

Appendix A - Acronyms

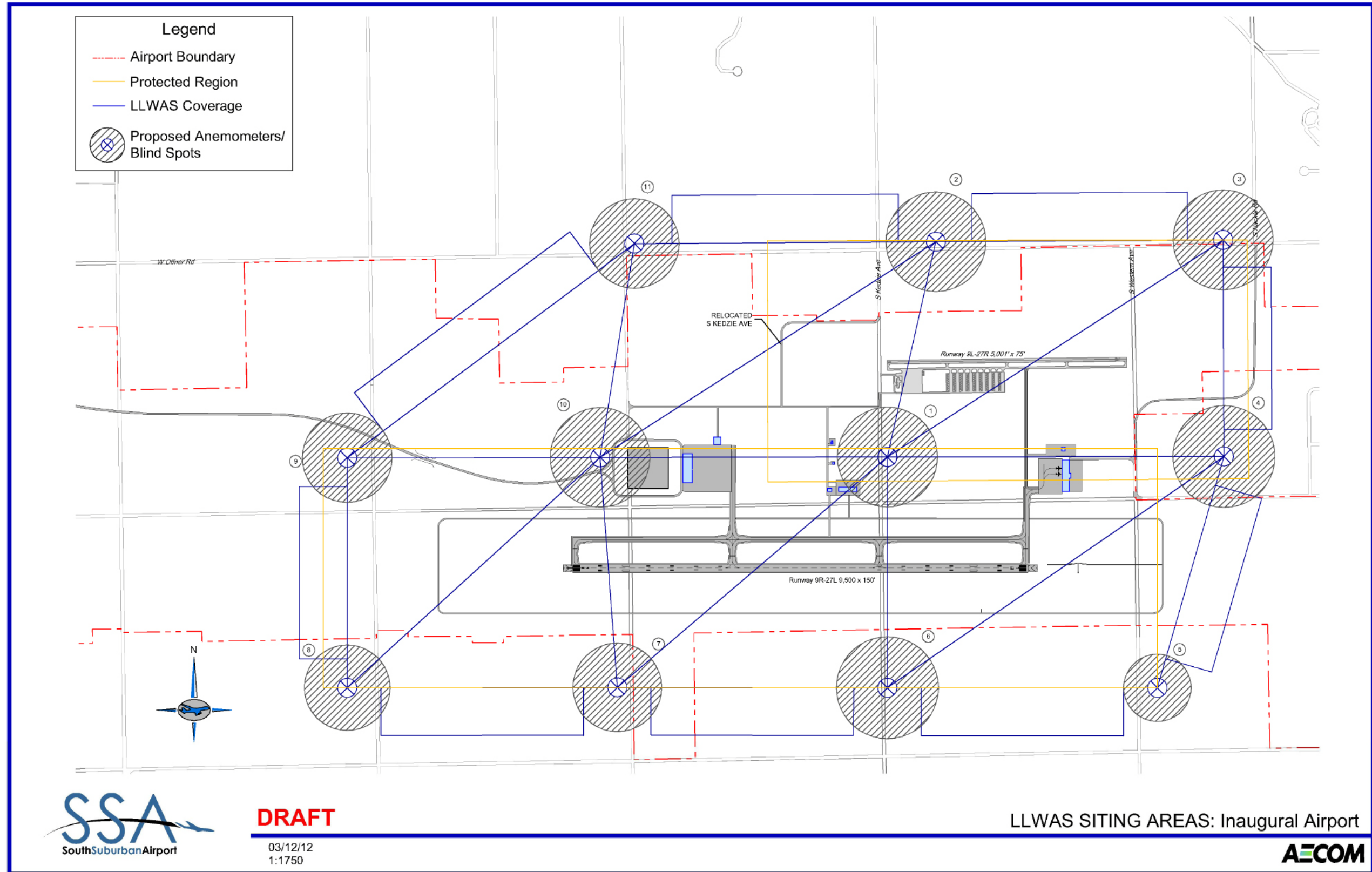
Definition of Terms

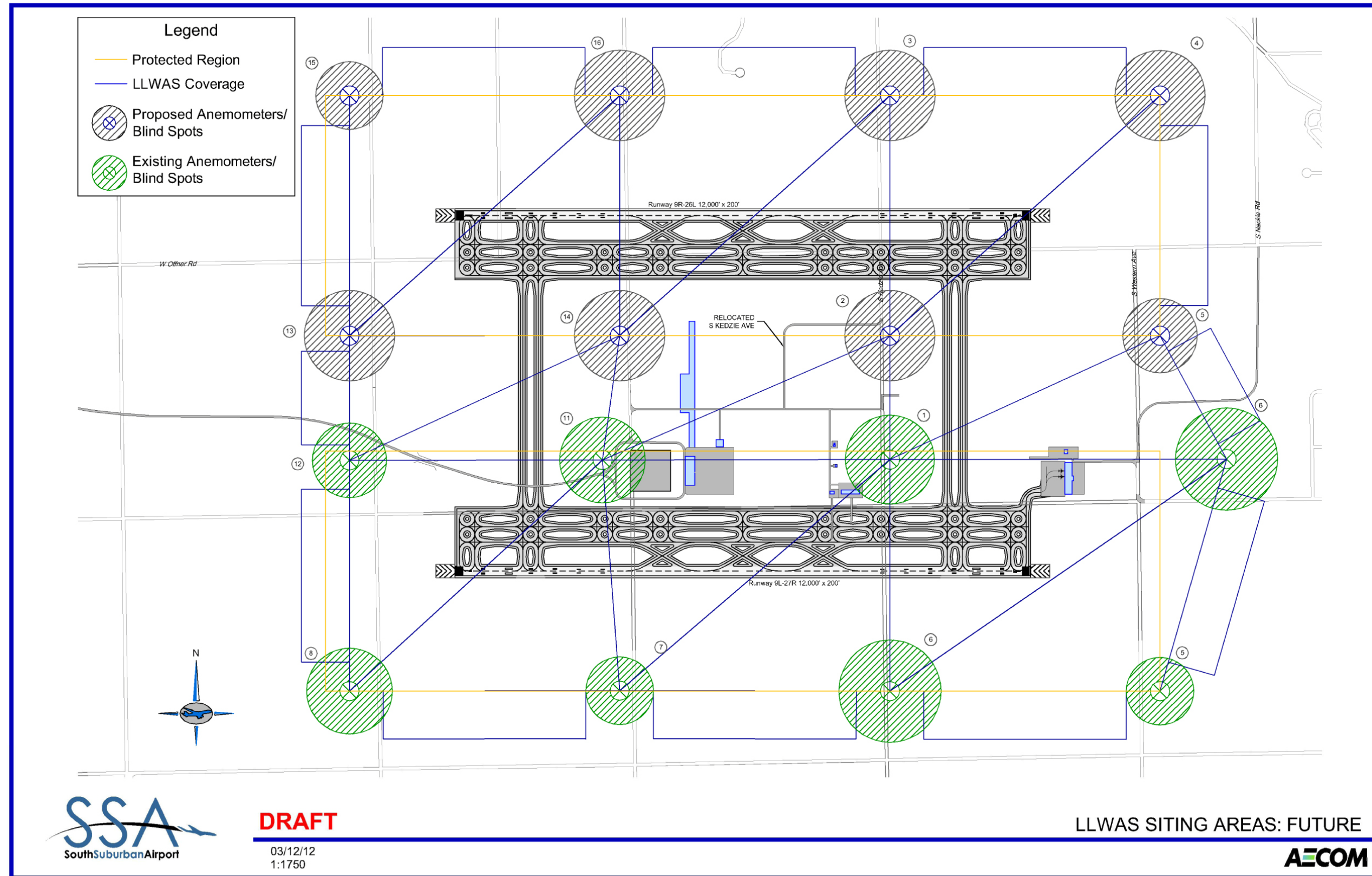
AC	Advisory Circular
ADG	Airplane Design Group
AGIS	Airport Geographic Information Systems
ALP	Airport Layout Plan
ALS	Approach Lighting Systems
ALSF-II	High Intensity Approach Lighting System With Sequenced Flashing Lights
AOA	Aircraft Operations Area
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
ARP	Airport Reference Point
ASDA	Accelerated-Stop Distance Available
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
DBO	Date of Beneficial Occupancy (Opening Day)
DBO+5	Date of Beneficial Occupancy (Fifth Year After Opening Day)
DH	Decision Height
eALP	Electronic Airport Layout Plan
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
GA	General Aviation
GBAS	Ground Based Augmentation System
IAP	Inaugural Airport Program
IDOT	Illinois Department of Transportation, Division of Aeronautics
ILS	Instrument Landing System
LDA	Landing Distance Available
LLWAS	Low Level Wind Shear Alert System
LAAS	Local Area Augmentation Systems
MALSR	Medium Intensity Approach Light System-Runway Alignment Indicator Lights
MDW	Chicago Midway International Airport
NAS	National Airspace System
NAVAIDS	Navigational and Visual Aids
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
PAPI	Precision Approach Path Indicators
POFZ	Precision Obstacle Free Zone
REIL	Runway End Identifier Lights
RGL	Regional Guidance Letter
RPZ	Runway Protection Zone
ROFA	Runway Object Free Area

RSA	Runway Safety Area
RVR	Runway Visual Range
SSA	South Suburban Airport
TODA	Take-off Distance Available
TORA	Take-off Run Available
TSA	Taxiway Safety Area
VOR	Very High Frequency Omnidirectional Radio Rangefinder
VOR/DME	Very High Frequency Omnidirectional Radio Rangefinder/Distance Measuring Equipment
VORTAC	Very High Frequency Omnidirectional Radio Rangefinder/Tactical Air Navigation
WAAS	Wide Area Augmentation Systems

Appendix B - Exhibits

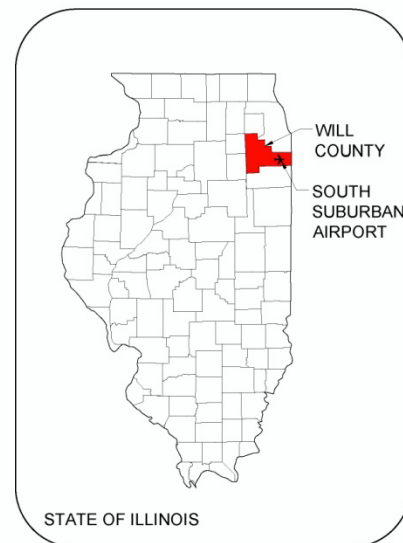
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS AIRPORT LAYOUT PLAN SOUTH SUBURBAN AIRPORT

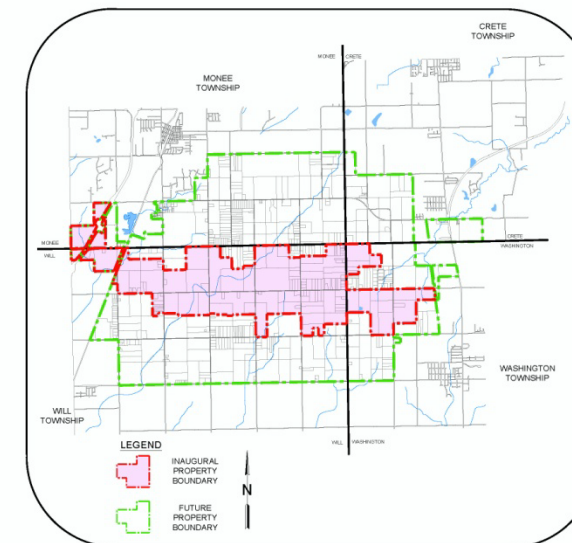
September 27, 2012



LOCATION MAP

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VICINITY MAP



FAA APPROVAL LETTER

FAA AIRPORT LAYOUT PLAN REVIEW STATEMENT
On behalf of AECOM, this Airport Layout Plan (ALP) was prepared for the South Suburban Airport according to the applicable Advisory Circulars, the current version of the Great Lakes Region ALP Checklist and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms with FAA design standards, except as noted.

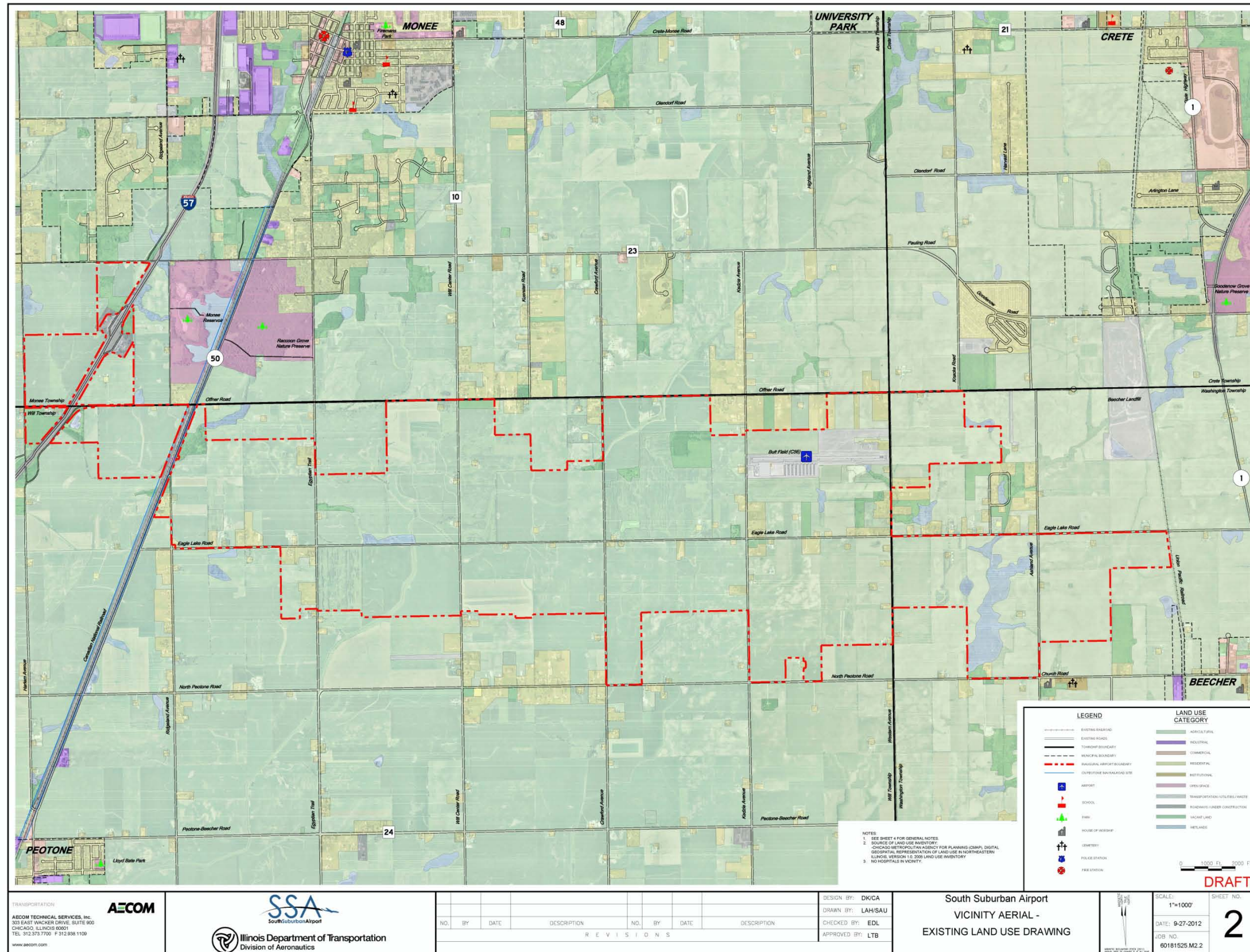


APPROVED _____ DIRECTOR
DATE _____ 20__

APPROVED _____
DATE _____ 20__

APPROVED _____ CHIEF ENGINEER
DATE _____ 20__

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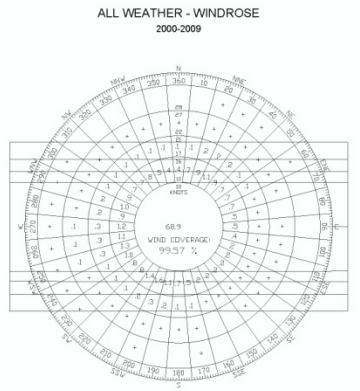


AIRPORT DATA TABLE	
AIRPORT DATA	INAUGURAL
Airport Elevation (MSL)	760.0'
Airport Reference Point (NAD 83)	41° 22' 10.89" N 87° 41' 24.41" W
Longitude	87° 41' 24.41" W
Mean Max. Temperature of Hottest Month	84.7°F
Airport Navigational Aids	ARB, ASR, VOR, ASDE, RNAV(GPS/WAAS), ILS, GS, LOC, OM
Magnetic Variation	2° 26' W, changing by 0.2" W/year
Date of Magnetic Variation	01/1/2011
Airport Reference Code	C-4
Taxiway	60'
Critical Design Aircraft	B737-800
Microclimate Facilities	ILLVAS, AVOS, MALSR, HIR, MRL, Wind cones, REILS
County	Will
Township	Will, Monro, Washington

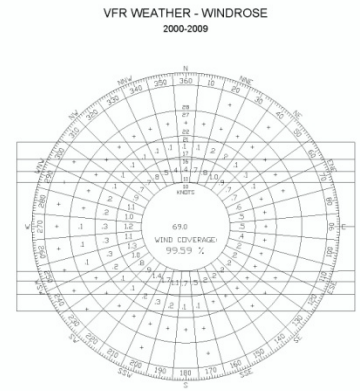
DECLARED DISTANCES									
Stage	Runway End ID	TORA	TODA	ASDA	LDA	Approach End RSA Length	Stop end RSA Length	ILS Length	Date of Approval
Existing	9	5,001'	5,001'	5,001'	5,001'	240'	240'	5,481'	N/A
Inaugural	9L	5,001'	5,001'	5,001'	5,001'	240'	240'	5,481'	N/A
Existing	27	5,001'	5,001'	5,001'	4,850'	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-4		B-1	
Critical Aircraft	B737-800		Cessna Citation Mustang	
Aircraft Tail Height	42'		14'	
Runway Length	5,000'	5,000'	5,000'	
Runway Width	150'	75'	75'	
Pavement Surface Type	Concrete		Concrete	
Maximum Pavement Strength (ksi)	800,000		60,000 (Single Wheel)	
Runway True Bearing	N 90° 0' 00" E		N 89° 18' 21" W	
Runway End Coordinates (NAD83)	Latitude: 41° 21' 56.59" N, Longitude: 87° 42' 46.38" W		Latitude: 41° 22' 38.86" N, Longitude: 87° 41' 18.88" W	
Runway End Elevation (MSL)	761.0'		772.4'	
Displaced Threshold From Runway End	None		151'	
Displaced Threshold Coordinates (NAD83)	Latitude: N/A, Longitude: N/A		Latitude: 41° 22' 38.87" N, Longitude: 87° 40' 12.30" W	
Displaced Threshold Elevation (MSL)	N/A		N/A	
Effective Gradient (%)	0.0%		0.8%	
Wind Coverage (%)	99.57%		98.58%	
Approach Visibility Minimums (RVR)	2,400'		5,000'	
Runway Lighting Type	HIRL, RCL, REL, MALSR	HIRL, RCL, REL, MALSR	MRL, REL	MRL, REL
Runway Marking Type	Precision	Precision	Non-Precision	Non-Precision
14 CFR Part 77 Approach Type	Precision	Precision (CAT I)	Non-Precision (ILS)	Non-Precision (ILS)
14 CFR Part 77 Approach Category	50.1	50.1	20.1	20.1
14 CFR Part 77 Approach Dimensions	1,000x18,000x50,000	1,000x18,000x50,000	500x2,000x5,000	500x2,000x5,000
Type of Aeronautical Survey Requested for Approach	Vertically Guided	Vertically Guided	Not Vertically Guided	Not Vertically Guided
Runway Departure Surface	Yes	Yes	N/A	N/A
Appendix 2 Threshold Sloping Surface Type	7	7	4	4
Appendix 2 Threshold Sloping Surface Slope	34.1	34.1	20.1	20.1
Appendix 2 Threshold Sloping Surface Dimensions	200x800x3,800x10,000	200x800x3,800x10,000	200x400x3,800x10,000	200x400x3,800x10,000
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)	1,000'	1,000'	240'	240'
Length Beyond Runway	500'	500'	120'	120'
Width	500'	500'	120'	120'
Runway Protection Zone (RPZ)	2,500'	2,500'	1,000'	1,000'
Length Beyond Runway	1,000'	1,000'	500'	500'
Width	1,750'	1,750'	700'	700'
Runway Object Free Area (ROFA)	1,000'	1,000'	240'	240'
Length Beyond Runway	800'	800'	400'	400'
Width	400'	400'	250'	250'
Runway Obstacle Free Area (ROFA)	200'	200'	200'	200'
Length Beyond Runway	400'	400'	250'	250'
Width	400'	400'	250'	250'
Precision Obstacle Free Area (POFA)	200'	200'	N/A	N/A
Length	800'	800'	N/A	N/A
Width	800'	800'	N/A	N/A
Taxiway Object Free Area Width	250'	250'	80'	80'
Taxiway Safety Area (TSA) Width	111'	111'	49'	49'
Taxiway Lighting	MRL	MRL	None	None

