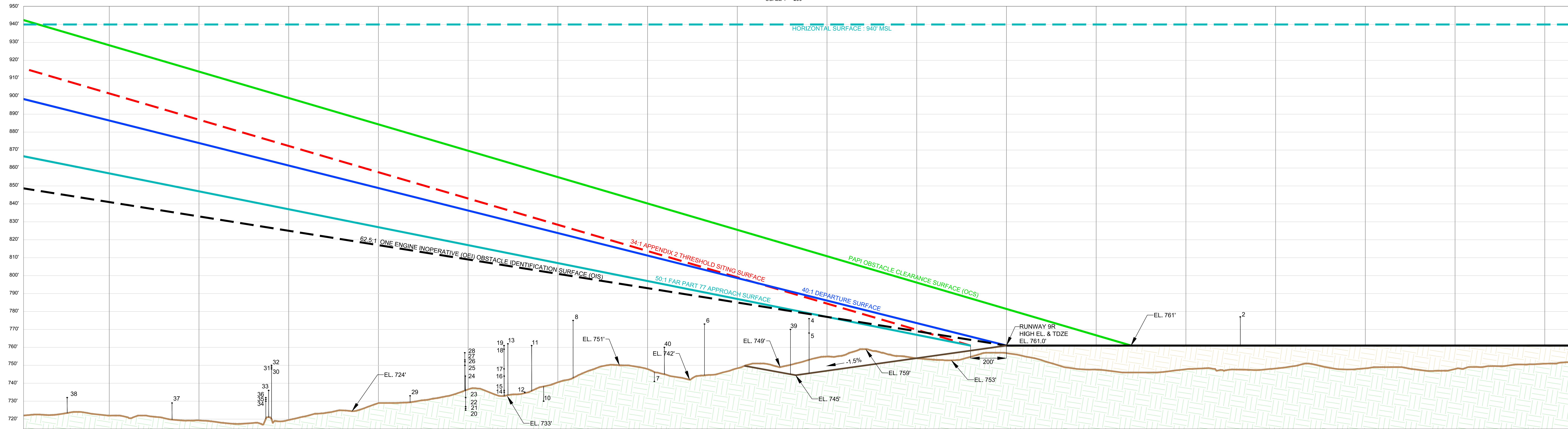


RUNWAY 9R PLAN VIEW
SCALE 1" = 200'



RUNWAY 9R PROFILE VIEW
VERTICAL SCALE 1" = 20'
HORIZONTAL SCALE 1" = 200'

RUNWAY 9R 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	
NO.	DESCRIPTION	TOP ELEVATION (MSL)	DIST. TO RWY END	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION
1	EXISTING STRUCTURES*	777'	-	761'	-	N/A	-	N/A	-	N/A	-	N/A	-
2	WIND CONE	777'	-	761'	-	N/A	-	N/A	-	N/A	-	N/A	-
3	LOCALIZER EQUIPMENT SHELTER	776'	1,100'	N/A	N/A	N/A	N/A	776'	-3'	787'	-11'	788'	-12'
4	LOCALIZER	766'	1,100'	N/A	N/A	N/A	N/A	776'	-11'	787'	-12'	788'	-13'
5	PERIMETER ROAD	773'	1,683'	N/A	N/A	822'	-49'	N/A	N/A	803'	-30'	N/A	N/A
6	PERIMETER ROAD	741'	1,862'	N/A	N/A	820'	-94'	N/A	N/A	810'	-45'	N/A	N/A
7	PERIMETER ROAD	775'	2,415'	N/A	N/A	821'	-46'	N/A	N/A	821'	-46'	800'	-25'
8	PERIMETER ROAD	775'	2,415'	N/A	N/A	821'	-46'	N/A	N/A	821'	-46'	800'	-25'
9	EXISTING STRUCTURES*	739'	2,579'	N/A	N/A	858'	-128'	N/A	N/A	N/A	N/A	825'	-95'
10	ADA SECURITY FENCE	761'	2,646'	N/A	N/A	857'	-96'	N/A	N/A	827'	-46'	N/A	N/A
11	ADA SECURITY FENCE	723'	2,685'	N/A	N/A	832'	-97'	N/A	N/A	830'	-93'	806'	-66'
12	PERIMETER ROAD	762'	2,778'	N/A	N/A	813'	-51'	813'	-51'	N/A	N/A	830'	-46'
13	PERIMETER ROAD	733'	2,799'	N/A	N/A	813'	-78'	N/A	N/A	830'	-96'	806'	-66'
14	PERIMETER ROAD	736'	2,799'	N/A	N/A	813'	-77'	837'	-101'	831'	-95'	806'	-66'
15	PERIMETER ROAD	744'	2,799'	N/A	N/A	813'	-69'	837'	-92'	831'	-87'	806'	-66'
16	PERIMETER ROAD	746'	2,800'	N/A	N/A	813'	-67'	837'	-90'	831'	-85'	806'	-66'
17	PERIMETER ROAD	769'	2,800'	N/A	N/A	813'	-54'	837'	-78'	831'	-72'	806'	-47'
18	PERIMETER ROAD	761'	2,850'	N/A	N/A	813'	-52'	837'	-76'	831'	-70'	806'	-45'
19	ADA SECURITY FENCE	723'	3,014'	N/A	N/A	844'	-119'	N/A	N/A	836'	-111'	809'	-82'
20	ADA SECURITY FENCE	726'	3,014'	N/A	N/A	817'	-91'	817'	-91'	N/A	N/A	836'	-83'
21	ADA SECURITY FENCE	727'	3,014'	N/A	N/A	817'	-92'	844'	-117'	836'	-109'	809'	-82'
22	ADA SECURITY FENCE	732'	3,014'	N/A	N/A	N/A	N/A	817'	-92'	844'	-112'	836'	-80'
23	ADA SECURITY FENCE	746'	3,016'	N/A	N/A	817'	-105'	844'	-105'	836'	-92'	809'	-65'

*TOP ELEVATION OF EXISTING STRUCTURES ARE NOT AVAILABLE. IT IS RECOMMENDED TO REMOVE THESE EXISTING STRUCTURES. THESE STRUCTURES ARE NOT DEPICTED IN RUNWAY 9R PROFILE VIEW.

