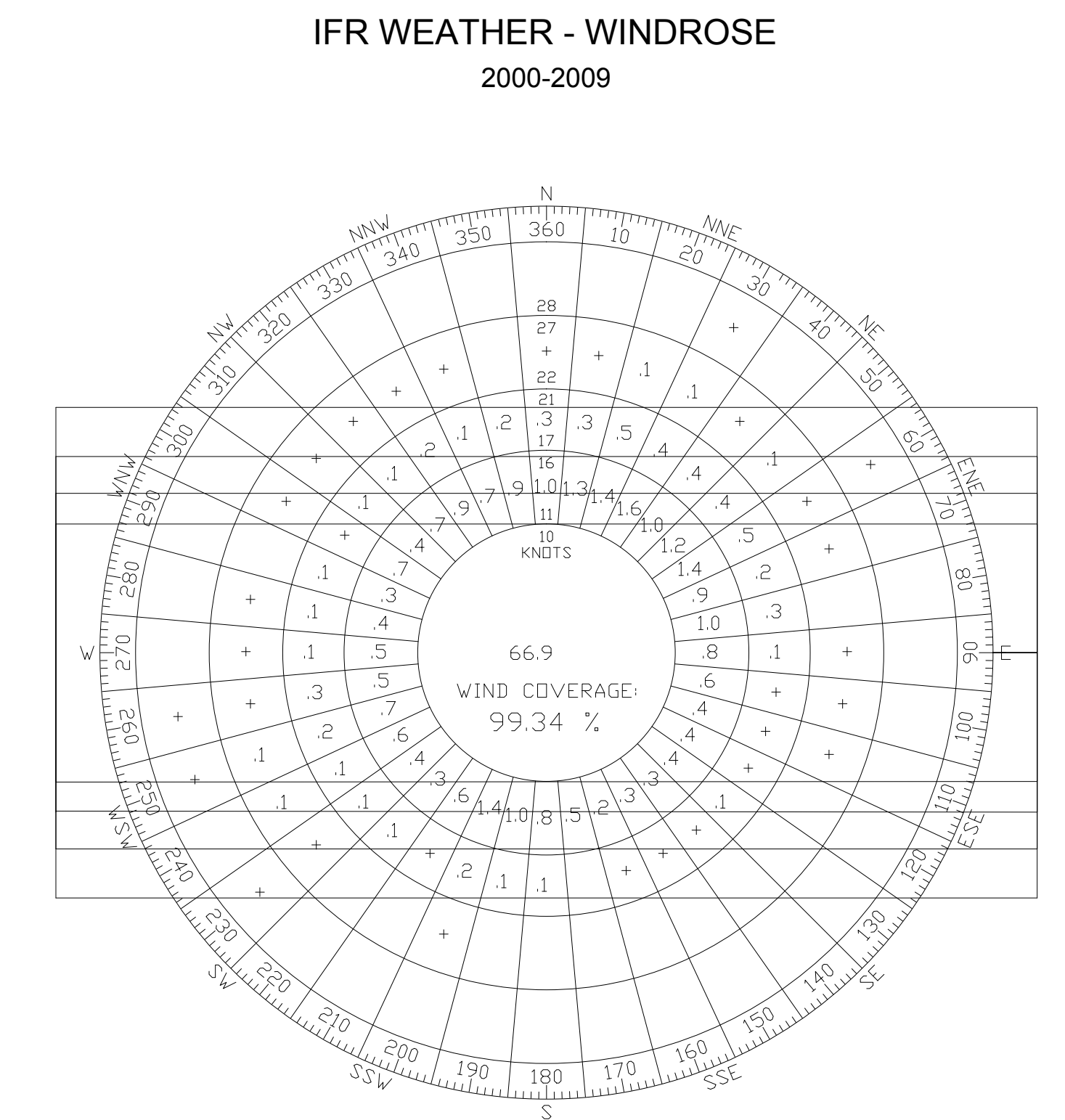
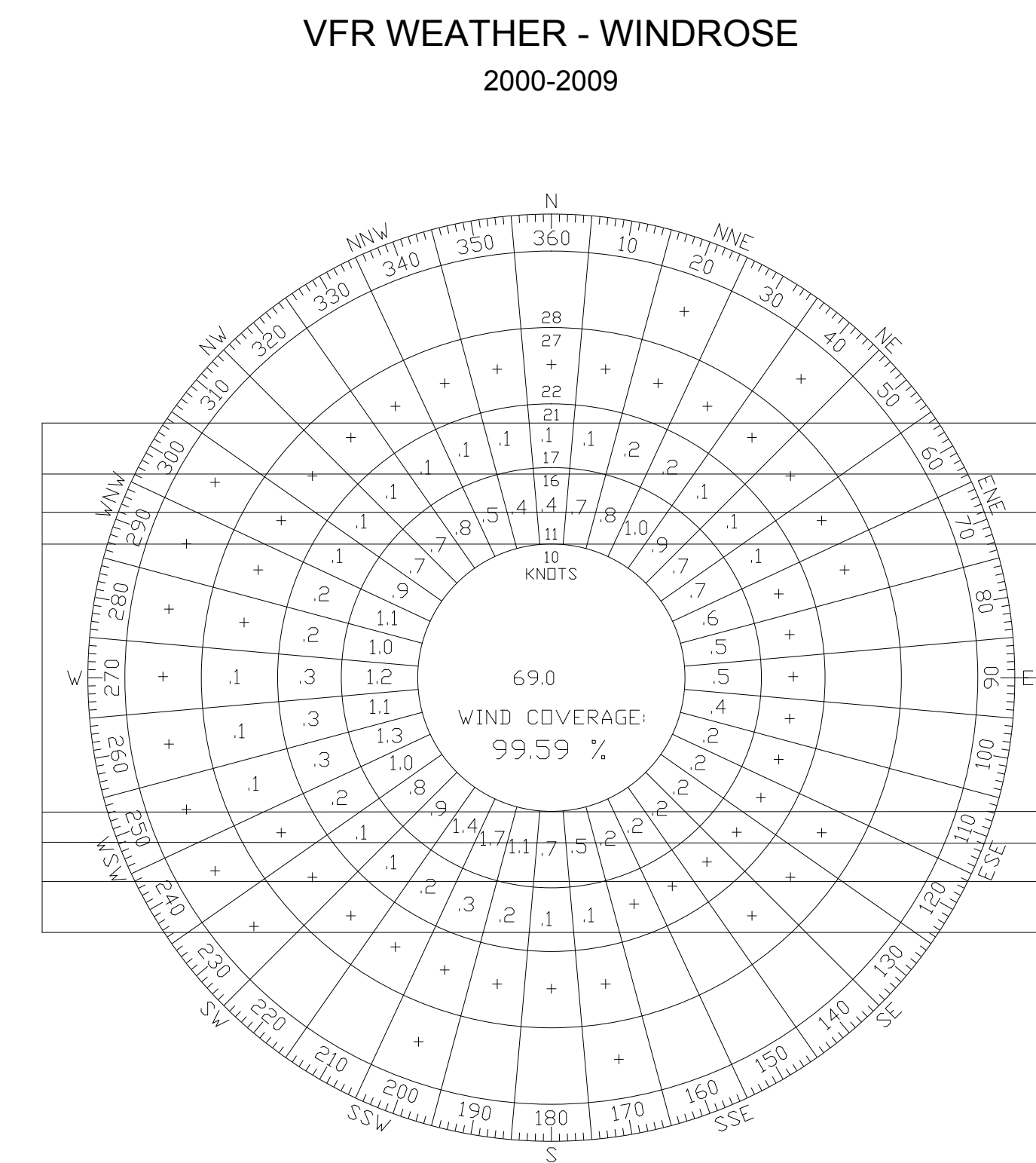
