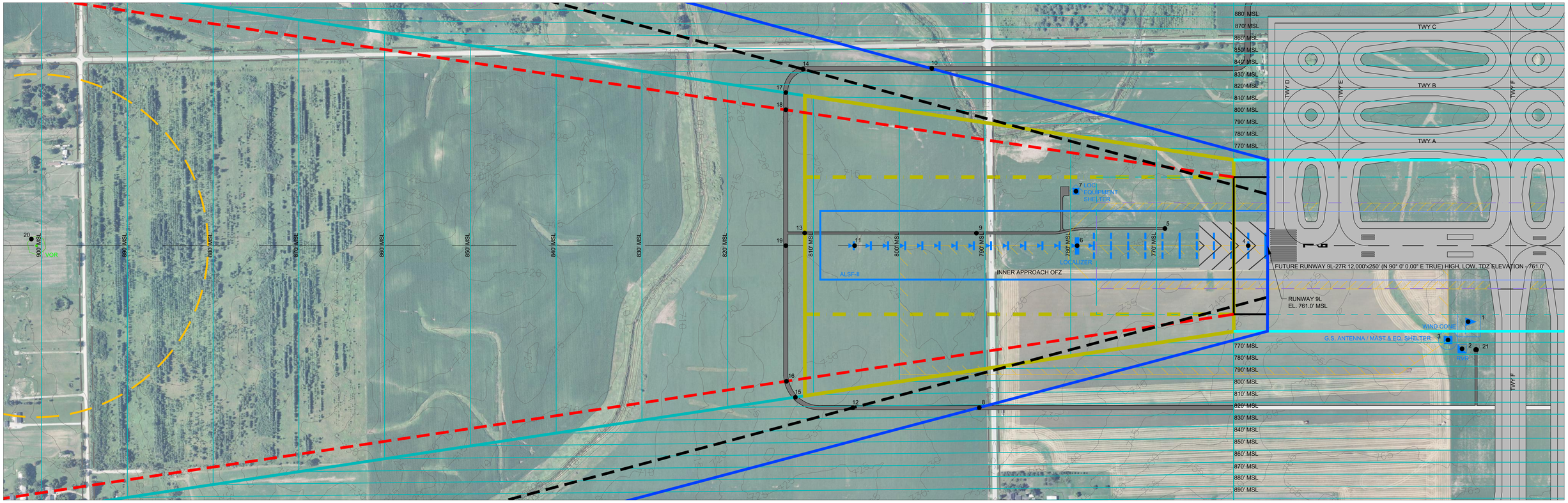
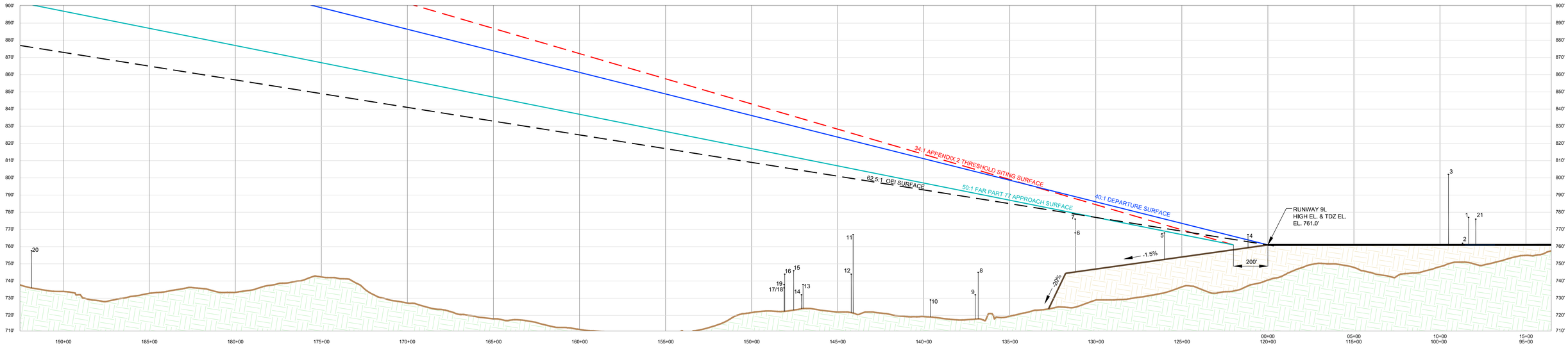


RUNWAY 9L PLAN VIEW
SCALE 1" = 200'



