



AVIATION MEET
GRANT PARK
CHICAGO
AUG. 12-20 1911

PARKS AND PLANES
**A Vision for Meigs Field
and Northerly Island**

Plan Features

- Combined park and airport in the new Bessie Coleman Park.
- Believed to be the largest amount of new parkland added to the lakefront in over 50 years.
- Exciting new Chicago Air Museum with Plane of the Month Pavilion and Aircraft Restoration Annex.
- Educational exhibits of aviation, nature, and Chicago history.
- Special events and activities not available in any other Chicago park.
- New Lookout Point with parkland, nature walk and offshore scuba reef.
- New Northerly Meadow with picnic grounds and exploratory playground.
- New Harborside Promenade for walking, biking, and fishing.
- New observation balcony with spectacular views of Chicago's skyline.
- Terminal building rooftop garden.
- Terminal building restaurant.
- New annual Chicago Grand Prix race.
- Reopened and improved Meigs Field to add regional runway capacity and contribute to Chicago's economy, tourism and conventions.
- Enhanced public safety and security based on increased Fire Department, Coast Guard, Civil Air Patrol and medevac use of the airport and security enhancements to the facilities.
- Entire plan at no cost to Chicago taxpayers.
- Provides at least \$15 million in excess funds to repair and upgrade other parks, possibly \$100 million or more.

Urbs in horto (“City in a garden”)

Chicago city motto

“The fine arts of traffic management should be studied no less than the fine arts of parks and boulevards; for unless Chicago keeps ahead of her rivals in commercial matters, the parks will become pastures, and the boulevards will be deserted.”

Daniel H. Burnham & Edward H. Bennett
Plan of Chicago, 1909

Executive Summary

The proposal is a framework plan for Meigs Field and Northerly Island containing three basic elements:

- Re-opening of Meigs Field as an operating airport in the Chicago Airport System.
- Reinventing the airport and its surroundings as a unique public attraction in the form of a combination park, museum, and airport, creating new park land and features.
- Generating between \$40 million and \$600 million in federal revenues to the Chicago Park District to pay for the improvements, leaving \$15 to \$100 million—possibly far more—left over for park improvements elsewhere across Chicago.

The funding feature alone is enough to justify consideration of the proposal, particularly during a period of lean civic budgets.

This exciting, new plan incorporates many unique features, both aviation and non-aviation alike, as well as the majority of the features proposed by the Chicago Park District in its 1996 plan for Northerly Island Park.

Park features will include:

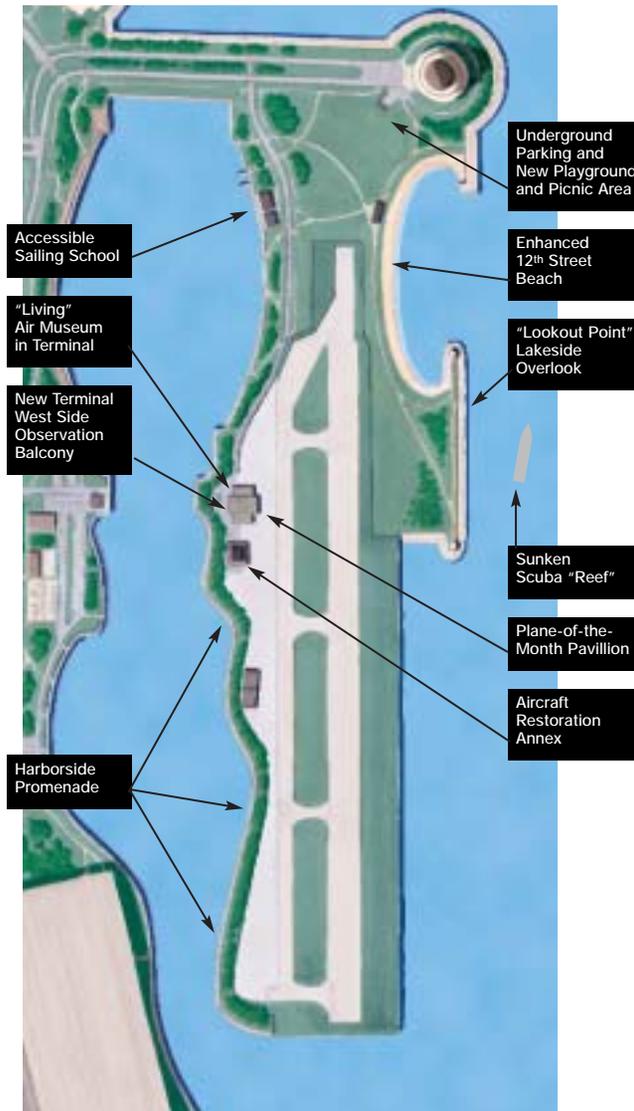
- A new lakeside overlook and observation parkland, on the east side of the peninsula (“Lookout Point”.)
- New parkland above an underground parking garage for the Museum Campus (“Northerly Meadow.”)
- Public facilities along the entire perimeter of Burnham Harbor (“Harborside Promenade.”)
- New Chicago Air Museum housed in an expanded existing terminal building.
- New Aircraft Restoration Annex for aviation programs in conjunction with the Chicago Public Schools and city colleges.

It is believed that the newly added parkland will constitute the largest new park added to Chicago’s lakefront in over 50 years.

The framework plan is structured around five main pillars:

- Parkscape
- Education
- Aviation
- Safety & Security
- Programs and Special Events

The Friends of Meigs Field offer this proposal in the hope and expectation that the citizens and taxpayers of Chicago can and should know the opportunities available to them. Moreover, the Friends of Meigs call on the City of Chicago and the Chicago Park District to seek serious and meaningful public input on these proposals before the opportunity is lost forever.



Generation of between \$40 million and \$600 million in federal revenues to the Chicago Park District to pay for the improvements

A Letter to Chicagoans

2003 is the centennial of powered flight. Across the nation, celebrations are under way to memorialize the 100th anniversary of the Wright Brothers' first flight, and the rich history of aviation since that day.

Yet, on the night of March 30-31, 2003, without notice, the City of Chicago closed and bulldozed the runway at Meigs Field, the best-known single-runway airport in the world.

Still, the current situation (Meigs closed and damaged, with demolition continuing) presents a marvelous opportunity for Chicago, its citizens and taxpayers, and the nation. Although the public has not—to date—had a voice in the future of Meigs Field, it is not yet too late. The fact that Meigs' future is open for debate, along with the high-profile focus on the best use of this public land, offers an unprecedented opportunity to consider fully the options available.

The Friends of Meigs Field, a not-for-profit volunteer group of over 6,800 members, has worked since 1995 to preserve and improve this well-known “jewel by the lake.” The Friends of Meigs have sought—through legitimate public processes—to educate the public and foster a dialogue about the future of the famous airport. It has been the organization's belief from the start that Meigs Field can and should serve a much broader public use than it has. It is not necessary to sacrifice the airport to accomplish this.

For this reason, the Friends of Meigs Field is presenting a comprehensive plan on behalf of all Chicagoans. The organization's goals are three-fold:

- 1) To encourage public dialogue, with meaningful public input—not just about the types of features a park should have—but about the far more important question of whether an airport should remain.
- 2) To educate Chicagoans regarding the ranges of possibilities available: the ways in which an operating Meigs Field could be made into a better public attraction as a park and an operating airport than it could be alone as a park; the ways in which it can be incorporated into the Chicago Museum Campus; and the extent to which additional park land and features can also be made to integrate the Campus, the lake shore and the aviation facilities.

- 3) To illuminate the major source of funding available to the Chicago Park District from an operating Meigs Field.

We are confident that—when presented with the facts—the citizens of Chicago and their leaders will choose to preserve this treasure.

The Case for Meigs Field

Setting aside for a moment the park enhancements and other public attractions proposed in these pages, there is a strong case for re-opening Meigs Field on its own merits:

Historical – Claims that Meigs Field was “always intended as a park” and that it is being “returned to park land” are misleading and untrue. Although the idea of an island park at Meigs' location was conceived in the 1909 Plan of Chicago by Daniel Burnham and Edward Bennett, the need for airports was not envisioned at that time. The first aircraft did not fly over Chicago until the following year, and—although Burnham passed away in 1912—Bennett proposed an airport for the lakefront at Meigs' location as early as 1916², years before any of the landfill was built.

In the 1920's and 1930's there was considerable consensus for a lakefront airport between the Mayor (Thompson), City Council, South Park Commission, the Chicago business community, and the Illinois Legislature (see appendix A). When construction of Meigs finally began in 1948, an additional 24 acres of fill were added, permitted specifically for airport purposes (see appendix B,) bringing the total to 76 acres.

Aviation – Meigs Field plays an important role in air transportation in the Chicago region, acting as a reliever airport for private and corporate aircraft, thereby eliminating congestion at Midway and O'Hare airports, relieving delays, and increasing air safety for all travelers. Without Meigs, congestion and traffic conflicts will increase at those already over-congested facilities. News reports since March, 2003 indicate this is already happening. The National Air Traffic Controllers Association has said that the closure of Meigs has “decreased the margin of safety in Chicago's airspace”³ and that the level of safety has “diminished below an acceptable level.”⁴

Economic – Meigs Field's users primarily originate outside Chicago, visiting the city for conventions or business. Their spending helps the city's economy, tax base, and tourism trade. Over \$490 million in annual spending has been documented through letters and surveys from a minority of Meigs users.

Meigs is the only landing site within miles of downtown for first responders to use in case of a large scale disaster.

Safety and Security – Meigs Field benefits all Chicagoans every day. Meigs is the central home to the Chicago Fire Department helicopter rescue squad, and a staging point for Coast Guard rescues. Its control tower guards the skies over downtown Chicago, preventing collisions and unauthorized entry into the downtown air-space. Fixed-wing aircraft and

helicopters use Meigs regularly to transport critically injured patients and transplant organs to and from downtown hospitals. And Meigs is the only landing site within miles of downtown for first responders to use in case of a large scale disaster.

For a more detailed discussion of the value of Meigs Field as an airport, the reader is directed to the Friends of Meigs Field website: www.friendsofmeigs.org, where a report, “The Case for Meigs Field” is available, along with other materials.

Elements of the Plan

The proposal following contains three basic elements:

- 1) Re-opening Meigs Field as an operating airport.
- 2) Reinventing the Meigs facility, creating significant areas of new parkland with unique features, simultaneously making the airport itself an accessible and exciting public attraction, and fostering unique special events, activities, and programming for children and adults.
- 3) Paying for the project using primarily federal aviation funds and using excess proceeds to create and maintain parks elsewhere across Chicago.

Practically “Free” to Chicago Taxpayers

Besides the exciting and unique educational, recreational, and entertainment opportunities incorporated in this plan, perhaps the most important element is the funding mechanism.

