

**MINUTES OF THE REGULAR MEETING OF THE MAYOR AND BOARD OF  
TRUSTEES OF THE VILLAGE OF BOLINGBROOK – OCTOBER 28, 2025**

**CALL TO ORDER:**

The Regular Meeting of the Mayor and Board of Trustees of the Village of Bolingbrook was called to order at the hour of 7:30 p.m. on October 28, 2025, in Bolingbrook, Illinois, by Mayor Mary S. Alexander-Basta.

**PLEDGE OF ALLEGIANCE:**

Mayor Mary S. Alexander-Basta requested Lee Bush, Jr. of Operation Christmas, to lead the pledge to the Flag.

**ROLL CALL:**

Village Clerk, Martha M. Barton, called the roll:

Present were: Mayor Mary S. Alexander-Basta, Trustees Michael T. Lawler, Michael J. Carpanzano, Troy J. Doris, Jean M. Kelly, Bhavini K. Patel, and Jose Quintero.

Absent: None

Also present were:

Village Clerk, Martha M. Barton; Village Attorney, Burt Odelson; Administrators, Ken Teppel and Lucas Rickelman; Finance Director, Rosa Cojulun; Director of Public Works, Andres Orrego; Police Chief, Michael Rompa; Deputy Police Chief, Sean Koren; IT Manager, Phillip Chau; Fire Chief, Chris Jostes; and Director of Community Development, Matt Eastman.

Absent: None

**JOURNAL OF PROCEEDINGS:**

Motion Lawler, second Kelly to approve the minutes of the regular meeting October 14, 2025, as submitted by the Village Clerk.

Voice vote. Motion carried.

**APPROVAL OF AGENDA/ADDITIONS:**

Village Attorney Odelson indicated that there were no additions or corrections to the Agenda.

Approval of the Agenda as presented:

Motion: Quintero  
Second: Patel

Voice Vote: Motion Carried

## **REPORTS OF OFFICERS:**

Mayor:

- Presentation by Lee Bush, Jr. on Operation Christmas, indicating that registration for families needing help has opened; also asking for volunteers, donations, and attendance at their fundraiser on November 8<sup>th</sup> at Star Cinema Grill.

## **PUBLIC COMMENTS:**

None

## **BILL APPROVAL:**

|                                           |                        |
|-------------------------------------------|------------------------|
| Bill Listing A: Payables in the amount of | \$ 1,253,549.24        |
| Bill Listing B: Payables in the amount of | <u>\$ 2,740,436.73</u> |
| Total:...                                 | \$ 3,993,985.97        |

Motion: Lawler

Second: Doris

Roll Call Vote: Motion Carried

(Copies were made available in the Finance Department, Clerk's Office, and on the Village website.)

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.

## **TAX RECEIPTS:**

- August 2025 State Income Tax - \$1,417,919.95, 2.6% increase from a year ago
- July 2025 Sales Tax - \$4,570,298.13, a 24.4% increase from a year ago
- August 2025 Motor Fuel Tax - \$310,725.27, a 4.1% increase from a year ago
- July 2025 State Administrative Fee - \$36,590.29

## **MOTIONS:**

Motion To Accept the Annual Treasurers' Report of Receipts and Disbursements for Fiscal Year 2024-2025 (May 1, 2024, to April 30, 2025)

State statute requires that the annual treasurers' report be published and posted upon acceptance. The Finance Department reports total receipts from all sources as \$257,065,380.00. The total expenses from all funds are \$261,165,417.00

Motion: Quintero  
Second: Carpanzano  
Roll Call Vote: Motion Carried

**RESOLUTIONS**

**RESOLUTION 25R-095**

**AUTHORIZING THE PURCHASE OF A 2025 PETERBILT 548 SINGLE AXLE PLOW TRUCK FROM JX TRUCK CENTER AND UPFITTING FROM MONROE TRUCK:**

Motion Kelly, second Lawler to adopt a resolution authorizing the purchase of a 2025 Peterbilt 548 Single Axle Plow Truck from JX Truck Center and Upfitting from Monroe Truck.

Public Works is in need of a replacement single axle plow truck for hauling materials and snow removal. The current unit is 12 years old, the equipment is outdated, and the repairs are costly. The vehicle will be purchased from JX Truck Center at a cost not to exceed \$125,908.37 and the upfitting's will be installed by Monroe Truck at a cost not to exceed \$129,747.00. The total cost for this replacement unit is not to exceed \$255,655.37, which is under the budgeted amount of \$289,600.00. The Public Services and Development Committee reviewed and recommends approval of this purchase.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.

**RESOLUTION 25R-096**

**AUTHORIZING THE PURCHASE OF A 2025 PETERBILT 548 TANDEM PLOW TRUCK FROM JX TRUCK CENTER AND UPFITTING FROM MONROE TRUCK:**

Motion Quintero, second Kelly to adopt a resolution authorizing the purchase of a 2025 Peterbilt 548 Tandem Plow Truck from JX Truck Center and Upfitting from Monroe Truck.

Public Works is also in need of a replacement tandem plow truck for snow clearing. The current unit is 12 years old, the equipment is outdated, and the repairs are costly. The vehicle will be purchased from JX Truck Center at a cost not to exceed \$136,804.59 and the upfittings will be installed by Monroe Truck at a cost not to exceed \$204,994.00. The total cost for this replacement unit is not to exceed \$341,798.59, which is under the budgeted amount of \$392,075.68. The Public Services and Development Committee reviewed and recommends approval of this purchase.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.



**RESOLUTION 25R-097**

**APPROVING THE PROPOSAL OF SEBERT LANDSCAPING FOR LANDSCAPE IMPROVEMENTS TO THE TOWN CENTER POND CAMPUS**

Motion Patel second Doris to adopt a resolution approving the proposal of Sebert Landscaping for Landscape improvements to the Town Center Pond Campus.

The Village received multiple proposals for improvements to the Town Center Pond Campus, including replacements and improvement of landscape beds, grading and drainage. Sebert Landscaping's proposal is not to exceed \$190,000.00, which is under the total budget allocated for this landscaping and irrigation project. The Public Services and Development Committee reviewed and recommends approval of this action.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.

**RESOLUTION 25R-098**

**APPROVING THE PROPOSAL OF BECMAR SPRINKLER SYSTEMS, INC. FOR IRRIGATION IMPROVEMENTS TO TOWN CENTER CAMPUS:**

Motion Lawler, second Doris to adopt a resolution approving the proposal of Becmar Sprinkler Systems, Inc for irrigation improvements to Town Center Campus.

In addition to the landscaping improvements at the Town Center Campus, the Village also needs irrigation services. The Village received multiple proposals for irrigation services around the Town Center Pond. Becmar Sprinkler Systems proposal is not to exceed \$38,600.00 which, together with the landscaping improvements (Resolution 25R-097), is under the total budgeted amount of \$250,000.00. The Public Services and Development Committee reviewed and recommends approval of this action.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.



**RESOLUTION 25R-099**

**APPROVING AN AMENDMENT TO CELL TOWER LEASE AGREEMENT DATED DECEMBER 16, 2008, AS AMENDED, BETWEEN VILLAGE OF BOLINGBROOK AND CROWN CASTLE FOR SITE 454 E BRIARCLIFF RD. (FIRE STATION 1):**

Moton Lawler, second Patel to adopt a resolution approving an amendment to Cell Tower Lease Agreement dated December 16, 2008, as amended, between Village of Bolingbrook and Crown Castle for site 454 E. Briarcliff Rd. (Fire Station 1):

The Village entered into a cell tower lease agreement for Fire Station 1 in December of 2008. This Resolution approves amendments to that lease agreement with Crown Castle, including additional renewals, a one-time rent increase and a \$15,000 signing bonus payment. All relevant personnel have reviewed this action and recommend approval.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.

**RESOLUTION 25R-100**

**APPROVING A SECOND AMENDMENT TO CELL TOWER LEASE AGREEMENT DATED JUNE 1, 1998 BETWEEN VILLAGE OF BOLINGBROOK AND CROWN CASTLE FOR SITE 2070 REAGAN BLVD. (SEWAGE TREATMENT PLANT 3):**

Motion Quintero, second Kelly to adopt a resolution approving a second amendment to cell Tower Lease Agreement dated June 1, 1998 between Village of Bolingbrook and Crown Castle for site 2070 Reagan Blvd. (Sewage Treatment Plant 3):

The Village entered into a cell tower lease agreement for Sewage Treatment Plant 3 in June of 1998. This Resolution approves amendments to that lease agreement with Crown Castle, including additional renewals, escalation changes, rights to sublease, revenue sharing and a \$65,000.00 signing bonus payment. All relevant personnel have reviewed this action and recommend approval.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.

## **ORDINANCES:**

### **ORDINANCE 25-036**

**AMENDING CHAPTER 6 OF THE BOLINGBROOK VILLAGE CODE DECREASING CLASS "D" (FULL-SERVICE) FROM ELEVEN (11) TO TEN (10) AND CLASS "D-1" (OUTDOOR) FROM FOURTEEN (14) TO THIRTEEN (13) AND INCREASING CLASS "D" (FULL-SERVICE) FROM TEN (10) TO ELEVEN (11) AND CLASS "D-1" (OUTDOOR) FROM THIRTEEN (13) TO FOURTEEN (14) WING COMPANY, LLC D/B/A BUFFALO WILD WINGS (777 E. BOUGHTON RD):**

Motion Kelly second Doris to pass an ordinance amending Chapter 6 of the Bolingbrook Village Code decreasing class "D" (full-service) from eleven (11) to ten (10) and class "D-1" (outdoor) from fourteen (14) to thirteen (13) and increasing class "D" (full-service) from ten (10) to eleven (11) and class "D-1" (outdoor) from thirteen (13) to fourteen (14) Wing Company, LLC d/b/a Buffalo Wild Wings (777 E. Boughton Rd):

Buffalo Wild Wings is under new ownership and liquor licenses are not transferable. Therefore, this Ordinance rescinds the liquor license in the previous owner's name and issues a new license in the new owner's name. This Ordinance was reviewed by all relevant personnel who recommend approval.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.

### **25-037**

**AMENDING CHAPTER 6 OF THE BOLINGBROOK VILLAGE CODE INCREASING CLASS "D-2" (FULL-SERVICE) FROM SIXTEEN (16) TO SEVENTEEN (17) ZUKA BOLINGBROOK, INC D/B/A ZUKA HIBACHI, SUSHI, & CHINESE (105 REMINGTON BLVD):**

Motion Lawler, second Quintero to pass an ordinance amending Chapter 6 of the Bolingbrook Village Code increasing class "D-2" (full-service) from sixteen (16) to seventeen (17) Zuka Bolingbrook, Inc d/b/a Zuka Hibachi, Sushi, & Chinese (105 Remington Blvd):

Zuka Hibachi, Sushi, & Chinese is a new restaurant set to open by the end of November at 105 Remington Boulevard. They are seeking a full-service liquor license. Ordinance was reviewed by all relevant personnel, who recommend approval.

|                |   |                                                   |
|----------------|---|---------------------------------------------------|
| ROLL CALL: Yea | 6 | Carpanzano, Doris, Kelly, Lawler, Patel, Quintero |
| Nay            | 0 | None                                              |
| Absent         | 0 | None                                              |
| Abstentions    | 0 | None                                              |

Motion carried.



### QUESTIONS/COMMENTS FROM THE AUDIENCE/PRESS:

- Barbara Parker expressed her appreciation for the positive way officers of the Bolingbrook Police Department responded to and interacted with the “No Kings Day” protest on October 28, 2025 in Bolingbrook.
- 58 people expressed their support for Bolingbrook’s Clow International Airport and the flight schools (JWAviation and Rent-a-Copter) at the airport. Their names are as follows:

|                   |                     |                  |
|-------------------|---------------------|------------------|
| Larry Greenwich   | John Sheskier       | Bob Schuhrieman  |
| Rick Siegfried    | John Wygza          | Ozan Kalan       |
| John Marchese     | Tony Sabos          | Mark Bean        |
| Chad Carlson      | Joshua Jones        | Joseph Boyle     |
| Dennis Miendersma | Nathaniel Leidl     | Michael Clausen  |
| Liam Dunch        | Edgar Nuernberger   | Susan Gardner    |
| Bernard Fecht     | Jim Athas           | Marco Cvetkovski |
| Dennis Wisnosky   | Bruce Chien         | Regina Desler    |
| Kyle Mathers      | Susan Reinke        | Donna Young      |
| Jacob Reed        | Michael Bomba       | Edward Majercin  |
| Ben Wiersum       | Mary Elizabeth Kurk | Jessica Thacker  |
| Bartosz Szelazek  | Duane Hong          | Mike Kane        |
| Bob Estrada       | Stephen Keller      | Jennifer Zaneyed |
| John Tatro        | Caswell Bloomquist  | Michael Brower   |
| Kim Mallon        | Kevin O’Callaghan   | Usman Khalid     |
| Sammy Berk        | Stephanie Herbert   | Gabriel Chavez   |
| Guillermo Pedroni | Michael             | Sara Gentile     |
| Pete Miska        | Matthew Berger      | Tom              |
| Michael Kenaga    | Dennis Barfus       | Thomas Donalek   |
| Terry Scott       |                     |                  |

- Bolingbrook’s Clow International Airport Manager Joe DePaulo submitted 47 letters/email messages in support of the airport and the flight schools. They are attached as “ADDENDUM in Support of Clow Airport and Flight Schools.pdf”.
- 15 people spoke in support of the Village passing a “Welcoming City” ordinance and/or their concerns for the immigrant residents in the community. Their names are as follows:

|                    |               |                |
|--------------------|---------------|----------------|
| Giselle Rodriguez  | Amy Smetana   | Qasim Rashid   |
| Destinee Ortiz     | Mavi Brun     | Johan Salome   |
| Charlotte Droogan  | Patty Droogan | Sandra Carlson |
| Katalina Rodriguez | Peter Rivera  | Alex Z.        |
| Karolina Strade    | Tom Donalik   | Cat Knarr      |

- Hannah Hernandez and Stephanie Vitale spoke out about the Village leadership’s lack of response to the ICE situation.
- Briana Jackson Webber, representing State Rep. Dagmara Avelar, mentioned the actions being taken in Springfield, negotiating a new law protecting immigrants from the current ICE actions.
- Pat Ronna asked how she can help people who are afraid to go out for food.



## **TRUSTEE COMMENTS AND REPORTS:**

### **TRUSTEE CARPANZANO:**

- Mentioned how disturbed he was about a response to a message he posted offering to take food to someone who is afraid to go out, indicating that the responder said, "I would rather starve illegals rather than help them."
- Commented that there is no ill will motivating anyone present, recommending that everyone needs to approach the situation with dignity and respect, and advising residents to reach out with their concerns and to know their rights.