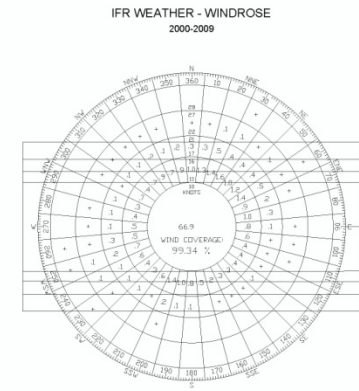
MODIFICATION OF DESIGN STANDARDS					
NO.	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	Runway to Taxiway separation for Runway 9L-27R does not meet separation criteria for Airport Design Group I	ADG I Separation - 225'	150'	To Remain	Proposed
2	No shoulders exist on Runway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



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



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



RUNWAY	CROSSWIND COMPONENTS			
	10.5 Knot	13 Knot	16 Knot	20 Knot
9-27 (8-26)	82.67%	88.03%	96.96%	99.34%

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
- 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)
- DEO DATE OF BIENNIAL 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
- MRL MEDIUM INTENSITY RUNWAY EDGE LIGHTS
- MTOW MAXIMUM TAKE-OFF WEIGHT
- NDB NON-DIRECTIONAL BEACON
- PAPI PRECISION APPROACH PATH INDICATOR
- PAPI PASSENGERS
- PRM PRECISION RUNWAY MONITORS
- RCL RUNWAY CENTERLINE LIGHTS
- REL 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
- TOCA TAKEOFF DISTANCE AVAILABLE
- TORA TAKEOFF RUNWAY AVAILABLE
- TCH THRESHOLD CROSSING HEIGHT
- TCL TAXIWAY CENTERLINE LIGHTS
- TQZE 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 800' FOR THE FUTURE UPGRADE TO GROUP VI
- NO OFZ OR TSS PENETRATIONS EXIST
- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/300-13, "AIRPORT DESIGN CHANGE 11 & 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 29' AGL
- ASR-1 IS PROPOSED TO BE LOCATED 4870' EAST OF RUNWAY 27L THRESHOLD AND 210' SOUTH OF RUNWAY 27L EXTENDED CENTERLINE
- VOR IS PROPOSED TO BE LOCATED 49,680' 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 - PERIOD: MIDWAY AIRPORT - PERIOD: 2000 TO 2009
- MAGNETIC DECLINATION - NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) NATIONAL GEOPHYSICAL DATA CENTRE
- TEMPERATURE - 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 1991 AND 2000 AT MIDWAY INTERNATIONAL AIRPORT AND ARCHIVED BY NOAA
- BASE MAPPING - ILLINOIS DEPARTMENT OF TRANSPORTATION
- AERIAL PHOTOGRAPHY - 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 - CORPCON 8.0.1
- TOPOGRAPHIC INFORMATION - WILL COUNTY, 2005

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 Division of Aeronautics

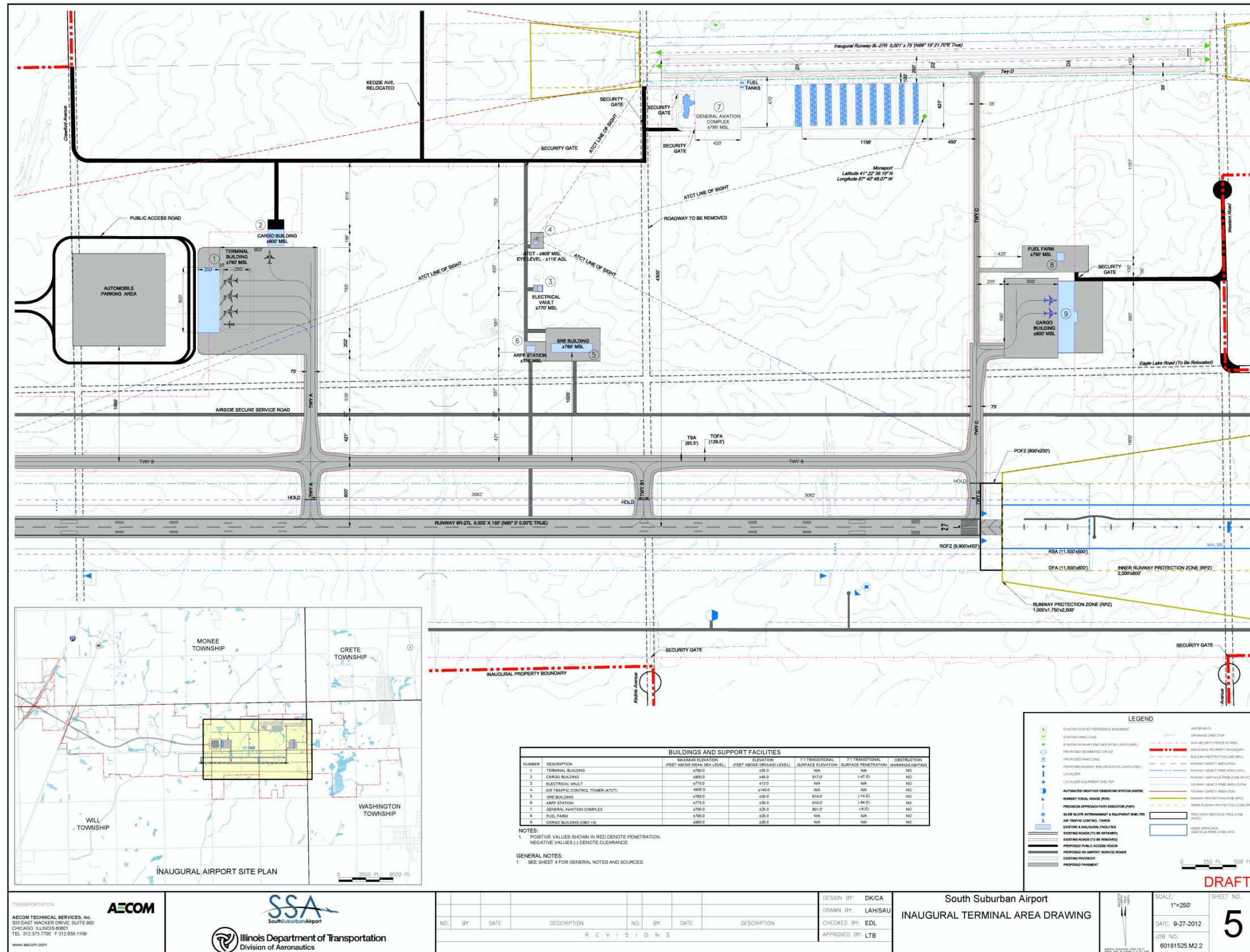
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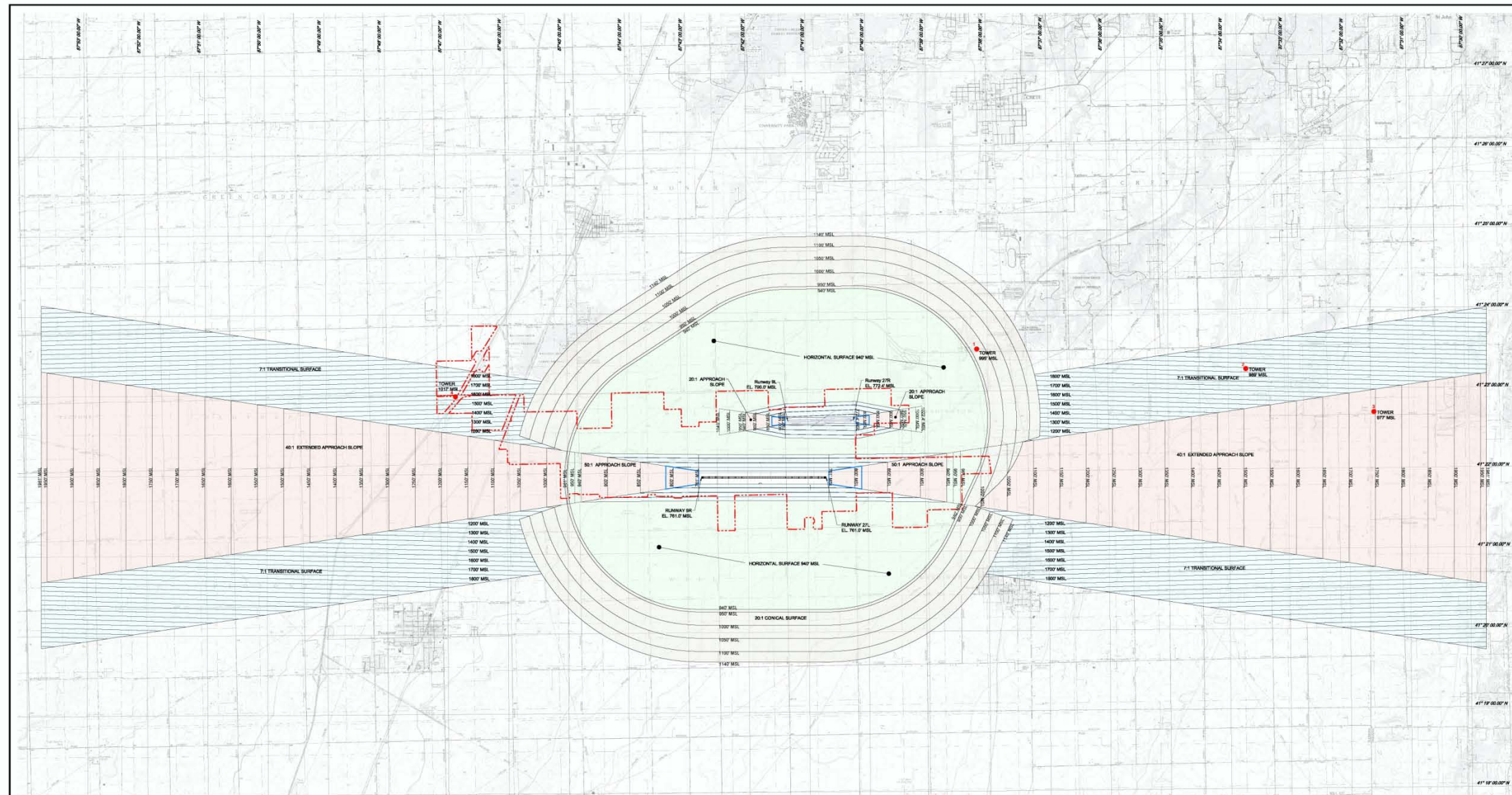
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 DRAWN BY: LAH/SAU
 CHECKED BY: EDL
 APPROVED BY: LTB

South Suburban Airport
 INAUGURAL AIRPORT DATA SHEET

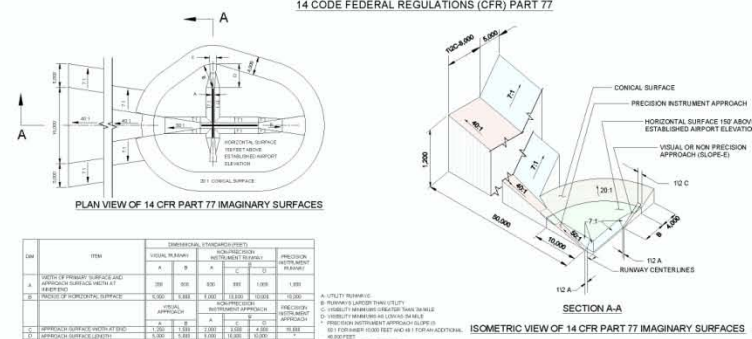
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 JOB NO. 60181525.M2.2

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OBSTRUCTION IDENTIFICATION SURFACES
14 CODE FEDERAL REGULATIONS (CFR) PART 77



14 CFR PART 77 IMAGINARY SURFACE DIMENSIONS

ITEM	DESCRIPTION	MINIMUM DIMENSION	MAXIMUM DIMENSION
1	CONICAL SURFACE	100 FT	100 FT
2	HORIZONTAL SURFACE	100 FT	100 FT
3	7:1 TRANSITIONAL SURFACE	100 FT	100 FT
4	40:1 EXTENDED APPROACH SURFACE	100 FT	100 FT
5	30:1 CONICAL SURFACE	100 FT	100 FT

OBJECT	ELEVATION (MSL)	OBSTRUCTION	IDENTIFICATION SURFACE
TOWER	1517	1517	7:1 TRANSITIONAL SURFACE
TOWER	1517	1517	7:1 TRANSITIONAL SURFACE
TOWER	1517	1517	7:1 TRANSITIONAL SURFACE

NOTE: POSITIVE VALUES SHOWN IN RED DENOTE PENETRATION; NEGATIVE VALUES IN DENOTE CLEARANCE.
SOURCE: FAA OBSTACLE REPOSITORY SYSTEM (ORIS) DIGITAL OBSTACLE FILE DATED JULY 24, 2011.

NOTES:
1. SEE SHEET 4 FOR GENERAL NOTES AND SOURCES.
2. REFER TO SHEETS 7-10, INAUGURAL RUNWAY INNER PORTION OF THE APPROACH DRAWINGS, FOR DETAILS ON ANY CLOSE-IN APPROACH OBSTRUCTIONS.
3. REFER TO LAND USE DRAWINGS FOR DETAILS ON LAND USE.
4. DIGITAL RASTER GRAPHS FROM LIMITED STATES GEOLOGICAL SURVEY (LSDS).
5. ELEVATIONS ARE APPROXIMATE FEET ABOVE MEAN SEA LEVEL.
6. HEIGHT RESTRICTIONS ARE GOVERNED BY THE FOLLOWING STATUTES:
- 49 USC COMPILATED STATUTES (TITLE 49 "AIRPORT ZONING ACT")
- 49 USC 30 "ZONING TO ELIMINATE AIRPORT HAZARDS ACT"
- ILLINOIS ADMINISTRATIVE CODE, TITLE 92, CHAPTER 1, SUBCHAPTER B, PART 16 "AIRPORT HAZARD ZONING"

LEGEND

- EXISTING FENCE
- PROPOSED FENCE
- EXISTING OBSTRUCTION
- INAUGURAL PROPERTY BOUNDARY
- RUNWAY PROTECTION ZONE (RPZ)

TRANSPORTATION
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SSA
South Suburban Airport
Illinois Department of Transportation
Division of Aeronautics

NO.	BY	DATE	DESCRIPTION
REVISIONS			

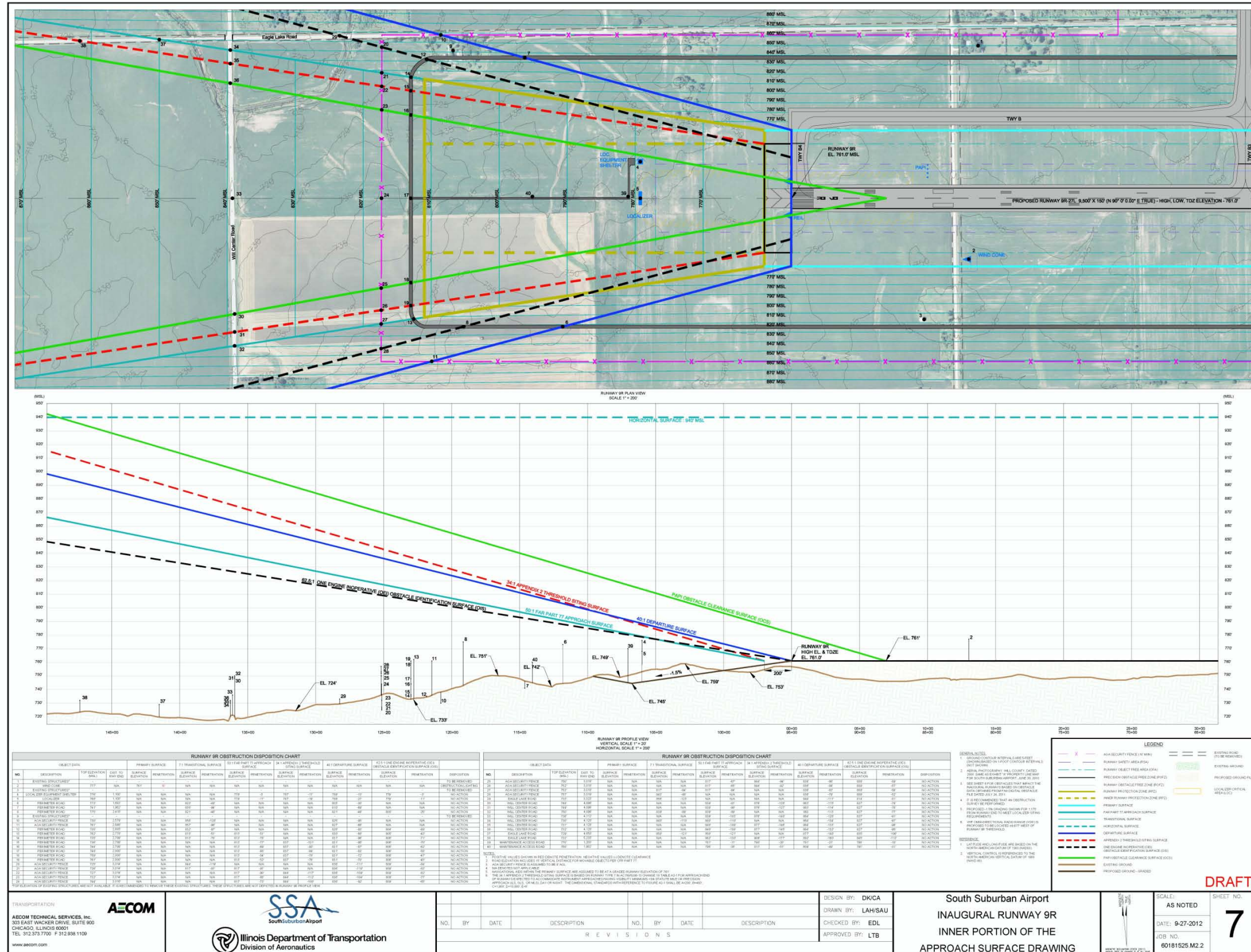
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DRAWN BY: LAH/SAU
CHECKED BY: EDL
APPROVED BY: LTB