RUNWAY 9R 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	
NO.	DESCRIPTION	TOP ELEVATION (MSL)	DIST. TO RWY END	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION
25	ADA SECURITY FENCE	750'	3,018'	N/A	N/A	N/A	N/A	817'	-67'	844'	-94'	836'	-86'
26	ADA SECURITY FENCE	750'	3,018'	N/A	N/A	817'	-67'	844'	-94'	836'	-86'	809'	-47'
27	ADA SECURITY FENCE	753'	3,018'	N/A	N/A	817'	-64'	817'	-64'	N/A	N/A	836'	-86'
28	ADA SECURITY FENCE	751'	3,019'	N/A	N/A	842'	-86'	N/A	N/A	836'	-86'	809'	-47'
29	EAGLE LAKE ROAD	733'	3,324'	N/A	N/A	850'	-122'	N/A	N/A	844'	-111'	814'	-81'
30	WILL CENTER ROAD	748'	4,096'	N/A	N/A	839'	-91'	876'	-128'	863'	-115'	827'	-79'
31	WILL CENTER ROAD	748'	4,096'	N/A	N/A	839'	-90'	876'	-127'	863'	-114'	827'	-78'
32	WILL CENTER ROAD	750'	4,096'	N/A	N/A	839'	-89'	839'	-89'	N/A	N/A	863'	-113'
33	WILL CENTER ROAD	736'	4,112'	N/A	N/A	840'	-102'	876'	-140'	864'	-128'	827'	-81'
34	WILL CENTER ROAD	736'	4,128'	N/A	N/A	840'	-110'	840'	-110'	N/A	N/A	864'	-134'
35	WILL CENTER ROAD	731'	4,128'	N/A	N/A	840'	-109'	877'	-146'	864'	-133'	827'	-80'
36	WILL CENTER ROAD	732'	4,128'	N/A	N/A	840'	-108'	877'	-145'	864'	-132'	827'	-79'
37	EAGLE LAKE ROAD	729'	4,650'	N/A	N/A	850'	-121'	N/A	N/A	837'	-148'	835'	-108'
38	EAGLE LAKE ROAD	732'	5,233'	N/A	N/A	862'	-130'	809'	-177'	862'	-160'	845'	-113'
39	MAINTENANCE ACCESS ROAD	770'	1,200'	N/A	N/A	791'	-11'	790'	-20'	791'	-21'	789'	-10'
40	MAINTENANCE ACCESS ROAD	760'	1,902'	N/A	N/A	N/A	N/A	795'	-35'	811'	-51'	809'	-49'

NOTES:
1. POSITIVE VALUES SHOWN IN RED DENOTE PENETRATION. NEGATIVE VALUES (1) DENOTE CLEARANCE.
2. ROAD ELEVATION INCLUDES 15' VERTICAL DISTANCE FOR MOVABLE OBJECTS PER CFR PART 77.
3. ADA SECURITY FENCE IS ASSUMED TO BE 6' ASL.
4. N/A DENOTES NOT APPLICABLE.
5. NAVIGATIONAL AIDS WITHIN THE PRIMARY SURFACE ARE ASSUMED TO BE AT A GRADED RUNWAY ELEVATION OF 761'.
6. THE 34:1 APPENDIX 2 THRESHOLD SITING SURFACE IS BASED ON RUNWAY TYPE 7 IN AC150/5000-13 CHANGE 10 TABLE A2.1 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY MINIMUMS - 3/4 STATUTE MILE OR PRECISION APPROACH (ILS, GLS, OR M.S.) DAY OR NIGHT. THE DIMENSIONAL STANDARDS WITH REFERENCE TO FIGURE A2-1 SHALL BE A-200', B-400', C-1,500', D-1,500', E-200'.

- GENERAL NOTES:
1. GROUND CONTOUR INTERVALS ARE 5 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, 2010.
3. SEE SHEET 8 FOR OBSTACLES THAT IMPACT THE RUNWAY. RUNWAYS BASED ON OBSTACLE DATA OBTAINED FROM FAA DIGITAL OBSTACLE SURVEY PERFORMED.
4. IT IS RECOMMENDED THAT AN OBSTRUCTION SURVEY BE PERFORMED.
5. PROPOSED 15% GRADING SHOWN FOR 1175' FROM RUNWAY END TO MEET LOCALIZER SITING REQUIREMENTS.
6. VHF OMNI-DIRECTIONAL RADIO RANGE (VOR) IS PROPOSED TO BE LOCATED 45,877' WEST OF RUNWAY 9R THRESHOLD.
- REFERENCE:
1. LATERE 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).

LEGEND

- ADA SECURITY FENCE (10' MIN)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE AREA (OFA)
- PRECISION OBSTACLE FREE ZONE (POFZ)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- 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)
- PAPI OBSTACLE CLEARANCE SURFACE (OCS)
- EXISTING GROUND
- PROPOSED GROUND - GRADED

EXISTING ROAD (TO BE REMOVED)

EXISTING GROUND

PROPOSED GROUND FILL

LOCALIZER CRITICAL AREA (LOCA)

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION
REVISIONS							

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