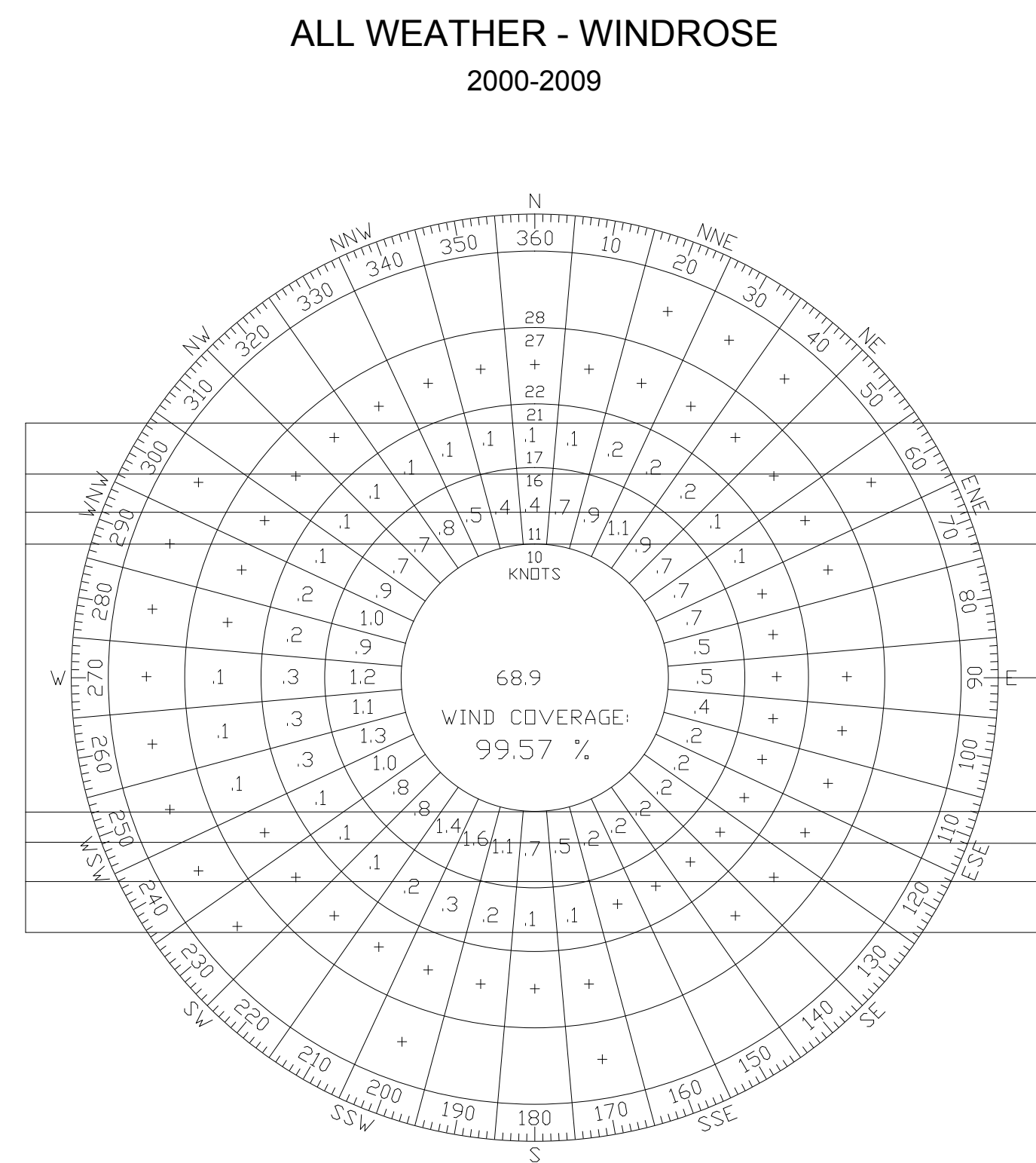