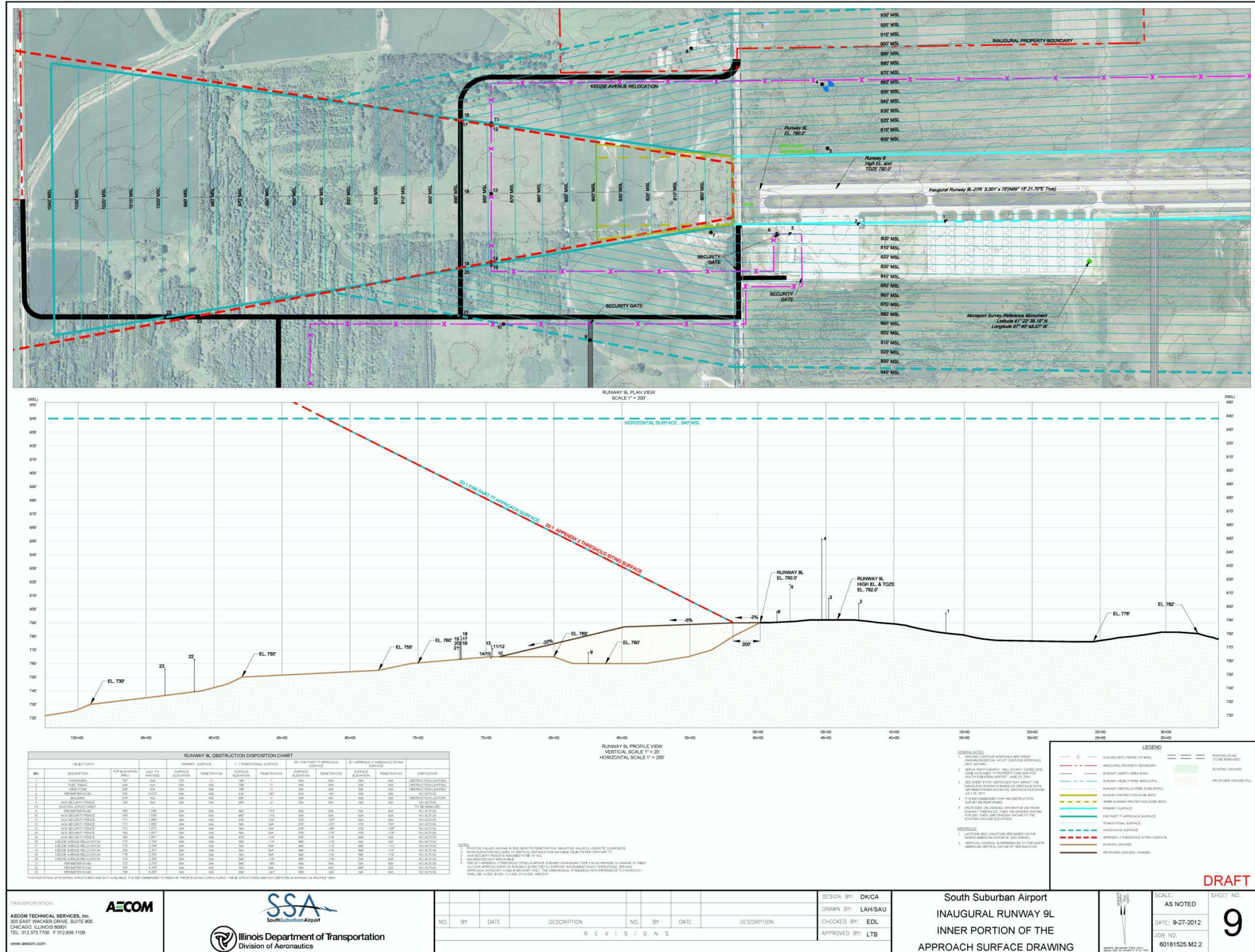
South Suburban Airport
INAUGURAL AIRPORT
AIRSPACE DRAWING

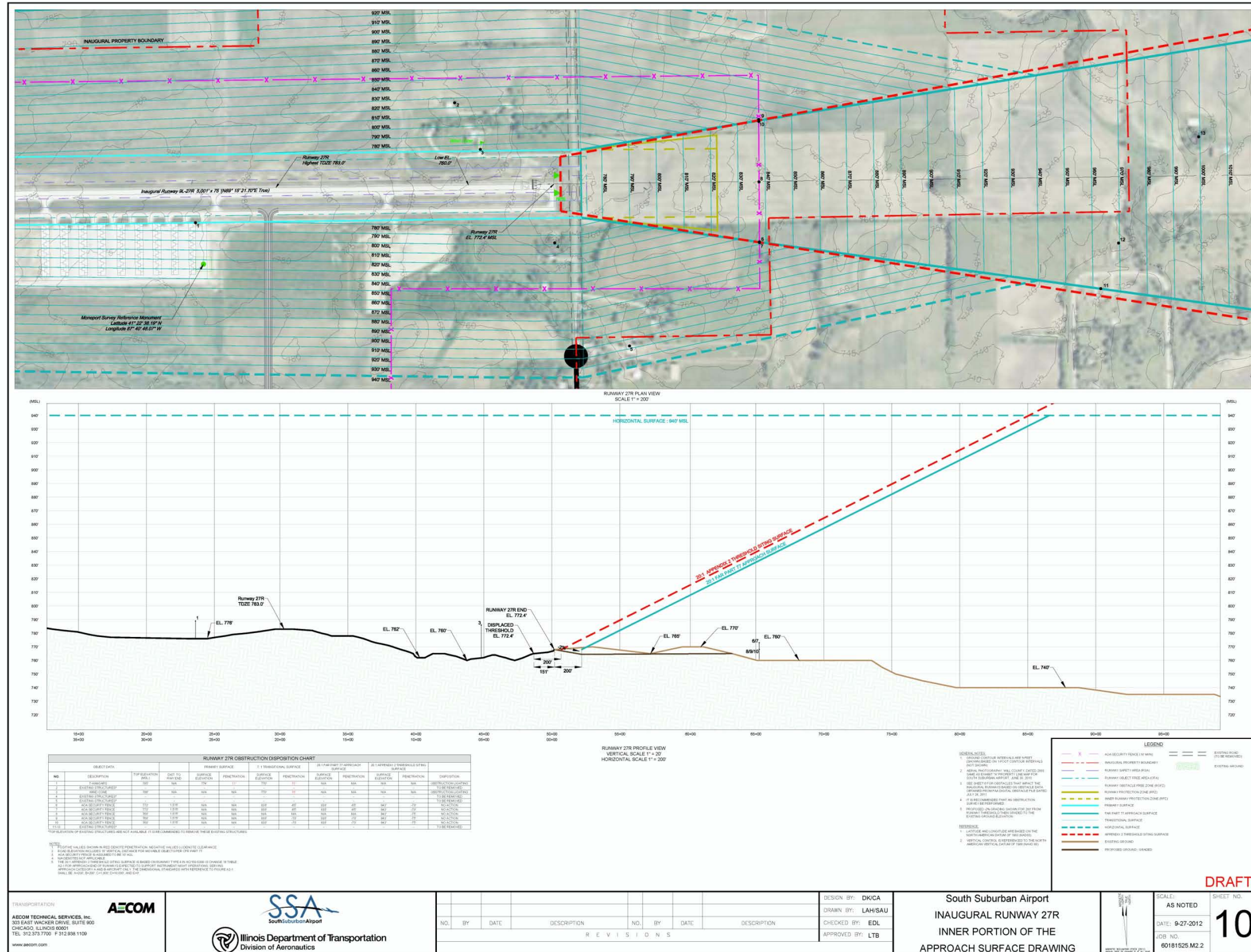
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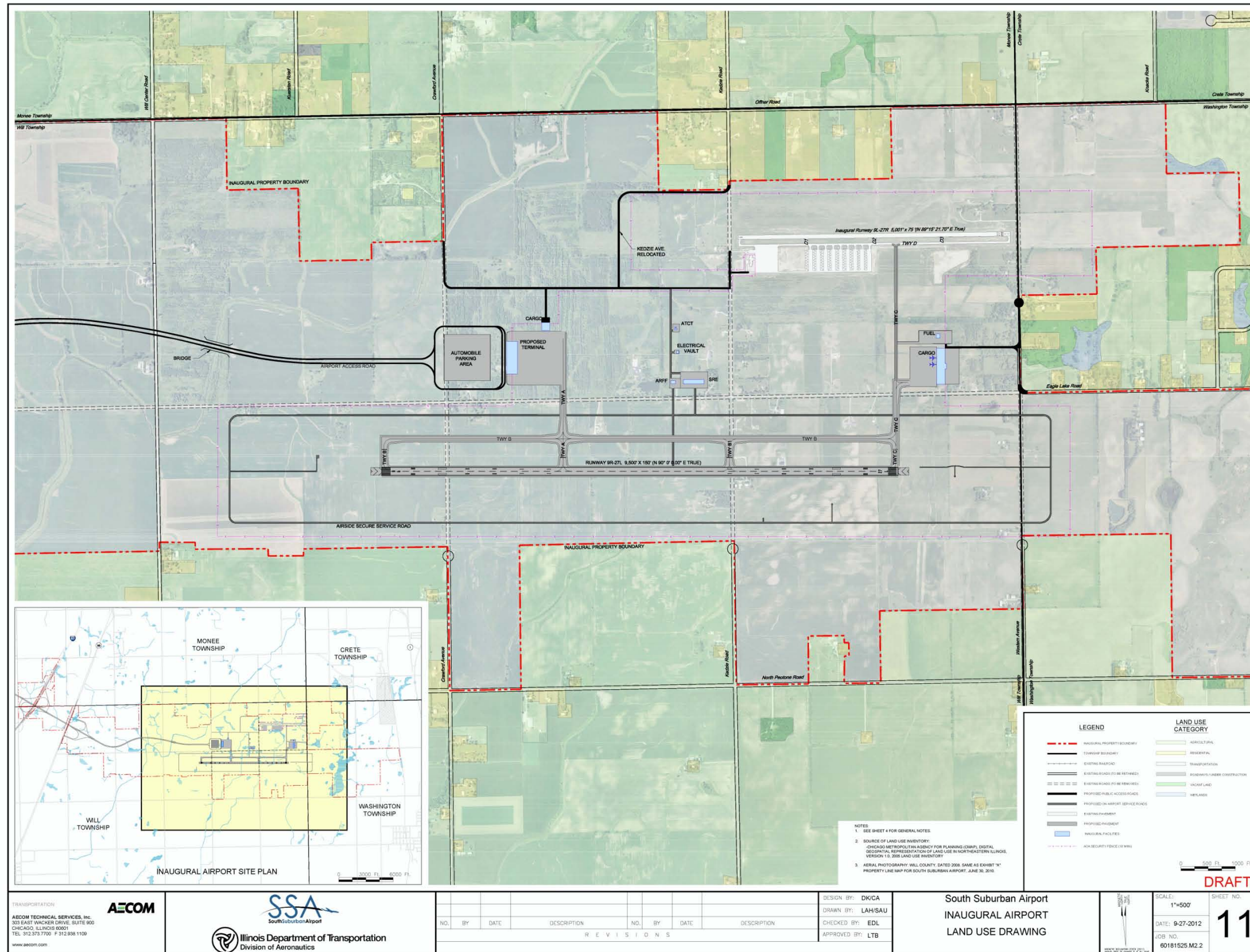
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DATE: 9-27-2012
JOB NO: 60181525 M2.2

SHEET NO:
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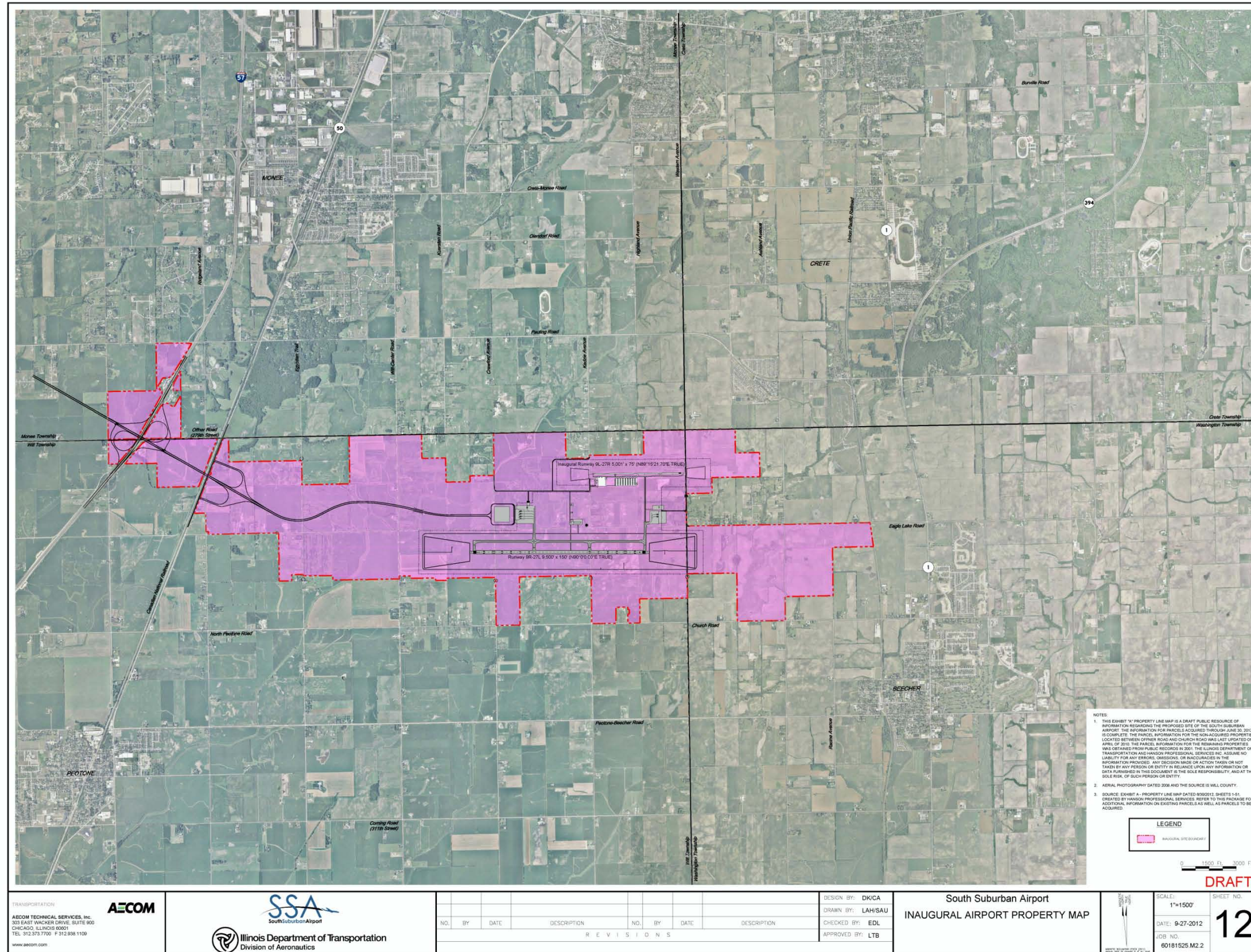
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 Division of Aeronautics

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION
R E V I S I O N S							

DESIGN BY: DKCA
 DRAWN BY: LAH/SAU
 CHECKED BY: EDL
 APPROVED BY: LTB

South Suburban Airport
 INAUGURAL AIRPORT
 LAND USE DRAWING

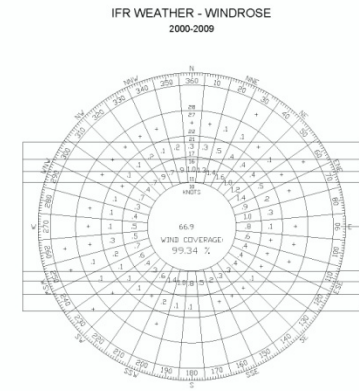
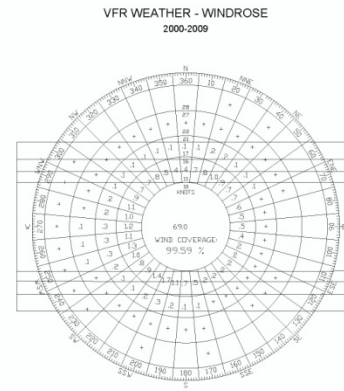
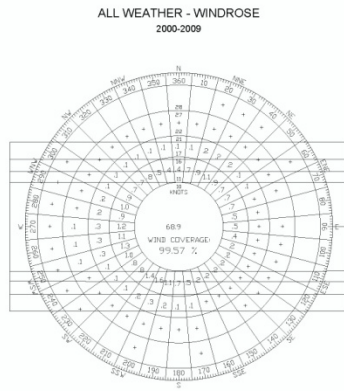
SCALE: 1"=500'
 DATE: 9-27-2012
 JOB NO: 60181525.M2.2
 SHEET NO. **11**



