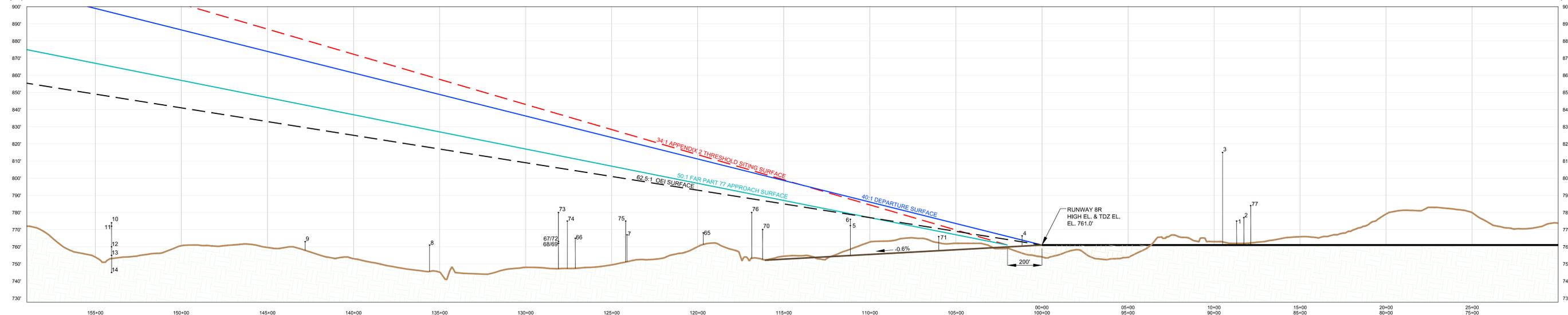


RUNWAY 8R PLAN VIEW
SCALE 1" = 200'



RUNWAY 8R PROFILE VIEW
VERTICAL SCALE 1" = 20'
HORIZONTAL SCALE 1" = 200'

RUNWAY 8R 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		ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)		DISPOSITION
NO.	DESCRIPTION	TOP ELEVATION (MSL)	DISTANCE TO END	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	
1	RVR	775	N/A	775	N/A	775	0'	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
2	WIND CONE	777	N/A	787	10'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OBSTRUCTION LIGHTING
3	GS ANTENNA	815	N/A	N/A	N/A	769	-46'	N/A	N/A	N/A	N/A	N/A	N/A	OBSTRUCTION LIGHTING
4	ALS-FI - FIRST LIGHT	767	110'	767	0'	N/A	N/A	N/A	N/A	764	-3'	762	-4'	NO ACTION
5	LOCALIZER	762	1,100'	N/A	N/A	N/A	N/A	779	-17'	787	-25'	789	-27'	NO ACTION
6	LOCALIZER EQUIPMENT/ANTENNA	776	1,100'	N/A	N/A	N/A	N/A	779	-3'	787	-11'	789	-13'	NO ACTION
7	ALS-FI - LAST LIGHT	767	2,410'	N/A	N/A	N/A	N/A	805	-38'	826	-59'	821	-54'	NO ACTION
8	ADA SECURITY FENCE	761	3,557'	N/A	N/A	800	-120'	N/A	N/A	N/A	N/A	807	-89'	N/A
9	ADA SECURITY FENCE	767	4,260'	N/A	N/A	800	-127'	N/A	N/A	N/A	N/A	806	-109'	NO ACTION
10	ADA SECURITY FENCE	774	5,405'	N/A	N/A	800	-91'	800	-91'	N/A	N/A	806	-102'	NO ACTION
11	ADA SECURITY FENCE	772	5,405'	N/A	N/A	N/A	N/A	806	-93'	914	-142'	896	-124'	NO ACTION
12	ADA SECURITY FENCE	767	5,405'	N/A	N/A	N/A	N/A	865	-105'	914	-154'	896	-136'	NO ACTION
13	ADA SECURITY FENCE	759	5,405'	N/A	N/A	N/A	N/A	865	-110'	914	-159'	896	-141'	NO ACTION
14	ADA SECURITY FENCE	745	5,405'	N/A	N/A	865	-120'	865	-120'	N/A	N/A	896	-151'	NO ACTION
15-64	EXISTING STRUCTURES*													TO BE REMOVED
65	PERMETER ROAD	766	1,963'	N/A	N/A	832	-64'	N/A	N/A	N/A	N/A	810	-42'	N/A
66	PERMETER ROAD	765	2,706'	N/A	N/A	832	-67'	N/A	N/A	N/A	N/A	829	-64'	NO ACTION
67	PERMETER ROAD	763	2,809'	N/A	N/A	813	-50'	813	-50'	N/A	N/A	831	-68'	NO ACTION
68	PERMETER ROAD	762	2,809'	N/A	N/A	N/A	N/A	813	-51'	833	-76'	831	-69'	NO ACTION
69	PERMETER ROAD	762	2,809'	N/A	N/A	N/A	N/A	813	-51'	833	-76'	831	-69'	NO ACTION
70	PERMETER ROAD	770	1,816'	N/A	N/A	N/A	N/A	789	-19'	809	-33'	801	-31'	NO ACTION
71	PERMETER ROAD	766	596'	N/A	N/A	N/A	N/A	789	-3'	772	-7'	770	-10'	NO ACTION
72	PERMETER ROAD	763	2,809'	N/A	N/A	N/A	N/A	813	-50'	833	-75'	831	-68'	NO ACTION
73	PERMETER ROAD	767	2,809'	N/A	N/A	N/A	N/A	813	-33'	833	-58'	831	-51'	NO ACTION
74	PERMETER ROAD	779	2,759'	N/A	N/A	812	-37'	812	-37'	N/A	N/A	807	-55'	NO ACTION
75	PERMETER ROAD	779	2,417'	N/A	N/A	822	-47'	N/A	N/A	N/A	N/A	821	-46'	NO ACTION
76	PERMETER ROAD	767	1,677'	N/A	N/A	822	-42'	N/A	N/A	N/A	N/A	802	-23'	NO ACTION
77	MAINTENANCE ACCESS ROAD	767	1,677'	N/A	N/A	822	-42'	N/A	N/A	N/A	N/A	802	-23'	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 8R PROFILE VIEW.