There is the possibility of obtaining considerable funds from the Federal Aviation Administration to re-open the airport.

Because of the unique situation surrounding the ownership of the Meigs property, there is the possibility of obtaining considerable funds from the Federal Aviation Administration to re-open the airport. These funds could be used by the Chicago Park District to create all of the park elements proposed in the plan, with significant funds remaining to go toward creation

and maintenance of other parks both on the lakefront and in the neighborhoods.

The result is that this proposal would have practically zero cost to Chicago taxpayers, provide a public attraction at Meigs that would exceed a redundant lakefront park in excitement and interest, and pay to fix ball fields, install basketball hoops, plant trees, and repair field-houses across the city.

Next Steps – A call for public input

The situation is urgent.

To date, there have still not been any public hearings on whether to close Meigs Field. (The most recent public hearings in summer of 2001 resulted in an agreement to preserve Meigs Field until at least 2026.)

There also is no publicly available plan for what to do with the Meigs property. Nevertheless, demolition continues. With every further bite of the bulldozers, the cost to repair Meigs Field rises and the federal funds available for park amenities dwindle.

The Friends of Meigs Field believe that people of Chicago deserve both a better public process and a better plan for Meigs than the present plan, which is no plan at all.

If you agree that Chicagoans deserve open, participatory democracy—especially if you agree that Meigs Field should remain open, and even if you do not—the Friends of Meigs urge you to take action—at once—to express your views:

- Contact your Chicago alderman – preferably by personal visit. (Visit <http://www.cityofchicago.org/citycouncil> to find your council member.)
- Request that he or she support Alderman Joe Moore’s (49th Ward) call for hearings on reopening Meigs Field and support the Bessie Coleman Park and Chicago Air Museum.
- Write a letter to the editors of Chicago-area newspapers.
- Attend a Chicago Park District board meeting and speak out for an open, democratic process. (Park District board meeting schedule: <http://www.chicagoparkdistrict.com/index.cfm/fuseaction/departments.board>)
- Visit the Chicago Park District’s website and suggest that Northerly Island include an operating Meigs Field (On-line suggestion form available at: <http://www.chicagoparkdistrict.com/index.cfm/fuseaction/contact.home/topic/Northerly%20Island>)

Let your voice be heard. Remember – “Once a government is committed to the principle of silencing the voice of opposition, it has only one way to go, and that is down the path of increasingly repressive measures, until it becomes a source of terror to all its citizens and creates a country where everyone lives in fear.”

Harry S. Truman, Aug. 8, 1950

Sincerely,
The Friends of Meigs Field

Introduction

Located between Chicago's lakefront museum campus and Lake Michigan, with panoramic views of the fabulous Chicago skyline, the Meigs Field property is ideally suited to be an attraction to all citizens of and visitors to the City of Chicago. By enhancing the public access to the property and adding attractions and activities, the existing land and airport infrastructure will become an integral part of the museum campus — a constant source of entertainment, education, and economic strength for Chicago.

The property will be transformed into the Bessie Coleman Park and Chicago Air Museum, an integration of parkspace and a working museum, focused on five central themes: Parkscape, Education, Aviation, Security, and Programs and Special Events. The attractions and schedule of activities will appeal to both the youth and adults of the City of Chicago. The Bessie Coleman Park and Chicago Air Museum will be a people-friendly place where one can go any time knowing that there will always be something of beauty and excitement to see or an activity to pursue.

The most immediately noticeable change will be the addition of parkland – believed to be equal to the most parkland created on the Chicago lakefront in over 50 years. This new parkland will be closely integrated with the entire property, creating a whole that will be more than a sum of the parts. A large meadow will be created in an ideal, central location by moving the planetarium parking lot under ground. A harborside promenade and a lakefront overlook will be constructed to facilitate pedestrian and bicycle traffic around the peninsula and an eventual skybridge between McCormick Place and the promenade will provide a spectacular view of the Chicago skyline, the harbor, and the airplanes departing and landing. The fences and landscaping surrounding the properties will be beautified and a beach and water park area on the east side of the peninsula will act as home to swimmers, fishermen, scuba divers, sunbathers, and even campers.

Everything included in this plan will be essentially *free* to the residents and taxpayers of Chicago—and will provide a surplus of funding to be used by the Chicago Park District to improve parks throughout the city.

Architecturally, the terminal building will be primarily devoted to a new Chicago Air Museum, celebrating the excitement and tradition of flight in Chicago. Remaining portions of the building will be reserved for transportation and other public use including a gift shop and restaurant with observation platform and skyline views. Additions to the terminal building will provide space for aircraft display and aircraft related activities.

As the southern anchor of the museum campus, the handicapped-accessible Bessie Coleman Park and Chicago Air Museum will draw activity to the predominantly unused south shore park land as well as being tied into the museum campus both through joint venture exhibits and rubber wheel transport.

Most importantly, the Bessie Coleman Park and Chicago Air Museum will provide year-round entertainment, education, after-school programs, and an entry point into aviation careers for the youth of the City of Chicago.

Best of all, everything included in this plan will be essentially *free* to the residents and taxpayers of Chicago – *and* will provide a surplus of funding to be used by the Chicago Park District to improve parks throughout the city. All of this is made possible by using FAA airport improvement program funds set aside for just this purpose.

Parkscape

In 1921, Bessie Coleman earned her pilot's license (two years before Amelia Earhart) from the Federation Aeronautique Internationale. She was the only licensed African-American pilot in the world, and was an inspiration to thousands of aviators, including the famed Tuskegee Airmen. The park at Meigs Field will honor her pioneering spirit.

One of the keys to Bessie Coleman Park is that it provides the best of all worlds: the excitement of aviation in an educational environment, combined with park elements ("parkscape"), open space, activities and programs for all Chicagoans.

In 1997, the City of Chicago published a proposal for a park on Northerly Island. Interestingly, nearly all of the elements of that plan can be incorporated into the plan for Bessie Coleman Park. Some of them are noted here with asterisks (*) in the following sections.

The basic premise of Bessie Coleman Park is that Chicago has an opportunity to create something exceptional, a unique public attraction that benefits every Chicagoan, at virtually no cost to the taxpayers.

In 1921, Bessie Coleman earned her pilot's license (two years before Amelia Earhart) from the Federation Aeronautique Internationale. She was the only licensed African-American pilot in the world...



Lookout Point/ Lakeside Overlook

Since the earliest days of Northerly Island and Meigs Field, there has been a close association between earth, water, and sky. This historical relationship is reflected best in the elements of the northeastern perimeter of the peninsula, where the Adler Planetarium, 12th Street Beach (one of the oldest in Chicago), and the northern end of runway 36, are all in close proximity to each other.



The Bessie Coleman Park will enhance and build upon this interrelationship by converting much of the existing east side aircraft parking ramp into public space providing access to the waterfront, and features to enhance the visitor experience. This portion of the existing revetment is slated for replacement by the Army Corps of Engineers and Chicago Park District. This work is currently planned to be paid for by the Chicago Park District's taxpayers, at a cost of \$6 million. Instead, this proposal allows for this funding to come from federal airport improvement funds. As part of this work, a new feature, Lookout Point, will be created.

Lookout Point will combine a Lakeside Overlook esplanade with natural features, reached via a disabled-accessible Nature Walk. The esplanade will provide boating tie-ups and ladders, to allow access from the lake, and will incorporate lookout turrets with views of the lake, the airport, and the city skyline. It will also incorporate picnic facilities and climbing rocks.

The shoreline of Lookout Point will be sculpted to allow natural lake wave action to create fanciful natural ice sculptures during winter. It will also incorporate:

Sound/Wave Playground* – Devoted to the sounds of the waves and the water where one can play and learn the force of nature.

Nature Walk – The location of Bessie Coleman Park along the lakefront provides a natural location for viewing and understanding all that the Lake Michigan shoreline has to offer.

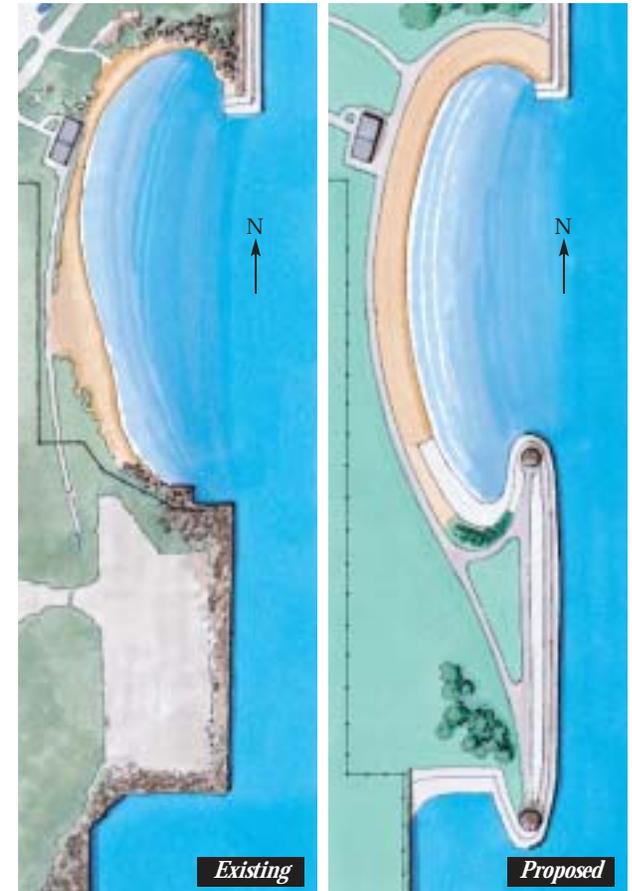
The Nature Walk will incorporate outdoor educational exhibits of the natural history of Chicago's lakefront. These features will provide opportunities for partnering between Chicago's natural history institutions and the corporate community.

Artificial Scuba Reef – Offshore a few hundred feet, adjacent to Lookout Point, a new artificial "scuba reef" will be created by scuttling one or more moderate-sized craft, providing natural habitat for lake fauna, and allowing scuba-related programming by the Chicago Park District and the Chicago School District, including basic scuba training, and rescue dive certification. Advanced training will take place in cooperation with the Chicago Fire Department's Air/Sea and Scuba Rescue Squads.

Botanical grass preserve – Along the eastern side of the peninsula, south of Lookout Point, the shore will be transformed into a botanical grass preserve, incorporating low grasses and plants compatible with airport operations, and providing an opportunity for preservation of endangered prairie plant species without danger of disturbance from pedestrians.

In future years, as funds become available, the east side of the peninsula can be expanded with additional fill, to create a Lakeside Greenway, allowing enhanced access to the lake, fishing, and boating. Such a proposal was originally included in the official 1972 Lakefront Plan for the City of Chicago (see Appendix C.)