AIRPORT DATA TABLE	
AIRPORT DATA	INAUGURAL
Airport Elevation (MSL)	790.0'
Airport Reference Point (NAD 83)	
Latitude	41° 22' 10.89" N
Longitude	87° 41' 24.41" W
Mean Max Temperature of Hottest Month	84.7°F
Airport Navigational Aids	ARB, ASR, VOR, ASDE, RNAV(GPS/WAAS), ILS, GS, LOC, OM
Magnetic Variation	3° 25' W changing by 0° 5' W/year
Date of Magnetic Variation	8/11/2011
Airport Reference Code	C-III
Tail Height	60'
Critical Design Aircraft	B737-800
Miscellaneous Facilities	LLWAS, AWOS, MALSR, HIRL, MITL, Wind cones, REILS
County	Will
Township	Will, Monee, Washington



ALL WEATHER WIND COVERAGE				
RUNWAY	CROSSWIND COMPONENTS			
	10.5 Knot	13 Knot	16 Knot	20 Knot
9-27 (8-26)	86.13%	92.50%	97.91%	99.57%

VFR WIND COVERAGE				
RUNWAY	CROSSWIND COMPONENTS			
	10.5 Knot	13 Knot	16 Knot	20 Knot
9-27 (8-26)	86.36%	92.67%	97.98%	99.59%

IFR WIND COVERAGE				
RUNWAY	CROSSWIND COMPONENTS			
	10.5 Knot	13 Knot	16 Knot	20 Knot
9-27 (8-26)	82.87%	90.09%	96.96%	99.34%

