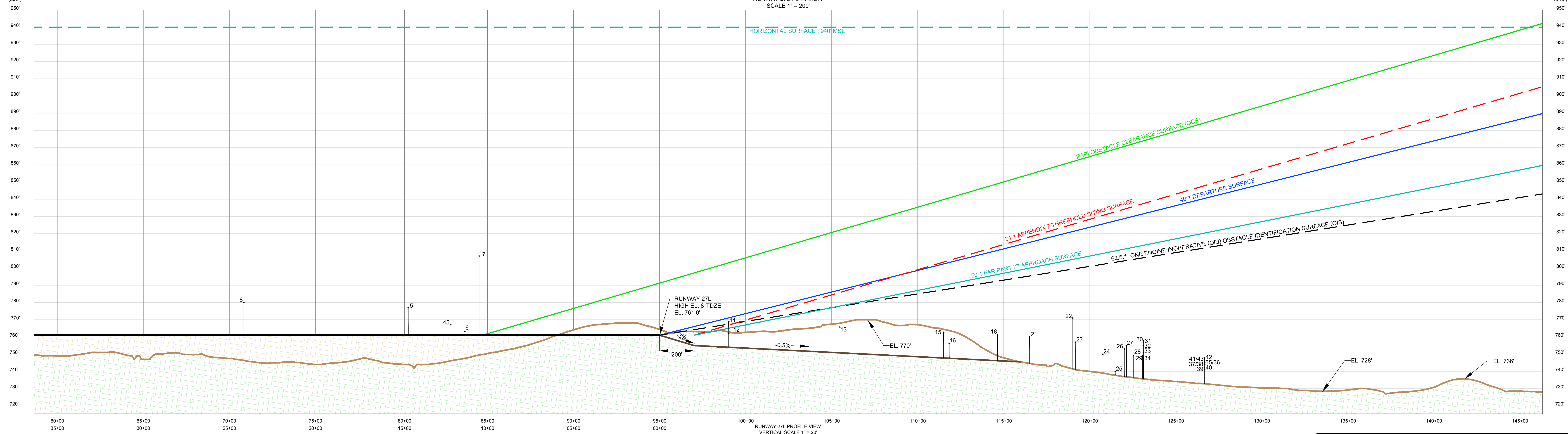


RUNWAY 27L PLAN VIEW
SCALE 1" = 200'



RUNWAY 27L PROFILE VIEW
VERTICAL SCALE 1" = 20'
HORIZONTAL SCALE 1" = 200'

NO.	DESCRIPTION	TOP ELEVATION (MSL)	DIST. TO RWY END	PRIMARY SURFACE		7:1 TRANSITIONAL SURFACE		50:1 FAR PART 77 APPROACH SURFACE		34:1 APPENDIX 2 THRESHOLD SITING SURFACE		40:1 DEPARTURE SURFACE		62.5:1 ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)		DISPOSITION
				SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	
1	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
2	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
3	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
4	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
5	WIND CONE	777	N/A	761	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
6	RVR	769	N/A	N/A	N/A	775	-12	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
7	G.S. ANTENNA / MAST & EQ. SHELTER	867	N/A	N/A	N/A	782	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OBSTRUCTION LIGHTING
8	AWOS	769	N/A	N/A	N/A	806	-28	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
9	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
10	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
11	MAINTENANCE ACCESS ROAD	769	461	N/A	N/A	N/A	N/A	769	4	767	2	771	-2	767	2	NO ACTION
12	MAISLR	796	421	N/A	N/A	N/A	N/A	769	-27	767	-5	771	-9	767	-9	NO ACTION
13	MAINTENANCE ACCESS ROAD	769	1,548	N/A	N/A	N/A	N/A	778	-12	766	-29	767	-12	778	-12	NO ACTION
14	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
15	MAINTENANCE ACCESS ROAD	769	1,650	N/A	N/A	N/A	N/A	769	-37	804	-41	802	-39	767	-24	NO ACTION
16	PERIMETER ROAD	769	1,663	N/A	N/A	822	66	N/A	N/A	N/A	N/A	803	-47	N/A	N/A	NO ACTION
17	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
18	PERIMETER ROAD	774	1,964	N/A	N/A	830	-61	N/A	N/A	N/A	N/A	810	-39	N/A	N/A	NO ACTION
19	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
20	EXISTING STRUCTURES*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TO BE REMOVED
21	MAINTENANCE ACCESS ROAD	769	2,150	N/A	N/A	N/A	N/A	809	-49	816	-58	819	-69	769	-39	NO ACTION
22	MAISLR	771	2,407	N/A	N/A	N/A	N/A	809	-34	807	-58	811	-69	769	-58	NO ACTION
23	PERIMETER ROAD	747	2,416	N/A	N/A	821	-74	N/A	N/A	N/A	N/A	821	-74	800	-53	NO ACTION
24	ADA SECURITY FENCE	769	2,676	N/A	N/A	858	-108	N/A	N/A	N/A	N/A	825	-79	N/A	N/A	NO ACTION
25	ADA SECURITY FENCE	749	2,646	N/A	N/A	858	-118	N/A	N/A	N/A	N/A	827	-87	N/A	N/A	NO ACTION
26	MAINTENANCE ACCESS ROAD	753	2,701	N/A	N/A	N/A	N/A	811	-58	835	-52	829	-76	804	-51	NO ACTION