SUMMARY OF EXISTING AIRPORT OWNED LAND										
Parcel Number	Tax ID Number (Original)	Tax ID Number (Revised)	Acquired From	Fee Simple Acquired	F.A.A. Participation	NO F.A.A. Participation	F.A.A. PROJECT NUMBER	DATE ACQUIRED	DOCUMENT NUMBER	REMARKS
09RWNE214001	14-21-405-003-0000	14-21-405-009-0000	Enckson, Leona, Successor Trustee; Dennis Enckson; Richard Enckson	16,143		16,143		07-23-2002	R2002119042	FEE SIMPLE
09RWNE214016	14-28-176-006-0000	14-28-176-006-0000	Bonrema, Robert T. and Joan T.; Brokop, Diane and James	1,400		1,400		09-03-2002	R2002079184	FEE SIMPLE
09RWNE214020	14-28-201-008-0000	14-28-201-008-0000	Quillen, Ronald J. and Cynthia L.	1,900		1,900		08-11-2002	R2002104806	FEE SIMPLE
09RWNE214021	14-28-201-010-0000	14-28-201-010-0000	Bonrema, Robert T. and Joan T.	1,903		1,903		03-06-2002	R2002039973	FEE SIMPLE
09RWNE214022	14-28-201-012-0000	14-28-201-012-0000	Bonrema, Robert T. and Joan T.	1,410		1,410		03-06-2002	R2002039973	FEE SIMPLE
09RWNE214023	14-28-202-005-0000	14-28-202-005-0000	Earl, Susan	1,513		1,513		12-19-2001	R2001178959	FEE SIMPLE
09RWNE214024	14-28-202-006-0000	14-28-202-006-0000	Bonrema, Robert T. and Joan T.	4,228		4,228		03-06-2002	R2002039974	FEE SIMPLE
09RWNE214025	14-28-202-010-0000	14-28-202-010-0000	Bonrema, Robert T. and Joan T.	2,764		2,764		03-06-2002	R2002039973	FEE SIMPLE
09RWNE214026	14-28-202-015-0000	14-28-202-015-0000	Bonrema, Robert T. and Joan T.	4,566		4,566		03-06-2002	R2002039973	FEE SIMPLE
09RWNE214027	14-28-301-003-0000	14-28-301-003-0000	Bonrema, Robert T. and Joan T.	1,144		1,144		03-06-2002	R2002039972	FEE SIMPLE
09RWNE214028	14-28-301-010-0000	14-28-301-010-0000	Jordan, John C. and Edith M.	1,410		1,410		07-18-2002	R2002116270	FEE SIMPLE
09RWNE214029	14-28-302-018-0000	14-28-302-018-0000	Hagel, Robert and Etene	9,970		9,970		05-18-2002	R2002048101	FEE SIMPLE
09RWNE214030	14-28-302-043-0000	14-28-302-043-0000	Bonrema, Robert T. and Joan T.	2,864		2,864		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214031	14-28-303-011-0000	14-28-303-011-0000	Bonrema, Robert T. and Joan T.	1,090		1,090		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214032	14-28-402-014-0000	14-28-402-014-0000	Bonrema, Robert T. and Joan T.	5,609		5,609		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214033	14-28-402-019-0000	14-28-402-019-0000	Bonrema, Robert T. and Joan T.	1,498		1,498		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214034	14-28-401-003-0000	14-28-401-003-0000	Bonrema, Robert T. and Joan T.	3,882		3,882		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214035	14-28-401-006-0000	14-28-401-006-0000	Bonrema, Robert T. and Joan T.	2,097		2,097		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214036	14-28-402-006-0000	14-28-402-006-0000	Bonrema, Robert T. and Joan T.	4,516		4,516		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214037	14-28-402-009-0000	14-28-402-009-0000	Bonrema, Robert T. and Joan T.	1,114		1,114		03-06-2002	R2002039975	FEE SIMPLE
09RWNE214038	14-28-401-015-0000	14-28-401-015-0000	Gaston, Jeffrey; Gibson, Lisa M.	1,050		1,050		08-23-2002	R2002142218	FEE SIMPLE
09RWNE214039	14-28-401-011-0000	14-28-401-011-0000	Miller, Peter and Jacqueline; Gaston, Lisa	9,920		9,920		08-23-2002	R2002142217	FEE SIMPLE
09RWNE214040	14-34-300-024-0000	14-34-300-024-0000	Peotone Bank and Trust Company, as Trustee; Ruder, Louis A.; Henner, Lois; Ruder, Gregory A.; Ruder, Robert; Ruder, Sheryl L.; NIKIA Sheryl L.; Treacy; Ruder, Richard J.; Henner, Paul J.; Ruder, Ronald J.; Ruder, Norma Kay; Henner, Paul T.; Henner, David	62,890		62,890		07-23-2002	R2002119043	FEE SIMPLE
09RWNE214041	14-34-300-024-0000	14-34-300-024-0000	Hammann, L. Walter (Skip) and Sharon L.	5,110		5,110		03-01-2002	R2002004774	FEE SIMPLE
09RWNE214042	14-34-400-006-0000	14-34-400-006-0000	Peotone Bank and Trust Company; McKay, Gerry M.; McKay, Donna M.	5,020		5,020		03-18-2002	R2002048099	FEE SIMPLE
09RWNE214043	22-06-300-015-0000	22-06-300-015-0000	Fugman, John J. & Diane S., husband and wife	15,500		15,500		10-29-2010	R2010121839	FEE SIMPLE
09RWNE214044	22-06-300-019-0000	22-06-300-019-0000	Bloch, Stephen L. & Arlene F., husband and wife	2,230		2,230		05-20-2011		FEE SIMPLE
09RWNE214045	22-07-100-001-0000	22-07-100-001-0000	South Holland Trust and Savings Bank, as Trustee; Walker, Lucile; Schilling, Albert; Adams, Charles W.; Leitch, Sharon; Doane, Tamara	80,000		80,000		06-17-2003	R2003142007	FEE SIMPLE
09RWNE214046	22-06-100-004-0000	22-06-100-004-0000	Frost, David J.	13,200		13,200		08-04-2002	R2002144897	FEE SIMPLE
09RWNE214047	21-01-100-002-0000	21-01-100-002-0000	Mills, Paul Frank	53,330		53,330		06-17-2003	R2003139900	FEE SIMPLE
09RWNE214048	21-01-100-005-0000	21-01-100-005-0000	Sullivan, Eric Donald & Evelyn, as husband and wife	3,000		3,000		05-30-2003	R2003132821	FEE SIMPLE
09RWNE214049	21-01-300-001-0000	21-01-300-001-0000	Mills, Paul Frank	53,333		53,333		06-17-2003	R2003139899	FEE SIMPLE
09RWNE214050	21-01-300-009-0000	21-01-300-009-0000	Huligin, Helena D.	5,001		5,001		08-09-2009	08 ED 11	FEE SIMPLE
09RWNE214051	21-01-300-011-0000	21-01-300-011-0000	Lochbave, Douglas H. and Nancy L.	5,112		5,112		12-05-2002	R2002215993	FEE SIMPLE
09RWNE214052	21-01-300-012-0000	21-01-300-012-0000	Vanderveer, Jr., Robert and Donna	10,064		10,064		10-18-2002	R2002129445	FEE SIMPLE
09RWNE214053	21-01-300-014-0000	21-01-300-014-0000	Schavone, Jr., John; Schavone, Laura J.	10,058		10,058		08-10-2007	R2007126870	FEE SIMPLE
09RWNE214054	21-01-300-015-0000	21-01-300-015-0000	Byth, Andrew	10,058		10,058		12-17-2002	R2002233391	FEE SIMPLE
09RWNE214055	21-01-300-016-0000	21-01-300-016-0000	Black, Carol L., Trustee Eagle Acres Family Trust	10,045		10,045		04-18-2005	R2005063851	FEE SIMPLE
09RWNE214056	21-01-400-011-0000	21-01-400-011-0000	Suburban Bank & Trust Co., as Successor Trustee; Maneghin, Evelyn	35,241		35,241		10-23-2002	R2002184455	FEE SIMPLE
09RWNE214057	21-01-400-019-0000	21-01-400-019-0000	Claus, Thomas L. and Bonnie J.	5,011		5,011		05-30-2002	R2002092822	FEE SIMPLE
09RWNE214058	21-01-400-025-0000	21-01-400-025-0000	Doop, John and Monique; Doop, Pamela	5,000		5,000		10-01-2003	R2003247012	FEE SIMPLE
09RWNE214059	21-01-400-026-0000	21-01-400-026-0000	Moser, Robert W. and Marilyn E.	15,045		15,045		01-08-2003	R2003057198	FEE SIMPLE
09RWNE214060	21-01-400-027-0000	21-01-400-027-0000	Ostrowski, Richard and Joan	5,011		5,011		03-13-2003	R2003058198	FEE SIMPLE
09RWNE214061	21-01-400-015-0000	21-01-400-015-0000	Smith, Richard A.	5,032		5,032		05-08-2002	R2002079950	FEE SIMPLE
09RWNE214062	21-01-400-014-0000	21-01-400-014-0000	South Holland Trust and Savings Bank; Wicks, Frank J.	5,032		5,032		04-19-2002	R2002068348	FEE SIMPLE
09RWNE214063	21-01-400-004-0000	21-01-400-004-0000	Boven, Darlene	10,064		10,064		04-24-2002	R2002070840	FEE SIMPLE
09RWNE214064	21-01-400-010-0000	21-01-400-010-0000	Shepp, Sr., Edmund and Irene	5,033		5,033		03-13-2002	R2002048067	FEE SIMPLE
09RWNE214065	21-01-400-010-0000	21-01-400-010-0000	Bonaga, Arinda	5,033		5,033		04-23-2002	R2002069282	FEE SIMPLE
09RWNE214066	21-01-400-009-0000	21-01-400-009-0000	Aguiar, Thomas, as Trustee; Aguiar, Agnes S., as Trustee	5,032		5,032		10-09-2002	R2002247012	FEE SIMPLE
09RWNE214067	21-01-400-008-0000	21-01-400-008-0000	Ross, Coville E.	1,398		1,398		10-17-2002	R2002174119	FEE SIMPLE
09RWNE214068	21-01-400-007-0000	21-01-400-007-0000	Walker, Sean D. and Laura	1,398		1,398		01-08-2003	R2003007399	FEE SIMPLE
09RWNE214069	21-01-400-006-0000	21-01-400-006-0000	Carlson, William	1,855		1,855		08-08-2003	R2003194789	FEE SIMPLE
09RWNE214070	21-02-400-006-0000	21-02-400-006-0000	Chicago Title & Trust Company, Trust 28320	10,025		10,025		12-14-2008	R2008213004	FEE SIMPLE
09RWNE214071	21-02-400-004-0000	21-02-400-004-0000	Bacon, Royce R., as Trustee under Trust 28320	10,017		10,017		09-11-2002	R2002148407	FEE SIMPLE
09RWNE214072	21-02-400-007-0000	21-02-400-007-0000	Maurer, Frank and Sheryl	10,028		10,028		03-13-2003	R2003058196	FEE SIMPLE
09RWNE214073	21-02-400-008-0000	21-02-400-008-0000	Municipal Trust and Savings Bank, as Trustee under; Collier, Barbara J.	10,026		10,026		11-06-2008	R2008189754	FEE SIMPLE
09RWNE214074	21-02-400-009-0000	21-02-400-009-0000	Seneke, Joan U., Trustee of Seneke, Joan U.H.; Seneke, Lonita A., Trustee of Seneke, Lonita A.	20,052		20,052		05-27-2011	R2011039547	FEE SIMPLE
09RWNE214075	21-03-200-005-0000	21-03-200-005-0000	Standard Bank and Trust Co., formerly known as Her. Eric; Kathleen Rita Bataello; Kathleen (Kathleen); Emanuel; Georgan Rita Bataello; Georgan, nec; Bernart; Jeanne Rita Bataello; Jeanne (Jean), ne; Maris; Susan Rita Bataello; Susan, nec; Bataello, Jack, his nephew	10,079		10,079		04-16-2010	R2010043239	FEE SIMPLE
09RWNE214076	21-03-300-002-0000	21-03-300-002-0000	Link, Theodore S. Limited Partnership	161,427		161,427		03-18-2002	R2002048100	FEE SIMPLE
09RWNE214077	21-04-200-001-0000	21-04-200-001-0000	Harrington, Sr., Wayne E. North Star Trust Co., an Illinois Corp., successor; Sandberg, Philip M.	160,064		160,064		12-30-2009	R2010004523	FEE SIMPLE
09RWNE214078	21-04-300-002-0000	21-04-300-002-0000	First State Bank as successor trustee to The Cretz; Bank, Roberta (Robbie) L.	154,754		154,754		04-14-2010	R2010041840	FEE SIMPLE
09RWNE214079	21-04-300-003-0000	21-04-300-003-0000	Breazale, Burton and Earlene H.	5,014		5,014		11-01-2002	R2002186758	FEE SIMPLE
09RWNE214080	21-05-100-002-0000	21-05-100-002-0000	Great Lakes Bank, the First National Blue Island; Schulz, H. John; Schulz, Doris P.; Schulz, Alan J.	173,234		173,234		12-22-2003	R2004047376	FEE SIMPLE
09RWNE214081	21-05-100-004-0000	21-05-100-004-0000	MS Financial Bank N.A., Successor Trustee-Trust#456; Stele, Gordon E.; Specter, Nancy A.; Adelman, James U.; Adelman, Gerald S.; Frank, Keith; Frank, Michael; Adelman, Kenneth L.; Adelman, Paul Robert; Herman-Nunes, Wendy J.	15,011		15,011		03-14-2006	R2006032830	FEE SIMPLE
09RWNE214082	21-05-200-012-0000	21-05-200-012-0000	Bale Limited Partnership	71,430		71,430		03-13-2003	R2003058197	FEE SIMPLE
09RWNE214083	21-05-200-005-0000	21-05-200-005-0000	Lucaids, William R. and Arlene M.	5,000		5,000		08-20-2002	R2002135784	FEE SIMPLE
09RWNE214084	21-05-200-007-0000	21-05-200-007-0000	Benge, Kenneth W. and Ann M.	5,000		5,000		05-03-2002	R2002076241	FEE SIMPLE
09RWNE214085	21-05-300-006-0000	21-05-300-006-0000	Rooney, Christopher T.; Rooney, James M.	5,000		5,000		03-03-2012	R2010453112	FEE SIMPLE
09RWNE214086	21-05-400-002-0000	21-05-400-002-0000	Oelnering, Alfred	140,878		140,878		11-27-2002	R2002219038	FEE SIMPLE
09RWNE214087	21-05-100-013-0000	21-05-100-013-0000	Department of Public Works and Buildings of the St.	12,408		12,408		10-05-1970	W700 22738	FEE SIMPLE

SUMMARY OF EXISTING AIRPORT OWNED LAND (CONTINUED)										
Parcel Number	Tax ID Number (Original)	Tax ID Number (Revised)	Acquired From	Fee Simple Acquired	F.A.A. Participation	NO F.A.A. Participation	F.A.A. PROJECT NUMBER	DATE ACQUIRED	DOCUMENT NUMBER	REMARKS
09RWNE200001	21-06-200-002-0000		MS Financial Bank N.A., Successor Trustee-Trust#456; Stele, Gordon E.; Specter, Nancy A.; Adelman, James U.; Adelman, Gerald S.; Frank, Keith; Frank, Michael; Adelman, Kenneth L.; Adelman, Paul Robert; Herman-Nunes, Wendy J.	151,947		151,947		02-14-2006	R2006032830	FEE SIMPLE
09RWNE200002	21-06-200-003-0000		MS Financial Bank N.A., Successor Trustee-Trust#1382; Bank, Carol R.	5,000		5,000		02-14-2006	R2006037092	FEE SIMPLE
09RWNE200003	21-07-200-012-0000		DeWese, Joseph	3,630		3,630		07-19		

AIRPORT DATA TABLE		
AIRPORT DATA	FUTURE	POTENTIAL
Airport Elevation (MSL)	775.0'	775.0'
Airport Reference Point (NAD 83)		
Latitude	41° 22' 29.38" N	41° 22' 29.38" N
Longitude	87° 41' 58.14" W	87° 41' 58.14" W
Mean Max. Temperature of Hottest Month	84.7° F	84.7° F
Airport Navigation Aids	ARRL, VOR, ABR, SSR, ASDE, RNAV(GPS/WAAS), LS, GS, LOC, IM, OM	ARRL, VOR, ABR, SSR, ASDE, RNAV(GPS/WAAS), LS, GS, LOC, IM, OM
Magnetic Variation	3° 29' W changing by 0° 5' W/year	3° 29' W changing by 0° 5' W/year
Date of Magnetic Variation	8/15/2011	8/15/2011
Taxi Height	80'	80'
Critical Design Aircraft	A320XLR	A320XLR
Miscellaneous Facilities	ILWAS, AWOS, RVR, PRM, SMGC, HRL, ALSF-2, MTL, TOL, Touchdown Zone Lights, Wind cones	ILWAS, AWOS, RVR, PRM, SMGC, HRL, ALSF-2, MTL, TOL, Touchdown Zone Lights, Wind cones
Well	Well	Well
County	Will, Monroe, Washington	Will, Monroe, Washington
Ownership	Will, Monroe, Washington	Will, Monroe, 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)	86.56%	92.67%	97.96%	99.59%

IFR WIND COVERAGE				
Runway	CROSSWIND COMPONENTS			
	10.5 Knot	13 Knot	16 Knot	20 Knot
9-27 (8-26)	82.87%	90.00%	96.96%	99.34%

DECLARED DISTANCES								
Stage	Runway End ID	TORA	TODA	ASDA	LDA	Approach End RSA Length	Stop and Go RSA Length	Date of Approval
Future	8L	7,500'	7,500'	7,500'	7,500'	1,000'	1,000'	9,500' N/A
Future	28R	7,500'	7,500'	7,500'	7,500'	1,000'	1,000'	9,500' N/A
Potential	8C	10,000'	10,000'	10,000'	10,000'	1,000'	1,000'	12,000' N/A
Potential	28C	10,000'	10,000'	10,000'	10,000'	1,000'	1,000'	12,000' N/A
Future	8R	12,000'	12,000'	12,000'	12,000'	1,000'	1,000'	14,000' N/A
Future	28L	12,000'	12,000'	12,000'	12,000'	1,000'	1,000'	14,000' N/A
Future	8L	12,000'	12,000'	12,000'	12,000'	1,000'	1,000'	14,000' N/A
Future	27R	12,000'	12,000'	12,000'	12,000'	1,000'	1,000'	14,000' N/A
Potential	9C	10,000'	10,000'	10,000'	10,000'	1,000'	1,000'	12,000' N/A
Potential	27C	10,000'	10,000'	10,000'	10,000'	1,000'	1,000'	12,000' N/A
Future	9R	10,000'	10,000'	10,000'	10,000'	1,000'	1,000'	12,000' N/A
Future	27L	10,000'	10,000'	10,000'	10,000'	1,000'	1,000'	12,000' N/A