DECLARED DISTANCES									
Stage	Runway End ID	TORA	TODA	ASDA	LDA	Approach End RSA Length	Stop end RSA Length	RSA Length	Date of Approval
Existing	9	5,001'	5,001'	5,001'	5,001'	240'	240'	5,481'	N/A
Inaugural	9L	5,001'	5,001'	5,001'	5,001'	240'	240'	5,481'	N/A
Existing	27	5,001'	5,001'	5,001'	4,850'	240'	240'	5,481'	N/A
Inaugural	27R	5,001'	5,001'	5,001'	4,850'	240'	240'	5,481'	N/A
Inaugural	9R	9,500'	9,500'	9,500'	9,500'	1,000'	1,000'	11,500'	N/A
Inaugural	27L	9,500'	9,500'	9,500'	9,500'	1,000'	1,000'	11,500'	N/A

RUNWAY DATA TABLE				
ITEM	Inaugural Runway 9R - 27L		Existing Runway 9-27 / Inaugural 9L-27R	
	Inaugural 9R	Inaugural 27L	Existing 9	Existing 27
Approach Category and Design Group	C-III		B-I	
Critical Aircraft	B737-900		Cessna Citation Mustang	
Aircraft Tail Height	42'		14'	
Runway Length	9,500'	9,500'	5,001'	5,001'
Runway Width	150'	150'	75'	75'
Pavement Surface Type	Concrete		Concrete	
Maximum Pavement Strength (lbs)	500,000		60,000 (Single Wheel)	
Runway True Bearing	N 90° 0' 0.00" E		N 89° 15' 21.70" E	
Runway End Coordinates (NAD83)				
Latitude	41° 21' 56.58" N	41° 21' 55.89" N	41° 22' 38.59" N	41° 22' 38.86" N
Longitude	87° 42' 46.36" W	87° 40' 41.77" W	87° 41' 19.88" W	87° 40' 14.28" W
Runway End Elevation (MSL)	761.0'	761.0'	790.0'	772.4'
Displaced Threshold From Runway End	None	None	None	151'
Displaced Threshold Coordinates (NAD83)				
Latitude	N/A	N/A	N/A	41° 22' 38.87" N
Longitude	N/A	N/A	N/A	87° 40' 12.30" W
Displaced Threshold Elevation (MSL)	N/A	N/A	N/A	772.4'
Effective Gradient (%)	0.0%	0.0%	0.8%	0.8%
Wind Coverage (%)	99.57%	99.57%	99.58%	99.58%
Approach Visibility Minimums (RVR)	2,400'	2,400'	5,000'	5,000'
Runway Lighting Type	HIRL, RCL, REIL	HIRL, RCL, REIL, MALSR	MIRL, REIL	MIRL, REIL
Runway Marking Type	Precision	Non-Precision	Non-Precision	Non-Precision
14 CFR FAR Part 77 Approach Type	Precision	Precision (CAT I)	Non-Precision (Utility)	Non-Precision (Utility)
14 CFR FAR Part 77 Approach Category	50:1	50:1	20:1	20:1
14 CFR FAR Part 77 Approach Dimensions	1,000'x16,000'x50,000'	1,000'x16,000'x50,000'	500'x2,000'x5,000'	500'x2,000'x5,000'
Type of Aeronautical Survey Required for Approach	Vertically Guided	Vertically Guided	Not Vertically Guided	Not Vertically Guided
Runway Departure Surface	Yes	Yes	N/A	N/A
Appendix 2 Threshold Siting Surface Type	7	7	4	4
Appendix 2 Threshold Siting Surface Slope	34:1	34:1	20:1	20:1
Appendix 2 Threshold Siting Surface Dimensions	200'x800'x3,300x10,000	200'x800'x3,300x10,000	200'x400'x3,800x10,000	200'x400'x3,800x10,000
Visual NAVAIDS	PAPI(4)	PAPI(4)	VOR/DME	VOR/DME
Instrument NAVAIDS	RNAV(GPS/WAAS)	ILS, GS, LOC, OM, RNAV(GPS/WAAS)	RNAV(GPS/WAAS)	RNAV(GPS/WAAS)
Runway Safety Area (RSA)				
Length Beyond Runway	1,000'	1,000'	240'	240'
Width	500'	500'	120'	120'
Runway Protection Zone (RPZ)				
Length	2,500'	2,500'	1,000'	1,000'
Inner Width	1,000'	1,000'	500'	500'
Outer Width	1,750'	1,750'	700'	700'
Runway Object Free Area (ROFA)				
Length Beyond Runway	1,000'	1,000'	240'	240'
Width	800'	800'	400'	400'
Runway Obstacle Free Zone (ROFZ)				
Length Beyond Runway	200'	200'	200'	200'
Width	400'	400'	250'	250'
Precision Obstacle Free Zone (POFZ)				
Length	200'	200'	N/A	N/A
Width	800'	800'	N/A	N/A
Taxiway Object Free Area Width	250'	250'	89'	89'
Taxiway Safety Area (TSA) Width	171'	171'	49'	49'
Taxiway Lighting	MITL	MITL	None	None