Overnight Camping* – In the evening, Lookout Point will be able to be transformed into a campground, an oasis from the bustle of the city, where Chicago's children can experience a night on a peninsula, surrounded not by cars or city lights, but by the sound of the waves.





Lookout Point will combine a Lakeside Overlook esplanade with natural features, reached via a disabled-accessible Nature Walk.

Harborside Promenade

Built in the 1920's, and expanded in the 1930's and 1940's, the Meigs property features a classically-designed shoreline, mirroring the western shore of Burnham Harbor. For many years, much of this water's edge has been unnecessarily made off-limits to the general public. Meigs Field's operations do not require this area to be inaccessible to the public, as long as adequate separation and fencing is provided for security and safety.



In opening Meigs Field fully to the public, this harborside promenade will be made publicly accessible, with ornamental fencing, landscaping, handicapped-accessible ramps, fishing stations, benches, and scenic overlooks, adding open space for the public to experience and enjoy.

From the Harborside Promenade, there are magnificent views of the skyline, the South Loop, Burnham Harbor, and Soldier Field. Families will enjoy strolling the promenade, taking in the excitement of takeoffs and landings, along with the sights of the city. Children, in particular, will enjoy being able to see airplanes close at hand. Fishing enthusiasts will be able to take advantage of nearly half a mile of newly accessible shoreline, and boaters will be allowed to tie up to visit the new Meigs Field restaurant.

Botanic/Sensory Gardens* – A sensory garden where everyone—with or without disabilities—can experience the beauty of nature. In this garden, every sense will be alive; every person—however challenged—will experience the change of seasons, and learn the enduring power of nature and its bounty.

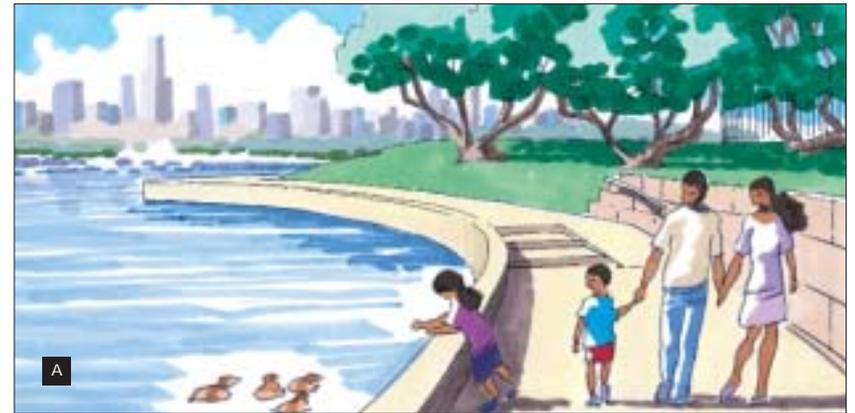
Harbor Link / Bicycle Path Extension – In the future, a link from the southern end of the Promenade across the harbor can be made, to tie Meigs Field to McCormick Place and the south lakefront, eliminating the “dead end” of the peninsula, and improving circulation on the Museum Campus. One possibility is a small ferry* that could be operated across the mouth of the harbor during warm weather months.

“Chandelle Bridge”** – A more dramatic option for linking the peninsula is a pedestrian/bicycling bridge of sufficient height for sailboats to pass beneath. Such a bridge could be constructed across the mouth of the harbor, thereby linking Meigs Field and the Museum Campus with the lakefront bicycle trail. It would also provide a means to access and enjoy the Bessie Coleman Park, Chicago Air Museum and the Museum Campus for other McCormick Place conventioners, while providing direct access to McCormick Place convention center for those arriving via Meigs Field.

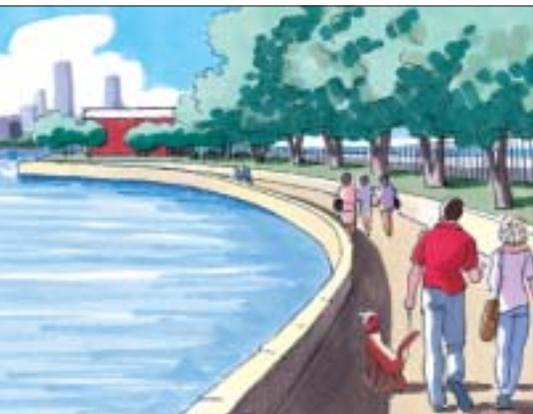
**Chandelle – An aerobatic maneuver consisting of a graceful climbing turn.

A link from the southern end of the Promenade across the harbor can be made, to tie Meigs Field to McCormick Place and the south lakefront.

Families will enjoy strolling the promenade, taking in the excitement of takeoffs and landings, along with the sights of the city.



Fishing enthusiasts will be able to take advantage of nearly half a mile of newly accessible shoreline.



Northerly Meadow

Another important feature of Bessie Coleman Park will be the new Northerly Meadow, created at the northern end of the peninsula, and incorporating new, expanded parking for the Adler Planetarium and Bessie Coleman Park by placing the existing Adler lot underground on multiple levels.

The resulting new parkland and open space will exceed the size of DuSable Park, the newest lake-front park. (And funds provided by this plan will be available to develop DuSable and other parks across the city.)

From Northerly Meadow, visitors will enjoy a spectacular view of Chicago's world-famous skyline.

Other features of Northerly Meadow will include:

Picnic and Observation Areas – Second only to dinosaurs in popularity with toddlers, airplanes are endlessly fascinating to children and adults alike. Attractively-designed, accessible picnic areas and observation overlooks will allow families to experience the excitement of flight close at hand, in a kind of daily “air show.”

Outdoor Planetarium* – Imagine a stone structure that will provide the Adler Planetarium and all of us with Chicago's first outdoor observatory and a point from which to view both the night sky, and the city's magnificent skyline.



From Northerly Meadow, visitors will enjoy a spectacular view of Chicago's world-famous skyline.



Other Parkscape Features

Accessible Sailing Instruction* – At the northwestern corner of Bessie Coleman Park the sailing education program in Burnham Harbor will be expanded, to better serve the disabled population. The Burnham Harbor boathouse will be expanded and made more accessible, and new equipment will be purchased to allow a wider variety of people to participate in this revered activity.

Rooftop Gardens – In keeping with the greening of Chicago, a rooftop garden will be added to the Chicago Air Museum roof. This garden will:

- Reduce heating and cooling bills.
- Extend roof life by protecting it from weather conditions.
- Reduce air pollution and absorb carbon dioxide, combating global warming.
- Lower temperatures in and around the building in the summer.
- Insulate the building in the winter.
- Reduce storm water runoff, flooding, and water pollution.
- Provide a relaxing retreat.
- Enhance the aesthetics of the Chicago Air Museum.

Public access to the Rooftop Garden will be created from the Chicago Air Museum building, providing outstanding views of the lake, skyline, park and airport operations.

Western Observation Balcony – The existing terminal building incorporates an observation deck on the eastern side, the only operating airport observation deck left in Chicago. By adding a second balcony on the western side of the terminal building, Bessie Coleman Park will add beautiful vistas of the Chicago skyline, and a place to dine al fresco in conjunction with the new restaurant in the Chicago Air Museum.

Renovated and Accessible 12th Street Beach* – The 12th Street Beach—one of the oldest in Chicago—will be improved and expanded, to make it accessible to all. Special parking and beach ramps will make it possible for everyone—including the one million residents of Illinois with disabilities—to swim and play together.

Snorkeling Lagoon* – A dedicated area in the 12th Street Beach swimming area, modeled after the prehistoric sea from which Chicago emerged, where our children can snorkel and explore the underwater gardens and see exotic creatures from another time and place.



Rooftop Gardens



West Observation Deck



Burnham Harbor Sailing School

Education

The Meigs property is blessed with a combination of attractions: multiple aspects of nature, the innate interest people have in flight, and spectacular views of the Chicago skyline. Combined, these attractions have the power to draw the attention of both adults and youth of Chicago and focus this interest on educational activities.



Through both indoor and outdoor exhibits, the Bessie Coleman Park and Chicago Air Museum will be an educational center, teaching Chicagoans about the natural environment of the Lake Michigan shoreline and the science and history of aviation.

The Chicago Air Museum

One of the premiere features of the Meigs property will be the Chicago Air Museum.

This facility will be created by re-purposing the existing Meigs Field terminal building, adding permanent and visiting displays, exhibits, and attractions for children, teens, adults, and families. Subsequently, annexes to the building will provide additional space for aviation displays and activities.

Human nature has a primal fascination with flight. Since the earliest days of mankind, when soaring birds captured the imagination of our cave-dwelling ancestors, we have been inspired to reach the sky.

Today, that fascination is reflected in such institutions as the Smithsonian National Air and Space Museum, the most visited museum-of any kind-in the world.

At the Chicago Air Museum, families will be able to explore

- The Basics of Flight: What makes an airplane fly?
- Aviation History: Chicago's First Airport-Grant Park
- Groundbreaking Aviators: The Tuskegee Airmen
- Force of Nature: The Story of Wind
- Flying on Instruments: How Planes Find Their Way in the Clouds
- Pushing Tin: Air Traffic Control
- Women Fly: Women in Aviation

Special visiting exhibits will bring return visitors, adding to the draw of the Museum Campus, as well as increasing attendance at the other institutions on the Campus.

Initially, the Chicago Air Museum will be housed in the existing Merrill C. Meigs Terminal Building, open to the public, with existing space increased by the re-positioning of airport management and fixed base operator offices and facilities elsewhere on the airport.

The existing terminal offers considerable exhibit space, and the second floor opens directly on to the airport's observation balcony, providing an unprecedented "direct corresponding experience" between theory and practice.

Exhibits will draw upon the leading air museums in the U.S. Already offers have been received for exhibit material from the Smithsonian National Air & Space Museum in Washington, DC—the most-attended museum in the world (see appendix D)—the Experimental Aircraft Association's nationally-known AirVenture Museum, and the National Business Aviation Association.

Over time, facilities will be added. An Aircraft Restoration and Construction Annex will allow hands-on experiences for children learning how an aircraft is made, as well as an apprenticeship program in Airframe and Powerplant Mechanics and an introduction into higher level aviation careers. A "Plane-of-the-Month" Pavilion will add excitement on a monthly basis when examples of history's most significant aircraft are brought for public display. The monthly arrivals and departures will add considerable interest to the Museum Campus, and bring regular Chicagoans as well as tourists to Chicago's famed lake-front airport.

Aviation Education Programs and Exhibits

Young Eagles – The Experimental Aviation Association (EAA) Young Eagles Program was initiated to give one million young people ages 8-17 a free introduction to the wonders of flight through a free airplane ride. This goal is on schedule to be accomplished by the 100th anniversary of the Wright brothers' first powered flight in 2003.