ITEM	Future Runway 8L-28R		Potential Runway 8C-28C		Future Runway 8R-28L		Inaugural Runway 9R-27L Future Runway 9L-27R		Potential Runway 9C-27C		Future Runway 9R-27L			
	Future 8L	Future 28R	Potential 8C	Potential 28C	Future 8R	Future 28L	Inaugural 9R	Inaugural 27L	Future 9L	Future 27R	Potential 9C	Potential 27C	Future 9L	Future 27R
Approach Category and Design Group	C-II		C-I		D-VI		C-II		C-I		C-I		C-I	
Approach Slope	4%		5%		5%		4%		5%		5%		5%	
Runway Length	7,500'		10,000'		12,000'		9,500'		12,000'		10,000'		10,000'	
Runway Width	150'		150'		150'		150'		150'		150'		150'	
Pavement Surface Type	Concrete		Concrete		Concrete		Concrete		Concrete		Concrete		Concrete	
Maximum Pavement Strength (psi)	500,000		500,000		1,260,000		500,000		1,260,000		500,000		500,000	
Runway Line Bearing (NAD83)	N 89° 0' 0.00" E		N 89° 0' 0.00" E		N 89° 0' 0.00" E		N 89° 0' 0.00" E		N 89° 0' 0.00" E		N 89° 0' 0.00" E		N 89° 0' 0.00" E	
Runway End Coordinates (NAD83)	Latitude: 41° 23' 58.02" N Longitude: 87° 42' 32.07" W	Latitude: 41° 23' 58.47" N Longitude: 87° 40' 53.89" W	Latitude: 41° 23' 34.50" N Longitude: 87° 42' 03.11" W	Latitude: 41° 23' 33.77" N Longitude: 87° 40' 53.91" W	Latitude: 41° 23' 09.87" N Longitude: 87° 42' 18.40" W	Latitude: 41° 23' 09.00" N Longitude: 87° 41' 04" W	Latitude: 41° 21' 56.98" N Longitude: 87° 42' 46.38" W	Latitude: 41° 21' 55.89" N Longitude: 87° 40' 41.77" W	Latitude: 41° 21' 56.79" N Longitude: 87° 42' 18.14" W	Latitude: 41° 21' 31.27" N Longitude: 87° 42' 17.71" W	Latitude: 41° 21' 31.27" N Longitude: 87° 42' 06.28" W	Latitude: 41° 21' 07.29" N Longitude: 87° 42' 06.46" W	Latitude: 41° 21' 06.57" N Longitude: 87° 42' 06.38" W	Latitude: 41° 21' 06.57" N Longitude: 87° 42' 06.38" W
Runway End Elevation (MSL)	775.0'		734.4'		768.5'		753.9'		761.0'		751.0'		754.0'	
Displaced Threshold From Runway End	None		None		None		None		None		None		None	
Displaced Threshold Coordinates (NAD83)	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A	Latitude: N/A Longitude: N/A
Displaced Threshold Elevation (MSL)	N/A		N/A		N/A		N/A		N/A		N/A		N/A	
Effective Gradient (%)	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%	
Wind Coverage (%)	99.57%		99.57%		99.57%		99.57%		99.57%		99.57%		99.57%	
Approach Visibility Minimum (RVR)	2,400'		2,400'		5,000'		2,400'		2,400'		5,000'		2,400'	
Runway Lighting Type	HRL, RCL		HRL, RCL		HRL, REL		HRL, RCL		HRL, RCL		HRL, REL		HRL, RCL	
Runway Marking Type	Precision		Non-Precision		Non-Precision		Precision		Precision		Non-Precision		Precision	
Approach Type	Precision (CAT II)		Non-Precision (CAT II)		Non-Precision (CAT II)		Precision (CAT I)		Precision (CAT I)		Non-Precision (CAT I)		Precision (CAT I)	
TACRER Part 77 Approach Category	90:1		90:1		90:1		90:1		90:1		90:1		90:1	
Type of Aeronautical Survey Required for Approach	Vertically Guided		Vertically Guided		Vertically Guided		Vertically Guided		Vertically Guided		Vertically Guided		Vertically Guided	
Runway Departure Surface	Yes		Yes		Yes		Yes		Yes		Yes		Yes	
Visual NAVAIDS	PAPI(4), MALSR		PAPI(4), LPV		PAPI(4), LPV		PAPI(4)		PAPI(4)		PAPI(4), LPV		PAPI(4), LPV	
Instrument NAVAIDS	LS, GS, LOC, IM, OM, RVR		LS, GS, LOC, IM, OM, RVR		N/A		LS, GS, LOC, IM, OM, RVR, PRM, SMGC		LS, GS, LOC, IM, OM, RNAV(GPS/WAAS)		LS, GS, LOC, IM, OM, RVR, PRM, SMGC		LS, GS, LOC, IM, OM, RVR, PRM, SMGC	
Runway Safety Area (RSA)	1,000'		1,000'		1,000'		1,000'		1,000'		1,000'		1,000'	
Length Beyond Runway	500'		500'		500'		500'		500'		500'		500'	
Runway Protection Zone (RPZ)	2,500'		2,500'		1,700'		2,500'		2,500'		1,700'		2,500'	
Length	1,900'		1,900'		1,900'		1,900'		1,900'		1,900'		1,900'	
Inner Width	1,750'		1,750'		1,510'		1,750'		1,750'		1,510'		1,750'	
Outer Width	1,750'		1,750'		1,510'		1,750'		1,750'		1,510'		1,750'	
Runway Object Free Area (ROFA)	1,000'		1,000'		1,000'		1,000'		1,000'		1,000'		1,000'	
Length Beyond Runway	800'		800'		800'		800'		800'		800'		800'	
Width	200'		200'		200'		200'		200'		200'		200'	
Runway Obstacle Free Area (ROFA)	200'		200'		200'		200'		200'		200'		200'	
Length Beyond Runway	400'		400'		400'		400'		400'		400'		400'	
Width	200'		200'		200'		200'		200'		200'		200'	
Precision Obstacle Free Area (POFA)	200'		200'		N/A		200'		200'		N/A		200'	
Length	800'		800'		N/A		800'		800'		N/A		800'	
Width	380'		380'		N/A		380'		380'		N/A		380'	
Taxiway Object Free Area Width	262'		262'		262'		262'		262'		262'		262'	
Taxiway Safety Area (TSA) Width	262'		262'		262'		262'		262'		262'		262'	
Taxiway Lighting	MTL		MTL		MTL		MTL		MTL		MTL		MTL	

GENERAL NOTES:
 1. SEE SHEET # FOR GENERAL NOTES AND DATA SOURCES.
 2. INAUGURAL RUNWAY 9L-27R WILL BE DECOMMISSIONED.
 3. TAXIWAYS ARE DESIGNED FOR GROUP IV IN THE FUTURE AIRPORT LAYOUT PLAN. SEPARATIONS BETWEEN RUNWAYS AND TAXIWAYS ARE 600'.
 4. NO OFZ OR TBS PENETRATIONS EXIST.

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 www.aecom.com

SSA
 South Suburban Airport
 Illinois Department of Transportation
 Division of Aeronautics

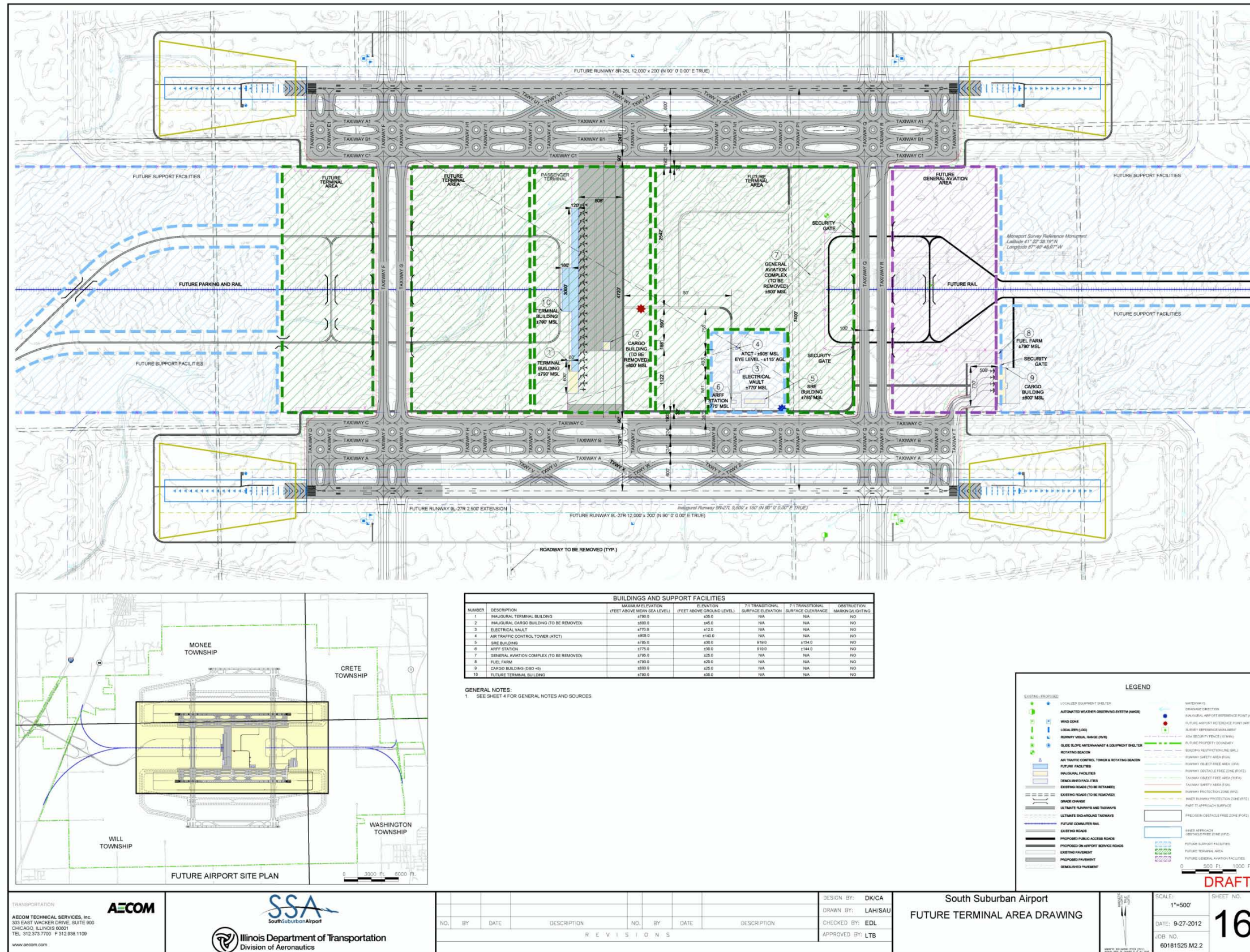
NO.	BY	DATE	DESCRIPTION

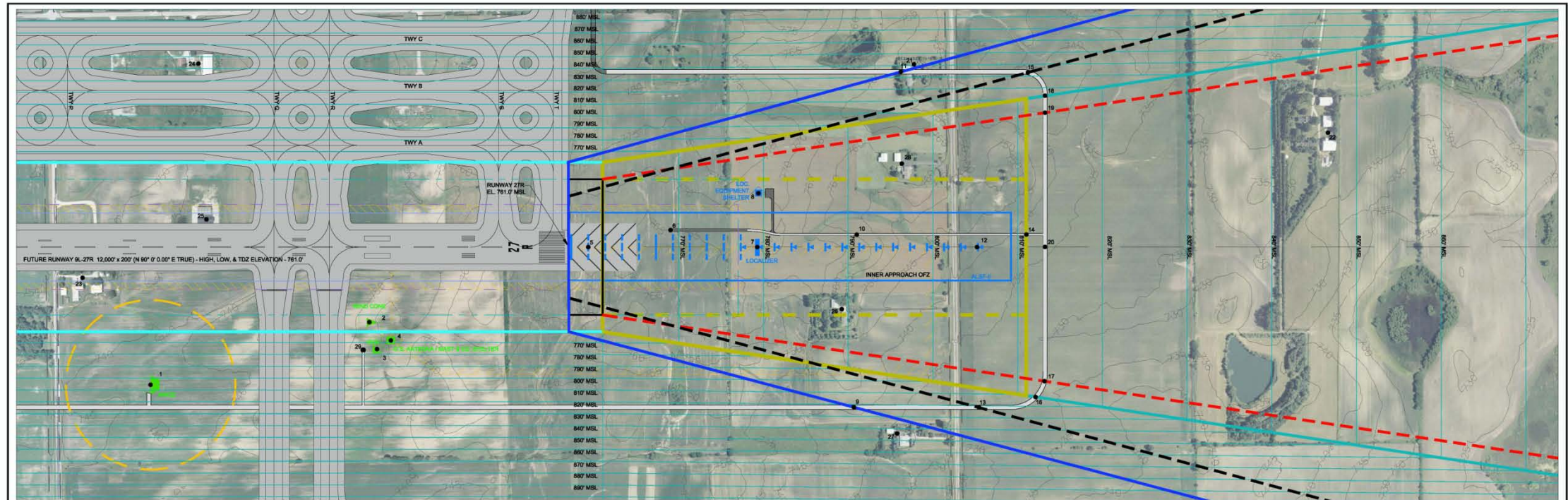
DESIGN BY: DKCA
 DRAWN BY: LAH/SAU
 CHECKED BY: EDL
 APPROVED BY: LTB

South Suburban Airport
 FUTURE AIRPORT DATA SHEET

SCALE: NOT TO SCALE
 SHEET NO.: 15
 DATE: 9-27-2012
 JOB NO.: 60181525.M2.2

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NO.	DESCRIPTION	TYPE/ELEVATION (MSL)	DISTANCE TO END	SURFACE ELEVATION	PENETRATION	1:1 TRANSITIONAL SURFACE	30:1 FAR PART TT APPROACH SURFACE	30:1 APPROACH 2 THRESHOLD BITING SURFACE	40:1 DEPARTURE SURFACE	OBJECT ELEVATION	DISPOSITION
1	ARC	760	800	760	0	760	760	760	760	760	NO ACTION
2	ARC	770	800	770	0	770	770	770	770	770	NO ACTION
3	ARC	780	800	780	0	780	780	780	780	780	NO ACTION
4	ARC	790	800	790	0	790	790	790	790	790	NO ACTION
5	ARC	800	800	800	0	800	800	800	800	800	NO ACTION
6	ARC	810	800	810	0	810	810	810	810	810	NO ACTION
7	ARC	820	800	820	0	820	820	820	820	820	NO ACTION
8	ARC	830	800	830	0	830	830	830	830	830	NO ACTION
9	ARC	840	800	840	0	840	840	840	840	840	NO ACTION
10	ARC	850	800	850	0	850	850	850	850	850	NO ACTION
11	ARC	860	800	860	0	860	860	860	860	860	NO ACTION
12	ARC	870	800	870	0	870	870	870	870	870	NO ACTION
13	ARC	880	800	880	0	880	880	880	880	880	NO ACTION
14	ARC	890	800	890	0	890	890	890	890	890	NO ACTION
15	ARC	900	800	900	0	900	900	900	900	900	NO ACTION
16	ARC	910	800	910	0	910	910	910	910	910	NO ACTION
17	ARC	920	800	920	0	920	920	920	920	920	NO ACTION
18	ARC	930	800	930	0	930	930	930	930	930	NO ACTION
19	ARC	940	800	940	0	940	940	940	940	940	NO ACTION
20	ARC	950	800	950	0	950	950	950	950	950	NO ACTION
21	ARC	960	800	960	0	960	960	960	960	960	NO ACTION
22	ARC	970	800	970	0	970	970	970	970	970	NO ACTION
23	ARC	980	800	980	0	980	980	980	980	980	NO ACTION
24	ARC	990	800	990	0	990	990	990	990	990	NO ACTION
25	ARC	1000	800	1000	0	1000	1000	1000	1000	1000	NO ACTION

NOTES:
 1. GROUND CONTROL INTERVALS AND SLICES (UNBARRICADED ON 1:1000 SCALE) ARE SHOWN FOR REFERENCE ONLY.
 2. AIRPORT PHOTOGRAPHY WILL BE CONDUCTED ON 9/27/2012. SAME AS AIRPORT PHOTOGRAPHY CONDUCTED FOR SOUTH SUBURBAN AIRPORT. SEE SHEET 19 FOR AIRPORT PHOTOGRAPHY.
 3. SEE SHEET 19 FOR AIRPORT PHOTOGRAPHY AND OBSTRUCTION SURVEY DATA. THIS SHEET IS FOR REFERENCE ONLY. OBSTRUCTION SURVEY DATA IS PROVIDED FOR INFORMATION ONLY.
 4. IT IS RECOMMENDED THAT AN OBSTRUCTION SURVEY BE CONDUCTED.
 5. PROPOSED OBSTRUCTION SURVEY DATA IS PROVIDED FOR INFORMATION ONLY. THIS SURVEY DATA IS NOT TO BE USED FOR ANY OTHER PURPOSE.
 6. LOCAL OBSTRUCTION SURVEY DATA IS PROVIDED FOR INFORMATION ONLY. THIS SURVEY DATA IS NOT TO BE USED FOR ANY OTHER PURPOSE.
 7. THE 1:1000 SCALE PHOTOGRAPHY IS PROVIDED FOR INFORMATION ONLY. THIS PHOTOGRAPHY IS NOT TO BE USED FOR ANY OTHER PURPOSE.
 8. THE 1:1000 SCALE PHOTOGRAPHY IS PROVIDED FOR INFORMATION ONLY. THIS PHOTOGRAPHY IS NOT TO BE USED FOR ANY OTHER PURPOSE.
 9. THE 1:1000 SCALE PHOTOGRAPHY IS PROVIDED FOR INFORMATION ONLY. THIS PHOTOGRAPHY IS NOT TO BE USED FOR ANY OTHER PURPOSE.

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Illinois Department of Transportation
 Division of Aeronautics

