

RUNWAY 8R PLAN VIEW
SCALE 1" = 200'



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

RUNWAY 8R OBSTRUCTION DISPOSITION CHART													
OBJECT DATA				PRIMARY SURFACE		7:1 TRANSITIONAL SURFACE		50:1 FAR PART 77 APPROACH SURFACE		34:1 APPENDIX 2 THRESHOLD SITING SURFACE		40:1 DEPARTURE SURFACE	
NO.	DESCRIPTION	TOP ELEVATION (MSL)	DISTANCE TO END	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION
1	RVR	775'	N/A	N/A	N/A	775'	0'	N/A	N/A	N/A	N/A	N/A	N/A
2	WIND CONE	777'	N/A	781'	15'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	GS ANTENNA	815'	N/A	N/A	N/A	785'	-45'	N/A	N/A	N/A	N/A	N/A	N/A
4	ALS-F: FIRST LIGHT	767'	110'	767'	0'	N/A	N/A	N/A	N/A	N/A	N/A	764'	-3'
5	LOCALIZER	762'	1,100'	N/A	N/A	N/A	N/A	779'	-17'	787'	-25'	789'	-27'
6	LOCALIZER EQUIPMENT/ANTENNA	776'	1,100'	N/A	N/A	N/A	N/A	779'	-3'	787'	-11'	789'	-13'
7	ALS-F: LAST LIGHT	767'	2,410'	N/A	N/A	N/A	N/A	805'	-38'	826'	-59'	821'	-54'
8	ADA SECURITY FENCE	761'	3,557'	N/A	N/A	890'	-129'	N/A	N/A	N/A	N/A	800'	-89'
9	ADA SECURITY FENCE	760'	4,280'	N/A	N/A	880'	-127'	N/A	N/A	N/A	N/A	800'	-89'
10	ADA SECURITY FENCE	774'	5,405'	N/A	N/A	860'	-91'	860'	-91'	914'	-142'	896'	-124'
11	ADA SECURITY FENCE	772'	5,405'	N/A	N/A	N/A	N/A	865'	-93'	914'	-142'	896'	-124'
12	ADA SECURITY FENCE	760'	5,405'	N/A	N/A	N/A	N/A	865'	-105'	914'	-154'	896'	-136'
13	ADA SECURITY FENCE	759'	5,405'	N/A	N/A	N/A	N/A	865'	-110'	914'	-159'	896'	-141'
14	ADA SECURITY FENCE	745'	5,405'	N/A	N/A	865'	-120'	865'	-120'	N/A	N/A	896'	-151'
15-64	EXISTING STRUCTURES*												
65	PERMETER ROAD	768'	1,963'	N/A	N/A	832'	-64'	N/A	N/A	N/A	N/A	810'	-42'
66	PERMETER ROAD	765'	2,706'	N/A	N/A	832'	-67'	N/A	N/A	N/A	N/A	829'	-64'
67	PERMETER ROAD	763'	2,809'	N/A	N/A	813'	-50'	813'	-50'	N/A	N/A	831'	-68'
68	PERMETER ROAD	762'	2,809'	N/A	N/A	N/A	N/A	813'	-51'	838'	-76'	831'	-69'
69	PERMETER ROAD	762'	2,809'	N/A	N/A	N/A	N/A	813'	-51'	838'	-76'	831'	-69'
70	PERMETER ROAD	770'	1,616'	N/A	N/A	N/A	N/A	789'	-18'	800'	-33'	801'	-31'
71	PERMETER ROAD	766'	596'	N/A	N/A	N/A	N/A	789'	-3'	773'	-7'	776'	-10'
72	PERMETER ROAD	763'	2,809'	N/A	N/A	N/A	N/A	813'	-50'	838'	-75'	831'	-68'
73	PERMETER ROAD	760'	2,809'	N/A	N/A	N/A	N/A	813'	-53'	838'	-58'	831'	-51'
74	PERMETER ROAD	775'	2,750'	N/A	N/A	812'	-37'	812'	-37'	N/A	N/A	830'	-55'
75	PERMETER ROAD	775'	2,417'	N/A	N/A	822'	-47'	N/A	N/A	N/A	N/A	800'	-25'
76	PERMETER ROAD	760'	1,677'	N/A	N/A	822'	-42'	N/A	N/A	N/A	N/A	803'	-23'
77	MAINTENANCE ACCESS ROAD	760'	1,677'	N/A	N/A	822'	-42'	N/A	N/A	N/A	N/A	803'	-23'

*TOP ELEVATION OF EXISTING STRUCTURES ARE NOT AVAILABLE. IT IS RECOMMENDED TO REMOVE THESE EXISTING STRUCTURES. THESE STRUCTURES ARE NOT DEPICTED IN RUNWAY 8R PROFILE VIEW.

NOTES:

- POSITIVE VALUES SHOWN IN RED DENOTE PENETRATION, NEGATIVE VALUES () DENOTE CLEARANCE.
- ROAD ELEVATION INCLUDES 15' VERTICAL DISTANCE FOR MOVABLE OBJECTS PER FAR PART 77.
- ADA SECURITY FENCE IS ASSUMED TO BE 8' AGE.
- NAVIGATIONAL AIDS WITHIN THE PRIMARY SURFACE ARE ASSUMED TO BE AT A GRADED RUNWAY ELEVATION OF 761'.
- N/A DENOTES NOT APPLICABLE.
- THE 34:1 APPENDIX 2 THRESHOLD SITING SURFACE IS BASED ON RUNWAY TYPE I IN AC150/5300-13 CHANGE 18 TABLE A2-1 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY MINIMUMS <1/4 STATUTE MILE OR PRECISION APPROACH (ILS, GLS, OR MSL), DAY OR NIGHT. THE DIMENSIONAL STANDARDS WITH REFERENCE TO FIGURE A2-1 SHALL BE: A=200', E=400', C=1,800', D=10,000', E=40'.

NOTES:

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

REFERENCE:

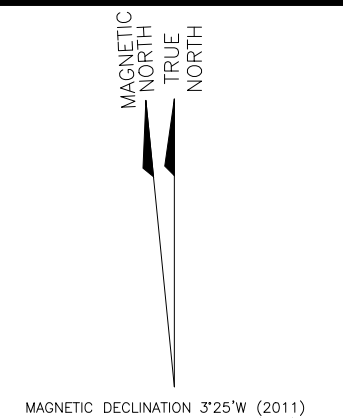
- LATITUDE AND LONGITUDE ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83).
- VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

LEGEND			
---	ADA SECURITY FENCE (10' MIN)	---	EXISTING GROUND
---	RUNWAY SAFETY AREA (RSA)	---	PROPOSED GROUND - GRADED
---	RUNWAY OBJECT FREE AREA (OFA)	---	DEMOLISHED ROAD
---	PRECISION OBSTACLE FREE ZONE (POFZ)	---	EXISTING GROUND
---	RUNWAY OBSTACLE FREE ZONE (ROFZ)	---	PROPOSED GROUND FILL
---	INNER RUNWAY PROTECTION ZONE (IRPZ)	---	LOCALIZER CRITICAL AREA (LCA)
---	PRIMARY SURFACE	---	GLIDE SLOPE CRITICAL AREA (GSA)
---	FAR PART 77 APPROACH SURFACE	---	
---	TRANSITIONAL SURFACE	---	
---	DEPARTURE SURFACE	---	
---	APPENDIX 2 THRESHOLD SITING SURFACE	---	
---	ONE ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)	---	

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 8R INNER PORTION
OF THE APPROACH SURFACE DRAWING



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

DRAFT

SHEET NO.
20