The Young Eagles program at Meigs Field is co-sponsored by the Friends of Meigs Field and the Chicago "Dodo" Chapter of the Tuskegee Airmen. Over the period from 1994-2003 the Meigs Young Eagles program has flown over 6,000 Chicago area young people, some of whom are now airline pilots and military officers. The extension of this program will continue to introduce children of Chicago from all walks of life to the wonders of flight.

Imagine the sense of wonder that a child feels when taking flight in a small airplane for the first time, and imagine the new perspective that is added to their life by giving them a view of their city by air.

Aircraft Restoration Annex – The addition of an aircraft restoration annex to the park—accessible from the main terminal and the harbor-side promenade—will provide a location for actual aircraft construction and restoration projects. In addition to an interesting exhibit on the technology of aviation, this facility will be the home for the youth airplane restoration and construction program.





Education (continued)

Youth Airplane Restoration and Construction – A formal program, in conjunction with the Chicago Public Schools and the City Colleges of Chicago, will be structured so that youth and young adults can participate in work on a real airplane under construction or restoration. These exciting prospects will develop hands-on technical skills which can serve as an introduction to aviation careers or be applied in other walks of life. Participation in these activities will be recognized as progress toward airframe mechanic certification or Boy Scout aviation merit badges. This annex will also serve as the base of the Chicago Loop chapter of the Experimental Aviation Association.

Flight Training – For the people of the city who would like to become pilots, a flight school will offer primary flight training just minutes from work or home at a field far less congested than Chicago's Midway Airport, the next closest flight school for city dwellers. Moving these training operations to Meigs will also reduce congestion resulting from the mixing of small planes with the jet traffic at Midway.

Imagine being able to learn to fly at the most beautiful airport facility in the world after work or school, just minutes away.

Free Pilot's License Ground School – A Pilot's License Ground School will be offered free of charge year around, allowing Chicago residents of all ages and from all walks of life to get started on a pilot's license. This on-site classroom training will act as an introduction to other flight training programs and provide an entire FAA pilot license acquisition process efficiently at a single location.

Interactive Education Displays – The terminal building and the base of the tower will house historical and education displays including:

Aviation History: Chicago's First Airport

Many Chicagoans are not aware of aviation's long and colorful history on Chicago's lakefront (see appendix A). The very earliest flights in Chicago took place in Grant Park, adjacent to Meigs' present location. In 1910, Walter Brookins made Chicago's first flight from the park. The fascinating progression from these early days of aviation, through Lake Michigan aircraft carrier training, to the opening of Meigs Field and the modern three airport system will be highlighted in this exhibit.

Groundbreaking Aviators: The Tuskegee Airmen

On July 19, 1941, the Army Air Force began a program in Alabama to train black Americans as military pilots. Primary flight training was conducted by the Division of Aeronautics of Tuskegee Institute, the famed college founded by Booker T. Washington in 1881. A state-of-the-art permanent exhibit will honor these famous aviators. The "DODO" Chapter of the Tuskegee Airmen will provide periodic speakers and events and a traveling exhibit for museums around the world as well as continuing to sponsor activities at Meigs Field.

Basics of Flight: What Makes an Airplane Fly

Powered flight integrates math and science with beauty and grace. This exhibit will teach the technology of flight in laypersons' terms.

Force of Nature: The Story of the Wind

An interactive display will show current real-time weather with an integral interactive display explaining the earth's atmosphere and how weather phenomena are formed.

Pushing Tin: Air Traffic Control

The Pushing Tin exhibit will be an actual air traffic control display with listening devices to monitor Chicago area control tower activities. It will show how airplanes are controlled through Chicago airspace. Real-time cameras, located on the Meigs control tower, and radar displays, in the museum, will allow visitors to track an airplane through the air traffic control process and to see the airplane land from the same perspective as the Meigs control tower. An accompanying exhibit will explain the process of air traffic control and provide an introduction to air traffic control careers.

Flying on Instruments: How Planes Find Their Way in the Clouds

Instrument flight is a technological and human achievement. This exhibit will explain the principles of instrument flight and employ a simple instrument flight simulator to explain the challenge.

Women Fly: Women in Aviation

From Bessie Coleman, Amelia Earhart, Harriet Quimby, and Willa Brown to the 1976 introduction of female military flight training and modern female military and airline pilots, this exhibit will teach the history and progress of women in aviation.

Aviation Career Center

Chicago kids presently don't have the opportunity for exposure to aviation careers the way that it can be experienced at a suburban or country airport. By providing an exhibit and information on aviation careers and through the scheduling of speakers, the youth of Chicago can be exposed to aviation career opportunities, at their own city airport.

Other Educational Programs

Boating Instruction – Boating facilities available in proximity to Burnham Harbor will provide an ideal location for teaching the basics and safety of sailing, motorboat operation and aerobic rowing. Park district sponsorship of these classes will promote safe use of the Chicago lakeshore.

Life Guard Training – The Chicago Park District will conduct life-guard classes for its annual summer season at the newly improved 12th Street Beach. Life guarding classes provide an opportunity for Chicago youth to prepare for a position of responsibility as well as help make the lakefront a safer place.

Scuba Diving Instruction and Rescue Training – A Park District program that also incorporates life guard training. This program would be coordinated with Coast Guard and Chicago Fire Department training and career programs and opportunities..

Air and Space Exhibit with the Adler Planetarium – A cooperative exhibit with the Adler Planetarium, drawing upon NASA Space Program resources and displays to add an "outer space" dimension to the Chicago Air Museum, bridging the gap from the flight in the atmosphere to outer space.

On July 19, 1941, the Army Air Force began a program in Alabama to train black Americans as military pilots. Primary flight training was conducted by the Division of Aeronautics of Tuskegee Institute, the famed college founded by Booker T. Washington in 1881.

Lakefront Natural History with the Field Museum – The Field Museum of Natural History can capitalize on the new Nature Walk at Lookout Point to conduct classes in the natural history of Lake Michigan and Chicago's lakefront.

Lake Flora and Fauna with the Shedd Aquarium – The Shedd Aquarium can sponsor and conduct classes and tours on Lake Michigan aquatic life, incorporating the new Scuba Reef off of Lookout Point.



Aviation

Much of the land on which the current airport resides was created for use specifically as an airport (see appendix B). The runway at Meigs is among the most well-known and popular in the world, in part from being the default runway on Microsoft's phenomenal best-selling software program, Flight Simulator.

More important than Meigs' fame is its value as an integral part of the region's aviation system. Meigs Field performs a critical function as a reliever airport to O'Hare and, especially, Midway airports, both of which are considered among the 30 most congested airports in the nation.

As John Carr, president of the National Air Traffic Controllers Association has said, "Every spot taken up by a [business jet] on the final for O'Hare that can land at Meigs, which is 10 minutes from the Loop, is one spot I can put one of these [airliners] in."

By far the most economical way to add airport capacity to Chicago is to reopen and improve Meigs Field. The cost per additional operation is less than 1/10 the cost associated with building new runways at O'Hare, and adding runways at Midway is practically impossible, due to space constraints. While enhancing Meigs Field is not a total substitute for more runways at the commercial hubs, it is part of the solution, and one that is immediately available, at relatively low cost.

In a congested aviation market like Chicago, every flight counts.

For this reason, re-opening and improving Meigs Field is an important element of this proposal. Under this proposal, the historic land under Meigs Field will continue to be used as an airport... and much more. The effects of improving Meigs Field are wide-ranging and economically valuable.

Operational Improvements

Business Aviation – A survey of airport users indicates that 76% of arrivals at Meigs are on business missions. Another 11% are in town for McCormick Place conventions. Meigs Field is an integral part of the business of Chicago. Surveys and letters from some of Meigs' users have shown that they spend over \$490 million annually in Chicago, and probably much more. An open and welcoming Meigs Field will protect and increase this economic activity for Chicago.

Traffic Relief – Meigs Field, when managed well, has handled over 80,000 operations per year, operations that free up capacity at Midway and O'Hare. Surveys indicate that as many as 60% of Meigs' operations would be diverted to Midway if Meigs were to close. The runway at Meigs Field reduces the noise, pollution, and delays at Midway, transferring as many as 300 or more extra flights per day from Midway's neighborhoods to over the lake.

Light Jet and Air Taxi Services – NASA is working with FAA and state and local aviation authorities to extend service to more than 5,400 public use airports using 4-to-10 person crafts – supporting the belief that the future growth of aviation transportation will be in a new generation of light jets and air taxi services. Meigs is an ideal location for these services and, without Meigs, Chicago would become the absolute least accessible major U.S. city for these services. These light jets and air taxi services will serve all Chicagoans for regional service.

Commuter Air Service – The restoration and enhancement of downtown-to-downtown commuter air services will improve transportation services for Chicagoans and help to relieve commercial air traffic congestion from overcrowded Midway and O'Hare runways.

24-hour Operations – Because of its lakefront location, aircraft operations at Meigs Field produce minimal noise impact to residents of the city. By opening the field to 24-hour operations, general aviation traffic will be transferred from noise-sensitive areas around Midway and O'Hare to Meigs, where operation over water will reduce noise impact on the city. In addition, the more flexible hours will encourage more daytime operations to be transferred from already overloaded O'Hare and Midway, helping to minimize flight delays for Chicagoans. (Under past practices, Meigs users wishing to depart Chicago after 10:00 PM were forced to use Midway or O'Hare, even if they were arriving during peak hours.) Finally, 24-hour access to McCormick Place will make Chicago an even more appealing place for conventions, boosting tourist business in Chicago.

Precision Approach – The addition of a precision (vertically-guided) instrument approach procedure to the Meigs runway will make the airport even more desirable and flexible, and will transfer additional operations from overloaded Midway and O'Hare. The approach will add a margin of safety to aircraft operations during reduced visibility as well as allowing the airport to serve Chicagoans with more regular commercial service. The imminent introduction of the FAA's Wide Area Augmentation System (WAAS) will provide the ability to establish precision instrument approaches to virtually any runway without the need for investment in ground-based equipment.

Reasonable Fees – The establishment of a reasonable and competitive fee structure at Meigs Field will encourage greater use of the reliever airport, and simultaneously increase overall revenues by encouraging additional operations.

Aviation Education and Recreation

Aerobatic Displays – Regularly scheduled aerobatic displays based at Meigs and conducted along the lakeshore from Grant Park to the South Shore Park will provide entertainment to Chicagoans enjoying the lakeshore. Like the fireworks at Navy Pier, these regular aerobatic displays will become an integral part of Chicago entertainment.

Air and Water Show – Meigs Field will continue to be an integral part of the Chicago Air and Water show, allowing rapid turn-around, providing a base of operation for many air show performers and allowing more rapid sequencing of aerobatic displays.