### **TRUSTEE QUINTERO:**

- Read a statement that is attached as "ADDENDUM TRUSTEE QUINTERO COMMENTS.pdf".

### **TRUSTEE DORIS:**

- Encouraged the members of the audience who were leaving in anger to stay and continue the dialogue.
- Applauded all for attending the meeting.
- Suggested the Board and residents go beyond the routine to work and act with creative vision.
- Recommended staying strategic, agile, and aligned with Local and State laws. Balance caution with creativity and not let fear limit innovation.
- Mentioned that knowledge sharing is key to progress.
- Commented that no one knows how long the current uncertainty will last, acknowledging that it has been messy and unjust for many, but that the Board will keep listening, learning, and partnering.

### **TRUSTEE KELLY:**

- Thanked everyone for coming out for the meeting.

### **TRUSTEE PATEL:**

- Thanked all for staying so late.
- Encouraged collaborative dialogue.
- Commented that misinformation causes more fear, and that any information shared should be accurate.

### **TRUSTEE LAWLER:**

- Thanked everybody for coming; referenced the Vietnam era and related protests.
- Commented that he has watched BPD and staff, all making sure people feel welcome, and has seen positive results.
- Encouraged all to work towards collaboration and finding a way to communicate.
- Mentioned that Bolingbrook has a core of people who know how to take care of each other.

### **CLERK BARTON:**

- Commented that we should all share only accurate information, not hearsay.
- Expressed her appreciation to all those who addressed the proceedings respectfully.

- Referenced the pledge of allegiance as a celebration and reminder of our rights to assemble and to express ourselves freely.

**MARY ALEXANDER-BASTA:**

- Thanked everyone for attending.
- Commented that she looks forward to a great partnership with SSIP and other community partners.
- Mentioned that everyone deserves respect, and that many of the interactions during the board meeting were not respectful.
- Indicated that she knows there is profiling; as a proud immigrant, she still sent her sons' passports to them "just in case".
- Commented that – although residents have been encouraged to call 9-1-1 if they don't feel safe – no one to date has done so.
- Indicated that Governor Pritzker announced that ICE has federal immunity; that ICE is outside State authority, unless they are doing something criminal.
- Reminded residents to call 9-1-1 if they feel unsafe.
- Recommended that everyone educate themselves on their rights.
- Mentioned that she is working with our State legislators trying to support residents and make changes, commenting that just because those activities are not posted on social media doesn't mean they aren't happening.
- Brought up the upcoming Community Matters forum on Thursday, October 30<sup>th</sup>, which will include Village Attorney Burt Odelson of Odelson, Murphey, Frazier, McGrath, Ltd.; local attorney Joe Giamanco of Giamanco Law Partners; two immigration attorneys, Scott D. Pollock of Scott D. Pollock and Associates; and Keabet Osuna with Kriezelman Burton & Associates LLC; Johan Salome of Illinois Workers in Action; Bolingbrook Police Chief Michael Rompa; and Trustee Jose Quintero.
- Mentioned her "Chips, Dips & Chats with the Mayor" event on Monday, November 10<sup>th</sup> at Taco Dalé.

**EXECUTIVE SESSION:**

None

**ADJOURNMENT:**

Motion Lawler, second Quintero to adjourn the meeting.

Voice vote. Motion carried and meeting adjourned at 11:21 p.m.

Private Info

Mary S. Alexander-Basta  
MAYOR

ATTEST:

Private Info

Martha M. Barton  
VILLAGE CLERK



## Bolingbrook Clow Airport

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**From:** Zahos, Megan M (FAA) <Megan.M.Zahos@faa.gov>  
**Sent:** Thursday, October 23, 2025 9:21 AM  
**To:** Bolingbrook Clow Airport  
**Subject:** FAA contact info

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#) | [Report](#)

Thanks for the phone call this morning Joe, much appreciated. At this time, we consider our investigation into the complaints regarding Rent A Copter closed with no finding of regulatory violation. Please let me know if you have any further information that would assist in the future.

Thanks,  
Megan M. Zahos  
Principal Operations Inspector, Greater Chicago Flight Standards District Office  
2300 E. Devon Ave., Suite #261, Des Plaines, IL 60018  
Office - (847) 294-8751  
Tell us how we're doing





601 Pennsylvania Ave NW, Suite 250  
Washington, D.C. 20001  
T. 202-737-7950  
F. 202-273-7951

[www.aopa.org](http://www.aopa.org)

October 15<sup>th</sup>, 2025

Village of Bolingbrook, IL  
Mary Alexander-Basta, Mayor  
375 West Briarcliff Rd  
Bolingbrook, IL 60440

**TRANSMITTED VIA ELECTRONIC MAIL TO: [mayor@bolingbrook.gov](mailto:mayor@bolingbrook.gov)**

**RE: Bolingbrook's Clow Airport (1C5), Noise Complaints**

Mayor Alexander-Basta,

The Aircraft Owners and Pilots Association (AOPA) is the world's largest aviation membership organization, with over 300,000 members in the United States. Our membership consists of pilots, aircraft owners, and aviation enthusiasts. We represent our members on a variety of aviation advocacy and safety issues nationwide. AOPA promotes access to over 5,300 public-use airports in the United States.

AOPA understands that 1C5 is facing several noise complaints due to increased traffic, which is the result of a successful and growing flight training operation located at the airport. I want to assure you that the situation at Clow is not unique, and general aviation airports across the country are facing the same issues. In a sense, this is a good problem to have, as independent flight schools are the backbone of aviation training in the United States. These schools train our new generation of pilots for commercial airlines, medevac operators, aerial firefighting, agricultural aerial applicators, and a multitude of other aeronautical users.

With busy flight schools, airports can become an easy target for complaints about noise. AOPA would like to remind the city that, based on federal law, regulation, and policy, noise complaints are not justification for changing traffic pattern operations at an airport. At the same time, an airport sponsor cannot regulate traffic pattern altitudes, direction, or distance. These are all regulated by FAA policy found in AC 90-66A, which details standards for traffic patterns at non-towered airports. 49 U.S.C. § 4103(b) is the foundational law that grants the FAA exclusive authority to establish flight paths and regulate airspace use. 14 CFR 91.126-91.131 defines the regulatory authority and rules for traffic pattern and airspace use in the vicinity of airports.

The airport is federally obligated to meet the FAA's grant assurances, and AOPA is aware that the village is under pressure to limit or remove flight training operations. This would be a blatant disregard for the grant assurances and open the airport sponsor up to a formal complaint to the FAA. Grant Assurance 22 requires the airport sponsor to *"make the airport available as an airport*

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

*for public use on reasonable terms and without unjust discrimination to all types, kinds, and classes of aeronautical activities.” This would include flight training operations. Airport sponsors cannot implement limitations or bans on aeronautical activity based on subjective criteria, like noise, unless the restriction is reasonable, non-discriminatory, and directly related to safety or a noise compatibility program approved by the FAA. The FAA is clear that noise is a legitimate concern, but airport sponsors cannot impose operational bans, evict tenants, or limit users to achieve noise relief. The FAA retains the exclusive authority to make changes to airspace use and noise abatement. FAA Order 5190.6b, Airport Compliance Manual, is clear in stating that “Noise complaints do not provide a sufficient basis for excluding specific aeronautical users unless supported by an FAA-approved restriction plan developed under 14 CFR Part 150 or Part 161”.*

What can the airport sponsor do? While not directly impacting a specific operator or user, an airport sponsor can take actions to alleviate noise complaints.

- Voluntary noise abatement programs that do not discriminate or exclude users
- Implement stakeholder meetings to review airport operational data
- If eligible, develop an FAA part 150 noise compatibility plan
- Compatible land-use and appropriate zoning around airports
- Deed notifications that a resident is made aware that they are purchasing property near an airport
- Public outreach and education on airport operations
- Verification of noise complaints via airport data monitoring solutions available on the market

In closing, AOPA is well-versed in assisting our members and airports in dealing with noise complaints. Please do not hesitate to reach out to me for any further questions or discussions.

Respectfully,

Private Info

Kyle Lewis  
Great Lakes Regional Manager • Airports and State Advocacy  
Aircraft Owners and Pilots Association  
[kyle.lewis@aopa.org](mailto:kyle.lewis@aopa.org)

cc:

*Joe DePaulo, Airport Manager*

*Troy Doris, Village Trustee*

*Jose Quintero, Village Trustee*

*Jean Kelly, Village Trustee*

*Bhavini Patel, Village Trustee*

*Michael Carpanzano, Village Trustee*

*Michael Lawler, Village Trustee*

*Clayton Stambaugh, IL DOT Aeronautics Director*

AIRCRAFT OWNERS AND PILOTS ASSOCIATION





**To:**

Mayor Mary Alexander-Basta  
Village Trustees

**From:**

Joe De Paulo, Manager  
Bolingbrook's Clow International Airport

October 17, 2025

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**Subject:** Follow-Up on Clow Airport Operations and AOPA Correspondence

Mayor and Trustees,

Thank you for your continued support and open dialogue regarding Clow International Airport operations. The recent letter from the Aircraft Owners and Pilots Association (AOPA) reinforces what we have discussed at length — that Clow, like all public-use airports, operates under strict FAA regulations and legal obligations that limit the Village's and my authority to impose operational restrictions.

Balancing these federal requirements with our shared commitment to being a good neighbor has always been a top priority. Clow's Mission Statement reflects that balance:

*While preserving our neighborly culture in a professional and responsible manner, we will:*

- *Serve the best interests of all general aviation*
- *Promote business use, for the best interest of all citizens as a vital part of the local economy*
- *Be a premier airport facility to serve Bolingbrook and the surrounding area*
- *Strive for the highest level of safety, security, convenience, and efficiency to accomplish our mission*

As Bolingbrook has grown, we have consistently adapted airport operations to minimize impacts on nearby neighborhoods. Over the years, we've phased out glider operations, discontinued ultralight use, and removed the former grass strip—all in the interest of safety and community compatibility.

Following the COVID-19 pandemic, the aviation industry has experienced unprecedented demand for new pilots. This nationwide trend has significantly increased training activity airports across the country, including Clow. Many regional airports are facing similar challenges, as flight schools work to meet the demand for qualified pilots.

In response to increased traffic and community concerns, we have taken a number of proactive steps:

- Installed new signage reminding pilots to avoid residential areas and follow noise abatement paths
- Limited flight school operating hours
- Adjusted training boundaries to maximize safety and minimize residential overflights when conditions allow
- New software for tracking to assure compliance subject to conditions
- Collaborate with all State and Federal agencies to help in doing so in a safe manner
- Conducted environmental noise studies showing sound levels below FAA thresholds
- Implemented advanced flight tracking software to review complaints and ensure compliance
- Collaborated with Lewis University and other local airports to share our noise abatement practices

We will continue to evaluate additional ways to minimize impacts and plan to host educational sessions for residents to learn more about airport operations, FAA regulations, and noise abatement practices. These forums would allow for constructive discussion and understanding. My door is always open!

I would also like to thank you, Mayor, and the Village for your continued partnership and support—particularly for helping advance our environmental efforts by approving the installation of a new Mogas tank. This investment supports aircraft that use unleaded fuel and aligns with the FAA's EAGLE initiative to eliminate leaded aviation fuel by 2030.

Clow International Airport remains a vital community and economic asset. It contributes over \$34 million annually to the local economy, provides \$34,000 in scholarships to aspiring pilots by JWA our flight school, and supports organizations such as the Civil Air Patrol, local Scouts, and EAA Young Eagles, which offered nearly 500 free flights to kids last year.

We remain dedicated to maintaining Clow as a safe, community-focused, and responsibly managed airport and look forward to continuing to work collaboratively with the Village, the FAA, and our neighbors.

Respectfully submitted,

Joe De Paulo  
Manager, Bolingbrook's Clow International Airport

## To the Mayor and Trustees of Bolingbrook

My name is Wayne Brazinski, and I am the owner of JWA Flight Training at Bolingbrook's Clow International Airport.

2025 marks the 50th year that a flight school has trained aviators right here at Clow Airport. For half a century, Bolingbrook has been home to a proud tradition of aviation education—helping students earn their wings, launch careers, and bring economic activity to our community. I'm proud to continue that legacy with JWA.

I fully understand and respect that aircraft noise can be a concern for some residents. As both a business owner and a local community member, I take those concerns seriously. JWA operates under strict FAA regulations and follows all airport noise abatement procedures to minimize our impact on surrounding neighborhoods.

We've also made major investments in newer, quieter, and cleaner aircraft, including models designed to operate with reduced sound levels and powered by unleaded automotive fuel. These environmentally and community-responsible aircraft represent the bridge to the future as we prepare for the next generation of practical electric training aircraft.

But it's important to recognize that JWA and Clow Airport are more than just a flight school and runway—they are a vital part of Bolingbrook's identity. The activity generated by aviation directly supports Charlie's Restaurant, brings families and visitors to events hosted by EAA Chapter 461, and helps sustain the Illinois Aviation Museum, which preserves our state's aviation history and inspires young people to explore STEM and aviation careers.

Every year, about 30,000 people attend the Cavalcade of Planes, making Bolingbrook the envy of the region. As the airport's FBO, JWA provides the infrastructure and support that make this event—and many others throughout the year—possible.

When a flight school is strong, the entire airport community thrives. Students, instructors, and visitors spend money locally, volunteer in aviation programs, and participate in educational outreach that benefits the broader community. In the last two years, JWA has donated over \$50,000 in scholarships to local students who might otherwise not have been able to pursue their aviation careers.

On a larger scale, the aviation industry faces a worldwide pilot shortage, with more than 600,000 new pilots needed by 2041. Schools like JWA are essential to meeting that demand—ensuring that local residents can train for high-skill, high-paying careers without leaving Bolingbrook.

I respectfully ask that you continue to support JWA and Clow International Airport as valuable community assets—ones that bring pride, economic vitality, and opportunity to Bolingbrook.

Respectfully,  
*Wayne Brazinski*  
Owner, JWA Flight Training



## **A Report in Support of Bolingbrook Clow International Airport**

It has come to the attention of the Lewis University Flight Department that a group of residents from Bolingbrook is attempting to shut down the JWA Flight School, as well as other general aviation facilities at Clow International Airport. The Lewis University Flight Department strongly advocates for the continued unimpeded operation of JWA for a multitude of reasons, including but not limited to aviation safety and noise levels.

### **Aviation Safety**

The limitation of operations at Clow International Airport will have a direct negative impact on the safety of general aviation in the Chicago area due to traffic congestion. The Lewis University Flight Department has already noted this. Since the latest changes at Clow, Lewis University Airport has had an increase in aircraft practicing takeoffs and landings daily. While Lewis welcomes any aircraft to practice at our airport, this has caused everyone's training, including JWA students', to be less effective and less safe. The Lewis University Flight Department has already reduced the number of our aircraft allowed to practice in our traffic pattern at one time to attempt to mitigate this new risk.