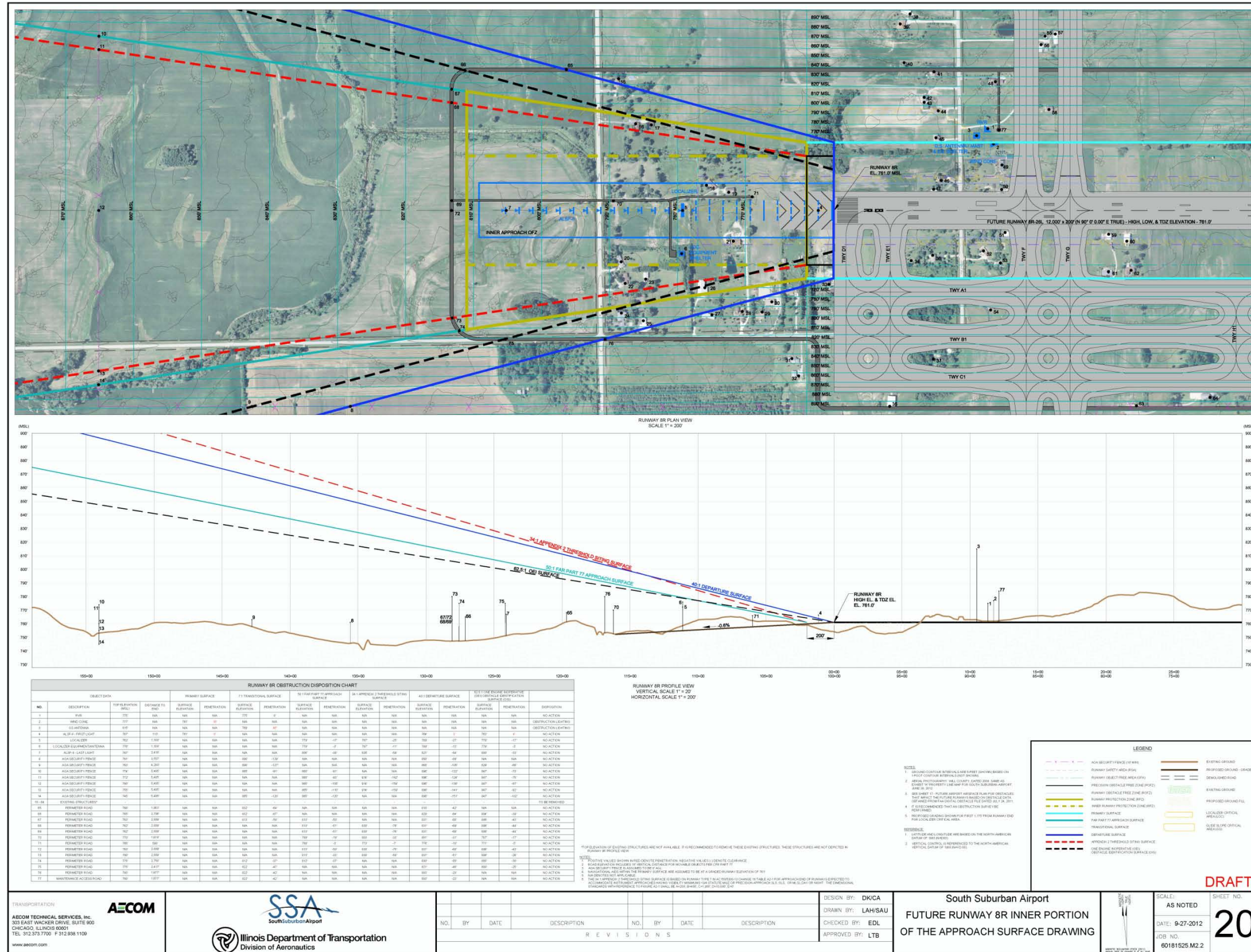
NO.	BY	DATE	DESCRIPTION

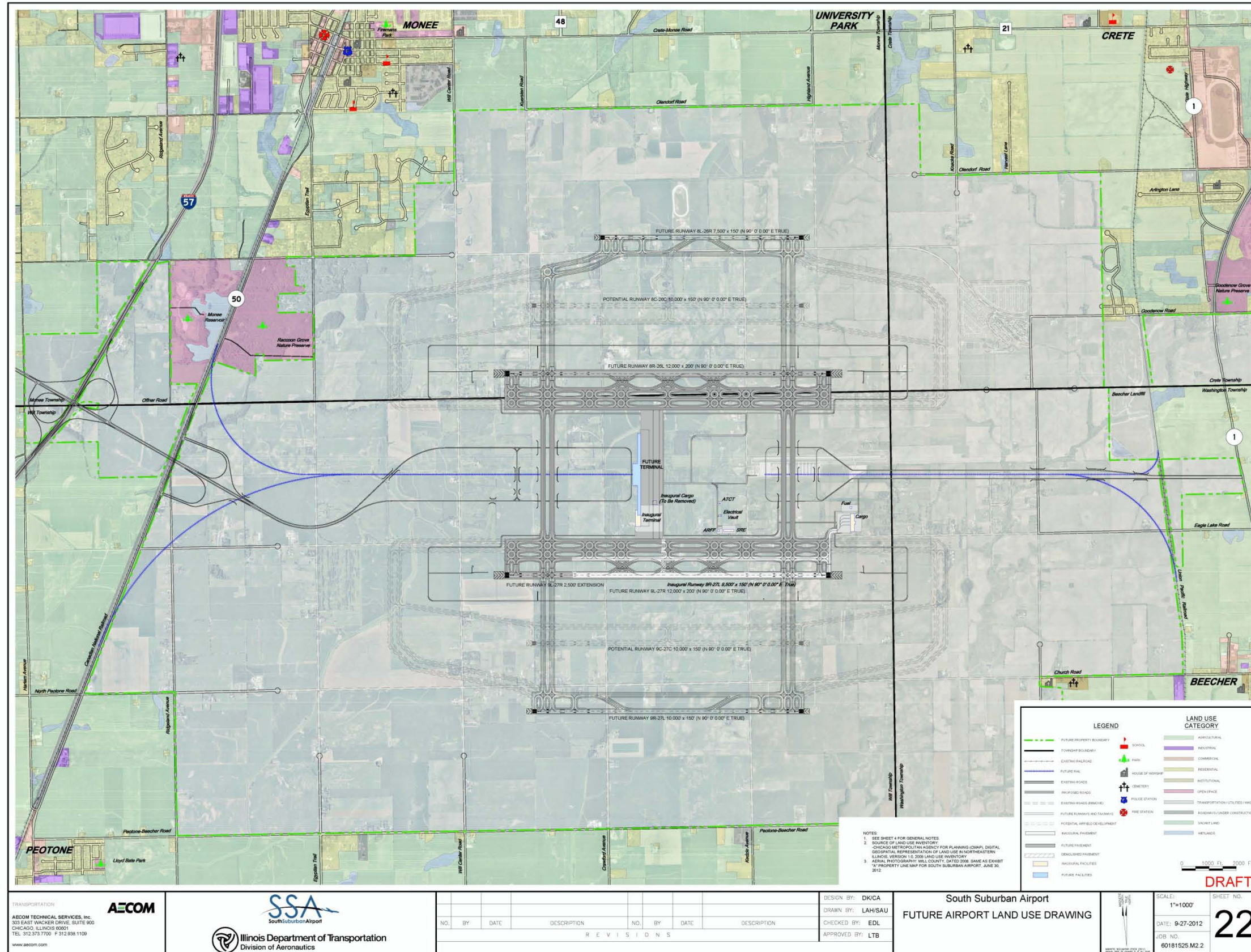
DESIGN BY: DKCA
 DRAWN BY: LAH/SAU
 CHECKED BY: EDL
 APPROVED BY: LTB

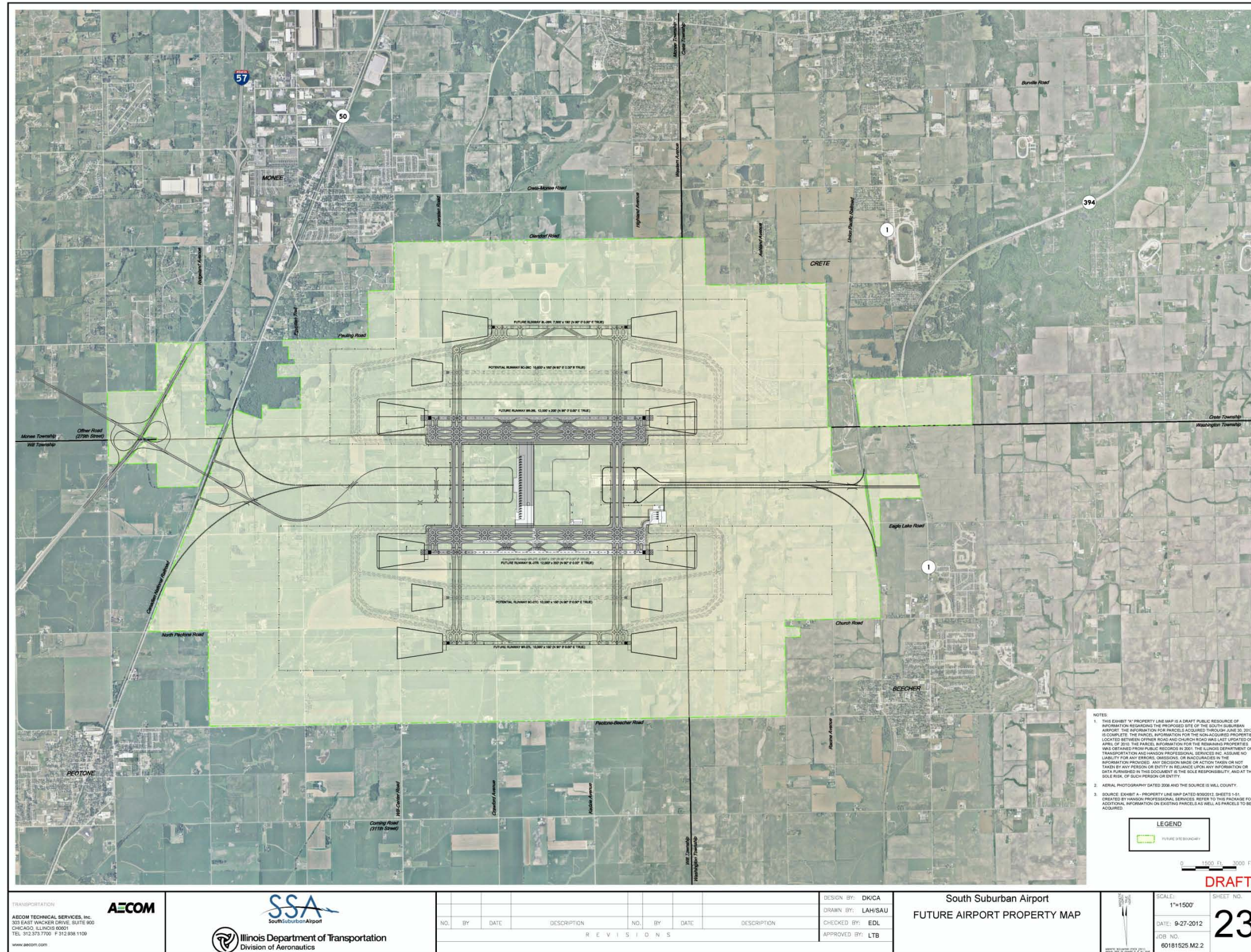
South Suburban Airport
 FUTURE RUNWAY 27R INNER PORTION
 OF THE APPROACH SURFACE DRAWING

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

SHEET NO: **19**







NOTES:
 1. THIS EXHIBIT "A" PROPERTY LINE MAP IS A DRAFT PUBLIC RESOURCE OF INFORMATION REGARDING THE PROPOSED SITE OF THE SOUTH SUBURBAN AIRPORT. THE INFORMATION FOR PARCELS ACQUIRED THROUGH JUNE 30, 2012 IS COMPLETE. THE PARCEL INFORMATION FOR THE NON-ACQUIRED PROPERTIES LOCATED BETWEEN OFNER ROAD AND CHURCH ROAD WAS LAST UPDATED ON APRIL 2012. THE PARCEL INFORMATION FOR THE REMAINING PROPERTIES WAS OBTAINED FROM PUBLIC RECORDS IN 2011. THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND HANSON PROFESSIONAL SERVICES, INC. ASSUME NO LIABILITY FOR ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED. ANY DECISION MADE OR ACTION TAKEN OR NOT TAKEN BY ANY PERSON OR ENTITY IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED IN THIS DOCUMENT IS THE SOLE RESPONSIBILITY, AND AT THE SOLE RISK, OF SUCH PERSON OR ENTITY.
 2. AERIAL PHOTOGRAPHY DATED 2008 AND THE SOURCE IS WILL COUNTY.
 3. SOURCE: EXHIBIT A - PROPERTY LINE MAP DATED 09/20/12, SHEETS 1-65, CREATED BY HANSON PROFESSIONAL SERVICES. REFER TO THIS PARAGRAPH FOR ADDITIONAL INFORMATION ON EXISTING PARCELS AS WELL AS PARCELS TO BE ACQUIRED.

LEGEND
 FUTURE SITE BOUNDARY

0 1500 3000 FT.

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 Division of Aeronautics

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION
REVISIONS							

DESIGN BY: DKCA
 DRAWN BY: LAH/SAU
 CHECKED BY: EDL
 APPROVED BY: LTB

South Suburban Airport
FUTURE AIRPORT PROPERTY MAP

SCALE: 1"=1500'
 DATE: 9-27-2012
 JOB NO: 60181525 M2.2

SHEET NO:
23

Appendix C – Runway Safety Area Determination

Exhibit 5-1 – Draft Runway Safety Area Determination for Runway 9L-27R



Federal Aviation Administration

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Memorandum

Date: September 7, 2012

From: Manager, Chicago Airports District Office, CHI-ADO-600

To: RSA Determination File

Prepared by: Amy Hanson, Program Manager, CHI-ADO-603

Subject: South Suburban Airport, Chicago/Peotone, Illinois
Runway Safety Area (RSA) Determination
Runway 9-27 (Inaugural 9L-27R)

RSA IS PRACTABLE TO MEET CURRENT STANDARDS

This RSA determination cancels all previous determinations for this runway.

REFERENCE DOCUMENTS

Advisory Circular (AC) 150/5300-13, Change 18, "Airport Design Manual"
New Airport Layout Plan Airspace Determination Study
Runway Safety Area Data Sheet dated **Month Day, 2012**
Airport/Facility Directory dated December 15, 2012 – February 9, 2012
Airport Master Record dated December 15, 2011

BACKGROUND INFORMATION – Runway 9-27 (Inaugural 9L-27R) is Approach Category B and Design Group I. The existing paved Runway 9-27 (Inaugural 9L-27R) is 5,001 ft long by 75 ft wide and has Low Intensity Runway Lights (LIRL). A complete parallel taxiway is 150 ft south of the Runway 9-27 (Inaugural 9L-27R) centerline. According to AC 150/5300-13, Table 3-1, "*Runway design standards for aircraft approach category A & B visual runways and runways with not lower than 3/4-statute mile (1,200 m) approach visibility minimums*" the standard runway safety area for this runway has a required width of 150 feet and a length of 300 feet beyond each end of the runway.

The Runway Safety Area beyond both thresholds of Runway 9-27 (Inaugural 9L-27R) are penetrated by two local roadways. Specifically, the Runway 9 (Inaugural Runway 9L) RSA is penetrated 132 ft by Kedzie Avenue and Runway 27 (Inaugural Runway 27R) RSA is penetrated 120 ft by Western Avenue.

ALTERNATIVES AVAILABLE – Three (3) alternatives exist in addressing the Runway 9-27 (Inaugural 9L-27R) RSA penetrations: Closure of both roadways, relocation of both roadways and No Action.

DISCUSSION – No Action will not resolve the penetrations to the Runway Safety Area, will not provide an acceptable level of safety and is dismissed from further consideration. Closure of both roadways is not an acceptable option due to disruptions of existing transportation patterns. However, closure of Western Avenue and relocation of Kedzie will provide compliant RSAs and will not adversely impact existing transportation patterns. It is practicable to close/relocate the roadways and increase the safety of the runway environment.

DETERMINATION – Based solely on a review of the above referenced documents, it has been determined that, at this time, the Runway 9-27 (Inaugural 9L-27R) safety area does not meet the current standards contained in AC 150/5300-13, Change 18.

However, based on the actions contained in the above discussion, it is Practical to Meet Current Standards. This determination may be revised if additional information becomes available.

Prepared by:

Amy Hanson Program Manager, CHI-ADO-603	Date

Recommended by:

Jack Delaney Assistant Manager, CHI-ADO-601	Date

Approved by:

James G. Keefer Manager, CHI-ADO-600	Date

Attachments:

- Runway Safety Area Data Sheet
- Airport Master Record

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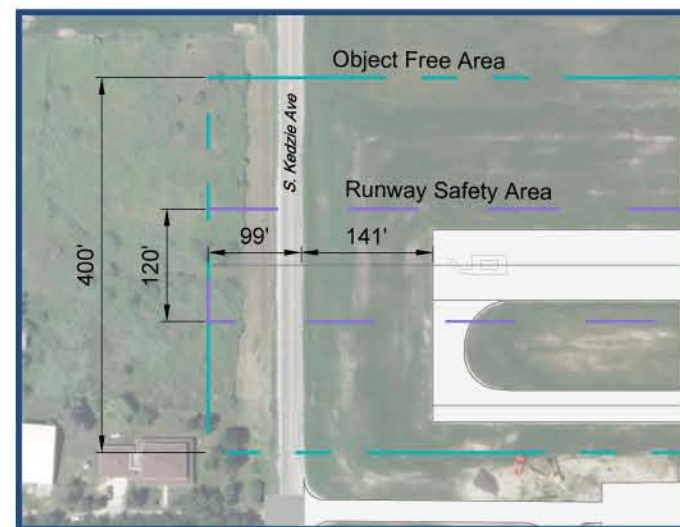
Appendix D – Modification to Standards

Exhibit 6-1 – Inaugural Runway 9L-27R Object Free Area Penetrations Map

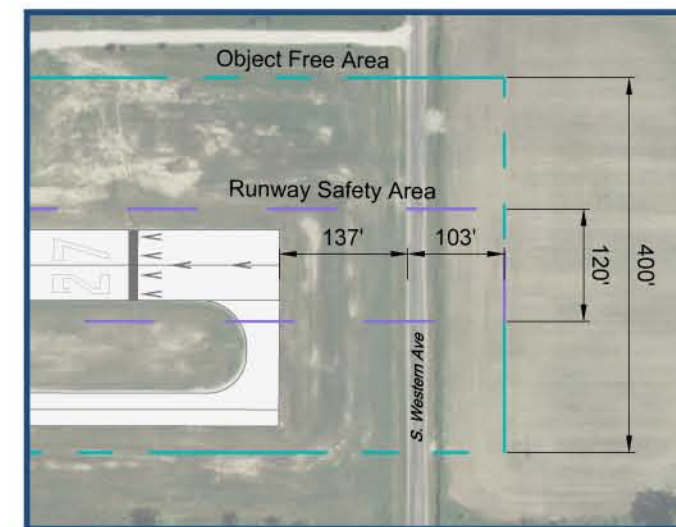
Exhibit 6-2 – Draft Modification to Standards for Runway 9L-27R



PLAN VIEW
1" = 800'



S. KEDZIE AVE./RUNWAY END 9L OFA PENETRATION
1" = 200'



S. WESTERN AVE./RUNWAY END 27R OFA PENETRATION
1" = 200'



Inaugural Runway 9L-27R Object Free Area Penetrations Map
Exhibit 6-1

**South Suburban Airport
Chicago/Peotone, Illinois
Airport Layout Plan – Proposal for Modification to Design Standards**



Background

The South Suburban Airport (SSA) is a commercial and general aviation/corporate aviation airport that is located in the southern Chicago metropolitan area. Presently a general aviation/corporate runway is located on the site. Inaugural Runway 9L-27R is presently 5,001 ft long and 75 ft wide.

On September 7, 2012 an Airport Layout Plan (ALP) was submitted to the Federal Aviation Administration (FAA) for review under **Airspace Case Number 2012-AGL-xxxx-NRA**. The Inaugural Airport Layout Plan Drawing of that ALP set noted that the Runway Object Free Area (ROFA) beyond both thresholds of Inaugural 9L-27R are penetrated by two local roadways. Specifically, the Inaugural Runway 9L ROFA is penetrated 132 ft by Kedzie Avenue and Inaugural Runway 27R ROFA is penetrated 120 ft by Western Avenue.

Based on the findings of the SSA Airport Master Plan and the submitted ALP, the Illinois Department of Transportation-Division of Aeronautics (IDOT) is requesting a Modification to Standards for existing airfield conditions. IDOT proposes to correct all conditions through on-site development (road closure and relocation). These actions are depicted on the Inaugural Airport Layout Plan Drawing. The following is a listing and analysis of the conditions.

Conditions for Analysis

1. Inaugural Runway 9L Runway Object Free Area – Kedzie Avenue
2. Inaugural Runway 27R Runway Object Free Area – Western Avenue

The following analysis is directed by guidance in the Federal Aviation Administration’s Great Lakes Region Policy and Procedures Memorandum (PPM) 5320.1G, *General Processing of Modifications to Agency Airports Design and Construction Standards*. The PPM states that the Proposal Package for Modifications to Standards include the following documentation.

1. **A list of standards requiring modification and a discussion of why the standards cannot be met.**

The following conditions cannot be met:

Condition 1: Inaugural Runway 9L ROFA – A portion of the full length of the Inaugural Runway 9L ROFA is currently constrained by Kedzie Avenue. Kedzie Avenue is approximately 132 ft west of the runway threshold and is depicted in **Exhibit 1**.

Condition 2: Inaugural Runway 27R ROFA – A portion of the full length of the Inaugural Runway 27R ROFA is currently constrained by Western Avenue. Western Avenue is approximately 120 ft east of the runway threshold and is depicted in **Exhibit 1**.

Table 1 – Design Standard Modification For Inaugural Airport Layout Plan Sheet		
<i>Airport Design Criteria</i>	<i>Existing Design Criteria Condition</i>	<i>FAA Design Criteria Standard</i>
Inaugural Runway 9L ROFA Beyond Runway End	400 ft wide x 132 ft long	400 ft wide x 240 ft long
Inaugural Runway 27R ROFA Beyond Runway End	400 ft wide x 120 ft long	400 ft wide x 240 ft long

2. **A description of the proposed modification.**

Design Standard Requiring Modification for the Existing Airport Layout Plan Sheet

The following standards in **Table 1** are provided in AC 150/5300-13, Change 18:

3. A discussion of viable alternatives for accommodating the unique conditions.

A goal of the South Suburban Airport Master Plan is to be compliant with FAA Airport Design criteria, to the fullest extent possible. During the drafting the ALP three alternatives for resolving design issues for Inaugural Runway 9L-27R were considered: No Action Alternative, Closure of Kedzie and Western Avenues and Relocation of Kedzie and Western Avenues. A combination of closure and relocation was also considered. Retention of the existing general aviation/corporate aviation runway along with the development of the commercial runway was determined to be the most desirable airfield configuration.