Vintage Aircraft Fly In and Displays – The annual Meigs Field Open House was voted 3rd most popular street festival in a Chicago Tribune reader's poll. In addition to the very successful and popular Meigs Field Open Houses that have been conducted in the past, a schedule of events like these will be expanded. (See Special Events section for more details.)

Outdoor Aviation Displays – By reserving a parking area near the main terminal building for vintage and historic aircraft and waiving landing and parking fees for historic aircraft on weekends, Meigs will be promoted as a "fly-in" destination. These aircraft will provide entertainment both on static display and when viewed from the observation deck during arrival and departure.

Plane of The Month – Like the name says, in the Plane-Of-The-Month Pavilion, a regular rotation of flyable, historic aircraft will be obtained on loan from a number of museums and organizations and put on display where they will be visible from inside the terminal building as well as by families who come to the airport to watch the monthly "changing of the guard."

Over time, the expansion of the runway originally planned by Mayor Richard J. Daley will add to the public access areas as well as allowing a wider range of aircraft to land—bringing additional business, transportation access, and disaster relief preparedness to the City of Chicago.



Safety and Security

20

Meigs Field saves lives.

From homeland security to disaster relief to emergency response to aviation safety: the central location of Meigs minimizes response times and provides unparalleled benefits to the residents of Chicago. Meigs Field is both indispensable and utterly irreplaceable by any other airport.

In addition to being an integral part of Chicago's emergency response plan, coordination of the safety and security activities at Meigs under the Chicago Emergency Communications Center will enable even faster and more efficient city-wide response. Helicopters from Meigs Field save Chicagoans from burning high-rises, rescue stranded boaters, and pull potential drowning victims from the lake. Meigs also serves as the critical care medical transport ("medevac") and organ donor transfer location for many city hospitals, saving more lives.

As an additional benefit, the Meigs peninsula also provides a safe and secure area for arrival of the President of the United States and visiting dignitaries.

This proposal offers safety and security benefits that no lakefront park ever has before:

Homeland Security and Disaster Relief – Imagine if a fully loaded airliner had been flown into the Sears Tower on September 11th, 2001. Rescue helicopters from Meigs Field could have arrived on the scene in minutes. Similar helicopters rescued over 100 people from the top of the World Trade Centers during the terrorist bombing in 1991. In addition, the runway at Meigs is equipped to handle fully loaded military cargo planes making it an essential part of any emergency preparedness plan for Chicago. In the event of disaster, Meigs could save thousands of lives.

Now, consider a biological attack on downtown Chicago. Consider the difference between trucks paralyzed in gridlock between Midway or O'Hare and downtown and cargo planes bringing medical supplies and equipment directly to downtown and evacuating Chicagoans on return trips. Meigs Field is an essential part of Chicago's emergency preparedness. Meigs can save lives.

Emergency Response – Whether responding to a fire at the growing number of Chicago high rises or rescuing a drowning boater or swimmer, there is no better or more central location than Meigs Field. Chicago Fire Department and U.S. Coast Guard rescue helicopters flying from Meigs provide the fastest response and can save minutes—when seconds count... saving lives.

Medical Evacuation – Meigs is the closest medical evacuation center, both inbound and outgoing, for a number of Chicago's hospitals. For the critically injured, even seconds count and Meigs can save minutes – saving lives. The Illinois Association of Air and Critical Care Transport has strongly protested the potential loss of the only airport/heliport serving many downtown hospitals. Without Meigs, critically ill and injured patients and transplant organs suffer delays that can threaten health and lives.

Civil Air Patrol Base – The Civil Air Patrol is the civilian Auxiliary of the U.S. Air Force and organized along military lines. The addition of a Civil Air Patrol base will provide additional eyes watching and protecting the Lake Michigan shoreline and entire Chicago area, at no cost to the City of Chicago. The Civil Air Patrol squadron will provide surveillance, search and rescue services for all of Chicago and the lakefront.

Coast Guard Auxiliary Station – At the present, the U.S. Coast Guard has no temporary or permanent air presence within Chicago. By basing a Coast Guard Air Station at Meigs Field and coordinating actions with the Civil Air Patrol base, an integrated shoreline observation and response unit can be used to develop a secure city environment from the air and water, helping to save lives.

Air Traffic Safety – The Chicago lakeshore is a busy corridor for smaller planes flying underneath the O'Hare airspace. The controlled airspace and air traffic control tower at Meigs Field provide important air traffic separation functions—helping to avoid mid-air collisions. In addition, reducing traffic congestion at Midway and O'Hare and keeping slower moving GA planes separate at Meigs will improve air traffic safety—potentially saving lives.

Eyes on the Skies – Another important function of the Meigs control tower is to watch over the airspace over downtown Chicago. An improved air traffic control function at Meigs Field will control and prevent unauthorized entry into the lakefront Chicago airspace.

General Aviation Security – In addition to the benefits to citywide security, Meigs provides a safe base of operations for general aviation in Chicago. Because the airport is a peninsula, observation and security of the field border is simplified. All access points to the airfield are through the businesses on the airport under constant observation—making it the most secure general aviation airport in the Chicago area.

Helicopters from Meigs Field save Chicagoans from burning high-rises, rescue stranded boaters, and pull potential drowning victims from the lake. Meigs also serves as the critical care medical transport ("medevac") and organ donor transfer location for many city hospitals, saving more lives.





Programs and Special Events

This proposal offers to the public a wide variety of experiences unavailable in any other venue in Chicago. A rich calendar of programming, including special events, activities, and programs will complement the new attraction, bringing opportunities for enjoyment, recreation and education to all Chicagoans.

The juxtaposition, on a peninsula, of lake frontage, harbor frontage, a yacht club, a sailing school, a functioning airport, an aviation museum with exhibition and presentation space, a beach, and open green space provides a unique opportunity for fascinating programs and special events for Chicagoans. A year-round schedule will provide a constant source of entertainment and events, many of which can be held nowhere else, yet all located on the Museum Campus in the heart of downtown Chicago.

A. Major Public Events (over 10,000 attendees)

Meigs Field Open House –

Voted Chicago's third most popular street festival in a Chicago Tribune readers' poll, the Meigs Open House includes static displays of vintage, military, and state-of-the-art aircraft, aerobatic flying, and aviation-related presentations and informational booths. An expanded Open House will incorporate the new Chicago Air Museum and Aircraft Restoration Annex.



The Chicago Grand Prix –

The unobstructed asphalt of an improved Meigs Field in proximity to the center of a major U.S. city will make an ideal venue for auto racing annually. Other Great Lakes cities regularly host similar auto racing events, and Grand Prix organizers have already approached the City of Chicago about the possibility of conducting annual races at Meigs, bringing thousands of visitors to the city and millions in tourism (see appendix G). Once a year, Meigs Field's runway will close for a long weekend to become the "speedway of downtown Chicago".



Chicago Air and Water Show – Chicago's annual Air and Water Show is the largest free air show in the world, attracting nearly 2 million attendees annually. An improved Meigs Field will play host to civilian air show acts, and provide an opportunity to meet and greet air show performers personally. The addition of secondary aerobatics exhibitions at Meigs will provide a larger venue for the event, presenting the event to a wider audience, reducing congestion on the north side, and spreading some of the economic activity to the south side.



Other flight-oriented events – Events like the new "Flug Tag" (a whimsical celebration of human-powered "flight" sponsored by Red Bull) will fit nicely with the new Bessie Coleman Park and Chicago Air Museum, and can be held on Lookout Point or Northerly Meadow.

B. Medium Public Events (500-10,000 attendees)

Fly-ins/Exhibitions – At least annually, fly-in events will be held at Bessie Coleman Park, welcoming groups of aviators in historic or otherwise significant aircraft to share on display with the public.

Fishing Tournaments – Perch and other fishing tournaments will be held on the Harborside Promenade, a rich fishing ground previously off-limits to fishing.

Outdoor Museum Events – Regularly, the museums on the Museum Campus will be able to hold outdoor events in support of their missions, including aquatic life, natural history, and astronomy.

Bicycling – At least annually, the runway at Meigs will be closed on a temporary basis, similar to Lake Shore Drive, to incorporate large group bicycle rides like the Chicagoland Bicycle Federation's "Bike the Drive" event and the "L.A.T.E. Ride," providing the public with the opportunity to experience and enjoy this unique piece of lakefront aviation history first-hand.



Boat Exhibitions – Periodically, different sailboat, powerboat, and windsurfer groups will host their gatherings in Burnham Harbor.

AirVenture Stopover (late July, early August) – Annually, Meigs Field at Bessie Coleman Park in Chicago will become an official layover point for antique and experimental aircraft en route to the annual Experimental Aircraft Association AirVenture convention in Oshkosh, WI. For one week annually, this event becomes the "Mecca" of aviation and the world's busiest airport. Many attendees transit the Chicago lakefront on their way, and would stop to enjoy Chicago's hospitality in exchange for a public glimpse of their unique aircraft.

Air-Sea Rescue Demos – Periodically, the Chicago Fire Department Air-Sea Rescue Squad and the U.S. Coast Guard helicopter squadron will perform public demonstrations of air-sea rescue techniques off of Lookout Point.



Aviation College and Career Days – Aviation colleges and employers will be invited to Meigs to expose the youth of Chicago to the fascinating career opportunities of aviation.

C. Small-Scale Public Events (under 500 participants)

Camp Outs – Periodically, various youth groups like the Boy and Girl Scouts and the Boys and Girls Clubs of Chicago will host overnight camping on Northerly Meadow and Lookout Point.

Ping Pong Tournaments – Annually the Chicago Park District or other organization will host the finals of the citywide ping-pong tournament in the Chicago Air Museum.

D. Monthly Programs & Activities

Young Eagles flight rallies – The Friends of Meigs Field will continue to hold monthly flight rallies under the auspices of the EAA's Young Eagles program to introduce Chicago children to the wonders of flight.

Regular aerobatic demonstrations

– Regular aerobatic displays at different locations along the lakeshore will provide entertainment for all Chicagoans. An annual aerobatic tournament will also be conducted at Meigs Field.



Plane-of-the-Month changeover

– Every month the arrival of a new aircraft for the Chicago Air Museum Plane-of-the-Month Pavilion will create excitement and activity on the Museum Campus. This “changing of the guard” will become a regular event that aviation followers will look forward to on their calendars.