NOTES:
 1. POSITIVE VALUES SHOWN IN RED DENOTE PENETRATION, NEGATIVE VALUES (J) DENOTE CLEARANCE.
 2. RING ELEVATION INCLUDES 15' VERTICAL DISTANCE FOR MOVABLE OBJECTS PER CFR PART 17.
 3. ADA SECURITY FENCE IS ASSUMED TO BE 6' AGE.
 4. NAVIGATION AIDS WITHIN THE PRIMARY SURFACE ARE ASSUMED TO BE AT A GRADED RUNWAY ELEVATION OF 761'.
 5. N/A DENOTES NOT APPLICABLE.
 6. THE 34:1 APPENDIX 2 THRESHOLD SITING SURFACE IS BASED ON RUNWAY TYPE I IN AC150/5300-13 CHANGE 18 TABLE A2-1 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY MINIMUMS V_{IS} 3/4 STATUTE MILE OR PRECISION APPROACH (LS, GLS, OR MLS, DAY OR NIGHT). THE DIMENSIONAL STANDARDS WITH REFERENCE TO FIGURE A2-1 SHALL BE: A=200', B=4000', C=1,000', D=10,000', E=6'.

LEGEND

- ADA SECURITY FENCE (10' MIN)
- RUNWAY SAFETY AREA (RSA)
- Precision Object Free Zone (POFZ)
- Inner Runway Protection Zone (IRPZ)
- Primary Surface
- 7:1 Transitional Surface
- Departure Surface
- Appendix 2 Threshold Siting Surface
- One Engine Inoperative (OEI) Obstacle Identification Surface (OIS)
- Existing Ground
- Proposed Ground - Graded
- Proposed Ground - Filled
- Existing Ground
- Proposed Ground Fill
- Localizer Critical Area (LCA)
- Glide Slope Critical Area (GSA)

NOTES:
 1. GROUND CONTOUR INTERVALS ARE 6 FEET (SHOWN) BASED ON 1 FOOT CONTOUR INTERVALS (NOT SHOWN).
 2. AERIAL PHOTOGRAPHY: WILL COUNTY, DATED 2008. SAME AS EXHIBIT 'A' PROPERTY LINE MAP FOR SOUTH SUBURBAN AIRPORT, JUNE 30, 2012.
 3. SEE SHEET 17, FUTURE AIRPORT AIRSPACE PLAN FOR OBSTACLES THAT IMPACT THE FUTURE RUNWAYS BASED ON OBSTACLE DATA OBTAINED FROM FAA DIGITAL OBSTACLE FILE DATED JULY 24, 2011.
 4. IT IS RECOMMENDED THAT AN OBSTRUCTION SURVEY BE PERFORMED.
 5. PROPOSED GRADING SHOWN FOR FIRST 1,175' FROM RUNWAY END FOR LOCALIZER CRITICAL AREA.

REFERENCE:
 1. LATITUDE AND LONGITUDE ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83).
 2. VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

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 8R INNER PORTION
 OF THE APPROACH SURFACE DRAWING**

SCALE: AS NOTED
 DATE: 9-27-2012
 JOB NO. 60181525.M2.2
 SHEET NO. **20**