- ABBREVIATIONS:
- ALSF-2 HIGH INTENSITY APPROACH LIGHTS WITH SEQUENCED FLASHERS
 - ARB AIRPORT ROTATING BEACON
 - ARP AIRPORT ROTATING POINT
 - ARFF AIRPORT RESCUE AND FIRE FIGHTING FACILITY
 - ASDA ACCELERATE-STOP DISTANCE AVAILABLE
 - ASDE AIRPORT SURFACE DETECTION EQUIPMENT
 - ASR AIRPORT SURVEILLANCE RADAR
 - ASOS AUTOMATED SURFACE OBSERVING SYSTEM
 - ATCT AIRPORT TRAFFIC CONTROL TOWER
 - AWOS AUTOMATED WEATHER OBSERVATION STATION (NOAA)
 - DBO DATE OF BENEFICIAL OCCUPANCY
 - DME DISTANCE MEASURING EQUIPMENT
 - GPS GLOBAL POSITIONING SYSTEM
 - GS GLIDE SLOPE
 - HIRL HIGH INTENSITY RUNWAY EDGE LIGHTS
 - ILS INSTRUMENT LANDING SYSTEM
 - IM INNER MARKER
 - LOC LOCALIZER
 - LPV LOCALIZER PERFORMANCE WITH VERTICAL GUIDANCE
 - LDA LANDING DISTANCE AVAILABLE
 - LLWAS LOW LEVEL WIND SHEAR ALERT SYSTEM
 - OM OUTER MARKER
 - MALSR MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS
 - MITL MEDIUM INTENSITY TAXIWAY EDGE LIGHTS
 - MIRL MEDIUM INTENSITY RUNWAY EDGE LIGHTS
 - MTOW MAXIMUM TAKE-OFF WEIGHT
 - NDB NON-DIRECTIONAL BEACON
 - PAPI PRECISION APPROACH PATH INDICATOR
 - PAX PASSENGERS
 - PRM PRECISION RUNWAY MONITORS
 - RCL RUNWAY CENTERLINE LIGHTS
 - REIL RUNWAY END IDENTIFIER LIGHTS
 - RNAV AREA NAVIGATION
 - RVR RUNWAY VISUAL RANGE
 - SMGC SURFACE MOVEMENT GUIDANCE CONTROL SYSTEM
 - SRE SNOW REMOVAL EQUIPMENT
 - SSR SECONDARY SURVEILLANCE RADAR
 - TODA TAKEOFF DISTANCE AVAILABLE
 - TORA TAKEOFF RUNWAY AVAILABLE
 - TCH THRESHOLD CROSSING HEIGHT
 - TCL TAXIWAY CENTERLINE LIGHTS
 - TDZE TOUCH DOWN ZONE ELEVATION
 - TVOR TERMINAL VERY HIGH FREQUENCY OMNI RANGE
 - WAAS WIDE AREA AUGMENTATION SYSTEM
 - WDI WIND DIRECTION INDICATOR
 - VOR VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGEFINDER

- GENERAL NOTES:
- LATITUDE AND LONGITUDE ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83)
 - VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)
 - ELEVATIONS SHOWN ARE IN "MEAN SEA LEVEL" (MSL) UNLESS NOTED OTHERWISE, AND ARE NOT INTENDED FOR DESIGN PURPOSES.
 - ALL DIMENSIONS ARE IN UNITED STATES CUSTOMARY UNITS UNLESS NOTED OTHERWISE.
 - TAXIWAYS FOR THE NEW RUNWAY 9R-27L ARE DESIGNED FOR GROUP IV IN THE INAUGURAL AIRPORT LAYOUT PLAN. SEPARATION BETWEEN RUNWAY AND TAXIWAY IS 600' FOR THE FUTURE UPGRADING TO GROUP VI.
 - NO OFZ OR TSS PENETRATIONS EXIST.
 - ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13, "AIRPORT DESIGN" CHANGE 11 & FAR PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE."
 - ALL ELEVATIONS AND DISTANCES ARE IN FEET APPROXIMATE.
 - FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
 - BUILDING RESTRICTION LINE HEIGHT IS 25' AGL.
 - ASR-11 IS PROPOSED TO BE LOCATED ±8,740' EAST OF RUNWAY 27L THRESHOLD AND ±210' SOUTH OF RUNWAY 27L EXTENDED CENTERLINE.
 - VOR IS PROPOSED TO BE LOCATED ±9,680' WEST OF RUNWAY 9R THRESHOLD, DIRECTLY ON RUNWAY 9R EXTENDED CENTERLINE.