Monthly lectures and historic aviation celebrations – A famous aviator lecture series will feature people like: Jim Lovell, Gene Cernan, Dick Rutan, Mae Jamieson, Peggy Wagstaff, and other speakers will be brought in to teach aviation history, highlighting historic days in aviation history including:

- History of Women in Aviation
- Bessie Coleman's birthday (January)
- The 99's (women pilots organization)
- Women in Aviation (pilots and non-pilots in aviation related career)
- History of Chicago Aviation
- Opening of Meigs Field (December)
- Chicago's International Air Show of 1911 (August)
- First Flight Over Chicago (September)
- Orchard Airport – The History of O'Hare
- The World's Busiest Square Mile – From Municipal to Midway
- The Untin' Bowler – Search for the European Passage (May)
- Aviation Around the World
- Wright Brothers First Flight (December) – Conquering the Air
- The Tuskegee Airmen – Double Victory
- Alan Shepard's Flight (May) – The Space Race

Earth Sea and Sky Picnics – Themed picnics will be hosted outdoors at Northerly Meadow and Meigs Field, bringing together Chicagoans and visitors from pedestrians and bicyclists to pilots and boaters. Smelt fry, BBQ contests, and – a long-standing aviation tradition – pancake fly-in breakfasts will bring people together by the draw of their appetites to share their hobbies and interests, surrounded by boats and airplanes.

Aviation Safety seminars – Regular seminars will be held by the FAA and other organizations as part of the Wings safety program.

E. Weekly Programs & Activities

Sailing and boating schools – The proximity of the harbor and lagoon to pavilion space provides an ideal venue for classes on boating, sailing, and windsurfing; enhancing safety for all Chicagoans.

Scuba and snorkeling lessons – The beach lagoon area and the sunken scuba and snorkeling reef will provide a unique area in Chicago to hold scuba lessons, as well as underwater photography classes and scuba rescue training.

Cross-country skiing lessons – In winter, Northerly Meadow will be used for training in cross-country skiing.

Group Meetings – Various interest groups will conduct regular meetings at the Chicago Air Museum's facilities, including:

- Aviation Explorer Post meetings
- Civil Air Patrol unit meetings
- Community meetings
- Experimental Aircraft Association chapter meetings

F. Daily Programs & Activities

Skyline Aerial Tours – Chicago is one of the few tourist-destination cities without regular skyline/sightseeing helicopter and fixed-wing tours available on a walk-up basis. Many other tourist destinations like Orlando and Las Vegas feature such services. Establishing a highly-attended attraction at the airport in the Chicago Air Museum will provide a base demand for aerial tours that will draw both city residents and tourists alike.

Restaurant and Gift Shop – The Meigs Field terminal building has always had the infrastructure in place to house a restaurant and gift shop. This restaurant will add to the attraction for the Bessie Coleman Park and Chicago Air Museum as a great destination for Chicagoans and tourists to visit for lunch or dinner while viewing the Chicago Skyline or the airplanes landing.

Funding Plan

Overall Discussion of the Opportunity

Public project funding is normally a dry subject. And yet, perhaps the most important feature of this proposal is the method for its funding. It is rare that the citizens and taxpayers of Chicago can have something as fun and exciting as The Bessie Coleman Park and Chicago Air Museum ...essentially for free.

Through a happy circumstance, the City of Chicago and the Chicago Park District have an opportunity to receive significant funding from the federal government to pay for park improvements, provided by Meigs Field.

This funding is available from the Federal Aviation Administration for the purposes of improving airports like Meigs Field, but—in this case—the net result will be a flow of scores of millions of dollars into the Chicago Park District's coffers, unencumbered and available to benefit parks across the city.

The overall effect of this funding mechanism will be to create the new Bessie Coleman Park and Chicago Air Museum essentially without cost to Chicago taxpayers, while meanwhile providing additional funds to repair and create parks in park-poor neighborhoods.

The timing for this could not be better. In 2003, the Chicago Park District was forced to cut expenditures on everything except debt service by \$24.5 million.

Explanation of AIP Funding/Land Transfer

This proposal relies on a concept introduced by the Aircraft Owners and Pilots Association earlier in 2003, capitalizing on the FAA's Airport Improvement Program or AIP funds.

The AIP is designed to provide funding for improvements to the nation's air transportation system, and particularly to smaller airports that do not have large numbers of commercial passenger enplanements. (Airports like O'Hare and Midway instead receive a major portion of their federal funding via Passenger Facility Charges or PFC's, which are essentially user fees tacked on to the price of each airline ticket.)

Typically, AIP funds are used for projects like runway construction, navigational station installation, facilities improvements, and—most relevant to Meigs—land acquisition for airport purposes.

Example: Suppose that an airport sponsor (for instance the municipality or airport authority that owns and operates an airport) wishes to acquire adjacent land to build a new runway.

Suppose also that a private individual owns land adjacent to an existing airport, and is willing to sell at the fair market price.

The airport sponsor could apply for a federal AIP grant to cover 90% of the acquisition cost of the land. The state in which it is located would contribute another 5%, meaning that the airport sponsor needs only to put up 5% of the total cost in order to acquire the land, a real bargain.

At the same time, the private land owner would receive a full and fair price for the land.

Meigs Opportunity: The opportunity at Meigs stems from the fact that, although the City of Chicago is the airport sponsor of Meigs Field, the land it occupies actually belongs to the Chicago Park District, a separate governmental body.

This means that the Park District could sell the Meigs property to the City of Chicago for a full and fair price, have 90% of the funds come from FAA AIP funding, and receive a considerable sum in the transaction. Control of the airport would remain in the hands of the Mayor and the City of Chicago, as it has for 55 years, and the proceeds could be used for any park project desired.

In this proposal, a portion of the funds would be used to restore the airport to operation and create the proposed park and museum elements nearby. The remainder would be available to improve other parks across Chicago.

Valuation

The major unknown in the equation is the value of the Meigs property. Over this point there has been some disagreement.

The Aircraft Owners and Pilots Association hired a consultant to perform a valuation, who determined that the Meigs property is worth \$41 million⁶.

In a statement to the press, the Chicago Park District disputed the figure, saying, based on a recent quarter-acre purchase of parkland, that the Meigs property (approximately 76 acres) might be worth up to \$700 million⁷.

The Park District spokesperson seemed to indicate that this was a reason NOT to do the transaction. In fact, the higher the value, the more value the concept offers to the Park District.

While a figure of \$700 million seems unreasonably high, it is certainly possible that the true figure might be higher than \$41 million. In 1980, the State of Illinois examined the possibility of extending Meigs' runway to

5,000', adding about 25% to the existing landfill. The price tag on that project was between \$15 and \$25 million to create the fill and construct the runway extension. Using this "replacement" value on a per-acre basis, and adjusting for inflation⁸ yields a range of \$133.9 million to \$223.16 million, not including the value of structures and other improvements.

Using the conservative estimate, it is conceivable that the Chicago Park District could receive over \$130 million in funds, simply for allowing Meigs Field to continue to exist the way it has for 55 years, and the way it had been agreed between former Governor Ryan and Mayor Daley for up to another 24 years.

To put this figure in perspective, the entire annual operating budget of the Chicago Park District in 2003 is \$338.6 million.

Hurdles

There is already considerable support for this approach in the transportation community and in Congress. According to the AOPA, Sen. James Inhofe (OK), chairman of the Senate Committee on the Environment and Public Works has expressed his support, as has former U.S. Secretary of Transportation Sam Skinner, and the National Air Traffic Controllers Association.

The proposal does face some hurdles. According to the Chicago Park District, current state law prohibits the Park District from selling large parcels. The law is designed to keep the Park District from taking valuable property out of the hands of the public, especially to private individuals. In this case, the property would be simply exchanging hands between public bodies and would stay the property of the people. The proposed plan would require a change in that law to provide an exception for Meigs. Given the high level of support for Meigs Field in the state legislature, and the current makeup of the leadership, it is not anticipated that this would be difficult to accomplish should the City of Chicago and the Chicago Park District request the change.

There also is an application process to receive AIP funds from the FAA. However, given the high profile of this issue, the enormous support for re-opening Meigs across the aviation community, the present level of runway congestion in the Chicago region, and the relative strength of the Illinois congressional delegation, approval for a plan to re-open Meigs Field is expected to be obtainable from the FAA.

Other Funding Opportunities

Of course, in addition to the available AIP funds from the FAA, there are numerous other funding opportunities available to pay for improvements and operations of the airport, including corporate sponsorship, philanthropy, development of airport revenue streams from scheduled commuter operations, and development of alternate revenue streams from non-aviation sources (restaurant, gift shop, etc.)

Expenditure Plan

This document is meant to be a framework plan, and not a detailed project specification. At this time there is not a detailed estimate of the cost of the elements proposed for the Chicago Air Museum and Bessie Coleman Park.

However, the Friends of Meigs Field roughly estimate that the total cost of the proposed park, museum, and airport improvement would be in the range of \$15 million to \$25 million.

This figure is in addition to whatever cost is required to put the airport back into operation. The Aircraft Owners and Pilots Association have estimated that the initial damage done on the night of March 30-31, 2003 would cost under \$500,000 to repair. The Chicago Park District has ignored requests for a moratorium on further demolition, and is proceeding ahead at the time of this writing.

Every day of demolition that passes further reduces the amount available to the Park District to repair and maintain parks across the city.

In summary, the plan proposed in these pages is truly a win-win-win proposal on all accounts. Not only does it create an exciting attraction from Meigs Field for all of the public to share, it restores Meigs Field to operation, with all of the associated economic, safety, and aviation benefits.

All of this is achieved for “free” to the Chicago Park District, while paying for park improvements elsewhere across the city at the same time.

When viewed in this light it is very difficult to justify a decision not to take advantage of this historic opportunity.

| | Aircraft Owners and Pilots Association Valuation | Friends of Meigs Field Estimate | Chicago Park District Estimate |
|--|---|---|---|
| Value of Airport | \$41,000,000 | \$139,000,000 | \$700,000,000 |
| Contribution from City of Chicago (5%) | 2,050,000 | 6,950,000 | 35,000,000 |
| Contribution from State of Illinois (5%) | 2,050,000 | 6,950,000 | 35,000,000 |
| Contribution from FAA AIP funds | 36,900,000 | 125,100,000 | 630,000,000 |
| Total funds to Chicago Park District | 41,000,000 | 139,000,000 | 700,000,000 |
| Cost to Create Bessie Coleman Park and Chicago Air Museum (max. estimate) | (25,000,000) | (25,000,000) | (25,000,000) |
| Cost to Restore Meigs to Operation | (500,000) | (500,000) | (500,000) |
| | <small>plus cost of repairing ongoing demolition</small> | <small>plus cost of repairing ongoing demolition</small> | <small>plus cost of repairing ongoing demolition</small> |
| Available Funds to Park District for Parks Elsewhere | 15,500,000 | 113,500,000 | 674,500,000 |
| | <small>minus cost of repairing ongoing demolition</small> | <small>minus cost of repairing ongoing demolition</small> | <small>minus cost of repairing ongoing demolition</small> |

A Vision for the Future

Flight is a powerful metaphor. For millennia, humankind has gazed longingly at the sky, inspired by the wings of birds, but bound to the earth. The inspiration of flight has been the motivation for many of humankind's most ambitious endeavors.

