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Gary / Chicago International Airport Authority Statement on Chicago – Gary Regional Airport Authority Compact Agreement

Response to State of Indiana Legislation Eliminating Interstate Agreement by 2030

(Gary, IN – May 19th, 2025) – The [Gary / Chicago International Airport \(GCIAG\)](#) Authority has issued the following statement regarding the recent legislation carried by the State of Indiana dissolving the Airport's long-standing Chicago / Gary Regional Airport Authority (CGRAA) Compact Agreement. The CGRAA is commonly referred to as the "Compact" and was established in 1995 via an interstate agreement between the State of Illinois and State of Indiana that created a bi-state governing body for GCIAG. The Compact took effect in 1995 and has allowed for the continued economic development and regional economic coordination of Northwest Indiana and the overall Chicago Metropolitan Area.

"The Compact Agreement has provided substantial benefits to the Gary / Chicago International Airport (GCIAG), the Northwest Indiana region, the Calumet Region and the greater Chicago Metropolitan Area for the past 30 years. Critically, the Compact provides a pathway for the City of Chicago to infuse up to \$2.5 million annually into GCIAG, a substantial sum that has been invested directly into the airport's capital improvement program since its creation. The Compact has allowed GCIAG to apply for and receive significant federal and regional funding during this time, which have greatly contributed to the expansive growth the airport has shown over the past decade. Further, the Compact Agreement plays a crucial role in the continued coordination of regional economic development and integration for Northwest Indiana and the nation's 3rd largest metropolitan area."

GCIAG has seen extensive growth since 2015, starting with the expansion of the airport's main runway to nearly 9,000 feet, making it the second longest runway in the region after O'Hare International Airport. [GCIAG opened its U.S. Customs and Border Protection \(CBP\) facility in 2018](#), allowing air travelers from any international destination to frequent the airport without needing to clear customs elsewhere.

In 2020, [GCIAG began cargo service operations via UPS](#), and in [late 2024 GCIAG announced an additional extension to their long-term lease agreement](#) with the cargo services giant. GCIAG now ranks 3rd in the State of Indiana for its freight volume and has recently begun [the initial phase of a long-term expansion of their cargo service offerings](#).

In 2022, [GCIAG received formal Federal Aviation Administration \(FAA\) approvals for its Master Plan](#), a long-term planning document that will guide the next several decades of airport aviation and growth. In late 2023, [GCIAG announced its acquisition of the Griffith-Merrillville Airport](#), making GCIAG one of only three aviation "systems" in the State of Indiana.

2024 saw multiple milestones reached, including [unveiling its new website](#) and breaking ground on a new [\\$12 million, 47,000 square foot aviation hangar](#). The year also saw the airport awarded a [\\$1.7 million Federal Aviation Administration \(FAA\) grant](#) to design and engineer a new, state-of-the-art airport traffic control tower.

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