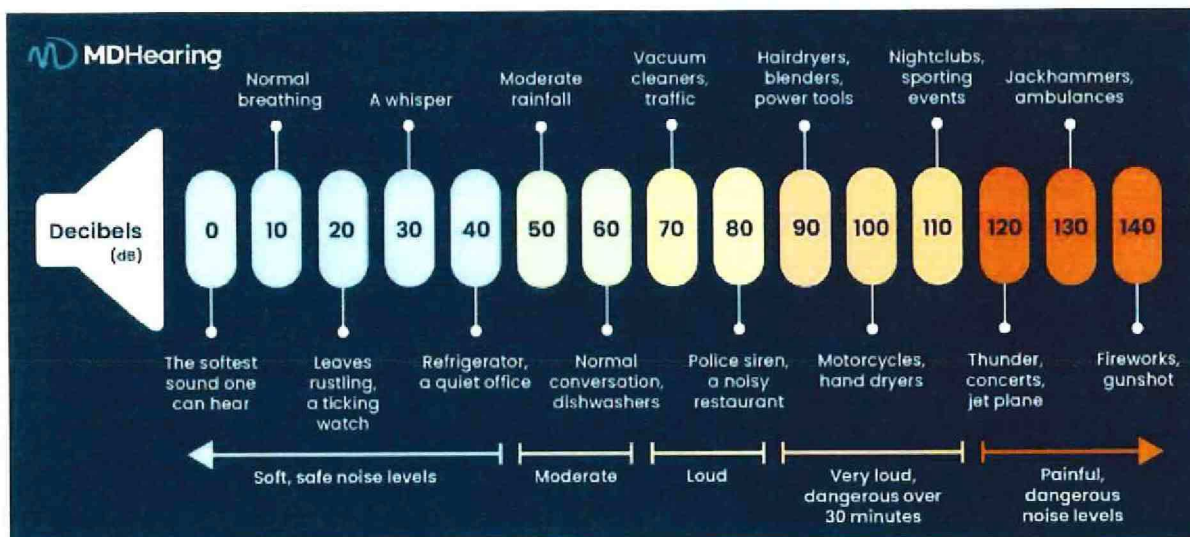
The reason this has caused a reduction in safety is due to higher traffic volumes around other airports. General aviation uses a concept called See and Avoid, where the main protector from midair collisions is our own eyes. Having an increase in traffic volume makes spotting traffic significantly harder, thus directly reducing safety. At times, Lewis Airport has had over thirteen aircraft, including multiple JWA aircraft, within a two-mile radius of the Lewis Airport. Due to the high caliber of JWA students and instructors, they have not directly caused any issues themselves, but the increased traffic alone again causes a decrease in safety.

## A Report in Support of Bolingbrook Clow International Airport

### Noise Levels

The Lewis University Flight Department has been informed that the primary concern of the group of residents regarding the airport is the noise level. Due to this, members of the Lewis Flight Department conducted research to find a solution to this issue. While a noise study has not been conducted directly related to Clow International Airport, like it has for other major airports, various public information sources can be used to determine the relative volume of noise near the airport. That data can then be compared to the sound levels of other everyday items to allow for a simple comparison. This report will start by comparing the noise levels of a neighborhood that is not located near any airport or major roadway, a neighborhood near a major roadway, and neighborhood with no major roadway, and an airport.

First, there must be a comparison of decibels to everyday events or items. This will allow anyone to imagine the volume levels that are being discussed. The image below provides a basic comparison of different levels of volume. Some notable ones for the point of this report are vacuum cleaners at 70, normal conversation at 60, and motorcycles at 100.



**Letter of Support for Bolingbrook's Clow International Airport and Rent-A-Copter**

To the Honorable Mayor and Respected Members of the Bolingbrook City Council,

I am writing to express my emphatic and unwavering support for both the Clow International Airport and specifically Rent-A-Copter LLC., the helicopter flight school that has long been a cornerstone of our region's helicopter community.

As a third-generation pilot and second-generation helicopter pilot, now serving in public safety, I can personally attest to the vital role this airport and its training partners play in the safety, economy, and character of the community. My own professional flight training began at Rent-A-Copter, and the knowledge, discipline, and skill I gained now directly serve the citizens and visitors of my city every single day. The investment Bolingbrook made in supporting aviation and my personal development has paid dividends far beyond its borders- in lives protected, missions completed, and critical operations conducted safely.

Clow Airport is an economic engine, an educational institution, and a community resource that embodies the spirit of Bolingbrook itself: "a place to grow." Clow airport supports local businesses, aviation careers, airborne public safety, and tourism, all while inspiring future aviators who look skyward with a sense of wonder; particularly through Clow's EAA chapter 461 and its Young Eagles program.

It is important to recognize that the airport has existed for decades as a responsible neighbor and contributor to Bolingbrook's success. Those who choose to live nearby have chosen to live next to a dynamic and historic part of the community: one that brings both character and capability to the region. Some of the grievances being voiced are not only overstated but, in several cases, demonstrably false. The occasional aircraft overhead represents the very activity that fuels local business, provides educational opportunity, and sustains our collective preparedness; hardly a burden, but the sound of progress.

In a time when skilled pilots, maintenance technicians, and aviation professionals are in short supply, the work being done at Rent-A-Copter and Clow Airport ensures that the next generation of aviators will be ready to serve: whether in business, public safety, or humanitarian missions. That is something the community should take pride in, not take for granted.

I urge the Council to continue its support for Clow Airport and the aviation community that calls Bolingbrook home. The airport's legacy of safety, training, and service deserves to be preserved and strengthened for future generations.

Respectfully,

Private Info

Garrett L. McCarthy, October 25<sup>th</sup>, 2025

Third-Generation Pilot and Fervent Supporter of Bolingbrook's Clow International Airport



COPY

To:

Mayor Mary S. Alexander-Basta

Clerk Martha M. Barton

Trustees Michael T. Lawler, Michael J. Carpanzano, Troy J. Doris, Joan M. Kelly, Bhavini K. Patel,  
Jose Quintero

Re: Clow Airport

Dear Mayor Alexander-Basta, Clerk Barton, & Trustees,

My interest in aviation started around 70 years ago from model aircraft, to airplanes overheard as they went in and out of Midway Airport, to watching airplanes take-off & land at Meigs Field on the lakefront. I've been involved in some form of aviation ever since. Meigs was a gem, a jewel. Sadly, Meigs Field is gone forever.

Please allow me to express a few observations and opinions. I would be foolish to believe that restricting, or shutting down the flight school, at Clow, will be the end. I've seen this show before. The 'trickle-down' effect and tenacles of Clow are far reaching. I will leave the legality, jobs & revenue, 'we-were-here-first' discussions for others. But the obvious is that as operations diminish, so does the extracurricular activities such as the highly successful Cavalcade & Haunted Hangar events, along with many other events. I suspect the end goal of the 'anti-airport' folks is to shut down the airport.

I mention the following on behalf of 3 model aircraft clubs. During the Cavalcade the Woodland Aero Modelers of Downers Grove, has a display in Hangar #2, the restoration hangar. The Prop Masters RC Aero Club of Naperville has a display in Hangar #3, the EAA Chapter 461 hangar. Along with Prop Masters, there is typically a special model aircraft from the Palos RC Flying Club.

And why are model clubs at a 'full-scale' event? Both Woodland & Prop Masters bring in models to display and model aircraft flight simulators for all ages to try. The clubs are there to introduce, inform, and educate the general public on conducting responsible model aviation flying activities. I am referring to traditional model aviation, not the irresponsible operation of quadcopters, aka 'drones.' The clubs are especially interested in helping youngsters get involved. Most kids today don't know which end of a screwdriver to hold. Model aviation teaches a plethora of skills. Besides, it gets them off their electronic simulant device & out of the house. When a child's hands are busy, so is their brain. It keeps them out of trouble.

BTW: If it weren't for model aviation, Neil Armstrong would have never walked on the moon. That's how he got started at a very early age, as do many pilots.

Model aviation is a stepping stone to full-scale aviation. EAA Chapter 461 is a perfect example of that. The activities of 'Hangar Night' in EAA Hangar #3 are showing kids, and adults, how to work with tools, build an airplane. The airplanes under construction are nothing more than huge model airplane kits. Chapter members are also there to answer questions about all aspects of aviation and how to fly. And it's all open and free to the public, no strings attached.

On a personal note, between the Cavalcade, Young-Eagles Rallies, Haunted Hangar & Hangar Nights, I have literally spoken with hundreds & hundreds of visitors over the years. Many have commented that they are from Bolingbrook and didn't even know an airport was here. I have answered thousands of questions. Clow Airport has a personality of being a 'friendly' airport. People can walk in and check out the hangars & museum. Most airports are fenced off to the public. Thank you to Joe De Paulo for working with the FAA to keep it more open. Personnel here are open to discussing aviation with the visitors. You can't buy that kind of good PR.

As I'm confident you are aware, there are many kids that started out at Clow as a Young-Eagle. They have progressed to aviation careers, perhaps not necessarily as a pilot, but a career nonetheless. While many folks claim to be able to multi-task, pilots are the original multi-taskers. Flying the airplane is the easy part. Putting it back on the ground requires some talent. But navigating and communicating are where real skills are required. Did I mention that pilots need to do all 3 at the same time? (And many times under stressful adverse conditions.) Flight training teaches discipline to handle all three. We've all heard that there is a need for more pilots as the airline industry continues to grow.

Another notable of Clow Airport: Back prior to the 100<sup>th</sup> anniversary of the Wright Brother's first flight, December 17<sup>th</sup> 1903, there was a contest to build & fly a replica of the Wright Flyer. There were 6 or 7 teams around the country. One of those teams was here at Clow Airport. A replica Wright Flyer was built in Hangar #3, currently the EAA chapter hangar. To my knowledge, it was one that actually flew. I do know that it was slightly damaged and repaired. That Wright Flyer is still on display as a major exhibit at the Griffin Museum of Science and Industry.

Another personal note: I am the person that initially orchestrated the 'Granny Flight' at the Cavalcade this past June. Long story short, a friend of mine asked me about getting his mother-in-law a ride at the Cavalcade. He was unaware that I knew the owner/operator/pilot of the Stearman Biplane, along with frequently communicating with Joe De Paulo. Some phone calls, e-mails, & leg-work and it all came together. I know we got some positive local cable TV coverage from the Cavalcade. I also know we had a lot of happy family members.

Obviously, the preceding is just a small portion of the 75-year legacy of Clow International Airport. But if the airport moves towards a restriction and/or shut-down, this, and all future legacy opportunities goes bye-bye. Someday each and everyone of us, Village Board, airport supporters, and anti-airporters alike, will be sitting in a terminal with our flight delayed, or canceled, due to the lack of a crew, or mechanic. (And the anti-airport folks will complain about that too.) Contrary, we may be sitting behind a pilot who got his, or her, start right here at Clow. Wouldn't that be great? We need the flight school to do that.

We, too, have a gem, a jewel in the southwestern 'burbs. The positives of Clow by far outweigh the handful of detractor's issues. There are youngsters out there who haven't started their aviation journey; they just haven't been to Clow yet. Please do not let Clow International Airport become another (Merrill C.) Meigs Field!

Sincerely,

Private Info

Dennis L Miendersma  
Private Pilot, Multi-engine, Instrument  
Member: EAA Chapter 461  
Treasurer: Palos Radio Control Flying Club  
Member: Woodland Aero Modelers  
Associate: Prop Masters RC Aero Club



To Whom It May Concern,

Bolingbrook's Clow Airport (1C5) has long been a bastion for general aviation, especially for pilot education. Though it has a rich airplane history, Clow has been serving the helicopter sector as well. Clow Airport has afforded the possibility for Rent a Copter LLC to provide some of the highest quality Rotorcraft Helicopter training in the country. RAC is also the only helicopter school of its caliber in the Chicagoland area. RAC has provided training to dozens of prospective pilots stemming from all cultures and backgrounds, leading them to a variety of career paths.

As a Law Enforcement Officer working through Will / Cook County, RAC provided me with my entire training to become a helicopter pilot. I would not have trusted any other school to provide me with the quality and integrity of training that they offer. The school has trained myself and numerous colleagues who are in the Law Enforcement and other areas of the public safety sector. RAC has also been pivotal due to its location at Clow Airport, which has allowed people from all over Chicagoland to easily access flight training no matter the distance.

From an aviation perspective, RAC is also perfectly located at Clow in regards to airspace. It provides excellent aviation training given its location amongst the different airspaces. RAC at Clow means that a student can begin training in basic, less stressful airspace. However, after just a short commute, aviation students can begin working in more complex airspaces that require a higher student pilot workload.

Sincerely,

A Concerned Police Officer

## **A Report in Support of Bolingbrook Clow International Airport**

### **Neighborhood One, No Roadway or Airport**

The Naperville Historic District, located at 41°46'25.0"N 88°08'40.6"W, is a neighborhood located away from any major roadway or airport. The volume level in this neighborhood is averaged as 44dB as of January 10, 2025, according to Noise Map. It is rated as a 77 according to [Howloud.com](https://www.howloud.com/) (Howloud uses a scale from 50 being very loud to 100 being very quiet). The NTSB Noise Map shows the neighborhood's average volume at 55.0-59.9dB due to roads and traffic.

### **Neighborhood Two, One Major Roadway, and No Airport**

A neighborhood in Rockdale, located at 41°30'35.7"N 88°07'14.1"W, is a neighborhood located near I-80, and not located near an airport. The volume level in this town is averaged as 49dB as of January 10, 2025, according to Noise Map. It is rated as a 70 according to [Howloud.com](https://www.howloud.com/). The NTSB Noise Map shows the neighborhood's average volume at 70.0-79.9dB due to roads and traffic.

### **Neighborhood Three, No Major Roadway, and One Airport**

A neighborhood in Bolingbrook, located at 41°41'47.2"N 88°07'55.3"W, is a neighborhood near no major road, and not located near a regional airport. The volume level in this town is averaged as 62dB as of January 10, 2025, according to Noise Map. It is rated as an 80 according to [Howloud.com](https://www.howloud.com/). The NTSB Noise Map shows the neighborhood's average volume below 45.0dB due to roads, traffic, and aircraft.

### **Findings**

In all three neighborhoods, the average noise level is below the volume of a single vacuum cleaner, and just slightly above the volume of a normal conversation. Along with this, members of the Lewis University Flight Department conducted a basic noise study of our own

## **A Report in Support of Bolingbrook Clow International Airport**

Cessna 172s at Lewis. They found that if you're within 15 feet of a Cessna 172, the volume is 72 dB. This, and all of the previous volumes noted, fail to cause a risk for hearing loss to the general public.