It has been exactly one century since the advent of powered flight. The year 2003, the 100th anniversary of the Wright Brothers first flight, is a year to celebrate aviation.

Since the very first day of flight in Chicago, the lakefront has been intertwined with the city's aviation history.

From Walter Brookins' first flight over Grant Park in 1910, through the famous Air Meets of 1911 and later years over the lakefront, to the first crossing of Lake Michigan by Jack Vilas in 1913, to the first air mail flights landing in Grant Park in 1919, and the departure of the Untin' Bowler aerial expedition for a Great Circle route to Europe in 1929, Chicago's lakefront has served as both an airport and an inspiration to touch the sky.

Inside the cover of this proposal are two quotations.

The first, "Urbs in Horto" is Chicago's official motto. Indeed, Chicago is a "city in a garden," a fact attributable to the vision and leadership of men and women who have sought since its founding to ensure a balance between economics and nature. There are many cities that can boast neither the vibrant economic and civic life of Chicago nor its cherished system of public spaces, including its unique lakefront.

What must always be remembered is that there is a balance to be maintained. A garden alone is not a city, nor a city by itself a garden. A city like Chicago relies on many interlocking systems to thrive and grow. Housing, commerce, industry, sanitation, education, health, safety and security, streets, water, energy, and various efficient means of transportation are all vital to a city's life. The ability to balance these civic needs with open and public spaces, nature, parks and beaches is what has made Chicago a great city over the past century and a half. In all plans, Chicago must consider both commerce and commons.

The second quotation on the overleaf emphasizes the need for this balance. It is from the 1909 Plan of Chicago, penned by Daniel H. Burnham and Edward H. Bennett. This seminal document, sponsored by the Commercial Club of Chicago, is responsible for many of the features of Chicago today, from its lakefront and outlying park system, to its street layout, its rail configuration, and many of its public buildings and cultural centers.

The Plan of Chicago speaks not only of lakefront parks, but also of the importance of transportation in the life of a city:

"The fine arts of traffic management should be studied no less than the fine arts of parks and boulevards; for unless Chicago keeps ahead of her rivals in commercial matters, the parks will become pastures, and the boulevards will be deserted."

The root of the word transportation is "transport." The dictionary defines the verb transport as "to carry from one place to another; convey."

But transport also carries a second definition: "to move to strong emotion; carry away; enrapture."

The proposal in these pages is designed to serve both of these definitions, in the finest tradition of a city whose motto captures the balance between civic work and play.

Needs for the Future—Airport

The transportation needs of Chicago will only grow in the future, particularly in air travel. Plans to expand airport capacity in the region are moving forward, but will take years or even decades. In the meantime, the demand for flight operations will continue to rise.

The trend towards more regional jets flying point-to-point routes will continue to add many takeoffs and landings (operations) to a system that is already choked and delayed. At the same time, the development of a new generation of inexpensive light jets and computerized flight management systems for private, corporate, and air-taxi flights will bring personal air transportation into the economic reach of a growing number of people.

Those aircraft will need runways near Chicago's business center, if Chicago is to remain competitive, and preferably not the runways of Midway and O'Hare Airports, which should remain as free as possible for the scheduled commercial flights that need to use them. The lakefront is an extremely well-suited location for such a facility, allowing clear approaches over water, eliminating the noise and safety hazards experienced by those living under the flight paths of land-locked airports. (Noise is the number one complaint against all airports nationwide.)

Chicago is already losing convention business to cities like Orlando and Las Vegas, cities with more convenient airports than Chicago's. Meigs Field—adjacent to McCormick Place Convention Center—is busiest during major conventions like the Hardware Show and the Manufacturing Technology (Machine Tool) Show. Without a downtown airport, Chicago stands to lose even further.

Needs for the Future—Parks

At the same time, Chicago's needs for park space will also increase. The 1996 City Space Plan published by the City of Chicago and the Chicago Park District call for over 1,500 acres of new parkland to be added by 2006 to meet minimum open space requirements in certain neighborhoods short of parks. None of these acres are called for in Meigs Field's neighborhood, one of the greenest in the city already. Moreover—although efforts are being made in the right direction—the total acreage added to date is far short of the amount needed to stay on track for the 2006 goal.

Moreover, for the first time in decades, Chicago's population has reversed its decline and started showing growth. The additional population will require even more new park acres to be added to stay abreast of the minimum goal of 2.0 acres per thousand residents in park-poor neighborhoods. (Meigs Field's neighborhood has over 48 acres per thousand residents.)⁹

The proposal in these pages addresses the future needs of both parks and airport capacity, and does it in a way that is economical, inspirational, and simultaneously creates funds for more parks elsewhere.

Only a Beginning—

A vision for the second century of flight
The Bessie Coleman Park and Chicago Air Museum proposed in these pages are an elegant solution to a thorny problem in balancing Chicago's civic needs. They provide new parkland, enhanced transportation, safety and security, generate new revenues to benefit parks city-wide, and do so without cost to Chicago taxpayers. If the foregoing proposals are all that is ever implemented, the City of Chicago and its citizens will benefit greatly.

More importantly, however, there is an opportunity to follow these proposals with a vision much grander, an even more exciting future possible for Chicago's lakefront.



A Vision for the Future (continued)

More and better parkland, more and better airport

In the long-range future (10-20 years), the proposals presented here can have a much greater positive impact. The Friends of Meigs Field have not developed a specific long-term to present proposal at this time, but the basic elements of a long-range vision can be examined.

As indicated above, over time, demands for both more lakefront parkland and more airport capacity will only continue to increase. With the proposals herein, Chicago will be in an excellent position to accomplish both for decades to come.

Picture a park, as large as the Chicago Park District proposes to replace Meigs Field or larger, located in exactly that spot. Picture all of the elements that have been proposed for such a park, including wetlands, savannahs, hiking and biking trails, water features, and other natural areas. At the same time, picture an improved Meigs Field, one with a longer, safer runway, located farther from unsafe obstructions and operating more quietly, farther from buildings, homes, and schools.

The basic issue is how to accommodate both needs. An answer could be to capitalize on the existence of an airport in the plan to create more land for both.

In the original Plan of Chicago, Burnham and Bennett proposed not one artificial "island" (Northerly "Island," now actually a peninsula), but many. Likewise, in the 1972 Lakefront Plan of Chicago (see Appendix C), it was envisioned that additional land would be created by filling Lake Michigan, both adjacent to Meigs Field, and elsewhere along the lakefront.

Since those days, no significant fill has been undertaken, primarily due to the high costs involved. The costs of modern landfill are typically beyond the means of the Chicago Park District, which has a wide variety of financial demands on its limited resources. There are, of course, other considerations, including proper environmental management of such a project, but these considerations can be and regularly are handled properly in similar situations in other cities.

By taking advantage of an existing airport and the fact that the adjacent lake bottom is available for landfill, a truly visionary future for Northerly Island and Meigs Field could be created. Additional land, created using airport funds, could be used to create space for a newer, longer, safer, and more capable runway, one that could reduce congestion by drawing additional private traffic from Midway and O'Hare that currently requires a longer runway than Meigs'.

The creation of the new land would allow the repositioning and improvement of the airport. At the same time it would also free up

the existing airport land for other uses, notably a showcase park and nature area.

Such a vision would break all precedents. It would do honor to the original Plan of Chicago, allowing the completion of the original Northerly Island Park it envisioned, while also upholding the Plan's principles of balance between nature and the city. It would truly realize the meaning of the motto "Urbs in Horto." It would set a new standard for cities around the world for ways to integrate differing needs. Many cities worldwide, including London, England, Los Angeles, Boston, Kansas City, Cleveland, Toronto, and even Washington, DC use waterfront airports and over-water approaches and departures to minimize airport noise impacts. Chicago would become a leader in also integrating public open space into such a solution.

Such a vision could incorporate many attractive, enjoyable, and practical elements. Some might include:

- Expanded parkland—estimated at over 100 additional new acres (the existing Meigs' property is only about 76 acres)—bringing life to Burnham and Bennett's vision for public use of the south lakefront.
- Virtually all of the elements of the 1996 Chicago Park District proposal for Northerly Island Park, including not only those proposed previously in this document, but also "wetlands and trees, meadows for relaxation, lagoons for fishing, paths for walking, and quiet promenades and vistas for contemplation."¹⁰
- A learning center connected to schools and libraries that provide expansive knowledge of the earth, sky and water that surround us.¹¹
- Natural elements such as those in the 2001 proposal by the Lake Michigan Federation, including wetland marshes, prairie, woodlands and marshes.
- A new, expanded Chicago Air Museum. One possibility is a design that would span Burnham Harbor, high enough for boats to pass beneath, recalling the Sky Ride from the 1933-34 Century of Progress World's Fair. Some sketches of one such concept are presented here to generate a public dialogue.¹²



This museum could be an independent institution, or perhaps an arm of one or more existing Chicago museums. Both the Museum of Science and Industry and the Adler Planetarium have expertise in aviation and space themes.

- Another possibility could be to convert the existing McCormick Place East building into a museum complex, possibly including not only an air museum but other forms of transportation (rail, lake, auto) or other historical, educational or cultural subjects.
- A new pedestrian bridge—also high enough for the harbor's boats—could be constructed over the mouth of Burnham Harbor, linking the Museum Campus with the south lakefront and McCormick Place via foot and bicycle, providing improved circulation on the Campus and creating more attraction to visit the southern end of the peninsula.
- Additional harbor, created by extending the peninsula farther south, could allow more boaters to enjoy the facility, and increase this source of revenue for the Park District.
- A new, longer airport runway, farther from buildings, to allow larger aircraft (though not major airliners) to operate more safely, quietly, and in a wider variety of weather.
- Enough airport space to allow hosting of the annual Chicago Air & Water Show, allowing it to be moved from the overcrowded north lakefront to the south lakefront, eliminating congestion and generating interest and economic activity in an economically less-advantaged neighborhood.

One concept of such a vision is presented in these pages. Many others may be possible or even more feasible. The Friends of Meigs Field believe that it is in the best interest of everyone—park users, travelers, visitors, taxpayers, citizens, and the children of Chicago—to find a solution that incorporates Meigs Field, the peoples' airport, into the peoples' lakefront.

The details of such a vision we leave to future discussions. Regardless of is the ultimate outcome, the public should be invited—and even required—to have a real, meaningful and effective voice in the decisions of how best to serve the short and long term needs of the city of Chicago, its citizens, taxpayers, and visitors.

