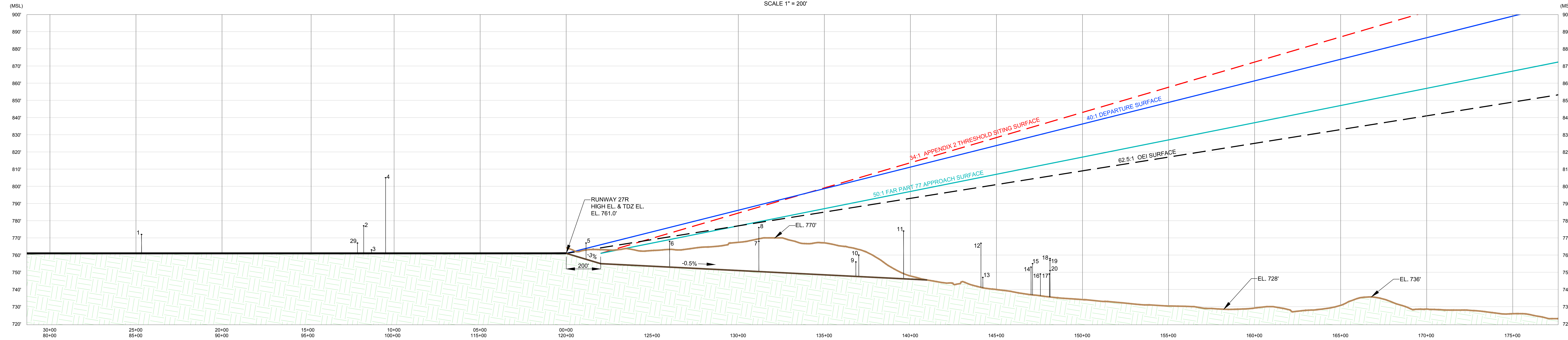


RUNWAY 27R PLAN VIEW  
SCALE 1" = 200'



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

RUNWAY 27R OBSTRUCTION DISPOSITION CHART															
OBJECT DATA			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
NO.	DESCRIPTION	TOP ELEVATION (MSL)	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	
1	AWOS	787	N/A	N/A	800	-20'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
2	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	OBSTRUCTION LIGHTING
3	RVR	783	N/A	N/A	775	-12'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
4	G.S. ANTENNA / MAST & EQ. SHELTER	807	N/A	N/A	770	37'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OBSTRUCTION LIGHTING
5	ALSF-II - FIRST LIGHT	787	110'	787	N/A	N/A	N/A	N/A	N/A	N/A	786	3'	785	2'	NO ACTION
6	MAINTENANCE ACCESS ROAD	789	601	N/A	N/A	N/A	788	0'	779	4'	778	-7'	777	-2'	NO ACTION
7	LOCALIZER	796	1,100	N/A	N/A	N/A	779	-11'	787	-18'	789	-21'	779	-11'	NO ACTION
8	LOCALIZER EQUIPMENT SHELTER	776	1,100	N/A	N/A	N/A	779	-3'	787	-11'	789	-13'	779	-3'	NO ACTION
9	PERIMETER ROAD	796	1,683	N/A	N/A	822	-66'	N/A	N/A	N/A	803	-47'	N/A	N/A	NO ACTION
10	MAINTENANCE ACCESS ROAD	787	1,650	N/A	N/A	790	-30'	804	-44'	802	-42'	787	-27'	N/A	NO ACTION
11	PERIMETER ROAD	774	1,907	N/A	N/A	830	-61'	N/A	N/A	810	-36'	N/A	N/A	N/A	NO ACTION
12	ALSF-II - LAST LIGHT	787	2,419	N/A	N/A	800	-36'	808	-59'	821	-54'	800	-33'	N/A	NO ACTION
13	PERIMETER ROAD	787	2,418	N/A	N/A	821	-74'	N/A	N/A	821	-74'	800	-53'	N/A	NO ACTION
14	MAINTENANCE ACCESS ROAD	752	2,701	N/A	N/A	811	-58'	838	-82'	829	-39'	804	-51'	N/A	NO ACTION
15	PERIMETER ROAD	755	2,713	N/A	N/A	830	-78'	N/A	N/A	829	-74'	804	-49'	N/A	NO ACTION
16	PERIMETER ROAD	749	2,755	N/A	N/A	812	-63'	812	-63'	N/A	830	-51'	800	-56'	NO ACTION
17	PERIMETER ROAD	749	2,807	N/A	N/A	813	-64'	833	-89'	831	-82'	800	-57'	N/A	NO ACTION
18	PERIMETER ROAD	758	2,812	N/A	N/A	813	-55'	813	-55'	N/A	831	-73'	800	-48'	NO ACTION
19	PERIMETER ROAD	757	2,812	N/A	N/A	813	-56'	838	-81'	831	-74'	800	-49'	N/A	NO ACTION
20	PERIMETER ROAD	781	2,812	N/A	N/A	813	-62'	838	-87'	831	-80'	800	-59'	N/A	NO ACTION
21-28	EXISTING STRUCTURES*	787	N/A	N/A	N/A	N/A	-9'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	TO BE REMOVED
29	MAINTENANCE ACCESS ROAD	787	N/A	N/A	N/A	N/A	-9'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION

