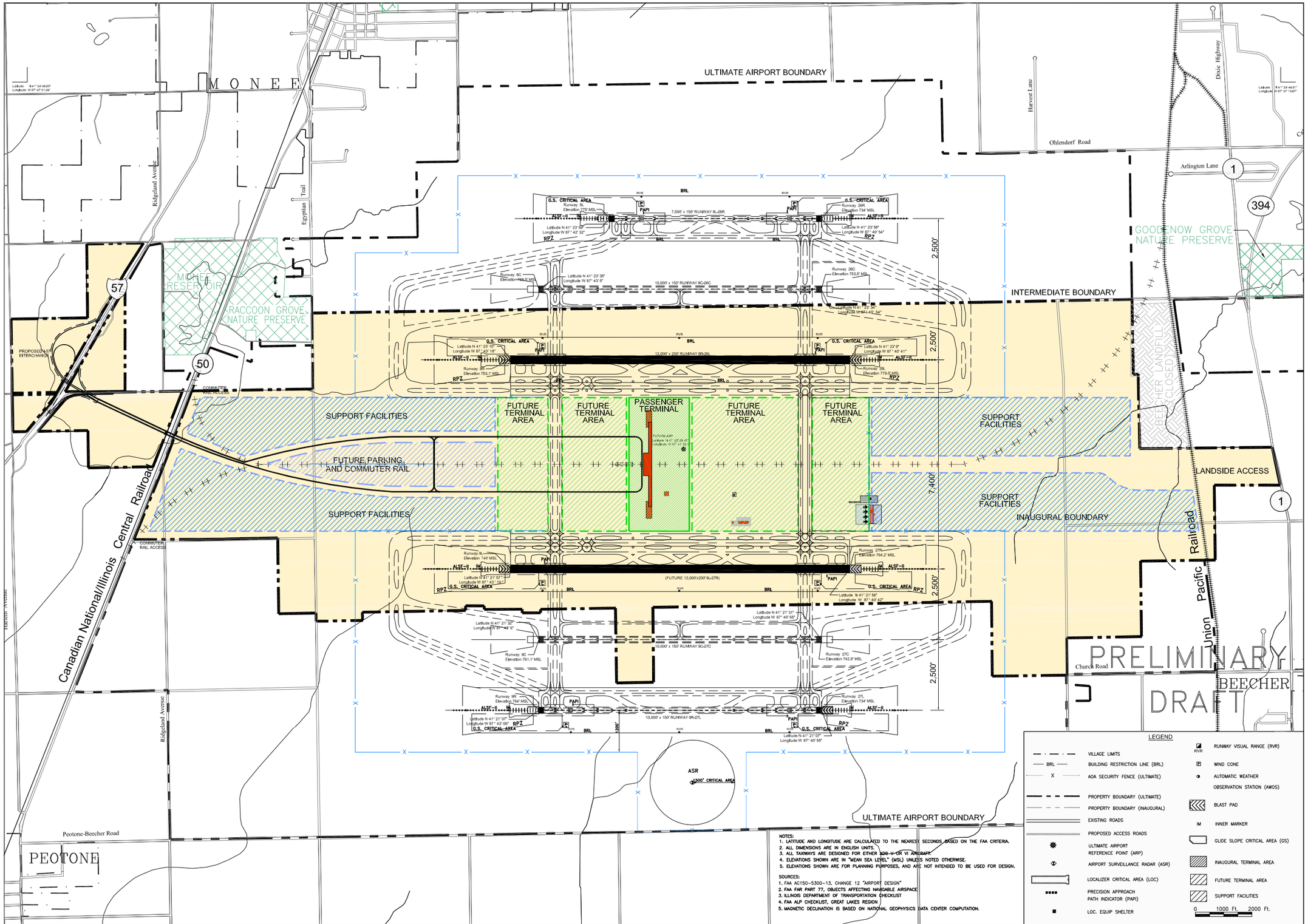

LEGEND

- VILLAGE LIMITS
- BRL — BUILDING RESTRICTION LINE (BRL)
- X — AOA SECURITY FENCE (ULTIMATE)
- PROPERTY BOUNDARY (ULTIMATE)
- PROPERTY BOUNDARY (INAUGURAL)
- EXISTING ROADS
- PROPOSED ACCESS ROADS
- ULTIMATE AIRPORT REFERENCE POINT (ARP)
- AIRPORT SURVEILLANCE RADAR (ASR)
- LOCALIZER CRITICAL AREA (LOC)
- PRECISION APPROACH PATH INDICATOR (PAPI)
- LOC. EQUIP SHELTER
- RVR — RUNWAY VISUAL RANGE (RVR)
- WIND CONE
- AUTOMATIC WEATHER OBSERVATION STATION (AWOS)
- BLAST PAD
- IM — INNER MARKER
- GLIDE SLOPE CRITICAL AREA (GS)
- INAUGURAL TERMINAL AREA
- FUTURE TERMINAL AREA
- SUPPORT FACILITIES

0 1000 Ft. 2000 Ft.

NOTES:
1. LATITUDE AND LONGITUDE ARE CALCULATED TO THE NEAREST SECONDS BASED ON THE FAA CRITERIA.
2. ALL DIMENSIONS ARE IN ENGLISH UNITS.
3. ALL TAXIWAYS ARE DESIGNED FOR EITHER ADG-V OR VI AIRCRAFT.
4. ELEVATIONS SHOWN ARE IN "MEAN SEA LEVEL" (MSL) UNLESS NOTED OTHERWISE.
5. ELEVATIONS SHOWN ARE FOR PLANNING PURPOSES, AND ARE NOT INTENDED TO BE USED FOR DESIGN.

SOURCES:
1. FAA AC150-5300-13, CHANGE 12 "AIRPORT DESIGN"
2. FAA FAR PART 77, OBJECTS AFFECTING NAVIGABLE AIRSPACE
3. ILLINOIS DEPARTMENT OF TRANSPORTATION CHECKLIST
4. FAA ALP CHECKLIST, GREAT LAKES REGION
5. MAGNETIC DECLINATION IS BASED ON NATIONAL GEOPHYSICS DATA CENTER COMPUTATION.

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Illinois Department of Transportation

NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION

REVISIONS

DESIGN BY:
DRAWN BY: C.H.
CHECKED BY: D.K., G.C.
APPROVED BY:

South Suburban Airport
FUTURE AIRPORT LAYOUT PLAN

MAGNETIC NORTH TRUE NORTH
MAGNETIC DECLINATION 2°7'E (2007)
ANNUAL RATE OF CHANGE 0° 0' 36" W/YR

SCALE: 1" = 1000'
DATE: 3-1-2008
JOB NO. 57884

Worksheet no. 4