### **Conclusion**

It is the opinion of The Lewis University Flight Department that Clow International Airport and its associated flight school should not be limited or shut down due to the decrease in general aviation safety, and due to the volume produced by the airport being relatively low. The fact that the local roads of other towns produce equal, if not more, decibels than the airport should be weighed heavily during any discussion of the future of the airport. Additionally, it is worth noting that many other factors need to be accounted for when discussing the airport and the neighborhood's future. These include the history of the area, the profitability of an airport, and many more.



## A Report in Support of Bolingbrook Clow International Airport

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[chart/?srsltid=AfmBOoq8e7M47jajnWGfiBburV-Ze1SeqSeavhoZId35ONXt4Sapif3B](https://www.mdhearingaid.com/blog/decibel-chart/?srsltid=AfmBOoq8e7M47jajnWGfiBburV-Ze1SeqSeavhoZId35ONXt4Sapif3B)

## Village Clerk Marti Barton

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**From:** Chrissy Erzig Private Info  
**Sent:** Monday, October 27, 2025 11:59 PM  
**To:** Mayor Mary Alexander-Basta; Trustee Doris VOBB; Village Clerk Marti Barton; Trustee Quintero; Trustee Kelly VOBB; Trustee Patel; Trustee Carpanzano VOBB; Trustee Lawler VOBB  
**Subject:** In support of Clow Airport  
  
**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#) | [Report](#)

Dear Mayor Alexander-Basta and the Bolingbrook Trustees,

I am writing today to formally request your support for JWA flight school and general support of Clow airport and it's various tenants. . While I am not a resident of Bolingbrook, I have orbited this airport nearly my entire life and have come to love the community surrounding Clow.

In the mid 70's my aunt bought a house on Drake Avenue, in the quiet farm fields of Bolingbrook. As a kid, when we would go to visit, we'd drive by Clow and my parents would point out Clow airport. Like most kids, I was fascinated that you could own your own plane and fly out of what looked like a neighborhood. If we were lucky, we'd see a plane taking off or landing on our short drive past. My parents house is in the shadow of runway 22L for O'Hare, and while those planes were much bigger, you couldn't own one. I don't remember much of Weber road from that time, but I believe it pre-dated much of the development on Weber. I was about five when my parents told me we would no longer drive past the airport on the way to my Aunt's house, I was not a happy child.

In the mid 90s, my aunt purchased a house on the 1400 block of Briarcliff Lane, in the then newly established Winding Meadows Estates. While we no longer drove the long way, past Clow, we could now lounge in her pool and watch the airplanes fly overhead. The sounds of hardworking 172s and Cherokees droning overhead and across the cornfields became a welcome reminder of a summer well spent. Occasionally, we even saw hot air balloons. As I got older, and learned what things cost, the idea of owning a plane or even learning became out of reach.

In college, I took my first ride in a small plane. A short scenic flight through Southern Illinois piloted by my friend, who was getting his degree in Aviation-flight. Unfortunately, we were in college for the Great Recession. There were no jobs in aviation when he graduated.

Flash forward to 10 years later, when my now boyfriend told me he wanted to get back into flight instructing. After work, we'd meet in Bolingbrook, minutes away from where we were working for a locally owned family run warehouse chain. He'd him in a rental plane as he practiced maneuvers for a few hours, before we'd have dinner at a restaurant near the airport.. He eventually applied to teach at the school. In the meantime, he rented an apartment in Romeoville, which was on the approach for runway 09 at Lewis University. I spent many mornings in bed, falling asleep to the gentle drone of the fleet at Lewis.

JWA flight school soon became my Boyfriend's life, where he'd spend as much time as legally possible flying, weather permitting. When he started, the school was only a year old, and still finding its footing. Over the next two years, and several chili cookoffs, summer bbq's and friendsgivings, we were introduced to the people of Clow Airport.

I met the wonderful members of the Experimental Aircraft Association (EAA) Chapter 451. They currently are a part of the EAA Young Eagles Program, introducing children as young as 8 to the idea of becoming a private pilot. Once a month, EAA members donate their time and personal planes to take children on their first flights. Chapter 451 also holds the distinction of winning a kit plane from the EAA headquarters



under the promise that they would fly it back to the annual EAA Airshow, Airventure, the next year. They built a whole plane in a year. They put out a call to the community of Bolingbrook, and beyond, to help build their plane. Children and adults answered the call and received hands-on training. This is STEM training in action, available to all ages and skill levels, once a month.. I encourage you to stop by a meeting, where you can help build one of their new planes, or perhaps catch a lecture from a member, about their cross country trip in their hand-built airplane. If you stop by on hangar day, you can even help assemble a plane.

There's also the museum, while the museum and EAA chapter work hand in hand, the museum shines during the yearly Cavalcade of Planes. However, don't discount their haunted hangar weekend. I encourage you to stop by when it's open and talk to the volunteers who spend their weekends at the museum hangar.

When my boyfriend first joined the team at JWA, I met several of his students. I was impressed by the maturity of the 16-17 year olds who were working on their private pilot license. I watched them study, quiz each other and suddenly they were all off to college. Two years later they returned, taller, a little more mature and ready to teach. This might scare some people off, but if i were to get on a commercial flight with them I would be at ease. JWA is essential to the local pilot pipeline, allowing more young adults to skip expensive university training and get all of their licenses to apply to the airlines. JWA also allows young pilots to get their first license, private pilot, before going to college and saving their parents some money along the way. Once these pilots get to college, they are already ahead of the rest of their cohort and are able to start working as instructors sooner. In order to get into the airlines, pilots need 1,500 hours of flight time. Without Clow, many of Lewis University's students would be stuck instructing at Lewis for years, due to lack of plane availability. Without Clow, those airline pilots in training may leave the state, forever.

JWA's instructors take their jobs incredibly seriously, as the vast majority of them want to join the airlines. They teach students how to recover planes from emergencies, like stalls or loss of engine power. Most of this training takes place miles away from Clow, near Morris, where the Lewis University kids also practice. Flight instructors take their jobs seriously, because they know the risks that come with breaking the rules. .

One of the neatest things I've learned about small planes over the years is that they are designed to last for decades. Unlike cars, many airplanes can continue flying indefinitely. Plane manufacturers continue to use parts for years, so it's common to see a plane that is 20-40 years old regularly flying. Some of the planes hangared at Clow date from the 40's. The maintenance staff at JWA keeps every plane flying, and also helps with the rarely talked about mechanics shortage. The downside of this is that many of them rely on leaded gas (100LL). Unfortunately, the unleaded replacement for 100LL has not yet been approved for most aircraft engines. Without rigorous testing on various engines, moving to an unleaded fuel could be catastrophic. When it is approved and widely available, perhaps Bolingbrook could lead the initiative in having it available. Until then, JWA has purchased 3 airplanes that run on regular gasoline, that are smaller and more energy efficient. These aircraft are reserved for only flight students, but they're flying pretty much all day.

Unlike some other local flight schools, JWA is locally owned. Revoking the business license of the flight school would not just be a line item in a corporation. It would mean the loss of employment for 20 employees. It could also mean loss of other businesses on the airport premises. If you closed the school, it would mean future generations of children from Bolingbrook will no longer be able to look to the skies and see the opportunity I see. They also wouldn't be as lucky as I was, to hear "your airplane" for the very first time at the airport I grew up watching.

I implore you to meet with the residents of the airport, including JWA, the helicopter school and the individuals with the EAA. I'm sure they will share with you how other local communities have supported their local airports and their tenants. I also encourage you to sit down with the FAA and have them explain how they help keep aviators safe. Bolingbrook has always been proud of Clow and I hope that with your support, Clow and JW Aviation will continue to be a part of the city of Bolingbrook, during the 60th Anniversary and beyond.

*"The sky is not a limit; it's a canvas waiting for your dreams to take flight" -Unknown*

Sincerely, ,  
Christine Erzig

Privat Iowa Ave  
Addison, IL 60101



Oct 27, 2025

City of Bolingbrook

Attn: Mayor Mary Alexander Basta

And Board of Trustees

Ladies and Gentlemen:

I am a long time pilot and friend of the Bolingbrook Clow Airport. I hangar an aircraft at the airport and pursue recreational flying on a regular basis. I Understand that a neighborhood community has raised objections to the operations of the airport. I can understand their concerns, particularly with regard to the noise issue. However, I feel compelled to point out that the airport is a valuable member of the community and must be allowed to continue to serve the public.

The airport provides multiple functions that contribute to the fabric of Bolingbrook including the Illinois Aviation Museum, Experimental Aircraft Association Chapter 461, Cavalcade of planes, Charlie's Restaurant, Young Eagles flights, and the EAA Chapter 461 educational activities. In addition, the JWA Flight School trains the pilots of the future, many of whom go on to serve in the airlines and the United States military.

In response to the noise complaints, Mr. DePaulo, the airport administrator, has issued guidance to modify airport operations to favor flights employing runway 18, so as to minimize noise to western residences. This prudent and reasonable measure serves to reduce the noise impact, while not compromising the safety of airport operations.

I trust that you will recognize the value provided by this historic resource and continue to support its operation with minimal interference.

Thank you.

Sincerely,

Walter R Moore

Private Info

Private Pilot 2177362

## **Letter of Support for Clow Airport**

To Whom It May Concern,

My name is Allison Dziak, and I am currently completing my Aviation Maintenance degree at Lewis University. I'm originally from Ohio and moved to Naperville in early 2022 while searching for a new career direction. I wasn't sure where life would take me, until my spouse and I stumbled upon a hidden gem called Charlie's Restaurant at Clow Airport.

The warmth and small-town charm of Charlie's immediately made us feel at home. After breakfast, we enjoyed our experience so much that we decided to walk down the runway to the Illinois Aviation Museum, not realizing how life-changing that decision would be.

The moment I walked into the museum, I was greeted by passionate aviation enthusiasts eager to share their knowledge and stories. I had never considered aviation as a career before, but something clicked that day. When I asked if I could volunteer, kind people like Dan and Chris Christine, John Weiss and more welcomed me without hesitation. I began showing up every Saturday morning and before long, I realized I had found my people.

Because of Clow Airport, I discovered my passion and purpose. I made lifelong friends and mentors, enrolled at Lewis University in the A&P program, and now have a clear and fulfilling career path ahead. I've also had the privilege of participating in Clow's incredible annual events, including the Cavalcade of Planes and Haunted Hangar, both of which bring immense joy, education, and inspiration to visitors of all ages.

Clow Airport is more than just a place for airplanes, it is a cornerstone of community, education, and opportunity. The Illinois Aviation Museum, JWA Flight Training, and Charlie's Restaurant collectively represent the heart of local aviation and a vital hub for residents, students, and families alike. Through their outreach, events, and dedication to preserving aviation history, countless lives have been touched and transformed, mine included.

The world needs places like Clow Airport. Its contributions to both aviation and the surrounding community are irreplaceable.

Thank you for your consideration and support.

Sincerely,

**Allison Dziak**

A&P Student, Lewis University

To: Bolingbrook Mayor  
Village Trustees

re; Clow Airport

I understand there may be some issues regarding the value of Clow Airport to your community. I would like to express my opinions on how Clow was and is invaluable to me.

During my early flight training out of Midway Airport, Clow was a common destination for training procedures and operations. Many times the instructor and I would use the cafe to go over and critique the days performance. After attaining my license Clow continued to be a favorite airport of mine for eating and meeting up with fellow pilots. Years later I purchased my first airplane from the owners who based my plane at Clow. Later, I moved west to Sandwich, IL. And my wife and I would often fly to Clow to do some shopping at your nearby stores instead of driving. It was very convenient for us and we enjoyed the time we saved.

My wife and I have since moved out of state but have recently visited Clow and was very impressed with the development that has occurred especially the museum. I can't express the value of Clow to the younger generation as they develop an interest in aviation through the museum and the local EAA Chapter through their "Young Eagles" rides. Our growing professional pilot shortage is a concern but with smaller general aviation airports, such as Clow, many new pilots achieve their licenses and help to fill those shortages.

Please realize the value of Clow to your city and be proud that Bolingbrook has their OWN airport that's vibrant and alive serving your community.

Respectfull,

Robert Jaeger  
Privat SW Cessna Ct  
Lake City, FL. 32025



Arnold Zimmerman

Private Info

Ava, MO 65608

Private Info

Private Info

October 18th, 2025

Bolingbrook Village Board  
375 W. Briarcliff Road  
Bolingbrook, IL 60440

To the Members of the Bolingbrook Village Board:

Thank you for making the time to hear my support of Clow International Airport and its Flight School and other helpful groups and activities it offers.

I am 89 years old and have been a lifelong Aviator. I have been a resident and member of Clow Airport and its various entities for over 60 years, and was a personal friend of Mr. Boyd Clow.

In addition to being a Chapter 461 Board Member and serving on the Illinois Aviation Museum Board in the past, I have always been an avid Volunteer and supporter of the many happenings at Clow Airport.

While recent Community concerns have focused narrowly on the activities of Clow's on-site flight school, this attention is strategically misplaced and fails to recognize the critical role the school fulfills for our Community.

The airport is an integral part of an integrated economic ecosystem, and the flight school is a most vital, high-value component, whose operation is essential to the local economy.

The flight school generates a presence that keeps Bolingbrook unique and essential.

Clow hosts crucial **STEM education** and mentorship programs, using the flight school. as tangible examples to inspire the next generation of engineers and pilots coming from our Community.

To lose this asset due to recent noise concerns would be a tragedy.

The many wonderful and educational events like Young Eagles and Cavalcade have brought the Community together to share the excitement and wonder of Aviation, especially for youth.

In addition, it has always been exciting for Families and youth watching the many Aircraft from Charlie's restaurant on the airfield.

I always love seeing the kids become so excited and watching the many Families and children enjoying the Airplanes.

While I understand some neighbors might be upset about the noise, the Aviation Community at Clow has worked together to adjust Flight patterns and further operate responsibly in order to minimize any noise disturbances, and has made additional adjustments, although pilots have always been respectful regarding the neighborhoods surrounding the Airport.

One last thought I'd like to add is that although I recently moved to Missouri, I have lived in Brookeridge, an Aviation Community in neighboring Downers Grove, since 1968.

On one social media post, someone mentioned they had concerns for fuel, referring to "chat gpt" as its source.

We have fuel pumps on our Airport with Homes and residents all around it. Our neighborhood has never experienced any adverse illnesses from any of the fuel or Flights overhead.

All fuel and exhaust is regulated by the EPA and is as safe as any vehicle on the road.

In closing, I would like to say that while I fully respect hearing about these concerns, I do hope that this can be resolved in a positive manner for all.

Clow has been a permanent fixture in the neighborhood, and its neighbors have always coincided amicably for many decades, without issue.

It is a shame to see this relationship become strained over what has ALWAYS been a functioning, Community-centered Airport.

Clow Airport and its businesses have my full support.

Thank you for your time.

