



## TIMELINE FOR PROPOSED 3rd AIRPORT

**1968** -- Chicago Mayor Richard J. Daley proposes building a third major airport on Lake Michigan.

**1984** -- The Federal Aviation Administration approves O'Hare International Terminal project and announces it will order an airport needs analysis for metropolitan Chicago.

**1985** -- Illinois State Senator Aldo DeAngelis co-sponsors a measure that calls for creating a regional airport authority.

**1986** -- The Illinois Airport System Plan Policy Committee is born by an agreement between Indiana and Illinois. Representatives from both states, Wisconsin, Chicago, the FAA, the Air Transport Association and the Chicago Area Transportation Study Council of Mayors choose consultant Peat Marwick to consider 15 possible sites.

**1988** -- A Peat Marwick study identifies four likely spots for a third airport: Gary, undeveloped areas near Kankakee, Peotone and the bi-state site west of Cedar Lake.

**February 1990** -- Chicago Mayor Richard M. Daley proposes building a third airport on the city's Southeast Side.

**March 1990** -- Illinois GOP gubernatorial candidate Jim Edgar supports construction of a third airport, but opposes locating it at the Lake Calumet site. The FAA recommends Chicago be included in any third airport discussion.

**July 1990** -- Chicago receives three seats on the Illinois Airport System Plan Policy Committee, giving Illinois a total of seven votes. Indiana receives four votes.

**April 1991** -- Refuting claims that the money for a third Chicago-area airport isn't available, U.S. Transportation Secretary Sam Skinner says "there is no question" the federal government is committed to the project.

**May 1991** -- TAMS releases the site "footprints," or boundaries, where the proposed airport could be located. Each has six runways.

**January 1992** -- AERO, a group whose membership includes a Japanese development firm, offers to help pay for the development of a rural site. Reports surface that Illinois Gov. Jim Edgar is willing to support the Lake Calumet site.

**February 1992** -- Lake Calumet is selected by policy committee as the site of the third airport. The airport is slated to begin operation in 2001.

**June 1992** -- Illinois Senate refuses to support Lake Calumet site by killing legislation to create a regional airport authority.

**July 1992** -- Daley declares the airport issue "dead."

**August 1992** -- The new administrator of the FAA says it is up to state and local officials to revive the dormant third airport project.

**September 1992** -- Illinois officials hire a consultant to look at downsizing any new airfield.

**November 1992** -- Edgar says he intends to proceed with the planning for a third Chicago-area airport near Peotone.

**January 1993** -- Under President Bush, the FAA award Illinois a \$2 million grant to begin planning for a third Chicago-area airport at Peotone.

**October 1993** -- At the request of Mayor Daley, President Clinton withdraws funding for the Peotone airport study grant.

**January 1994** -- Edgar announces the state will provide \$2 million to initiate the master planning and environmental assessment for a south suburban airport at Peotone. The state asks the FAA to provide an additional \$4 million necessary to complete the study. The FAA declines.

**April 1995** -- Daley joins Gary Mayor Thomas Barnes in forming a Gary Regional Airport Authority, thwarting the efforts of Illinois officials who were attempting to wrest control of more than \$100 million annually in passenger tax revenues from Chicago.

**May 1995** -- American and United airlines oppose construction of a third Chicago airport.

**October 1995** -- Jesse Jackson, Jr. wins in a crowded Democratic primary race for Congress. His campaign message and theme are centered on promoting balanced economic growth for the region -- making the South Side and south suburbs look like the North Side and northwest suburbs. On the hustings, Jackson becomes the leading champion of building the third airport and goes on to handily win the general election in December.

**February 1996** -- The Air Transport Association, the airline's lobbying and marketing trade association, says the Illinois Department of Transportation's projections for air traffic at Peotone are "wishful thinking" after the state released studies showing the airport would serve 14 million passengers during its first year of operation.

**August 1996** -- Chicago Southland Development Inc., a nonprofit regional economic development group, pledges \$30,000 toward an airport marketing campaign aimed at securing construction of a south suburban airport.

**September 1996** -- Illinois officials say private developers could help pay for a \$4.9 billion third Chicago-area airport. Illinois Transportation Secretary Kirk Brown says the state is trying to increase its options by seeking private investors.

**January 1997** -- State transportation officials unveil studies showing a third Chicago area airport is needed. The study says Chicago's standing as a major air travel center is threatened unless a third regional airport is built.

**October 1997** -- Illinois releases an IDOT study concluding a Peotone airport would deliver 236,000 new jobs to the region and \$3.4 billion in increased visitor spending.

**October 1997** -- At the request of airport opponent U.S. Rep. Jerry Weller, R-IL., the FAA removes the third airport from its National Plan for Integrated Airport Systems blaming the lack of regional consensus.