- OBSTRUCTION NOTES:
- OBSTRUCTIONS TO BE REMOVED OR RELOCATED AS PART OF FUTURE PROJECTS.
 - PER FAR PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE", ANY HIGHWAY, RAILROAD, OR OTHER TRAVERSE WAY FOR MOBILE OBJECTS, OF A HEIGHT WHICH, IF ADJUSTED UPWARD 17 FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE, 15 FEET FOR ANY OTHER PUBLIC ROADWAYS, 10 FEET OR THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE THE ROAD, WHICHEVER IS GREATER, FOR A PRIVATE ROAD, 23 FEET FOR A RAILROAD, AND FOR A WATERWAY OR OTHER TRAVERSE WAY NOT PREVIOUSLY MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE IT.

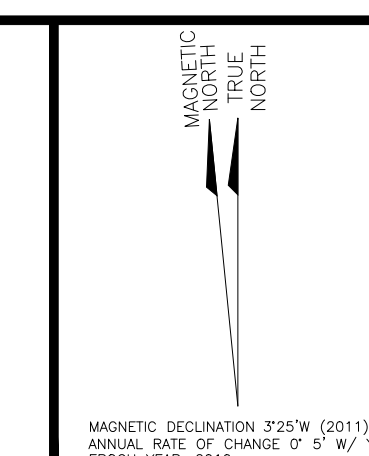
- SOURCES:
- WINDS:
 - NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) NATIONAL CLIMATIC DATA CENTRE
 - STATION: MIDWAY AIRPORT
 - PERIOD: 2000 TO 2009
 - MAGNETIC DECLINATION:
 - NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) NATIONAL GEOPHYSICAL DATA CENTER
 - MONTHLY MEAN OF THE DAILY MAXIMUM TEMPERATURE OF THE HOTTEST MONTH OF THE YEAR, PROCESSED FROM 30 YEARS OF HOURLY OBSERVATIONS COLLECTED BY NOAA BETWEEN THE YEARS 1971 AND 2000 AT MIDWAY INTERNATIONAL AIRPORT AND ARCHIVED BY NOAA
 - BASE MAPPING:
 - ILLINOIS DEPARTMENT OF TRANSPORTATION
 - WILL COUNTY, DATED 2008. SAME AS THE EXHIBIT "A" PROPERTY LINE MAP FOR SOUTH SUBURBAN AIRPORT, JUNE 30, 2012.
 - LAND USE INVENTORY:
 - CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP), DIGITAL GEOSPATIAL REPRESENTATION OF LAND USE IN NORTHEASTERN ILLINOIS, VERSION 1.0, 2005 LAND USE INVENTORY
 - PROPERTY MAP:
 - EXHIBIT "A" PROPERTY LINE MAP FOR SOUTH SUBURBAN AIRPORT, JUNE 30, 2012, ILLINOIS DEPARTMENT OF TRANSPORTATION
 - LATITUDE AND LONGITUDE CONVERSIONS BETWEEN GEOGRAPHIC AND GRID (STATE PLANE) COORDINATE SYSTEMS:
 - CORPSCOM 6.0.1
 - TOPOGRAPHIC INFORMATION:
 - WILL COUNTY, 2005

MODIFICATION OF DESIGN STANDARDS					
NO.	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	Runway to Taxiway separation for Runway 9L-27R does not meet separation criteria for Airport Design Group I.	ADG I Separation - 225'	150'	To Remain	Proposed
2	No shoulders exist on Runway 9L-27R.	ADG I - 10' Shoulders	None	To Remain	Proposed

REVISIONS							
NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION

DESIGN BY: DK/CA
DRAWN BY: LAH/SAU
CHECKED BY: EDL
APPROVED BY: LTB

South Suburban Airport
INAUGURAL AIRPORT DATA SHEET



SCALE: NOT TO SCALE
DATE: 9-27-2012
JOB NO. 60181525.M2.2
SHEET NO. 4