Sincerely,  
Arnold Zimmerman

Private Info

Maciej Szelazek, C4C, USAF  
US Air Force Academy, CO  
Phone: Private Info  
Email: Private Info

October 19, 2025

Bolingbrook Mayor and Board of Trustees  
375 Briarcliff Rd  
Bolingbrook, IL 60440

To the Mayor and Trustees of the Village of Bolingbrook:

I am writing to express my strong support for the continued operations of JW Aviation, the helicopter flight school, and Clow International Airport. These institutions are not only vital in inspiring the next generation of aviators, but they also provide life-changing opportunities for individuals with special needs, introducing children and adults to the world of aviation in a way that is both inclusive and empowering.

I respectfully request that this letter be read aloud during the meeting scheduled for Tuesday, October 28th at the Bolingbrook Village Town Hall. Please note that the views expressed herein are my own and do not constitute endorsement by the Department of Defense, the Department of the Air Force, or the United States Government.

EAA Chapter 461, based at Clow Airport, plays a critical role in youth engagement and aviation education. Through the Young Eagles Program, children are given the opportunity to experience flight in small aircraft—completely free of charge. This initiative opens doors for youth from underprivileged backgrounds, offering them a glimpse into a future where they can pursue meaningful careers and support their families. The chapter also hosts community events such as Haunted Hangar Night, which introduces families to aviation in a fun and accessible way. Weekly hangar nights further enrich this experience by teaching participants how aircraft are built and operated, sparking intellectual curiosity and hands-on learning.

These programs have had a profound impact on my personal development. My journey into aviation began with the Young Eagles Program, where I first experienced the thrill of flight and met mentors who encouraged my growth. Through hangar nights, I participated in building a Pietenpol aircraft, learning the fundamentals of aircraft design, structure, and the discipline required to maintain precision and accountability. These experiences laid the foundation for my passion in aviation and ultimately contributed to my acceptance into the United States Air Force Academy.

Clow Airport also supports organizations that serve individuals with special needs, offering them the opportunity to experience flight in a safe and welcoming environment. As a volunteer with the Our Children Foundation, I worked alongside EAA Chapter 461 to organize flights for special needs children, helping them experience the joy of aviation. These events not only benefit the participants but also provide invaluable leadership opportunities for youth volunteers. The flexibility and cooperation of the airport staff make these outings possible, ensuring that as many individuals as possible can participate.

Leading these events helped me grow as a mentor and leader, and further strengthened my commitment to service. These experiences were instrumental in my development and contributed directly to my acceptance into USAFA. They continue to inspire me to reach out to others and share the transformative power of aviation.

Clow International Airport and its flight schools are pillars of the Bolingbrook community. Their programs foster education, leadership, and inclusion, while inspiring future aviators and leaders. I urge decision-makers to consider the full scope of benefits these institutions provide. Their continued operation is not only justified—it is essential.

Sincerely,

Private Info

Maciej Szelazek



Dear Mayor and Members of the Village Board,

I am writing to express strong support for the continued operation of the flight schools at Clow International Airport. These schools — including JWA Aviation — are not simply businesses; they are cornerstones of education, economic vitality, and community identity in Bolingbrook.

For decades, Clow has served as a gateway to aviation for people of all ages — from children watching their first aircraft take off, to high school students earning their private pilot certificates, to adults launching new careers in the skies. Many of these journeys began right here at JWA Aviation. Some graduates now fly for regional and major airlines, serve as flight instructors, or have gone on to careers in aerospace engineering and air traffic control. Their first logbook entry, their first solo, their first dream — all took flight from this field.

Clow International Airport, and the schools based here, are deeply embedded in Bolingbrook's economic and social fabric. Collectively, the airport contributes more than \$34 million annually in local economic impact — supporting jobs, tourism, and local businesses. More importantly, it contributes to something less easily measured: inspiration. Each year, the Bolingbrook Air Show showcases not just aircraft, but the spirit of innovation and discovery that defines this community. The flight schools and their students play a vital operational and volunteer role in making that event a success.

The schools also sustain the airport itself. General aviation airports rely on steady training and maintenance operations to remain financially viable. If the flight schools are forced out, Clow's long-term sustainability — and its ability to remain an asset rather than a liability — would be at serious risk. This is not speculation; it has happened elsewhere. When Santa Monica Airport in California and East Hampton Airport in New York restricted or lost training operations due to noise complaints, the resulting decline in traffic and funding led to steep maintenance challenges, lost jobs, and weakened community ties. Once a flight school closes, it rarely returns — and the economic, educational, and cultural gaps it leaves behind are difficult to fill.

It's also worth recognizing that aviation activity around Bolingbrook is part of a broader ecosystem. Lewis University Airport to the south and Naperville Aero Club Airport to the north both host flight operations that contribute to the overall sound environment in this region. The traffic pattern at Clow is safely designed and tightly regulated, and the vast majority of training flights comply fully with FAA noise-abatement guidance. The idea that any one operator is "targeting" a neighborhood is simply not consistent with how flight training works or how air traffic is managed.

Beyond compliance, JWA Aviation has made deliberate efforts to be a good neighbor — investing in quieter aircraft, modern avionics, and structured training designed to minimize repetitive patterns. Their instructors live and work here. Their students are Bolingbrook's youth — young people who are finding discipline, confidence, and opportunity in a field that continues to face a national pilot shortage. These are our future commercial aviators, business leaders, and community members. Shutting down their flight school would close doors that many of them will never again have the chance to open.

Bolingbrook has long been a forward-looking community, one that values innovation and opportunity. The presence of Clow International Airport and its flight schools embodies those same values. Let us not allow misinformation or a few isolated frustrations to dismantle something that has taken decades to build — something that has quietly changed lives and strengthened our town.

I respectfully urge the Village Board to affirm your continued support for the flight schools at Clow International Airport. They are an essential part of our community's identity, economy, and future.

Thank you for your thoughtful consideration.

With appreciation,  
Dom Coleman

To the City of Bolingbrook,

I completed all of my private pilot training at JWA through the Tuskegee NEXT Foundation, which fully covered the cost of my licenses. Training at JWA gave me opportunities that completely changed my life. The instructors and staff were not just teachers but mentors who truly cared about my growth, and who still support me in my aviation journey.

Even after graduating from the program, JWA continued to support me by offering discounted rates for flight time. As a first-generation college student and first-generation pilot, that support has meant more than words can describe. It has allowed me to keep flying and building hours toward my goals, something that would have been impossible without their help.

Hearing that people are trying to take away a place like JWA is honestly heartbreaking. This flight school is not just a business. It is a community that gives people like me a chance to accomplish our goals. The people at JWA have kind hearts and a real passion for helping others succeed. I will always be grateful for the experiences, opportunities, and encouragement I received there.

I hope the city stands with JWA and ensures that students like me can keep reaching their goals, be supported in a place like this, and continue paying forward the same kindness and opportunity JWA gives to so many.

With gratitude,

Brianna Hall

Private Info

Private Info

Dear Bolingbrook Board,

My name is Addisen Thomas, and I live within a mile of Bolingbrook Clow Airport. For me, Clow has never been a source of disruption, it's been a source of inspiration. Watching planes fly overhead sparked my passion for aviation, and attending hangar nights with my father was my first hands-on experience in the field. The Clow community welcomed me with open arms, teaching me how to rivet and build airplanes. Their enthusiasm was infectious, and it motivated me to pursue a career in aviation maintenance.

When a scheduling error prevented me from attending aviation classes at Lewis, JWA stepped in and offered me an internship that changed my life. I shadowed an A&P IA mechanic named Morgan, who taught me everything from changing tires to timing magnetos and understanding FAA regulations. Morgan didn't just prepare me for the workforce—she helped me navigate life after high school. Even when I couldn't attend due to an outpatient program, JWA never judged me. Morgan wrote reference letters, helped me understand my autism and ADHD diagnoses, guided me through college prep, and supported me as I studied for an aviation maintenance competition, where I placed third in the state.

Eventually, JWA offered me a job as a line service technician. That role helped me save for school and gain invaluable hands-on experience. Thanks to Clow and JWA, I entered college ahead of my peers, already familiar with aircraft systems and regulatory standards. Morgan even gave me her old textbooks and tool recommendations. I knew I could reach out to anyone at Clow for help—and I still can.

JWA also helped me secure a position at Crucial MRO as a non-certified technician, where I now work on jet aircraft and continue to grow professionally. Clow has helped countless others too—one of their flight instructors recently became an airline pilot. They regularly fly children for free, introducing them to aviation and sparking dreams. I often see kids staring in awe as I fuel planes, just like I once did.

Clow Airport is a beloved part of Bolingbrook. It's a place of opportunity, education, and community. As someone who lives nearby, I can confidently say the noise has never been an issue. What I hear is the sound of futures being built—mine included.

Sincerely,  
Addisen Thomas



From: Chantal Fyda [Redacted] Private Info  
Subject: Bolingbrook Board  
Date: October 15, 2025 at 4:20 PM  
To: [Redacted] Private Info

Hello, my name is Chantal Fyda. Attending JWA was an experience that I will forever be grateful for. When I received my scholarship it gave me a chance to start my dreams and stop worrying about money. Working towards my Private Pilot License at JWA gave me a head start and when I entered my first year of college at Lewis University I felt prepared. I know some people from my class who also started at JWA and they will all say the same thing as me. That getting their PPL at JWA was the best decision ever. The flight school provides an amazing opportunity for the younger generations. Not only getting licenses but also being able to apply for a scholarship. JWA prepares young students like me to take advantage of our future goals. As well as being able to employ certified flight instructors so that they are able to get flight hours and one day join the airlines. Not many people will understand how much of a significance this school has on me and many other students. However, the school offers the first step to chase our dreams.

To the Mayor and Trustees

Good evening and thank you for allowing me to speak today. My name is Edward, and I've been a student at JWA at Bolingbrook Clow Airport for the past 13 months. When I began my journey to earn a private pilot's license, I researched multiple flight schools in the region. JWA stood out as one of the closest and most flexible options, making it possible for me to pursue this lifelong goal while balancing work and family commitments.

I know there are concerns about noise, and I respect those concerns—but I believe the reality is very different from the perception. Here's why:

- **First**, JWA operates under strict FAA regulations and follows noise abatement procedures designed to minimize impact on surrounding neighborhoods.
- **Second**, training flights are short and spread throughout the day. This is not constant traffic, like a commercial airport—general aviation accounts for less than 1% of total transportation noise exposure nationwide.
- **Third**, the benefits far outweigh the inconvenience. JWA is not just a flight school—it's an economic engine and an educational resource. Students like me spend money at local restaurants and businesses, and general aviation contributes billions to Illinois' economy.

On a larger scale, the aviation industry faces a global pilot shortage—over **600,000 new pilots will be needed by 2041**. Schools like JWA are essential to meeting that demand, ensuring the future of safe and reliable air travel.

**In closing, I want to emphasize this: the sound of an aircraft overhead is not just noise—it's the sound of education, opportunity, and progress. It represents students working toward careers, local businesses thriving, and a community connected to an industry that drives our economy. I respectfully ask that you continue to support JWA and recognize the positive impact it brings to all of us. Thank you."**

Respectfully,

Edward Majercin

Dear Village of Bolingbrook Government Officials,

There is an issue with a small group of people residing near Clow International Airport regarding the flight school operations of JWA. The owners of the flight school have done everything legally permissible, physically possible and within FAA regulations to address their concerns. They still demand closure of the flight school.

The flight school is a positive community asset that adds economic value to the Village on many different levels. Over the past 8 years I have seen the overall impact first hand. I along with many others pilots have received all of my training and ratings there. There is a culture there of aviation education excellence that has benefited hundreds if not thousands of every type of person imaginable. Next time you board an aircraft look at the young person standing near or in the cockpit. They may have come from Clow and JWA.

The economic impact of this operation is extremely positive. Bolingbrook is known for supporting business growth not forcing businesses to close due to a few. Many business people use the airport as an alternative to the hassles of commercial flying. They also contribute to the local economy. JWA offers scholarships to students that really need them. They offer jobs to graduates in aviation mechanics and as flight instructors. Most move from JWA to the commercial airlines beginning life long careers.

I am an Illinois Certified Residential Real Estate appraiser for the past 40 years. I have been in nearly 4,000 neighborhoods, appraised 7,000 properties and analyzed nearly 45,000 comparable properties to date so. When a government body bows down to a small group, which I'm sure consists of at least a few serial complainers, it has a significant negative effect on the property values in the entire community as a whole. Understand that with today's social media when word gets out the Village of Bolingbrook Government shut down a successful, community contributing, business because of a few serial complainers it will have a significant negative effect.



Dear Mayor and Trustees:

As a 30 year resident of Naperville, never more than 6.5 miles from the field and now in the direct approach headed south, I am thrilled more people are flying by. We look out the window and watch the planes. The freedom to fly responsibly is part of being American, since the Wright Brothers. I am proud of our aviation heritage.

I sincerely understand why the noise can become a nuisance for some and while I sympathize, I believe people lawfully using public property and skies should not be bothered. There are never super loud military flights or jet planes.

Aviation is heavily regulated. Unless the airport is not completely within Federal regulations for use and noise (which I believe it is but am not an expert don't know 100%), it is wrong to try to curtail their business. It is well managed and run, from everything I see. And, we need pilots!

In real estate it is location, location, location. The airport has been there for a long time and I bought my house knowing I would hear helicopters and fixed wing aircraft. Using Google Earth or driving around is always a good idea before your down payment, to see what is in the vicinity that might affect you. I did, and I used to live just 2.5 miles away, close to the flight pattern.

If you buy a house near a gas station, there will be lights in your window at night. If you buy a house near a candy bar factory, you're likely to smell chocolate (and gain a few pounds!).

And, if you buy a house near an airport, you are going to hear planes.

Let's be tolerant and supportive of our next generation of airline pilots learning at Clow!

Sincerely,

T. Mark Fay

President

T. Mark Fay Consulting, Inc.

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Christina Turner

Private Info

10/14/2025

**To the Residents of Bolingbrook and the Village of Bolingbrook:**

I am writing to you as a proud mother, to express my strong support for **JW Aviation Chicago Flight Training School** and to plead that this vital institution not be closed.

JW Aviation has been an incredible asset to the Bolingbrook community—one that provides far more than flight lessons. The school opens doors of opportunity for young adults who dream of becoming pilots but may not otherwise have the means or guidance to do so. Through their scholarship programs, mentorship, and hands-on training, JW Aviation has created a pathway to professional aviation careers for students from all backgrounds, including those from low-income and minority communities.

This school does not just train pilots—it builds futures. They offer opportunities for young adults to become flight instructors, assist with job placement, and provide constructive, goal-oriented resources that keep youth engaged and off the streets. The impact of their work extends far beyond the hangar—it reaches families, inspires dreams, and strengthens the social fabric of Bolingbrook.