**February 1998** -- Illinois Secretary of State George Ryan, a Republican, releases a plan to begin buying land for the airport as early as 1999.

**May 1998** -- At the request of Congressman Jackson, Gov. George Ryan includes \$75 million for airport land acquisition in the Illinois First capital bill.

**August 1998** -- Michigan-based Spirit Airlines becomes the first airline to publicly support a south suburban airport.

**September 1998** -- Illinois officials scale back plans for a Peotone airport to include one 10,500-foot runway and a dozen gates.

**January 1999** -- Illinois Gov. George Ryan uses his inaugural address to openly back Peotone as the location of a third Chicago airport, saying the facility would offer economic revitalization for the south suburbs.

**March 1999** -- Ryan's revised third airport plan calls for a 4,100-acre "inaugural airport" with one runway and a 12-gate terminal. The smaller airport is expected to cost \$468 million.

**May 2000** -- The FAA resurrects the 1998 environmental study of a scaled-back Peotone proposal.

**May 2000** -- U.S. Rep. Henry Hyde, R-IL., and U.S. Rep. Jesse Jackson Jr., D-IL., unite behind Peotone to bring about balanced economic growth.

**2001** -- Hyde Jackson partnership formed, to comply with federal request (unprecedented) for "regional consensus."

**Spring 2003** -- South Suburban Airport Commission (later to be known as Abraham Lincoln National Airport Commission) formed.

**Nov. 2003** -- SSAC conducts worldwide search for private companies to design, finance, build and operate airport.

**Dec. 2003** -- 17 companies from around the world come to South Suburban College to present credentials and learn more about project.

**April 2004** -- SSAC selects joint venture of LCOR and SNC-Lavalin as winning bidder to design, build, finance and operate the airport.

**April 2004** -- SSAC, planning for a 2009 opening on Lincoln's bicentennial, renames itself the Abraham Lincoln National Airport Commission.

**2004** -- ALNAC partnership prepares detailed airport plan and financial structure, which it submits to IDOT.

**Aug. 2004** -- Then U.S. Senate-Candidate Barack Obama writes a Sun-Times editorial endorsing Congressman Jackson's plan for the Third Airport stating, "Jackson's proposal is a strong one in a time of expanding government deficits." And, "The construction and operation of a new airport near Peotone would bring 1,000 construction jobs in the next two years and 15,000 permanent jobs by the first full year of the airport's operations, as well as billions of dollars in new economic activity, to residents and communities that sorely need it."

**Feb. 2005** -- Gov. Blagojevich announced support for ALNAC plan at State of State Address.

**April 2005** -- IDOT officially selects ALNAC plan as the state's "preferred alternative" and submits ALNAC airport layout plan to FAA.

**Sept. 2005** -- IDOT submits airport layout plan and additional information from ALNAC to FAA.

**Fall 2005** -- ALNAC seeks opinion from Attorney General Lisa Madigan on State's ability to lease land to ALNAC and to resolve issue of home-rule and non-home-rule communities in commission.

**Fall 2005** -- In dark of night, Weller finally successful in slipping in federal legislation that requires ALNAC to follow Federal Procurement procedures as opposed to state procurement law – a provision that is unconstitutional and unprecedented.

(Weller, State Senators Halvorson and Walsh celebrate Weller Amendment with press conference.)

**Dec. 2005** -- Atty. Gen. Madigan says ALNAC is legal; has all powers of home-rule municipality; can enter into land lease with state without legislative approval.

**June 2006** -- Blagojevich arranges ALNAC meeting with Blagojevich fundraiser Tony Rezko. ALNAC balks at the meeting and refuses pay-to-play request to hand over control of commission to Governor.

**July 2006** -- Blagojevich quits buying land, stops talking with ALNAC.

**2006** -- U.S. Congress repeals unconstitutional Weller Amendment.

**2006** -- Will Co. And IDOT issue permits so that private businessman Jim Bult can build a private airport with 5000-foot runway in the Third Airport footprint -- with the runway pointed directly at proposed ALNAC terminal.

**2007** -- ALNAC revised airport layout to avoid future conflict with Bult Field.

**2008** -- IDOT, after stalling original ALNAC plan for two years, re-submits two airport layout plans to FAA – both created by ALNAC. One plan is ALNAC's original; the second is ALNAC Revised, which moves original runway south to avoid Bult airspace.

**Jan. 2009** -- Blagojevich is impeached and faces federal corruptions charges with Rezko.

**March 2009** -- Newly-installed IL Gov. Pat Quinn announces his support for the third airport during his budget address in Springfield, declaring that the state will build it "as fast as humanly possible."