The following alternatives were considered when analyzing the **Inaugural Runway 9L ROFA Beyond Runway End:**

- A. *No Action – Inaugural Runway 9L – Kedzie Avenue would penetrate the ROFA:*
- i. This alternative would take 0 years to complete.
 - ii. Estimated cost – \$0
 - iii. The pro of this option is that it has no cost. The con is that it does not allow for a clear ROFA.
 - iv. This alternative is considered to be economically feasible.
 - v. This alternative would not meet an acceptable level of safety because vehicles traveling on Kedzie Avenue would penetrate the ROFA.
- B. *Clear ROFA – Closure of Kedzie Avenue:*
- i. It is estimated that this alternative would take less than 1 year to complete due to the small amount of road removal and grading/seeding that is required.
 - ii. Estimated cost – \$5,000.00.
 - iii. The pro of this option is that it would create a clear ROFA. The con is that existing users of Kedzie Avenue could be adversely impacted due to the road closure.
 - iv. This alternative is considered to be economically feasible.
 - v. This alternative would meet an acceptable level of safety because there would be a clear ROFA.
- C. *Clear ROFA – Relocate Kedzie Avenue outside of the ROFA:*
- i. It is estimated that this alternative would take 1 year to complete due to the road removal, grading/seeding and construction of the new road that is required.
 - ii. Estimated cost – \$1,900,000.00
 - iii. The pro of this option is that it would create a compliant ROFA. The con is more expensive than the two previous alternatives.
 - iv. This alternative is considered to be economically feasible.
 - v. This alternative would meet an acceptable level of safety because there would be a clear ROFA.

The preferred alternative is Alternative C, depicted in **Exhibit 1**, would allow for the relocation of Kedzie Avenue outside the ROFA. The Inaugural Runway 9L ROFA penetration is ultimately resolved on the Inaugural ALP.

The following alternatives were considered when analyzing the **Inaugural Runway 27R ROFA Beyond Runway End:**

- A. *No Action – Inaugural Runway 27R Western Avenue would penetrate ROFA:*
- i. This alternative would take 0 years to complete.
 - ii. Estimated cost – \$0
 - iii. The pro of this option is that it has no cost. The con is that it does not allow for a clear ROFA.
 - iv. This alternative is considered to be economically feasible.

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- v. This alternative would not meet an acceptable level of safety because vehicles traveling on Western Avenue would penetrate the ROFA.
- B. Clear ROFA – Closure of Western Avenue:**
- i. It is estimated that this alternative would take less than 1 year to complete due to the road removal and grading/seeding.
 - ii. Estimated cost – \$5,000.00.
 - iii. The pro of this option is that it would create a clear ROFA. The con is that existing users of Western Avenue would be affected due to the road closure.
 - iv. This alternative is considered to be economically feasible.
 - v. This alternative would meet an acceptable level of safety because there would be a clear ROFA.
- C. Clear ROFA – Relocate Western Avenue outside of the ROFA:**
- i. It is estimated that this alternative would take 1 year to complete due to the road removal, grading/seeding and construction of the new road that is required.
 - ii. Estimated cost – \$1,400,000.00.
 - iii. The pro of this option is that it would create a compliant ROFA. The con is it is the most expensive alternative.
 - iv. This alternative is considered to be economically feasible.
 - v. This alternative would meet an acceptable level of safety because there would be a clear ROFA.

The preferred alternative is Alternative B, depicted in **Exhibit 2**, would provide for the closure of Western Avenue within the ROFA. The Inaugural Runway 27R ROFA penetration is ultimately resolved on the Inaugural ALP Drawing.

4. Assurances that the proposed modification conforms to the requirements of paragraphs 2.d (2) and 3.b.

2.d (2) – Approval of the modification of a design standard is contingent on the assurance that the modification will provide an acceptable level of safety, and provide an economical and feasible alternative.

The subject Airport Layout Plan (**Airspace Case Number 2012-AGL-xxxx-NRA**) has been reviewed by all lines of business at the FAA and none have identified any potential unacceptable levels of safety. Based upon the above analyses, it is believed that the proposed alternative (as depicted on the Inaugural ALP) provides an acceptable level of safety in a manner that represents the most economical, prudent, and feasible resolution to the existing and Inaugural conditions.

3.b – The ADO/block grant state may approve all construction methods and material specification modifications to construction standards that have not been reserved for approval by AAS-1. These approvals are contingent on the assurance that the modification to construction standards will provide an economical and feasible alternative, will provide a product that conforms to FAA acceptance criteria, and will perform for its intended design life, based on historical data. This approval authority includes but is not necessarily limited to:

- (1) Those addressed in engineering briefs,
- (2) Those local construction methods, practices or material specifications that are routinely and successfully utilized in that area and have been previously found acceptable by the AAS-1.
- (3) Those FAA non-standard construction methods and material specifications covered by ASTM and AASHTO specifications that have been successfully used during previous airport construction in similar applications (in the sole judgment of the ADO/block grant state).
- (4) Any other construction method or material specification modification, which in the judgment of the ADO/block grant state, is to primarily "...accommodate unique local conditions...", except for those items reserved for approval by AAS-1.

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- (5) *Any material specification when locally available materials cannot meet the requirements of that standard, except those standards reserved for AAS-1 approval.*
- (6) *All modifications to the FAA standard specifications, except those reserved for approval by AAS-1. Examples include, but are not limited to:*
 - (a) *Approving modification to aggregate gradation and bandwidths, aggregate material test (soundness, abrasion, fracture faces, etc.).*
 - (b) *Approving construction equipment and methods, which are not first time, experimental or controversial.*
 - (c) *Weather limitations.*
- (7) *The General Provisions of AC 150/5370-10 may be approved, if necessary to make them compliant with local laws and regulations.*

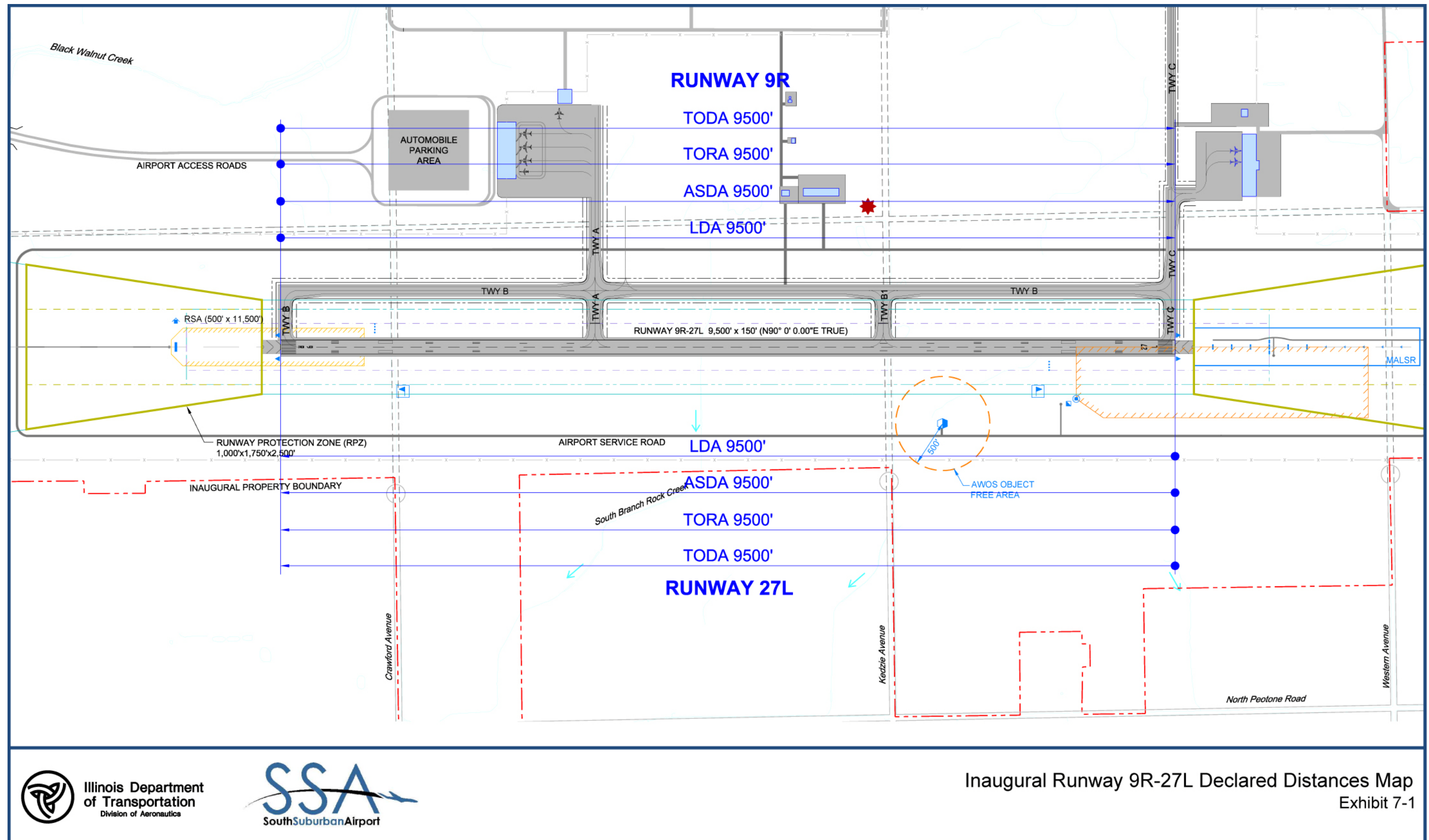
The proposed ALP Modification to Standards only concerns airport design standards, and not modifications to construction standards. As such, this section is not applicable to this proposal.

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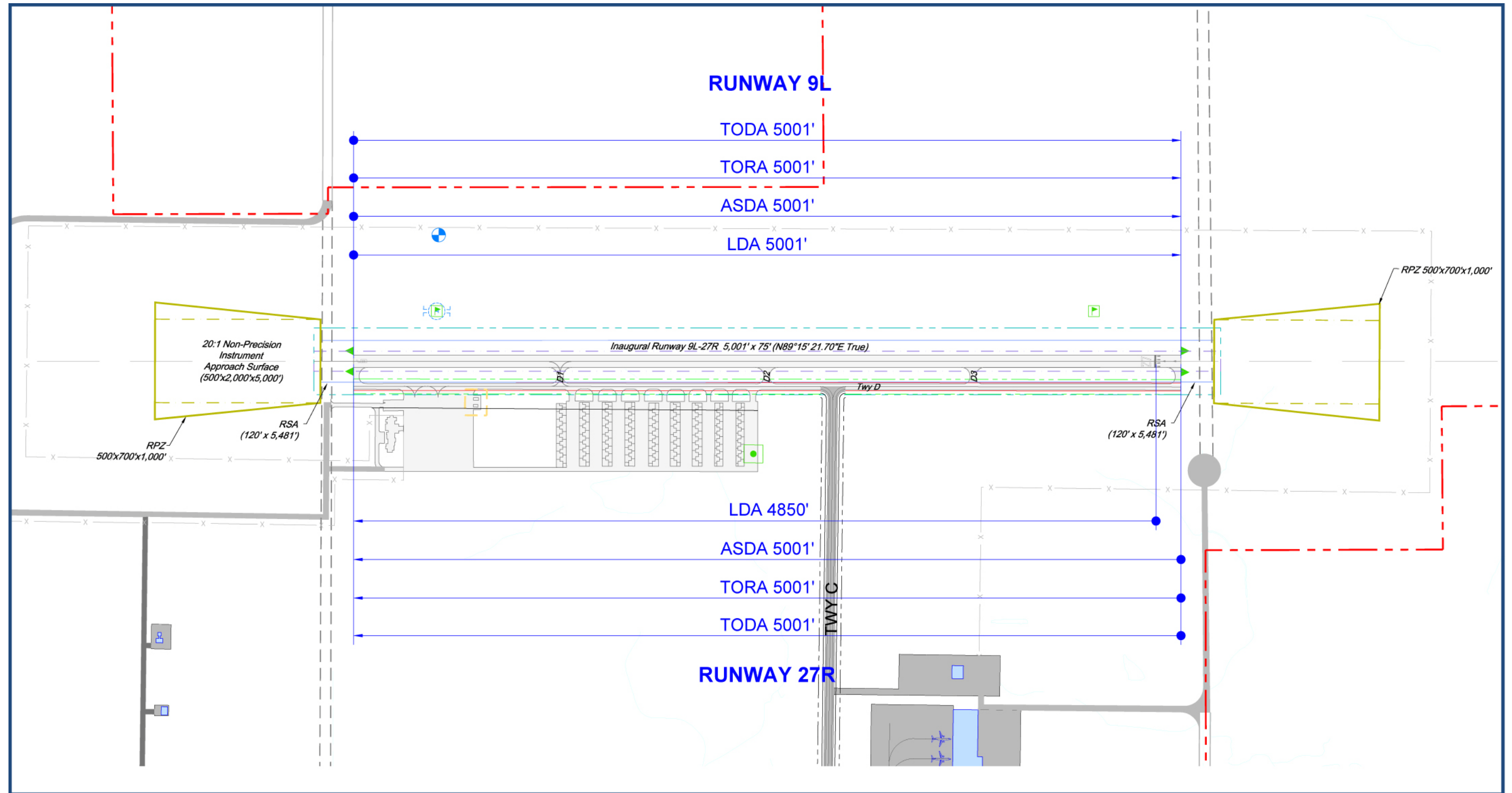
Appendix E – Declared Distances

Exhibit 7-1 – Inaugural Runway 9R-27L Declared Distances Map

Exhibit 7-2 – Inaugural Runway 9L-27R Declared Distances Map



Inaugural Runway 9R-27L Declared Distances Map
Exhibit 7-1



Inaugural Runway 9L-27R Declared Distances Map
Exhibit 7-2

Appendix F – Airport Layout Plan Checklist

Exhibit 8-1 – South Suburban Airport Layout Plan Checklist

ATTACHMENT B. ALP REVIEW CHECKLIST

The following checklist is a supplement to the FAA AC 150/5070-6B, Appendix F, Airport Layout Plan Drawing Set and is to be used when completing and submitting an ALP in the Great Lakes Region for review and approval. All references are to AC 150/5070-6B, Change 1, unless otherwise stated. Consultants and/or sponsors should indicate “Yes,” “No” or “Not applicable (N/A)” for every item on the checklist. The FAA/IDOT will then use the same checklist for review and verification.

The ALP Title Sheet must contain the following signed “ALP Review Statement”:

On behalf of AECOM, this Airport Layout Plan (ALP) was prepared for the South Suburban Airport according to the applicable Advisory Circulars, the current version of the Great Lakes Region ALP Checklist, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms with FAA design standards, except as noted.

Airport Identification (to be completed by Sponsor or Consultant)		
Airport	South Suburban Airport	
City and State	Peotone, Illinois	Three-Letter Code: Temp ID 2043
Airport Owner	Illinois Department of Transportation, Division of Aeronautics	

ALP Submission Information (to be completed by Sponsor or Consultant)		
ALP Prepared by	AECOM Name of Consulting Firm	
	Elliott Lindgren / Linell Homentosky Name of Individual	09/04/2012 Date
	(215) 399-4339 / (215) 399-4346 Telephone	
	elliott.lindgren@aecom.com / Linell.Homentosky@aecom.com Email address	
Internal QA/QC Review	David Karlquist / Joann Bingham (HPS) Name of Individual	09/04/2012 Date
Airport Sponsor Review	Peter R. Quattrocchi Name of Individual	09/06/2012 Date
	Project Manager Title	

IDOT State Block Grant Review (to be completed by IDOT)		
Reviewer	Not Applicable Name of Submitter	N/A Date
	Not Applicable Title	

South Suburban Airport Airport Layout Plan Checklist –Regional Guidance Letter 5070.1 – Attachment B	Sponsor / Consultant			FAA/ IDOT
	Yes	No	N/A	
I. Narrative Report				
A. Executive Summary – A short summary of the findings/recommendations of the master planning effort or changes to the ALP. This should include a description of planned projects, an implementation plan/timeline, and identification of benchmarks or actions that will be conducted to either verify the original planning assumptions or proceed with project implementation.				
1. Identify Projects along with description	✓ ¹			
2. Create a Timeline for each Project	✓ ¹			
3. Identify and List:				
a. Proposed Projects (e.g. Hangar development)	✓ ¹			
b. Milestones/Triggering Events (e.g. 1. All hangars are full. 2. There is a waiting list long enough to fill a new development, 3. Hangars have reached their useful life, etc.)	✓ ¹			
c. Action Items/Next Steps (e.g. 1. Maintain log and gather data. 2. Discuss plan with IDOT SBG. 3. Put on ACIP. 4. Identify funding sources. 5. Agreement from IDOT SBG that project should move forward to Environmental review.)	✓ ¹			
d. Funding Plan	✓ ¹			
B. Basic aeronautical forecasts (0-5, 6-10, 11-20 years):				
1. Total annual operations	✓ ²			
2. Annual itinerant operations all aircraft	✓ ²			
3. Annual itinerant operations by current critical aircraft	✓ ²			
4. Annual itinerant operations by future critical aircraft	✓ ²			
5. Number of based aircraft	✓ ²			
6. Annual instrument approaches	✓ ²			
7. Number of enplanements	✓ ²			
8. State System Plan Forecasts/Critical Aircraft	✓ ²			
C. Alternatives/Proposed Development				
1. Explanation of proposed development items	✓ ³			
2. Discuss near-term and future Approach Procedure Requirements or affects (i.e. LPV, Circling, etc.)	✓ ⁴			
3. Navigational Aids or Other Equipment Needs (ie Approach Lights, Wind Cone, AWOS etc)	✓ ⁴			

South Suburban Airport Airport Layout Plan Checklist –Regional Guidance Letter 5070.1 – Attachment B	Sponsor / Consultant			FAA/ IDOT
	Yes	No	N/A	
4. Is wind coverage adequate for existing and future runway layouts? Has wind data been updated?	✓ ⁴			
D. Rationale for unusual design features and/or Modification to FAA Airport Design Standards requested and/or approved. This item must be either in the Narrative Report or clearly explained on the ALP.	✓ ⁴			
E. Obstruction Surfaces (14 CFR Part 77, Threshold Siting, Airports GIS surfaces)	✓ ⁴			
F. Development summary (including sketches and cost estimates) for stages of construction for:				
1. 0-5 Years	✓ ¹			
2. 6-10 Years	✓ ¹			
3. 11-20 Years	✓ ¹			
G. Shadow Study for towered airport (negative or positive statements are required)	✓ ¹			
H. Letters of coordination with all levels of government, as needed	✓ ⁵			
I. Are there any Wildlife Hazard Management Issues?	✓ ⁵			
J. Preliminary Identification of Environmental Features				
1. Major airport drainage ditches	✓ ⁶			
2. Wetlands	✓ ⁶			
3. Flood Zones	✓ ⁶			
4. Historic or Cultural features	✓ ⁶			
5. Section 4(f) features	✓ ⁶			
6. Flora/Fauna	✓ ⁶			
7. Natural Resources	✓ ⁶			
8. Etc. (other features identified in Order 5050.4B)	✓ ⁶			
Remarks.				
¹ See Implementation/Financial Report. ² See Approved SSA Forecasts 2009: Verification Of 2004 Forecasts Report. ³ See Alternatives Development and Evaluation Report. ⁴ See Airport Plans Report. ⁵ Ongoing. ⁶ See Environmental Considerations Report.				