On a personal note, my son, **Julian Turner**, is a proud recipient of a **JW Aviation Scholarship**. This opportunity changed his life. It allowed him to pursue his lifelong dream of becoming a pilot and successfully earn his **Private Pilot License**. I have witnessed firsthand how the school's leadership, structure, and commitment to its students instill discipline, responsibility, and confidence—qualities that will serve Julian and many others for a lifetime.

Closing JW Aviation would be a tremendous loss to the Bolingbrook community, to its youth, and to the broader mission of providing equitable access to aviation education. I respectfully urge the Village of Bolingbrook and its residents to work together to preserve this invaluable program and the opportunities it brings to our next generation of aviators.

Thank you for your time, your attention, and your continued commitment to supporting positive, life-changing programs for our youth.

Sincerely,

**Christina Turner**

Private Info

Proud Parent

Local flight schools are the cornerstone of the American aviation industry. Without schools like JWA, I and many others in and around Bolingbrook would not be able to begin or continue our aviation careers. Between the effects of 9/11 and the post-COVID increase in airline travel, airlines in America have been working through one of the largest pilot to passenger deficits in decades, with a substantial number of those pilots beginning their training at smaller, more flexible and affordable flight schools like JWA (Gorowsky 17, 21). If Bolingbrook sets a precedent of shutting down local flight schools, not only will the people in Bolingbrook and the surrounding areas be negatively affected, but our country's aviation industry will be significantly impacted in the years to come.

I began flying with JWA back in May 2024 after stepping back from flying airplanes for about two years. Before that, I was a flight instructor at Southern Illinois University (SIU) for several years before moving up to the Chicago suburbs and taking a break from flying. When I finally decided that it was time to get back up in the air, I looked into several flight schools in the Chicagoland area, and decided that JWA was the one for me. It was a smaller school with a friendly atmosphere, closer to home, and a more affordable option - three qualities that were important to me, and qualities that I know are important to others looking to get into flying. The day of my first flight back, I walked into the flight school, nervous as could be, to meet my new flight instructor. She was immensely patient, kind, and knowledgeable as she helped me get comfortable with the airplane again. My nerves melted away as we took off, and I was so full of joy and excitement to be flying again. The staff at JWA get to do this every day for so many people in the Bolingbrook area, and not only that, but they also offer a variety of ground classes to help train and educate the students and renters there. JWA cares deeply about their community, and has proved this repeatedly by helping out with airshows, educational seminars, Young Eagles flights, community picnics, and more.

Since that first flight, I've gone on many more out of multiple local airports, a privilege that I do not take lightly. I've also had the very special experience of being able to take my friends and family up for flights, so that they too can know the happiness that flying brings. According to a survey done by the Aircraft Owners and Pilots Association, "only one [pilot] in five [attends] a Part 141 flight school" like SIU; most attend smaller schools like JWA or work with independent instructors out of local airports (AOPA 9). These are the places where future pilots are inspired, learn, and grow. The goal is not to irritate the people who chose to live near an airport, but to train safe, responsible pilots and to spread joy, not only for aviators, but for their future passengers who will travel to see family, friends, and the world around them. Without JWA and other local flight schools, a foundational part of the aviation industry will be gone, and it will be one we cannot easily recover.

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■  
From: Svetoslav Slavov

Private Info

Subject: My JWA Story

Date: October 15, 2025 at 5:19 PM

To: Michelle Vargo mvargo@flyjwa.com, wbrazinski@flyjwa.com

Dear Michelle and Wayne,

When I saw your call to action, I knew I had to write back. My name is Svetoslav Slavov, and I am a newly Certified Flight Instructor working towards his 1500 hours. More importantly, I am living proof of why this flight school and Clow Airport must be protected.

My story here began in the darkest days of the COVID pandemic. I was laid off from my job, and the future my immigrant parents had worked so hard to build for me felt like it was crumbling. They came to this country with nothing, sacrificing everything for the promise that their children would have a "better life." Sitting in my house, I felt I had failed them.

Then, I found JWA Flight School. Or perhaps, it found me. What started as a desperate attempt to break the monotony—a discovery flight—became the moment my life rerouted. The moment the wheels left the ground at Clow, the weight lifted. For the first time in months, I could see the horizon again. My instructor didn't just teach me how to fly; he and the entire JWA community helped me believe in a future I could no longer see for myself.

JWA fostered a community that took me from a place of despair and gave me a new purpose. They guided me through my Private Pilot license with ease. Their wonderful instructors helped create a base of knowledge that I then took with me as a solid foundation on the next stage of my aviation journey, gaining my Instrument, Commercial, Multiengine and now my CFI license. This wasn't just a series of certificates; it was the rebuilding of a man. The dream born that day on the discovery flight at JWA, is now a career path, with my sights set on one day flying for United Airlines.

But here is the truth I need the Bolingbrook Board to understand: None of this would have been possible without JWA, Clow International Airport and the community they nurtured.

There would be no Svetoslav CFII, MEI. There would be no first pilot in the Slavov family, making his parents prouder than they ever thought possible. There would only be the void left by a lost job and a broken dream. This airport and this school didn't just teach me to fly; they gave me a new hope worth fighting for.

The domino you are looking at isn't just a business; it's a launchpad for futures like mine. If it falls, you aren't just closing a runway; you are closing a path to a better life for the next kid like me, who just needs a chance to see the sky.

The person I am today is all thanks to the hard work, dedication and passion that Michelle and Wayne have poured into JWA.

Please let me know how else I can help.

Sincerely,

Svetoslav Slavov  
Certified Flight Instructor  
Future United Airlines Captain

**To the Bolingbrook Village Board,**

My name is Rachel Dickinson and I serve as a leader for our local American Heritage Girls troop. American Heritage Girls is a Christian scouting program dedicated to the mission of building women of integrity through service to God, family, community, and country. In addition to my role in youth leadership, I have previously worked both as a flight instructor, commercial pilot, and an air traffic controller at O'Hare International Airport. I am writing today to express my strong support for JWA Flight School and the continued value they bring to our community.

JWA Flight School has graciously hosted our troop on two separate occasions, providing guided tours and hands-on educational experiences that allowed our girls to earn their Aviation Badge. These visits were more than just informative—they were inspiring. Aviation is a field where women currently make up only about 5–6% of all pilots and 20% of all controllers. For young girls, especially those in formative years of interest and identity, seeing aviation up close—and being welcomed into that space—can quite literally change the trajectory of what they believe is possible for their future.

The team at JWA demonstrated not only professionalism, but genuine enthusiasm in encouraging our girls to ask questions, explore aviation careers, and understand how aviation impacts everyday life. They created an environment where our girls felt included, capable, and excited about a field in which their representation is historically small.

As someone who has worked in the industry, I know firsthand how vital it is to foster aviation interest early. Community partnerships like this are what spark lifelong passions and open doors to meaningful careers. JWA Flight School has been a positive and engaged presence, and their willingness to invest time in local youth—especially young girls—is an asset that should be recognized and supported.

Thank you for considering the impact JWA has on local families and the next generation of aviators.

Respectfully,

**Rachel Dickinson**

American Heritage Girls Troop IL0908 Leader

Former Commercial Pilot & Air Traffic Controller

Dear Council Members,

My name is Aaron Barclay, and I've been pursuing aviation since I was sixteen years old. While Clow International Airport wasn't where I first learned to fly or took my first solo, it is only 4 miles away from my genesis in aviation. Clow has become an essential part of my aviation journey and a vital piece of this community's fabric.

Over the years, I've flown in and out of Clow countless times — for instruction, proficiency, currency and simply for the joy of flight. I've even experienced an in-flight emergency in the area, and having Clow nearby made all the difference. That experience reminded me that small airports like this aren't just conveniences; they're lifelines — critical pieces of safety infrastructure that serve pilots, first responders, and the community at large.

Aviation has shaped who I am. It has taught me discipline, patience, humility, and decision-making under pressure. Now, as a flight instructor, I have the privilege of sharing those lessons with my students — many of whom begin their aviation journeys right here at small airports just like Clow and JWA flight school.

And here's something I hope each of you will remember: the next time you board a commercial flight, the captain up front likely began his or her flying career at a small community airport like this one. Every airline pilot you trust to fly you and your family across the country was once a student at a small flight school — often at airports just like Clow and Joliet. Those early lessons, the local instructors, and the supportive communities are what build the professionalism and safety culture that make commercial aviation in this country the safest in the world.

So when we talk about preserving small airports and flight schools, we're not just preserving local runways — we're preserving the training grounds of America's aviation system, the very roots of the airlines we all depend on.

But Clow represents far more than training and safety. It's also a true community gathering place. The on-field restaurant has brought people together for years — serving as the backdrop for family breakfasts, weekend fly-ins, and quiet lunches where kids press their faces to the glass, watching airplanes taxi by with wide eyes and big dreams. It's where aviation becomes real, and where the wonder of flight connects generations.

John Gillespie Magee Jr. captured that spirit of flight beautifully in his poem *High Flight*, writing of having "slipped the surly bonds of Earth" and "touched the face of God." Every pilot understands that feeling — and it's through airports like Clow that those words come alive.

For me, aviation is not just a career or a hobby — it's a calling. And Clow Airport has been a place that nurtures that calling — not just for me, but for countless others who share the same passion.

Please, protect this airport and flight school. When we lose small airports, we lose far more than runways — we lose the places where dreams take off, where communities connect, and where the next generation of aviators begins.

Thank you for your time and consideration, and for supporting this invaluable part of our city's heritage and its future.

Sincerely,

Aaron Barclay  
Flight Instructor / Local Pilot (2002-Present)  
Air Traffic Controller (2008-Present)

Private Info



**Joe De Paulo**

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**From:** Lisa [Private Info]  
**Sent:** Monday, October 20, 2025 3:39 PM  
**To:** Lisa; Don/ICE Swienton; Joe DePaulo  
**Subject:** Meeting speech - or submit as letter /Clow Thoughts???

Good evening everyone,

I'm here tonight because our local airport is so much more than runways and hangars — it's part of who we are as a community.

Every year, thousands of people come here for events like the Haunted Hangar and the Cavalcade of Planes. Families explore, kids laugh, and our local non-profits are invited for free to share their services. These events strengthen our village, bring visitors to local businesses, and create memories that last a lifetime.

But the airport's impact goes far beyond the fun. Through the Young Eagles program, volunteer pilots give their time, fuel, and planes so kids can experience the magic of flight. That first flight often lights a spark — inspiring future pilots, engineers, and dreamers. It's a place where education and imagination take off together.

That's why it's so important that we also protect our local flight school — a cornerstone of this airport's mission and a true gateway to aviation careers. This school doesn't just teach people how to fly; it teaches responsibility, discipline, and confidence. Its students go on to become professional pilots, mechanics, and leaders in the aviation industry — many of whom come back to mentor the next generation. Losing this school would mean losing opportunities for growth, education, and inspiration right here in our own backyard.

Now, I understand that a few people have concerns about noise or fuel. Those worries are real, and they deserve to be heard. But the truth is, the airport's activity is minimal and carefully managed. The benefits it brings to our kids, our families, and our community far outweigh the occasional sound of an airplane overhead.

This airport connects us. It's where neighbors meet, where children learn, and where our community spirit truly soars. Let's protect it, support it, and keep it — along with our vital flight school — flying strong for generations to come.

Because when we save this airport, we're not just saving a place for planes — we're saving a place for people, for learning, and for dreams to take flight.

Thank you.

Lisa Swienton

Private Info

Aymee Zimmerman  
[Redacted] South Main Street  
Downers Grove, IL 60516

[Redacted]  
Private Info

[Redacted]  
Private Info

October 18th, 2025

Bolingbrook Village Board  
375 W. Briarcliff Road  
Bolingbrook, IL 60440

To the Members of the Bolingbrook Village Board:

Thank you for making the time to hear our support of the various and important goings on surrounding Clow International Airport and its Flight School and other wonderful groups and activities it offers.

I am aware that there is a group of neighbors who are concerned about noise and other matters.

As a lifetime participant of Clow Airports' many activities over the years, my Family and I have both Volunteered to and benefitted from all that Clow has offered.

My youngest Son had a great passion for Aviation much thanks to Clow, its Illinois Aviation Museum, Charlie's Restaurant, and the JWA School.

We have been decades long Members of the EAA Chapter 461 at Clow, which always works very closely with the Airport to make sure everyone is safe and educated on Aviation awareness and parameters.

The many wonderful and educational events like Young Eagles and Cavalcade have brought the Community together to share the excitement and wonder of Aviation, especially for youth.

The Flight School has been an imperative part of Clow and has helped many others, like my Son, achieve their Aviation Dreams.

In addition, the Joy of watching the many Families and children enjoying the Airplanes is precious.



To think of the loss of such a special place to visit and also to potentially lose the income that is generated from the school and the restaurant would be devastating.

While I understand some neighbors might be upset about the noise, the Aviation Community at Clow has worked together to adjust Flight patterns and further operate responsibly in order to minimize any noise disturbances, and has worked diligently to communicate with and be respectful to the neighborhoods surrounding the Airport.

One last thought I'd like to add is that I live in Brookeridge, an Aviation Community in neighboring Downers Grove, of over 60 years.

On one social media post, someone mentioned they had concerns for fuel, referring to "chat gpt" as its source.

We have fuel pumps on our Airport with Homes and residents all around it. Our neighborhood has not experienced any adverse illnesses from any of the fuel or Flights overhead.

I personally have lived \*directly\* under the Flight path for takeoffs and landings on runway 27/9 for over 25 years. My children and I are all healthy and well.  
Please trust that all fuel and exhaust is regulated by the EPA and is as safe as any vehicle on the road.

In closing, I would like to say that while I fully respect that some neighbors are having these concerns, I do hope that it does not become an unnecessary bandwagon.

Clow has been a permanent fixture in the neighborhood, and its neighbors have always coincided amicably for many decades, without issue.

It would be a shame to see this relationship become tarnished due to this recent change in heart.

Clow Airport and its businesses have my full support.

Thank you for your time.  
Sincerely,  
Aymee Zimmerman

Private Info

To Whom it May Concern,

I am writing this letter to express why I feel JWA Flight School is an important establishment to the community of Bolingbrook. We only live about 3 blocks from the Clow Airport, and every year I would take my kids to the Junior Eagle events where they can visit the aviation museum and take a free flight in one of the airplanes. This sparked a big interest in my son, Brayden. He has always mentioned learning to fly so that he can be an airline pilot one day. Now, Brayden is living out his dreams and he is currently attending JWA to obtain his private pilot's license. Attending JWA is a big convenience for Brayden, due to its close proximity to our house. They have excellent instructors, and they offer everything one would need to start a successful career in aviation at as reasonable price. This saves us a substantial amount of money due to not having to go the college route to obtain his flight credentials. JWA is an important staple in the Bolingbrook community, and I hope they stay around for many more years to provide more opportunities for future aviation professionals.