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

RUNWAY 9L OBSTRUCTION DISPOSITION CHART

OBJECT DATA				PRIMARY SURFACE		7:1 TRANSITIONAL SURFACE		50:1 FAR PART 77 APPROACH SURFACE		34:1 APPENDIX 2 THRESHOLD SITING SURFACE		40:1 DEPARTURE SURFACE		62.5:1 ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)		
NO.	DESCRIPTION	TOP ELEVATION (MSL)	DISTANCE TO END	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	DISPOSITION
1	WIND CONE	777'	N/A	761'	16'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OBSTRUCTION LIGHTING
2	RVR	762'	N/A	N/A	N/A	775'	-13'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
3	G.S. ANTENNA / MAST & EQ. SHELTER	802'	N/A	N/A	N/A	765'	34'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OBSTRUCTION LIGHTING
4	ALSF-II - FIRST LIGHT	767'	110'	761'	6'	N/A	N/A	N/A	N/A	N/A	N/A	764'	3'	763'	4'	NO ACTION
5	MAINTENANCE ACCESS ROAD	768'	601'	N/A	N/A	N/A	N/A	769'	-1'	773'	-5'	776'	-8'	771'	-3'	NO ACTION
6	LOCALIZER	768'	1,100'	N/A	N/A	N/A	N/A	779'	-11'	787'	-19'	789'	-21'	779'	-11'	NO ACTION
7	LOCALIZER EQUIPMENT SHELTER	776'	1,100'	N/A	N/A	N/A	N/A	779'	-3'	787'	-11'	789'	-13'	779'	-3'	NO ACTION
8	PERIMETER ROAD	745'	1,683'	N/A	N/A	822'	-77'	N/A	N/A	N/A	N/A	803'	-58'	N/A	N/A	NO ACTION
9	MAINTENANCE ACCESS ROAD	732'	1,700'	N/A	N/A	N/A	N/A	791'	-59'	805'	-73'	804'	-72'	788'	-56'	NO ACTION
10	PERIMETER ROAD	729'	1,960'	N/A	N/A	835'	-106'	N/A	N/A	N/A	N/A	810'	-81'	N/A	N/A	NO ACTION
11	ALSF-II - LAST LIGHT	767'	2,410'	N/A	N/A	N/A	N/A	805'	-38'	826'	-59'	821'	-54'	800'	-33'	NO ACTION
12	PERIMETER ROAD	744'	2,421'	N/A	N/A	821'	-77'	N/A	N/A	N/A	N/A	822'	-78'	800'	-56'	NO ACTION
13	MAINTENANCE ACCESS ROAD	738'	2,701'	N/A	N/A	N/A	N/A	811'	-73'	833'	-97'	829'	-91'	804'	-66'	NO ACTION
14	PERIMETER ROAD	732'	2,710'	N/A	N/A	833'	-101'	N/A	N/A	N/A	N/A	829'	-97'	804'	-72'	NO ACTION
15	PERIMETER ROAD	746'	2,755'	N/A	N/A	812'	-66'	812'	-66'	N/A	N/A	830'	-84'	805'	-59'	NO ACTION
16	PERIMETER ROAD	744'	2,807'	N/A	N/A	N/A	N/A	813'	-69'	838'	-94'	831'	-87'	806'	-62'	NO ACTION
17	PERIMETER ROAD	736'	2,811'	N/A	N/A	813'	-77'	813'	-77'	N/A	N/A	831'	-95'	806'	-70'	NO ACTION
18	PERIMETER ROAD	736'	2,811'	N/A	N/A	N/A	N/A	813'	-77'	838'	-102'	831'	-95'	806'	-70'	NO ACTION
19	PERIMETER ROAD	736'	2,811'	N/A	N/A	N/A	N/A	813'	-75'	838'	-100'	831'	-93'	806'	-68'	NO ACTION
20	VOR	778'	7,185'	N/A	N/A	N/A	N/A	901'	-123'	966'	-189'	941'	-163'	876'	-98'	NO ACTION
21	MAINTENANCE ACCESS ROAD	770'	N/A	N/A	N/A	776'	-6'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION

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

NOTES:
1. POSITIVE VALUES SHOWN IN RED DENOTE PENETRATION. NEGATIVE VALUES (-) DENOTE CLEARANCE.
2. ROAD ELEVATION INCLUDES 15' VERTICAL DISTANCE FOR MOVABLE OBJECTS PER CFR PART 77.
3. AOA SECURITY FENCE IS ASSUMED TO BE 8' AGL.
4. NAVIGATIONAL 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 7 IN AC150/5300-13 CHANGE 18 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 MLS), DAY OR NIGHT. THE DIMENSIONAL STANDARDS WITH REFERENCE TO FIGURE A2-1 SHALL BE A='200', B='400', C='1,900', D='10,000', E='0'.

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, 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 -1.5% 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).

LEGEND

- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE AREA (OFA)
- PRECISION OBSTACLE FREE ZONE (POFZ)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- RUNWAY PROTECTION ZONE (RPZ)
- INNER RUNWAY PROTECTION ZONE (IRPZ)
- PRIMARY SURFACE
- FAR PART 77 APPROACH SURFACE
- TRANSITIONAL SURFACE
- DEPARTURE SURFACE
- APPENDIX 2 THRESHOLD SITING SURFACE
- ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)
- EXISTING GROUND
- PROPOSED GROUND - GRADED
- DEMOLISHED ROAD
- EXISTING GROUND
- PROPOSED GROUND FILL
- LOCALIZER CRITICAL AREA (LOC)
- GLIDE SLOPE CRITICAL AREA (GS)

DRAFT

TRANSPORTATION

AECOM

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CHICAGO, ILLINOIS 60601
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SSA SouthSuburbanAirport

Illinois Department of Transportation
Division of Aeronautics

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION

R E V I S I O N S

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

South Suburban Airport
FUTURE RUNWAY 9L INNER PORTION OF THE APPROACH SURFACE DRAWING

MAGNETIC DECLINATION (2011)
ANNUAL RATE OF CHANGE 0° 5' W / YEAR
EPOCH YEAR 2010

SCALE: AS NOTED
DATE: 9-27-2012
JOB NO. 60181525.M2.2
SHEET NO. 18