NO.	DESCRIPTION	TOP ELEVATION (MSL)	DIST. TO RWY END	PRIMARY SURFACE		7:1 TRANSITIONAL SURFACE		50:1 FAR PART 77 APPROACH SURFACE		34:1 APPENDIX 2 THRESHOLD SITING SURFACE		40:1 DEPARTURE SURFACE		62.5:1 ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)		DISPOSITION
				SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	
27	PERIMETER ROAD	759	2,713	N/A	N/A	832	-78	N/A	N/A	N/A	N/A	829	-74	804	-68	NO ACTION
28	PERIMETER ROAD	749	2,160	N/A	N/A	812	-63	812	-63	N/A	N/A	830	-81	809	-56	NO ACTION
29	PERIMETER ROAD	749	2,807	N/A	N/A	813	-64	836	-67	N/A	N/A	831	-82	809	-57	NO ACTION
30	PERIMETER ROAD	759	2,812	N/A	N/A	813	-65	813	-65	N/A	N/A	831	-73	809	-48	NO ACTION
31	PERIMETER ROAD	753	2,812	N/A	N/A	813	-66	836	-67	831	-74	806	-49	806	-49	NO ACTION
32	PERIMETER ROAD	759	2,812	N/A	N/A	813	-66	836	-67	831	-74	806	-49	806	-49	NO ACTION
33	PERIMETER ROAD	751	2,812	N/A	N/A	813	-62	836	-67	831	-74	806	-49	806	-49	NO ACTION
34	PERIMETER ROAD	746	2,812	N/A	N/A	813	-67	836	-67	831	-74	806	-49	806	-49	NO ACTION
35	ADA SECURITY FENCE	746	3,167	N/A	N/A	859	-106	N/A	N/A	N/A	N/A	840	-66	812	-67	NO ACTION
36	ADA SECURITY FENCE	746	3,167	N/A	N/A	820	-79	N/A	N/A	N/A	N/A	840	-66	812	-67	NO ACTION
37	ADA SECURITY FENCE	744	3,167	N/A	N/A	820	-79	848	-104	848	-96	812	-68	812	-68	NO ACTION
38	ADA SECURITY FENCE	744	3,167	N/A	N/A	820	-79	848	-104	848	-96	812	-68	812	-68	NO ACTION
39	ADA SECURITY FENCE	741	3,167	N/A	N/A	820	-79	848	-107	848	-99	812	-71	812	-71	NO ACTION
40	ADA SECURITY FENCE	742	3,167	N/A	N/A	820	-78	848	-106	848	-98	812	-70	812	-70	NO ACTION
41	ADA SECURITY FENCE	746	3,167	N/A	N/A	820	-74	848	-102	848	-94	812	-66	812	-66	NO ACTION
42	ADA SECURITY FENCE	746	3,167	N/A	N/A	820	-72	820	-72	N/A	N/A	840	-62	812	-64	NO ACTION
43	ADA SECURITY FENCE	746	3,167	N/A	N/A	849	-103	N/A	N/A	N/A	N/A	840	-64	812	-66	NO ACTION
44	EXISTING STRUCTURES*	767	-	N/A	N/A	770	-9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION

GENERAL NOTES:

- GROUND CONTOUR INTERVALS ARE 5 FEET (SHOWN BASED ON 10' FOOT CONTOUR INTERVALS (NOT SHOWN)).
- AERIAL PHOTOGRAPHY: ILLINOIS COUNTY, DATED 2008. SAME AS EXHIBIT "A" PROPERTY LINE MAP FOR SOUTH SUBURBAN AIRPORT, JUNE 30, 2010.
- SEE SHEET 6 FOR OBSTACLES THAT IMPACT THE INAUGURAL RUNWAYS BASED ON OBSTACLE DATA OBTAINED FROM A DIGITAL OBSTACLE FILE DATED JULY 24, 2011.
- IT IS RECOMMENDED THAT AN OBSTRUCTION SURVEY BE PERFORMED.
- PROPOSED 3% GRADING SHOWN FOR FIRST 200' FROM RUNWAY END, FOLLOWED BY PROPOSED -0.5% GRADING TO EXISTING GROUND.
- AIRPORT SURVEILLANCE RADAR (ASR) IS PROPOSED TO BE LOCATED 18,740' EAST OF RUNWAY 27L THRESHOLD AND 275' SOUTH OF RUNWAY 27L EXTENDED CENTERLINE.

LEGEND:

- EXISTING ROAD (TO BE REMOVED)
- EXISTING GROUND
- PROPOSED GROUND FILL
- GLIDE SLOPE CRITICAL AREA (CS)
- ADA SECURITY FENCE (15' MIN)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBSTACLE FREE AREA (OFA)
- PRECISION OBSTACLE FREE ZONE (POFZ)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- PRIMARY SURFACE
- INNER RUNWAY PROTECTION ZONE (IRPZ)
- FAR PART 77 APPROACH SURFACE
- TRANSITIONAL SURFACE
- HORIZONTAL SURFACE
- DEPARTURE SURFACE
- APPENDIX 2 THRESHOLD SITING SURFACE
- ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)
- PAPI OBSTACLE CLEARANCE SURFACE (OCS)
- EXISTING GROUND
- PROPOSED GROUND - GRADED

REFERENCE:

- 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).

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION
REVISIONS							

DRAFT