Sincerely,  
Bobby Younger

Private Info

**Dawn Miller**

**Private Info** Court La Grov  
Deer Park, IL 60010

**Private Info**

October 20, 2025

**Mayor Mary Alexander-Basta and Village Trustees**

Village of Bolingbrook  
375 W. Briarcliff Road  
Bolingbrook, IL 60440

**Re: Support for Bolingbrook Airport and Flight Schools**

Dear Mayor Alexander-Basta and Trustees,

I am writing to express my strong support for maintaining the operation of the Bolingbrook Airport and its associated flight schools. These facilities are valuable assets to our community, and I urge the Village to continue supporting them despite recent concerns raised by some residents.

The Bolingbrook Airport and its schools have long been part of our community's identity, existing well before the surrounding residential developments. They provide critical educational, economic, and community benefits that far outweigh temporary noise inconveniences. The airport fosters learning, career development, and community engagement for people of all ages.

One powerful example of this impact is the work of EAA Chapter 461, which has provided flight experiences to Lake Zurich Scouts BSA Troop 309 and Lake Zurich Girl Scout Troop 445. These opportunities gave our local youth an unforgettable chance to explore aviation firsthand, learn about aeronautics, and earn their Aviation Badges. Experiences like these inspire future pilots, engineers, and aerospace professionals, while fostering curiosity and confidence in our youth.

Closing or restricting the airport and its schools would mean losing not only an important educational resource but also part of Bolingbrook's history and vitality. I respectfully ask that the Village continue to support and protect the airport and its aviation programs, ensuring they can thrive and continue to serve our community for generations to come.

Thank you for your time, service, and thoughtful consideration of this matter.

Sincerely,

**Dawn Miller**

**Troop 445 Leader and Troop 309 Committee Member**



# Scott Batzel

Private W 82nd Street  
Burbank, IL 60459

Private Info

Private Info

October 6, 2025

Bolingbrook Village Board  
375 W. Briarcliff Road  
Bolingbrook, IL 60440

Dear Members of the Bolingbrook Village Board,

I am writing to express my strong support for Clow International Airport and to urge the Village Board to continue backing this valuable community resource amid recent criticism from antinoise groups. While I am not a resident of Bolingbrook, I am a regular and deeply concerned user of Clow Airport. I have witnessed firsthand the positive impact the airport has on the local economy, the aviation community, and the surrounding region.

Economically, Clow Airport contributes significantly to the area by supporting aviation-related jobs and attracting visitors who patronize local restaurants, hotels, and small businesses. General aviation airports like Clow serve as vital infrastructure for business travel, flight training, emergency services, and tourism. The economic ripple effect extends well beyond the airfield, strengthening the regional economy and enhancing Bolingbrook's appeal as a business-friendly community.

Culturally and educationally, Clow Airport stands out as a gateway for inspiration and learning. Events such as the Cavalcade of Planes bring families, students, and aviation enthusiasts together, fostering a sense of community pride and sparking interest in science, technology, engineering, and aviation careers. The airport is not just a place for airplanes, it's a place where future pilots, engineers, and innovators find their passion.

While I understand the concerns of residents about aircraft noise, Clow Airport and its users have long shown a willingness to operate responsibly and minimize impacts through good communication and established noise abatement procedures. These efforts demonstrate a commitment to coexistence and respect for the community.

I respectfully urge the Village Board to reaffirm its support for Clow International Airport. Its economic vitality, educational value, and cultural importance make it a cornerstone not only for Bolingbrook, but for the broader aviation community and region.

Thank you for your time, consideration, and ongoing commitment to this important local institution.

Sincerely,  
Scott Batzel  
Burbank, Illinois

Dear Wayne, Caswell, & Michelle,

On behalf of our American Heritage Girls Troop, I want to extend a heartfelt thank you for taking the time to teach our scouts about aviation. Your willingness to share your expertise, show them the planes and answer their many curious questions made the experience truly unforgettable.

Because of your generosity and enthusiasm, the girls not only learned a great deal about airplanes and flying but were also able to successfully earn their Aviation Badge - an achievement they are incredibly proud of.

Thank you, again, for investing your time and passion into inspiring the next generation. We are grateful for your kindness and generosity.

With appreciation,

Rachel Dickinson +  
the girls of American  
Heritage Girls Troop 110908



To:

Mayor of Bolingbrook

Village Trustees

Re: Possible curtailment or closure of the Clow Airport

I'm writing to you to express my displeasure on proposed actions to reduce or close operations at the Clow Airport. I am a native of Chicago having lived there my entire life until 2006. I am also a pilot and have visited Clow often while living in Chicago and also during frequent visits to the area from Florida. Both via my personal aircraft and other means.

Clow is an excellent example of a vibrant airport that has a proud history of serving both the aviation and local community. I'm surprised that the Village of Bolingbrook is even considering measures to limit the success that the Airport has achieved. It is easy to see it is a well-run facility with numerous benefits to the community at large. Plus offering skilled jobs in the aviation industry.

Please tread lightly on any efforts of a loud and vocal minority that only look to further their own narrow agenda. Please keep Clow open and unrestricted.

Sincerely,

Mark Wiencek

**Private** SW Airpark Glen

(formerly of Oak Forest, IL)

Lake City, FL 32025

Robert, Renee and Sebi Duncan  
Plainfield, Illinois

October 15, 2025

Bolingbrook Mayor and Board of Trustees  
375 Briarcliff Rd  
Bolingbrook, IL 60440

To Bolingbrook Village Board Members,

I am writing to express my strong support for Clow International Airport and the vital role it plays in our community.

For decades, Clow Airport has been far more than just a place for planes—it has been a place for people, families, and dreams. From the EAA Young Eagles flights and Cavalcade of Planes, to the Illinois Aviation Museum, Charlie's Restaurant, and Haunted Hangar, Clow has become a hub for education, inspiration, and connection.

For my family, Clow holds a very special place in our hearts. My son, who has autism, has found in Clow his happy place—a space where he feels safe, accepted, and inspired. Watching the planes, meeting the pilots, and being part of the aviation community has given him confidence and direction. It's where his love of flying took root and continues to grow.

It is disheartening to see a small but vocal "anti-noise" group attempt to diminish something that brings so much value, joy, and opportunity to so many. Clow Airport has long been part of this community—long before many nearby homes were built—and has shown great care and responsiveness by adjusting flight paths and operations to minimize noise impact.

Clow International Airport is more than an airport; it is a community landmark that fosters learning, inclusion, and the pursuit of dreams. I urge you to continue supporting Clow and protecting this extraordinary part of our community's heart and history.

Sincerely,

Robert, Renee and Sebi Duncan  
Parents and Proud Supporters of Clow International Airport

I am Martin Kaminski and I completed my PPL back in August 2024 with JWA. I am sending this email from my work email since I check it more often. I saw your email regarding the efforts to get you all shut down and ask that you please share this (or parts of) this message at your next meeting since I am at school in Bloomington:

*"I completed my training at JWA flight school and was able to earn my Private Pilot's License with their well-trained and competent staff. Their consistent dedication to my success led to my ability to become a pilot and allowed me to do so right before the passing of my dearly beloved grandfather. My grandfather had the opportunity to see me go from being terrified of flying, to falling in love with aviation, and then becoming a pilot, because of JWA.*

*I am a college student at the Indiana University Kelley School of Business and got my license right before I went to school; so why am I compelled to write? Well, I was raised to believe that family defends family, and when you are at JWA, you are a part of their family. In part with this, I also value the truth; and the claims made by this entourage are: 1) Ridiculous and 2) completely false. The traffic pattern used at 1C5 is consistently based on weather and the standard left-closed traffic pattern that is prescribed in the "Airplane Flying Handbook". The left turn to crosswind and downwind for Runway 36 is standard procedure and what pilots are advised to follow by the Federal Aviation Administration. The left closed traffic pattern promotes the safe flow of air traffic at 1C5. If you want to see change, contact the local FSDO yourself and ask them to do an Aeronautical Study and Environmental Review under Title 14 of the Code of Federal Regulations, Part 77 to see if they will make it a right traffic pattern instead of a left. If they have the time and desire to fulfill your miniscule complaint, more power to you.*

*To keep things short, I see this city council putting the interests of a loud minority over the interests of a silent majority. If this council has any interest in the economic well-being of the Bolingbrook community, I strongly ask that they reconsider the prospect of shutting down JWA. To the small group of residents who believe that they are being targeted by the airport traffic pattern and JWA, let me be clear, you're not. Next time, if you don't want to listen to airplanes flying over your house...don't buy a home right next to an airport. Your complaints are comical. Thank you. "*

Wayne and Michelle, I wish I could be at the meeting to support JWA. Your business holds a special place in my heart for what it has been able to do for me. 1C5 is a special airport with fond memories for me as a child. I know that what I wrote is extremely long, so I understand if you cannot share all of it, but I ask that you please do share some. If you do decide to share some of what I wrote, please let me know what you plan to share.

I hope you are all well and thank you!

Sincerely,

Martin Kaminski



To whom it may concern,

Hello my name is Tyler Mitchem. I am currently Aircraft mechanic and former professional/ national team athlete. The airport of Clow has always been my inspiration and a source of origin for who I am and what I am today. I grew up right next to the airport and was highly influenced by it. JWA played a critical role in my career as a aviation profession. Since I was a child Clow made me want to be in aviation even more so work at Clow international, my home airport. JWA offered me a home and full filled my desire to be apart of Clow. Not only did they do that, they pulled me up when I was at my Lowest as a professional athlete. In the summer of 2023 when I was training with the USA volleyball national team to hopefully one day compete in the Olympics I tore my patellar tendon which resulted in a major surgery. During this time I was really struggling financially to support myself as and I needed a job that would accommodate my healing injury and allow me to earn some money to get by. JWA was the only place that gave me a chance to not only support myself but also be the first employer of my aircraft mechanic career. The people I met and worked with at JWA were among some of the most influential high quality people. I've worked for. To this day I utilize the knowledge and people skills learned from JWA in aircraft mechanic career. JWA will always have my support. They offer invaluable opportunities for the city of Bolingbrook and future aviation professionals.

Sincerely, Tyler Mitchem

Wayne, JWA, has 100% changed my life. Owning my own plane likely would never have happened if it wasn't for yourself, your team, and JWA as a whole.

**Story to share:**

"I was a Lewis University student. I was the last student to get their private pilot license before the school temporarily shut down due to covid restrictions, coincidentally my FASFA (funding) had ran out, and on top of that I was having my second child. There was no going back to the normal college life of flying for me. Ultimately I felt like my flight career path was in an unrecoverable flat spin. Unfortunately, my flight training went on a 3-year hiatus. Fast forward to Oct 2023, life began to recover, fiances became back in order. I decided to get my BFR (bi-annual review) completely through JWA and get back on the horse of flying. Being local to JWA I completed my BFR and got certified to rent planes from JWA in order to start flying again.

I rented one of their Cessna 172's for my Dad and I. My family came with to see us off. My youngest daughter, 3 at the time, ran up and asked if she could go with, I initially said no, since this was my first time taking a passenger in a rented plane, but as soon as I said no I saw a big crocodile tear roll down her cheek. How could I say no.. So, we put a headset on my little one, she went in the back seat and off we went. 20 minutes into the flight everyone was happy - flying was going great. I look at my Dad and say, we should buy a plane. Dad looked back and said I already told you mother this before we took off - "we're going to buy a plane."

So sure enough we land, Wayne came out to check on us to see how everything went. We asked him if he had a plane for sale, ironically he did - I'll spare the details but on the spot Wayne made us an absolutely incredible offer on a Cherokee Piper.

Because of Wayne and JWA, my life and my family's life has been forever changed. JWA provided the unique opportunity to purchase an aircraft at a hugely discounted price which allowed me to continue my flight training, build a lifetime of memories with my Father, and now my Daughter.

The kindness JWA and their staff show when we approach them with questions, as far as maintenance, flight questions, whatever the case - we're always met with kindness and willingness to help. JWA is a staple of Clow and as long as they are there Clow will continue to thrive."

I know I wasn't a regular student of JWA, but, really, you guys have shaped my life - please let me know if there's anything myself or my Dad can do to help.

Thanks,

Joel Kozlick

MY STORY – October 7, 2025

My credentials.

Electrical engineer for 8 years. Law school at night. Practiced patent law for 30 plus years. Significant experience working with management of companies. Retired from the practice of law beginning of 2025.

Conflict of Interest.

Other than being a student at JWA, I have no conflicts. In fact, I don't consider being a student a conflict. I have many other options for flight training. Before I began flight training with JWA, I did not know any of the people associated with JWA. I choose to obtain my flight training from JWA because of the level of professionalism.

My training experience with JWA.

I began flying as a hobby in 2000 at Morris airport. I stopped flying in 2017. In 2020, I reached out to JWA and began flying again. This was my introduction to JWA and the people associated with JWA. Beginning 2025, with retirement, I have been receiving training from JWA on about a weekly basis. Since 2020, I have receiving training from about a half dozen JWA flight instructors, interacted with the JWA VP and office manager, and the line staff, and to a lesser extent, the maintenance personnel.

My perception of the JWA culture and flight instructors.

I have not encountered a negative experience with anyone associated with the flight school. My personal experience is that everyone has acted on a professional level. These are, by and large, young men and woman, all of whom are career minded. They are focused on advancing their students to the next level, as well as advancing themselves professionally.

The suggestion that the JWA flight instructors or others would target local residents, with the aircraft traffic pattern, is inconsistent with my experience of these individuals.

Additionally, the FAA provides guidelines on the aircraft traffic pattern. My personal experience at Clow airport is that the FAA guidelines are followed. My experience at Clow does not suggest a deviation from the FAA guidelines.

My perception of noise level of aircrafts in the traffic pattern.

I live at Brookeridge airport in Downers Grove since 2009. It is a private airport with about 100 homes surrounding the airport, each home having its personal hangar attached to the home. On a daily basis, there are aircraft departing and arriving in Brookeridge.

My personal experience as a pilot since 2000, flying out of Morris airport, Lewis airport, and Clow airport, as well as my experience living in Brookeridge since 2009, is that aircraft in the traffic pattern do not produce unbearable levels of noise.

I would invite members of the Board to park your car on the street in the area of question. Sit there with your windows open for an hour or more, and judge for yourself. You will likely experience greater noise levels from automobile traffic and neighbors mowing their lawns.

I am happy to respond to any questions.



# BOLING BROOK

Good morning Wayne,

As a Bolingbrook resident, I would be happy to provide a testimonial. While I don't actively use JWA on a regular basis, I've utilized the discovery flight last year to help me determine whether to seek my PPL along with the online classes Sporty's offers (I've been dragging my feet, work and family have taken most of my time as of late). I live just to the south of the airport in the Springs at Lily Cache apartments so I see/hear planes/helicopters often. Not once, not even ONCE, has it been a bother for us with noise or planes flying too low. I've lived here for nearly 2 years and we have enjoyed the air traffic above, it isn't burdensome whatsoever. My 2 year old son also loves to see the planes fly over when we have our daily evening walks together around our complex as father/son.