\*TOP ELEVATION OF EXISTING STRUCTURES ARE NOT AVAILABLE. IT IS RECOMMENDED TO REMOVE THESE EXISTING STRUCTURES. THESE STRUCTURES ARE NOT DEPICTED IN RUNWAY 27R PROFILE VIEW.

- NOTES:
- POSITIVE VALUES SHOWN IN RED DENOTE PENETRATION, NEGATIVE VALUES (I) DENOTE CLEARANCE.
  - ROUND ELEVATION INCLUDES 12" VERTICAL DISTANCE FOR MOVABLE OBJECTS PER CFR PART 77.
  - ADA SECURITY FENCE IS ASSUMED TO BE 8' AGE.
  - NAVIGATION AIDS WITHIN THE PRIMARY SURFACE ARE ASSUMED TO BE AT A GRADED RUNWAY ELEVATION OF 781'.
  - N/A DENOTES NOT APPLICABLE.
  - THE 34-1 APPENDIX 2 THRESHOLD SITING SURFACE IS BASED ON RUNWAY TYPE 7 IN AC 150/300-13 CHANGE 18 TABLE A2-1 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY MINIMUMS <math>3/4</math> STATUTE MILE OR PRECISION APPROACH (GLS, OR MLS), DAY OR NIGHT. THE DIMENSIONAL STANDARDS WITH REFERENCE TO FIGURE A2-1 SHALL BE: A=200, B=400, C=1,800, D=10,000, E=40.

- NOTES:
- GROUND CONTOUR INTERVALS ARE 5 FEET (SHOWN) BASED ON 1 FOOT CONTOUR INTERVALS (NOT SHOWN).
  - AERIAL PHOTOGRAPHY: WYLL COUNTY, DATED 2008. SAME AS EXHIBIT "A" PROPERTY LINE MAP FOR SOUTH SUBURBAN AIRPORT, JUNE 30, 2010.
  - SEE SHEET 17 - FUTURE AIRPORT AIRSPACE PLAN FOR OBSTACLES THAT IMPACT THE FUTURE RUNWAY'S BASED ON OBSTACLE DATA OBTAINED FROM FAA DIGITAL OBSTACLE FILE DATED JULY 24, 2011.
  - IT IS RECOMMENDED THAT AN OBSTRUCTION SURVEY BE PERFORMED.
  - PROPOSED 3% GRADING SHOWN FOR RUNWAY SAFETY AREA THEN 3.2% GRADING SHOWN FOR FIRST 1,172' FROM RUNWAY END FOR LOCALIZER CRITICAL AREA.
  - AIRPORT SURVEILLANCE RADAR (ASR-11) IS PROPOSED TO BE LOCATED 1/2 MILE EAST OF RUNWAY 27R, THRESHOLD AND 1/2 MILE SOUTH OF RUNWAY 27R EXTENDED CENTERLINE.

- 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 (NAVOD 88).

**LEGEND**

- Runway Safety Area (RSA)
- Runway Object Free Area (OFA)
- Precision Obstacle Free Zone (POFZ)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- Inner Runway Protection Zone (IRPZ)
- Primary Surface
- Far Part 77 Approach Surface
- Transitional Surface
- Departure Surface
- Appendix 2 Threshold Siting Surface
- One Engine Inoperative (OEI) Obstacle Identification Surface (OIS)
- Existing Ground
- Proposed Ground - Graded
- Demolished Road
- Existing Ground
- Proposed Ground Fill
- Localizer Critical Area (LOC)
- Glide Slope Critical Area (GSA)

**DRAFT**

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**SSA**  
SouthSuburbanAirport  
Illinois Department of Transportation  
Division of Aeronautics

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION
REVISIONS							

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

South Suburban Airport  
FUTURE RUNWAY 27R INNER PORTION  
OF THE APPROACH SURFACE DRAWING

SCALE: AS NOTED  
DATE: 9-27-2012  
JOB NO. 60181525.M2.2  
SHEET NO. **19**