft based on their needs and routes. Typically, that information is not shared by carriers until they begin negotiations and commit to use of the facility.

Runway 12-30 can accommodate up to a B747-size aircraft under special operational circumstances. However, medium narrow-body aircraft such as the B-737 are the predominant types. GCIAA anticipates regular use of the MD-11, A300, and B-767 with the current UPS activity. Existing and future aircraft parking areas can and will accommodate wide body aircraft.

Will GYY provide assurance that even if the State of Indiana removes wetlands protections (under current proposed legislation) no on-site wetlands (as identified) will be developed?

Airport development is expected to follow both State of Indiana and National Environmental Protection Act (NEPA) regulations. If wetlands are to be impacted, they are anticipated to be mitigated in accordance with the applicable laws and at the rate determined appropriate by the agencies based on the quality of wetlands disturbed.

The area is already designated a "non-attainment" zone for Air Quality. Is any development which will further impact that air quality permitted? What impact will each of the various projects have, and what mitigation measures are planned? What monitoring will be in place and will data be publicly accessible?

National Environmental Protection Act (NEPA) analyses will be required for each Federally funded project. This effort will include assessing potential air quality impacts of the proposed project and other alternatives. The analyses and findings will be public information and available through GCIA Authority.

Is any bond financing contemplated (this was not listed as a funding source)?

Each project will be evaluated on a case-by-case basis. Bonding is unlikely to be used on the smaller projects as a variety of funding sources that include the FAA, INDOT, PFCs and local funds may support the program.

For an effective intermodal operation, there will be increased traffic between the airport and the port and rail lines (as well as the trucking described in the Plan). Will the port and rail connections all be via trucks, and if so is all that additional trucking activity accounted for in the Plan? If not, what will the interconnections look like?

Port and rail connections will be via truck. As part of development of a parcel, additional traffic studies will be performed to evaluate the effect of increased traffic on the roadway system. These analyses will include tenant-based specificity that isn't possible in a master plan. Coordination with local and state transportation agencies will be required to ensure that solutions address appropriate guidelines and regulations.