**South Suburban Airport
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Sponsor / Consultant
Yes No N/A **FAA/
IDOT**

Airport Layout Plan Drawing(s)

Critical Design Aircraft or Family of Aircraft

Inaugural: 09R-27L	Make: Boeing	Model: B737-800/A320	Annual Operations: See Forecast Report
Inaugural: 09L-27R	Make: Cessna	Model: Bravo	Annual Operations: See Forecast Report
Future: 09L-27R	Make: Various	Models: Various	Annual Operations: See Forecast Report
Future: 08R-26L	Make: Various	Models: Various	Annual Operations: See Forecast Report

Forecasted Year: See Forecast Report

Airport Reference Code (ARC): Inaugural Runway 09R-27L	C-III
Airport Reference Code (ARC): Inaugural Runway 09L-27R	B-1
Airport Reference Code (ARC): Future Runway 09L-27R	C/D-III/VI
Airport Reference Code (ARC): Future Runway 08R-26L	C/D-III/VI

Approach Minimums

Inaugural: 09R	Minimums: Precision	Inaugural : 27L	Minimums: Precision
Inaugural: 09L	Minimums: Non-Precision	Inaugural: 27R	Minimums: Non-Precision
Future: 09L	Minimums: Precision	Future: 27R	Minimums: Precision
Future: 08R	Minimums: Precision	Future: 26L	Minimums: Precision

Runways (Inaugural and Future)

Runway Numerals	Inaugural Runways			Future Runways		
	Length (ft)	Width (ft)	Departure (Y/NA)	Length (ft)	Width (ft)	Departure (Y/NA)
09R-27L	9500	150	Y	NA	NA	NA
09L-27R	5000	100	NA	NA	NA	NA
09L-27R	NA	NA	NA	12,000*	150/200	Y
08R-26L	NA	NA	NA	12,000*	150/200	Y

Remarks. NA – Not Applicable. *Provided for planning purposes.

II. Title Sheet

The scale of the Title Sheet should be developed to include the following:

A. Title and revision blocks	✓			
B. Airport owner (sponsor) approval block	✓			

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	Yes	No	N/A	
C. Date of ALP (date the airport sponsor/consultant signs the ALP)	✓			
D. Index of sheets	✓			
E. State Aeronautics Agency Approval Block	✓			
F. State outline with county boundaries. County in which airport is located should be highlighted	✓			
G. Location map (general area)	✓			
H. Vicinity map (general area showing specific airport location)	✓			
I. Space for the FAA approval letter or stamp	✓			
J. ALP Review Statement	✓			
Remarks.				
III. Airport Data Sheet				
A. Title and Revision Blocks	✓			
B. Wind Rose (all weather and IFR) with appropriate airport reference code, crosswind coverage, source of wind information and time period covered (for IFR runways applicable minimums should be included.				
1. 10.5, 13, 16 & 20 knots wind rose (based on appropriate airport reference code)	✓			
2. Percentage of wind coverage/crosswind	✓			
3. Source of data	✓			
4. Age of data (last 10 consecutive years of data with most current data no older than 10 years)	✓			
C. Airport Data Table				
1. Mean maximum temperature of hottest month	✓			
2. Airport elevation (highest point of the landing areas, nearest 0.1 ft)	✓			
3. Airport Navigational Aids (NDB, TVOR, ASR, Beacon, etc.)	✓			
4. Airport reference point coordinates, nearest second (existing, future if appropriate and ultimate)	✓			
5. Miscellaneous facilities (taxiway lighting, lighted wind cone(s), AWOS, etc.){Including type/model and any facility critical areas}	✓			
6. Identify the following for each runway and stage of development:				

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	Yes	No	N/A	
a. approach category	✓			
b. design group	✓			
c. tail height	✓			
7. Critical Design Aircraft (existing & future)	✓			
D. Runway Data Table				
1. Runway identification	✓			
2. Approach Category and Design Group	✓			
3. Visibility minimums (existing and future) [All changes to approach minimums must be confirmed through separate submission of AGL “Request for Approach Procedure” Form prior to a request for a new, amendment to an approach procedure]	✓			
4. Pavement Strength & Material Type	✓			
5. Effective Runway Gradient (%)	✓			
6. Percent (%) Wind Coverage (each runway)	✓			
7. Runway dimensions (length and width)	✓			
8. Displaced Threshold	✓			
9. Runway safety area dimensions (actual existing and design standard)	✓			
10. Runway end coordinates (NAD83) (include displaced threshold coordinates, if applicable)	✓			
11. Runway lighting type (LIRL, MIRL, HIRL)	✓			
12. Runway Protection Zone (RPZ) Dimensions	✓			
13. Runway marking type (visual, non-precision, precision)	✓			
14. 14 CFR Part 77 approach category (50:1; 34:1; 20:1)	✓			
15. Approach Type (precision, non-precision, visual)	✓			
16. Type of Aeronautical Survey Required for Approach (Vertically Guided, Not Vertically Guided)	✓			
17. Runway Departure Surface (Yes or N/A)	✓			
18. Object Free Area and Precision Obstacle Free Zone Dimensions	✓			
19. Visual and instrument NAVAIDs (Localizer, GS, PAPI, etc.)	✓			
20. Taxiway safety area dimensions	✓			

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	Yes	No	N/A	
21. Taxiway lighting	✓			
22. Identify the vertical/horizontal datum	✓			
E. Modification to Airport Design Standards Approval Table (if applicable , a separate written request, including justification, should accompany the Modification to Design Standards				
1. Approval Date/Airspace Case Number/Standard to be Modified Description	✓			
F. Object Penetration Table				
1. Obstacle Free Zone (OFZ) Object Penetration (if none, state “No OFZ Penetrations”)	✓			
2. Threshold Siting Surface (TSS) Object Penetrations (if none, state “No TSS Penetrations”)	✓			
G. Declared Distances Table (Required even if Declared Distances are not in effect)				
1. Takeoff Run Available (TORA)	✓			
2. Takeoff Distance Available (TODA)	✓			
3. Landing Distance Available (LDA)	✓			
4. Accelerate-Stop Distance Available (ASDA)	✓			
Remarks.				
IV. Airport Layout Drawing				
Two or more sheets may be necessary for clarity, existing and proposed. The reviewer should be able to differentiate between existing, future, and ultimate development. If clarity is an issue, some features of this drawing may be placed in tabular format. North should be pointed towards the top of the page or to the left. (scale 1”=200’ to 1”=600’) (Pg. 129-132)				
A. Title and Revision Blocks	✓			
B. Layout of existing and proposed facilities and features:				
1. True and magnetic North with year of magnetic declination, include Epoch year.	✓			
2. Airport reference point – locate by symbol and elevation to the nearest 0.1 ft, Lat./Long. To the nearest second (existing, future, and ultimate).	✓			
3. Wind cones, segmented circle, beacon, AWOS, etc.	✓			
4. Contours (showing only significant terrain differences).	✓			
5. Elevations.				
a. Runway – existing, future and ultimate ends (nearest 0.1 ft)	✓			
b. Touchdown Zone Elevation (highest point in first 3,000 ft. of runway)	✓			

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	Yes	No	N/A	
c. Runway high/low points (existing & future)	✓			
d. Label runway/runway intersection elevations			✓	
e. Displaced Thresholds (if any)	✓			
f. Roadways & Railroads (where they intersect approach surfaces, the extended runway centerline and at the most critical points)	✓			
g. Structures	✓			
6. Runway Details.				
a. Dimensions – length and width (existing, future and ultimate)	✓			
b. Orientation – true bearing to nearest 0.01 second (and runway numbers)	✓			
c. End Coordinates – existing, future and ultimate degrees, minutes, seconds (to the nearest 0.01 second)	✓			
d. Runway Safety Areas – actual, existing, future and ultimate (including dimensions)	✓			
e. Runway Object Free Areas (OFA)	✓			
f. Precision Obstacle Free Zone (POFZ)	✓			
g. Obstacle Free Zone (OFZ)	✓			
h. Clearways and stopways			✓	
i. Runway Protection Zone (RPZ)				
1) Dimensions (existing, future and ultimate)	✓			
j. 14 CFR Part 77 Approach Surfaces	✓			
k. FAA AC 150/5300-13, Appendix 2 Runway End Siting Requirements, if applicable (see Attachment A guidelines)				
1) Approach Surface Slope and Type (existing & future)	✓			
l. NAVAIDS – PAPI, ILS, ALS, MALSR, REIL, etc. (plus NAVAID critical area’s)	✓			
m. Marking – thresholds, hold lines offsets, etc.	✓			
n. Displaced threshold coordinates and elevation.	✓			
o. Runway separation distances.	✓			
7. Taxiway Details (Taxiway Safety Area and Object Free Area extend the entire length of the taxiway):				
a. Dimensions –width (existing and ultimate)	✓			

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	Yes	No	N/A	
b. Taxiway Object Free Area	✓			
c. Hold Position signage/markings	✓			
d. Taxiway Centerline Separation from:				
1). Runway centerline	✓			
2). Parallel Taxiway	✓			
3). Aircraft Parking	✓			
4). Objects	✓			
8. Fences (identify height)	✓			
9. Aprons				
a. Dimensions	✓			
b. Identify aircraft tie-down layout	✓			
c. Identify Special Use Area’s (i.e. Deicing, or Aerial Applications on or near an apron)	✓			
10. Roads (labels)	✓			
11. Legend	✓			
12. Building Table (including building elevations)	✓			
13. Items to be identified with distinct line types				
a. ILS Critical Area (GS & Localizer)	✓			
b. Building Restriction Lines (Reference FAA AC 150/5300-13, Paragraph 210) Identify Assumptions	✓			
c. Runway Visibility Zone			✓	
d. Airport Property Line and Easements (existing, future and ultimate)	✓			
14. Survey Documentation				
a. Survey Monuments (PACS/SACS, see AC 510/5300-16)	✓			
b. Offsets, stations, etc.	✓			
15. Any ATCT line of sight shadow areas (use separate sheet if necessary)	✓			
16. General Aviation development area (i.e., fuel facilities, FBO, hangars, etc) – greater detail can be shown on the terminal area drawing	✓			
17. Facilities and movement areas that are to be phased out, if any, are described	✓			
Remarks.				

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	Yes	No	N/A	

V. Airport Airspace Drawing				
(Part 77) Scale 1" = 2000' plan view, 1" = 1000' approach profiles, 1"=100' (vertical) for approach profiles (Pg. 132)				
A. Title and Revision Blocks	✓			
B. Plan view (based on ultimate runway lengths)				
1. USGS Quad Sheet for base map	✓			
2. Runway end numbers	✓			
3. Part 77 Surfaces (Horizontal, Conical, Transitional, etc.) Including elevations at the point where surfaces change	✓			
4. 50' elevation contours on sloping surfaces (NAVD88)	✓			
5. Top elevations of penetrating objects (refer to the inner portion of the approach surface drawing, pg. 133-134)	✓			
6. Note specifying height restriction (ordinances/statutes, pg. 133)	✓			
C. Profile view (optional)				
1. Airport Elevation	✓			
2. Composite Ground Profile along extended Runway Centerline	✓			
3. Significant objects (bluffs, rivers, roads, schools, towers, etc.) and elevations	✓			
4. Existing, future and ultimate runway ends and approach slopes	✓			
D. Obstruction Data Tables (identify obstacles not depicted on the Inner Portion of the Approach Surface Drawing)				
1. Object identification number	✓			
2. Description	✓			
3. Date of Obstruction Survey	✓			
4. Ground Surface Elevation	✓			
5. Object Elevation	✓			
6. Amount of surface penetration	✓			
7. Proposed or existing disposition of the obstruction	✓			
Remarks.				

**South Suburban Airport
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Sponsor / Consultant			FAA/ IDOT
Yes	No	N/A	

VI. Inner Portion of the Approach Surface Drawing

Scale 1"=200' Horizontal, 1"=20' Vertical (Pg.133) Two sheets may be necessary for clarity. Typically, the plan view is on the top half of the drawing and the profile view is on the bottom half. (Views should be drawn from the runway threshold to a point on the approach slope 100 ft above the runway threshold elevation, at a minimum, or the limits of the RPZ whichever is further)

A. Title and Revision Blocks	✓			
B. Plan view (existing and ultimate)				
1. Inner portion of approach surface	✓			
2. Aerial photo for base map when available			✓	
3. Objects (identified by numbers)	✓			
4. Property line within approaches	✓			
5. Road & railroad elevations, plus movable object heights	✓			
6. Approach Surface clearance over Roads and Railroads at the most critical points, the Centerline and Edge of the surface	✓			
7. Physical end of runway, end number, elevation (NAVD88)	✓			
8. Airport Design Surfaces				
a. Runway Safety Area	✓			
b. Runway Object Free Area	✓			
c. Runway Obstacle Free Area	✓			
d. Runway Protection Zone	✓			
e. Precision Obstacle Free Zone	✓			
9. Ground Contours.	✓			
C. Profile view				
1. Existing and proposed runway centerline ground profile (list elevations at runway ends & all points of grade changes)	✓			
2. Future development from plan view	✓			
3. Part 77 Approach/transition surface	✓			
4. AC 150/5300-13, Appendix 2 Runway End Siting Requirements, if applicable	✓			
5. Terrain in approach area (fences, streams, etc.)	✓			
6. Objects – identify the controlling object (same numbers as plan view)	✓			

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	Yes	No	N/A	
7. Touchdown zone elevation (highest point in first 3,000 ft. of runway)	✓			
8. Cross section of road & railroad	✓			
9. Existing and proposed property and easement lines	✓			
D. Obstruction tables for each approach surface (surface should be identified)				
1. Object identification number	✓			
2. Description	✓			
3. Date of Obstruction Survey and Survey Accuracy	✓			
4. Allowable Part 77 elevation	✓			
5. Amount of surface penetration.	✓			
6. Proposed disposition of Part 77 obstruction	✓			
7. Triggering Event (i.e., Runway extension) – Timeframe/expected date for removal	✓			
8. Allowable Appendix 2 surface elevation (if applicable)	✓			
9. Amount of Appendix 2 surface penetration (if applicable)	✓			
10. Proposed disposition of Appendix 2 surface obstruction (if applicable)	✓			
11. 150/5300-13, Appendix 2 Surfaces (15:1, 20:1, 34:1, 40:1, 62.5:1)	✓			
Remarks.				
VII. Terminal Area Drawing (pg. 134)				
Scale 1"=50' or 1"=100'. Plan view of aprons, buildings, hangars, parking lots, roads				
A. Title and Revision Blocks	✓			
B. Building data table				
1. Structure identification number	✓			
2. Top elevation of structures (AMSL)	✓			
3. Obstruction marking/lighting (existing/future)	✓			
C. Buildings to be removed or relocated noted	✓			
D. Fueling facilities, existing and future	✓			
E. Air carrier gates positions shown, indicated by circles (existing/future)	✓			
F. Existing and future security fencing with gates	✓			
G. Building restriction line (BRL)	✓			

South Suburban Airport Airport Layout Plan Checklist –Regional Guidance Letter 5070.1 – Attachment B	Sponsor / Consultant			FAA/ IDOT
	Yes	No	N/A	
H. Taxiway or taxilane centerlines designated	✓			
I. Dimensions				
1. Clearance Dimensions between Runway, Taxiway, and Taxilane centerlines and hangars, buildings, aircraft parking, and other objects	✓			
2. Dimensions of Aprons, taxiways, etc. [Apron/Hangar areas that do not meet dimensional standards of the critical aircraft should be identified and the wingspan/design group of the aircraft that can use that area depicted.]	✓			
J. Property Line	✓			
K. Auto parking (existing/future)	✓			
L. Major airport drainage ditches or storm sewers	✓			
M. Special Use Area (i.e., Agricultural spraying, Deicing/Containment)	✓			
Remarks.				
VIII. Land Use Drawing (p. 134)				
Scale 1"=200' to 1"=600'.				
A. Title and Revision Blocks	✓			
B. Airport boundaries/property, existing and future (fee and easement)	✓			
C. Plan view of land uses by category (Agricultural, Aeronautical, Commercial, Residential, etc.)				
1. On-Airport (existing & future)	✓			
2. Off-Airport (existing & future) {to the 65 DNL contour at a minimum, if contour known}	✓			
D. Boundaries of local government	✓			
E. Land use legend	✓			
F. Public facilities (schools, hospitals, parks, churches etc.)	✓			
G. Runway visibility zone for intersecting runways	✓			
H. Show off-airport property out to 65 LDN, if available			✓ ¹⁰	
I. Zoning Restrictions	✓			
Remarks.				

South Suburban Airport Airport Layout Plan Checklist –Regional Guidance Letter 5070.1 – Attachment B	Sponsor / Consultant			FAA/ IDOT
	Yes	No	N/A	
IX. Runway Departure Surface Drawing (for each runway that is designated primarily for instrument departures, p. 135) Advisory Circular 150/5300-13, Appendix 2 (40:1 for Instrument Procedure Runways [Scale 1"=1,000' Horizontal, 1" = 100' Vertical, Out to 10,200' beyond the Runway threshold])(62.5:1 for Commercial Service Runways (Scale 1" = 2,000' Horizontal, 1" = 100' Vertical, Out to 50,000' beyond the Runway threshold.				
A. Title and Revision Blocks	✓			
B. Plan view (existing and future)				
1. Aerial Photo for base map	✓			
2. Runway end numbers and elevation	✓			
3. 50' elevation contours on sloping surfaces (NAVD88)	✓			
4. Depict Property line, including easements	✓			
5. Identify, by numbers, all traverse ways with elevations and computed vertical clearance in the departure surface	✓			
C. Profile View (existing & future)				
1. Ground profile	✓			
2. Significant objects (bluffs, rivers, roads, buildings, fences, structures, etc.)	✓			
3. Identify obstructions with numbers on the plan view	✓			
4. Show roads and railroads with dashed lines at edge of the departure surface	✓			
D. Obstruction Data Table				
1. Object Identification number	✓			
2. Description	✓			
3. Object Elevation	✓			
4. Amount of surface penetration	✓			
5. Proposed or existing disposition of the obstruction	✓			
6. Separate table for each departure surface	✓			
Remarks.				
X. Airport Property Map/Exhibit A (p. 136) Scale 1"=200' to 1"=600'				
A. Title and Revision Blocks	✓			

South Suburban Airport Airport Layout Plan Checklist –Regional Guidance Letter 5070.1 – Attachment B	Sponsor / Consultant			FAA/ IDOT
	Yes	No	N/A	
B. Plan view showing parcels of land (existing, future and ultimate)				
1. Fee land interests (existing and future)	✓			
2. Easement interests (existing and future)				
a. Part 77 protection	✓			
b. Compatible Land Use	✓			
c. RPZ Protection	✓			
C. Legend - shading/cross hatching, survey monuments, etc.	✓			
D. County/Township/Range and vicinity map.	✓			
E. Data Table				
1. Number or letter and area of each parcel or easement	✓			
2. Date property was acquired or property status	✓			
3. Federal Aid project number under which the property acquisition was reimbursed			✓	
4. Type of funds used to acquire land (i.e., AIP-noise, AIP-entitlement, PFC, surplus property, local purchase, local donation, condemnation, other)	✓			
5. Grantor of property	✓			
6. Acreage	✓			
Remarks.				