Just yesterday my wife, son and I were nearby in Balstrode park and noticed a plane overhead flying very slow in a tight turning pattern. I believe they were conducting power off stall maneuvers but I could be wrong. Regardless, it was not at all of a burden to hear/watch. It boggles my mind that some of our residents are making this seem like such a burden. As someone who lives right next door, I think I can provide some helpful feedback. The noise isn't burdensome/annoying, and planes don't fly too low either. My family and I also love to stop by regularly to Charlie's restaurant for breakfast and watch air traffic fly by. It would be such a loss if these residents trying to shut you down would succeed, you provide a valuable resource to our community.

V/R,

Evan Loader

Good evening,

My name is Sean Brophy and I got my PPL at JWA in June. I currently live off of Kings Road and Rodeo Dr, where most planes turn downwind to base for runway 36. I was wondering if there was anyway I can help support JWA as I wouldn't have been able to start my progression towards a career in aviation without you guys. Let me know what I can do to help!

Thank you,  
Sean Brophy

----- Forwarded message -----

From: Jordan Zhu [REDACTED] Private Info

Date: Thu, Oct 9, 2025 at 2:15 PM

Subject: Testimony in Support of JWA Flight School - A Regional Student's Perspective

To: <[bbrook@bolingbrook.gov](mailto:bbrook@bolingbrook.gov)>

Dear Mayor and Members of the Bolingbrook Board of Trustees,

I am writing to express my strong support for JWA Flight School and to highlight its significant value as both an essential educational resource and a clear economic asset to the Village of Bolingbrook.

As a current student, I made the conscious decision to train at JWA despite residing in Kenilworth - a nearly 1.5-hour commute each way. I passed several closer options, including flight schools at Chicago Executive Airport, because JWA's exceptional quality, professionalism, and community-oriented culture are unmatched.

My commitment to JWA directly benefits the local economy. My regular visits for training involve spending on fuel, meals, and other necessities in Bolingbrook. Furthermore, I frequently schedule my professional work meetings in the area to coincide with my training, ensuring that my student investment also brings external revenue into the village.

The potential loss of JWA would be a severe blow to the entire region. It would deprive dedicated students like me of a critical training center and eliminate the economic activity drawn in by its regional reputation.

I am certain my perspective as a dedicated student who actively chooses Bolingbrook can be valuable to your deliberations. I am fully prepared to provide further written testimony or communicate directly with you to support the preservation of this invaluable resource.

Thank you for your time and consideration.

Sincerely,

Jordan Zhu

[REDACTED] Private Info

[REDACTED] Private Info

Kenilworth, IL

Growing up in Bolingbrook, the subtle buzz of planes overhead was just the norm. About as loud as a car passing by on your quiet suburban road, they were always an afterthought to me. Then, as I got older and was faced with the daunting task of finding a career to pursue, that faint buzz gained new relevancy. I was going to become a pilot. Clow was so close I could walk there for my flight lessons and through them I found a new way of looking at the world, a lucrative career path, and community. I'm now in college but still happen to find friendly faces from Clow all the way in another state.

Clow being in Bolingbrook made my career dreams attainable through their affordable rental costs and their close proximity to my house, and the experiences I've gained there have prepared me to become a professional pilot carrying the responsibility of hundreds of lives at a time. Bolingbrook really is a place to grow, and learning to fly at Clow was one of my most cherished experiences in my journey to become the person I am today.

Nowadays, when I return home for breaks from college, I keep my ears open for the faint buzz, to see friends and mentors as they pass overhead.

• Sean O'Donnel  
Resident of - Priv  
Inf Penny Ln, Bolingbrook, IL



From: Private Info  
Subject: Support for Keeping Clow Open  
Date: October 7, 2025 at 9:53 AM  
To: Private Info

Dear City of Bolingbrook,

I am writing to share how deeply our local airport has influenced both my childhood and my current life as a student pilot. Growing up, I spent countless hours at the air shows, museums, and the restaurant on the airport. Now as a student pursuing flight training, that same airport has become an essential part of my education and growth as a person.

The thought of it shutting down would mean losing a great community space that has inspired and educated so many people.

My flight training at Clow was amazing and I wouldn't change a thing about how my early flight training began. The airport isn't just a runway and airplanes, it is a community. Many students, including me, relied on it for hands-on learning experience that is hard to replace. In my experience, Clow and JWA was a great help to get my journey started as I now attend SLU majoring in flight science. I wouldn't be in the position I am now without the help of all the staff and the environment at the airport. Beyond flight training the airport connects people, supports many local businesses and economic growth, while also inspiring the next generation of students.

Closing it would not only disrupt the training programs that so many rely on, but it would also erase an important piece of local history and inspiration that I grew up going to constantly with my family. Instead of shutting it down, we can find ways to improve it for the benefit of both the community and local neighborhoods.

Thank you for taking the time to consider how much this airport means to all of us that grew up in the area and how we continue to rely on it for our education and future careers.

Regards,  
Alexander Mauch  
Student Pilot, Saint Louis University

From: Emily Vineyard [Private Info]  
Subject: Bolingbrook Letter  
Date: October 15, 2025 at 3:32 PM  
To: Wayne Brazinski [Private Info]

Dear Bolingbrook Village Board and Mayor,

My name is Emily and I am writing to request that JWA Flight School be left to operate at Clow airport because it is a vital resource for the community and a lot more than just a flying school.

JWA is a second home to me because I have been coming to the airport for over 10 years and owe my life direction to Clow airport and the people in the EAA Chapter and JWA Flight School.

I learned how to speak publicly, run an aviation youth group, got my first job, and my life direction at Lewis University because of the wonderful people at JWA and EAA who have supported me with financial scholarships and even today are still mentoring and supporting me as I go through life as well as college.

Both groups gave me the direction I needed at an early age and it is really important that this opportunity is available for other youth to experience. JWA is more than businesses, they have life changing resources for anyone trying to follow a dream or career in aviation. Please allow them to keep changing kids lives for the better! I am truly forever grateful to Clow Airport, JWA, and EAA

Thank you for listening to what I have said

Emily

Dear Mayor and Trustees of Village of Bolingbrook,

My name is Carlos Ramirez Martinez-Eiroa, and I am a student pilot at Clow Airport. Although I'm in my mid-forties, I've finally found the opportunity to pursue a lifelong dream: becoming a pilot. Growing up in Spain, this goal felt out of reach, and between work and family responsibilities, it wasn't until last year that I could begin this journey.

As someone who works full-time, I rely on weekends—and good weather—to take flight lessons. Living just 15 minutes from Clow Airport has made this dream possible. The convenience of having a flight school so close to home is invaluable, and the supportive community at Clow has made the experience even more meaningful.

Clow Airport is more than just a place to fly—it's a vibrant part of Bolingbrook's identity. When my parents visited from Spain last year, I proudly brought them and my daughter to the Aviation Museum and to lunch at Charlie's, the airport diner. It was a moment that connected generations and cultures through a shared appreciation for aviation.

This airport is a cornerstone of our community's history and spirit. I sincerely hope it continues to thrive without restrictions, so that people like me—and future generations—can keep reaching for the skies and fulfilling their dreams at this unique and inspiring place.

Thank you for your time and consideration.

Warm regards,  
Carlos Ramirez Martinez-Eiroa



## TO THE BOLINGBROOK MAYOR AND TRUSTEES

JWA Aviation was so much more to me than a flight school. When I started my internship there two falls ago, I immediately had fallen in love with the place. Everyone had felt so close, almost like family, and I was so ecstatic to be part of it.

Wayne let me use the full motion flight simulator, which I felt honored to be able to use since even flight school students at the time weren't using it. I looked forward to getting through each week so that every Sunday I could come down and meet all of my favorite people at JWA Aviation.

Wayne had given me plenty of opportunities to get a better look into the administrative side of the flight school by letting me work the front desk occasionally, which he had always paid me plenty for doing.

I can't express more how much being there has affected my life, as I don't think I would be where I am today without my experience at JWA. While I have slightly deviated in career paths, to this day I still think about the days I had at the flight school, and I think anyone would appreciate having the experience that I was so lucky to have. Wayne had even gone so far to help me buy my first car which I couldn't be more grateful for and I am still driving that car.

I am hoping JWA is able to continue to give people of all ages opportunities inside and out of flight school for years to come, since I couldn't appreciate more what JWA has to offer.

Eoin Casey

Dear City of Bolingbrook Council Members,

I'm writing to express my strong support for keeping Clow International Airport open, not just for what it is today, but for what it represents to our community's future.

As the founder of the Aviation and Aerospace Club at Minooka, I've worked closely with young students who dream of one day becoming airline pilots, engineers, and aviation professionals. Thanks to our club, more than eight students have already taken the first steps toward that dream by beginning flight training at Clow and Joliet Regional Airports. Clow, in particular, has been a critical launch point for their journeys. Closing it would not only be a loss to aviation, it would be a direct blow to the hopes of our youth.

I understand the concerns surrounding 100 Low Lead (100LL) fuel and noise complaints. These are real issues, but they are being addressed, and Clow is already taking action.

Clow has actively begun transitioning away from 100LL, supporting the use of MOGAS, a much cleaner, unleaded alternative. This shift shows that Clow is not resistant to change, it is leading it. The airport is also modernizing its training fleet, introducing aircraft like the Evektor Harmony, which is not only quieter but significantly more fuel-efficient and environmentally friendly than older aircraft. These are not just incremental upgrades, they represent a new chapter in general aviation that Clow is helping to write.

Moreover, to help alleviate noise concerns, I propose a change to Runway 36's traffic pattern. By adjusting flight paths to reduce overflight of densely populated residential areas and direct traffic over commercial or open land, Clow can significantly minimize its acoustic footprint. Solutions like these allow us to preserve the airport while respecting the community's concerns, a win, win approach.

Clow is not just an airport. It is a place where dreams take flight, literally. It is where students first grasp the controls of an aircraft, where careers are launched, and where aviation becomes accessible and real. Losing Clow would not just be the loss of a runway, it would be the loss of opportunity, inspiration, and community engagement for generations to come.

I ask you to please consider the bigger picture. Clow is evolving to meet environmental and community standards, and it is doing so without abandoning the young people who rely on it. Let's support that evolution, not end it.

Thank you for your time and service to the City of Bolingbrook. I hope you will continue to support Clow International Airport and all the future pilots it helps to inspire.

Sincerely,

Nico Cimino  
Founder and President, Minooka Aviation and Aerospace Club  
Line agent, JWA Flight School at Clow International Airport

Good evening, everyone.

I want to start by saying that I truly feel for our community. It's difficult and honestly heartbreaking to see the division in our beautiful Village. One of the main reasons my family and I chose to move to Bolingbrook more than 13 years ago was because of the incredible diversity that makes our Village so special. As an immigrant myself, I deeply understand the fear, frustration, and anxiety that many are feeling right now. I wish I could fix everything, but I can't, and that is the simple truth.

As we face this difficult and complex issue, we must not let our emotions cloud our understanding of civics. Let's remember the limits of our authority and the proper role of each level of government.

As a local elected official, I swore to uphold the Laws of the United States and the State of Illinois. But I **have no control or jurisdiction over ICE**. We are a local municipality; they are the federal government.

I want to acknowledge and thank the amazing work of **SSIP**. They are knowledgeable, supportive, and a great resource for our residents. We remain in close communication to ensure accurate information is always shared. (I shared my gratitude with them at the peaceful protest outside of Fiesta)

Let me be clear: I support removing individuals who have committed serious crimes. Our community must be safe. However, I do not support deporting hardworking individuals who make positive contributions to our community. Our federal government must work on providing a fair path to legal status for those who are contributing members of society.

I also do **not** support the tactics used by ICE officers in Illinois, masking their identities and failing to display proper credentials, and in some cases, ignoring due process.

I want to be completely honest with our community. As a local municipality, we can pass ordinances that reflect our values and how we choose to operate at the local level, but we cannot override or stop federal actions. I don't want to give anyone a false sense of security by suggesting otherwise. What we can do is continue working together to create a community where everyone feels supported, respected, and informed. But it's important to understand that our authority has limits, and we have to be transparent about what we can and cannot guarantee

Lastly, please remember that we are bound by the **Illinois Trust Act**, which prohibits our local Police Department from working with ICE. Immigration status is **not** a factor when our officers respond to calls or make traffic stops—this has always been, and remains, our standard practice.

If you are ever stopped and feel unsafe, or if you have any doubts about someone actually being a federal agent, **call 911 immediately**. Our department will respond and ensure your safety.

I may not have the power to change federal policy, but I will continue to advocate for fairness, safety, and compassion here in our town. Thank you to everyone who attended tonight and



shared your voices. Let's keep working together to bring about change. , I urge you to keep applying pressure on your state and federal representatives, as they are the ones who can fix our broken immigration system. (Thank you all)

# Redaction Log

Total Number of Redactions in Document: 47

## Redaction Reasons by Page

| Page | Reason       | Description                                                                                                                                                                                                  | Occurrences |
|------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 10   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |
| 13   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 19   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 22   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 27   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 28   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 29   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 31   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |

# Redaction Log

| Page | Reason       | Description                                                                                                                                                                                                  | Occurrences |
|------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 32   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 3           |
| 33   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 34   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 3           |
| 36   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |
| 38   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |
| 42   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |
| 44   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |
| 46   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 47   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |



## Redaction Log

| Page | Reason       | Description                                                                                                                                                                                                  | Occurrences |
|------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 48   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 49   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 3           |
| 50   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 51   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 52   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |
| 53   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 3           |
| 56   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |
| 63   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 3           |
| 64   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 1           |

## Redaction Log

| Page | Reason       | Description                                                                                                                                                                                                  | Occurrences |
|------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 65   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 3           |
| 66   | Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 2           |

# Redaction Log

## Redaction Reasons by Exemption

| Reason       | Description                                                                                                                                                                                                  | Pages<br>(Count)                                                                                                                                                                                                                                         |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Private Info | Private information, as defined by Section 2(c-5), such as social security number, home or personal telephone numbers, and personal email addresses, except as otherwise provided by law. 5 ILCS 140/7(1)(b) | 10(2)<br>13(1)<br>19(1)<br>22(1)<br>27(1)<br>28(1)<br>29(1)<br>31(1)<br>32(3)<br>33(1)<br>34(3)<br>36(2)<br>38(2)<br>42(2)<br>44(2)<br>46(1)<br>47(1)<br>48(1)<br>49(3)<br>50(1)<br>51(1)<br>52(2)<br>53(3)<br>56(1)<br>63(3)<br>64(1)<br>65(3)<br>66(2) |