Above all, the Friends of Meigs Field uphold the principle that "the Lake front by right belongs to the people."¹³

We call on the civic leaders of Chicago to ensure that those people have the final word in the future of our city, our lakefront, our airport.

Appendices

Appendix A

History of Merrill C. Meigs Field and Major Events in Chicago's History of Flight

"The fine arts of traffic management should be studied no less than the fine arts of parks and boulevards; for unless Chicago keeps ahead of her rivals in commercial matters, the parks will become pastures, and the boulevards will be deserted."

-Daniel H. Burnham and Edward H. Bennett, *Plan of Chicago, 1909*

"The lake front appears to offer a site naturally adapted for [airport] terminal facilities"... "A site on the lake front would appear to be more conveniently placed than any other large area available within a short distance of the central business district."

-Edward H. Bennett as quoted in *Chicago Tribune, 1919*

The Plan of Chicago, co-authored by Daniel Burnham and Edward Bennett, drives the beauty of Chicago's skyline and its network of parks and museums. While Daniel Burnham died in 1912, before an understanding of the practicality of flight, as early as 1916 Edward Bennett proposed revising the city's plans to include a lakefront airport for Chicago.

The following timeline chronicles the development of Chicago's History of Flight:

- 1903 - Wright Flyer is flown by the Orville and Wilbur Wright.
- 1909 - Plan of Chicago by Daniel H. Burnham and Edward H. Bennett is published.
- 1910 - First airplane flight in Chicago is conducted at Grant Park by Walter Brookings.
- 1910 - Record-setting cross-country flight from Chicago's Grant Park to Springfield, IL.
- 1911 - International Air Meet in Grant Park. Many new records set for speed, endurance, and altitude.
- 1912 - Daniel H. Burnham dies.
- 1913 - 'Hydroplane' (seaplane) Meet in Monroe Harbor.
- 1913 - Jack Vilas completes the first flight across Lake Michigan from Benton Harbor, Michigan to Chicago, landing in a seaplane at Grant Park.
- 1916 - Plan of Chicago co-author Edward Bennett proposes placing downtown airport on lakefront at Meigs' current location.
- 1918 - Regular air mail service to New York commences, landing in Grant Park.
- 1920 - Chicago voters approve referendum to increase property taxes for the purpose of using landfill to create public lands on lakefront, including Northerly Island.
- 1922 - Northerly Island landfill begins.

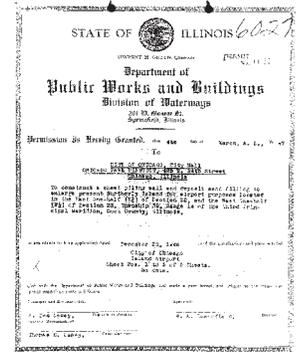
- 1922 - Mayor Thompson proposes using Northerly Island for downtown airport.
- 1925 - Landfill completed and island connected to mainland Chicago by wooden bridge.
- 1927 - South Park commissioners unanimously adopt motion: "Within 30 days, (a) temporary central airport on the island off Grant Park will be prepared for air traffic and the first plane will land there."
- 1928 - Chicago Association of Commerce & Industry publishes "Chicago: The Aeronautical Center" including plans for downtown airport on Northerly Island.
- 1929 - The Untin' Bowler (a Sikorsky S-38 amphibious seaplane) departs Grant Park in search of a great circle passage to Europe for future air travel, sponsored by the Chicago Tribune.
- 1933-34 - Century of Progress World's Fair held on Northerly Island and south lakefront, with distinct aviation theme. \$3 seaplane rides are offered. Blimps overfly fair, launched from docking station on south lakefront. Balbo's armada of Italian seaplanes is greeted warmly at the fair. (Balbo Drive is christened after this event.)
- 1935 - Illinois State Legislature passes resolution to build airport.
- 1935 - Chicago City Council authorizes construction of an island airport in accordance with plans of the federal War, Navy and Commerce Departments.
- 1941 - Chicago Plan Commission Study indicates need for downtown airport, proposes 4 sites, including Northerly Island.
- 1946 - Northerly Island airport location approved by Chicago City Council.
- 1946 - Permit issued by State of Illinois for additional 24 acres of landfill, specifically for airport purposes.
- 1946-48 - Additional landfill added for runway and airport constructed on Northerly Island.
- 1948 - Merrill C. Meigs Field officially opens, December 10, 1948.
- 1950 - Meigs Field dedicated, including "sky parade" of Flying Farmers.
- 1954 - Edward H. Bennett dies.
- 1955 - Meigs Field runway extended from 2,800 feet to present 3,899 feet.
- 1956 - "Planning the Region of Chicago," co-authored by Daniel Burnham, Jr., includes Meigs Field in the region's aviation system.
- 1960 - President Kennedy visits Meigs Field during presidential campaign stop in Chicago.
- 1961 - New Meigs Field terminal building dedicated by Mayor Richard J. Daley.
- 1962 - Expansion of airport is proposed, including 5,000 foot runway and additional aircraft parking on east side. No action is taken.
- 1972 - City's Lakefront Plan of Chicago proposes additional landfill for park adjacent to Meigs Field.

- 1982 - SubLogic releases Flight Simulator v1.0 for the IBM PC, featuring Meigs Field as "home airport." Meigs Field has remained the default for Flight Simulator ever since, even after Microsoft bought the program and made it one of the highest selling PC entertainment titles of all time.
- 1989 - City of Chicago accepts FAA funds for airport improvements. In return, Mayor Richard M. Daley pledges to keep airport open until at least 2009.
- 1990 - Meigs Field featured in movie "Home Alone."
- 1993 - Meigs Field featured in movie "The Fugitive."
- 1996 - Airport closed by Park District and Dept. of Aviation. State legislature votes to reopen airport under state control.
- 1997 - Gov. Jim Edgar and Mayor Richard M. Daley strike bargain: City to retain control; state keeps hands off after 5 years.
- 2001 - Gov. George Ryan and Mayor Richard M. Daley agree to preserve Meigs Field 24 years until 2026 as part of regional plan to increase airport capacity, unless IL State Legislature passes law closing Meigs after 2006.
- 2003 - City of Chicago demolishes runway and closes airport without notice.

Appendix B

1946 landfill permit

Contrary to public statements by the City of Chicago and the Chicago Park District, much of Meigs Field was always intended to be an airport from the inception. This permit from the State of Illinois was issued in 1946 to allow the filling of 24 acres of Lake Michigan, for airport purposes. Most of Meigs Field's runway is on this property.



Appendix C

1972 Lakefront Plan of Chicago

The concept of combining Meigs Field with greater public open space is not new. In 1972, the City of Chicago published the Lakefront Plan of Chicago, including many proposed improvements up and down the lakefront.

This excerpt from the plan shows one proposed feature was the creation of new parkland adjacent to Meigs Field by additional landfill east and south of the airport.



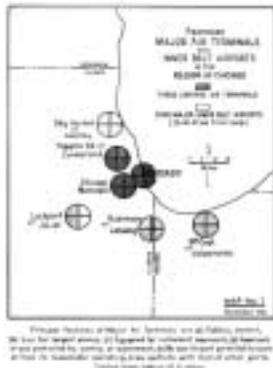
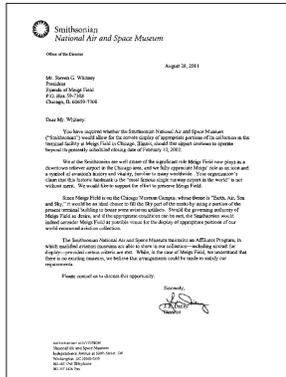
**Appendix D
Smithsonian letter offering aviation museum exhibits**

Meigs Field is internationally renowned as a landmark of general aviation. Its presence on Chicago's Museum Campus offers an excellent opportunity to integrate the facility into the Campus by the addition of the Chicago Air Museum.

Aviation museums across the nation have expressed an interest in helping to accomplish this. The document here is a letter from the Smithsonian National Air and Space Museum in Washington, DC, the most highly attended museum in the world, offering to help provide exhibits to a museum at Meigs Field.

**Appendix E
Chicago Plan Commission map of airports, 1941**

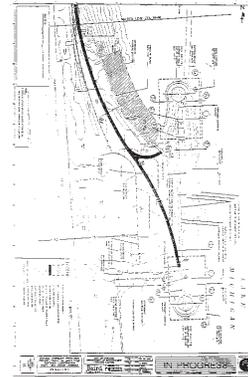
In 1941, the Chicago Plan Commission proposed a comprehensive plan for airport capacity in the region of Chicago. The plan included not only Municipal Airport (now Midway Airport), but an airport on the northwest side (now O'Hare Airport), and downtown Chicago, (Meigs Field,) as well as an "inner belt" of airports surrounding the city.



**Appendix F
City Plan for Lookout Point**

In conjunction with the rebuilding of lakefront revetments across the city, the City of Chicago, Chicago Park District and U.S. Army Corps of Engineers have been in the planning process for the revision of Lookout Point for several years.

The attached drawing, from the City of Chicago's Department of Environment shows one conception for and the feasibility of this redesign.



**Appendix G
City Plan for Grand Prix Racing**

The feasibility of Grand Prix racing at Bessie Coleman Park is shown by this proposal from 2002 to hold an annual race on Meigs Field. The proposal would require the temporary closure of the airport during the race week, similar to the restrictions placed on Cleveland's Burke Lakefront Airport when it hosts CART races annually.



Endnotes

- 1 Rep. Ehlert (R, MI) during hearings on H.R. 3479, the National Aviation Capacity Expansion Act of 2002.
- 2 "U.S. seeks 100 acres on lake for air field," Chicago Tribune, July 13, 1919, referencing a 1916 letter from Edward Bennett to the Walter Moody, chairman, Chicago Plan Commission, December 26 1916.
- 3 <http://www.natca.org/mediacenter/pressreleasedetail.asp?id=254,5/22/2003>
- 4 <http://www.natca.org/mediacenter/pressreleasedetail.asp?id=253,4/30/2003>
- 5 Edmund Burke, 1729-1797
- 6 <http://www.aopa.org/whatsnew/newsitems/2003/03-2-149.html,5/22/2003>
- 7 "Daley dismisses pilots' plan for Meigs purchase," John McCormick, May 23, 2003, Chicago Tribune.
- 8 U.S. Department of Labor inflation calculator: <http://data.bls.gov/cgi-bin/cpicalc.pl>
- 9 City Space Plan, City of Chicago & Chicago Park District, 1996
- 10 "Imagine Northerly Island," Chicago Park District, 1996.
- 11 Ibid.
- 12 The sketches incorporated here are from "An Aviation Museum at Meigs Field," 1999, by Priya Naik, IIT.
- 13 Plan of Chicago, 1909, Burnham & Bennett, p. 50.

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