AIRFIELD FACILITIES

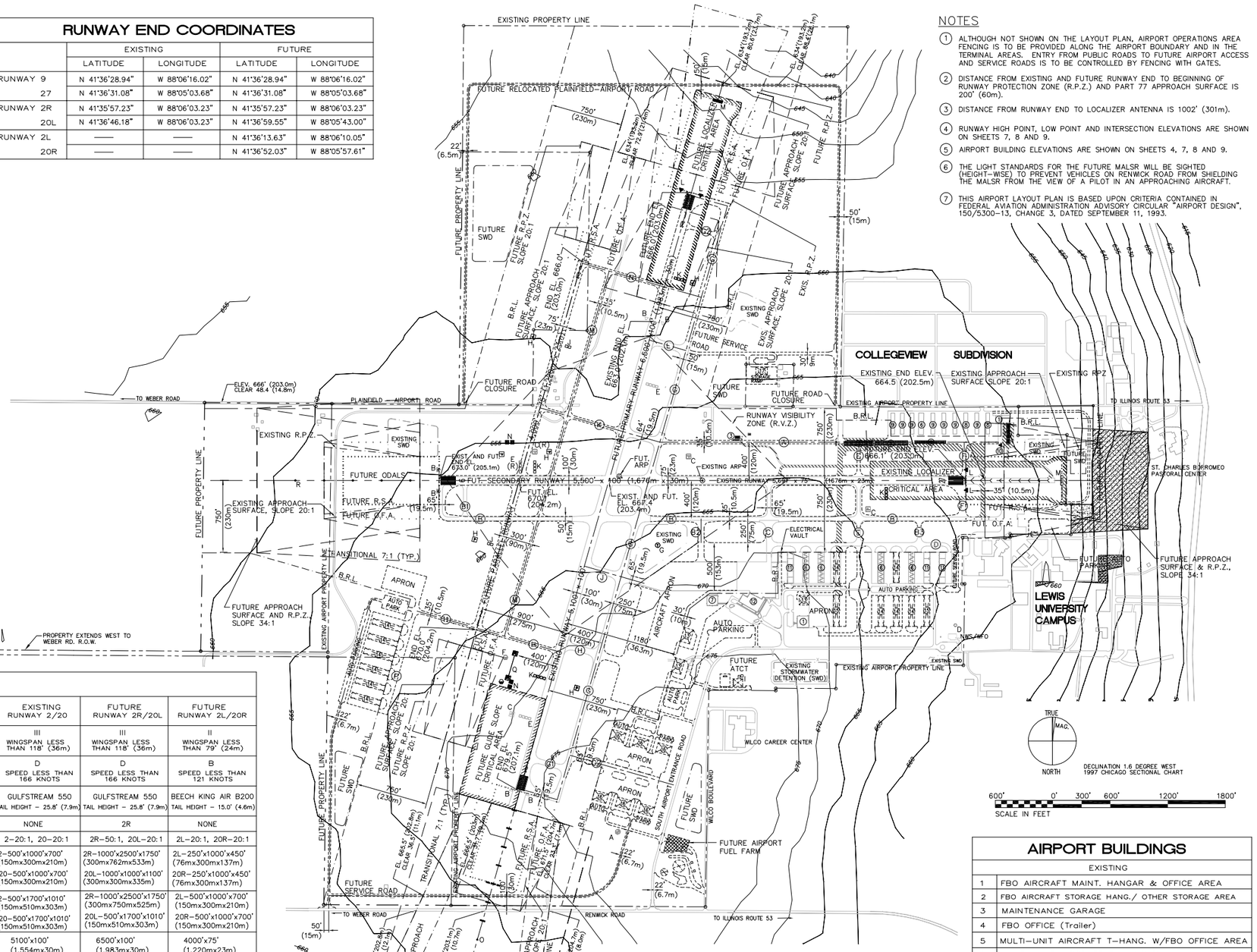
	EXISTING
A	AIRPORT ROTATING BEACON – TOP EL. 730.6' (222.7m)
B	REIL
C	SUPPLEMENTAL LIGHTED WIND CONE
D	WEATHER RADAR ANTENNA – TOP EL. 796' (242.6m)
E	FOUR–LIGHT PAPI SYSTEM
F	AWOS–III SENSOR EQUIPMENT – TOP EL. 709.4 (216.2m)
	FUTURE
G	LIGHTED WIND TEE & SEGMENTED CIRCLE
H	SUPPLEMENTAL LIGHTED WIND CONE
I	AIR TRAFFIC CONTROL TOWER & BASE BUILDING – CAB FLOOR EL. 751' (228.9m)
J	TWO–LIGHT PAPI SYSTEM
K	FOUR–LIGHT PAPI SYSTEM
L	REIL
M	LOCALIZER ANTENNA AND SHELTER
N	GLIDE SLOPE ANTENNA AND SHELTER
O	MALS WITH RAIL
P	MIDDLE MARKER BEACON ANTENNA AND SHELTER
Q	TRANSMISSOMETER (For Touchdown RVR)
R	ODALS

RUNWAY END COORDINATES

	EXISTING		FUTURE	
	LATITUDE	LONGITUDE	LATITUDE	LONGITUDE
RUNWAY 9	N 41°36'28.94"	W 88°06'16.02"	N 41°36'28.94"	W 88°06'16.02"
27	N 41°36'31.08"	W 88°05'03.68"	N 41°36'31.08"	W 88°05'03.68"
RUNWAY 2R	N 41°35'57.23"	W 88°06'03.23"	N 41°35'57.23"	W 88°06'03.23"
20L	N 41°36'46.18"	W 88°06'03.23"	N 41°36'59.55"	W 88°05'43.00"
RUNWAY 2L	——	——	N 41°36'13.63"	W 88°06'10.05"
20R	——	——	N 41°36'52.03"	W 88°05'57.61"

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT CATEGORY	DESIGN GRP. II APPR. CAT. B	DESIGN GRP. III APPR. CAT. D
ESTABLISHED AIRPORT ELEVATION ABOVE MEAN SEA LEVEL (AMSL)	679.5' (207.1m) AMSL	679.5' (207.1m) AMSL
MEAN MAX.TEMP.–HOTTEST MONTH	87.7° F	87.7° F
AIRPORT REFERENCE POINT (ARP) (NAD83) LAT. / LONG.	N 41° 36' 30" / W 88° 05' 40"	N 41° 36' 30" / W 88° 05' 51"
TAXIWAY FACILITIES	CENTERLINE MARKING, MITL LIGHTING, GUIDANCE SIGNS	SAME
TERMINAL NAVIGATION AIDS	SUPPL. WIND CONES, AWOS–III, OFF–FIELD VORTAC, 36° BEACON	EXISTING PLUS LTD. WIND TEE, SEG. CIRCLE, ATCT
FEE SIMPLE LAND AREA (Acres)	606.9	1,152.6
AVIGATION EASEMENT AREA (Acres)	1.0	36.1



NOTES

1. ALTHOUGH NOT SHOWN ON THE LAYOUT PLAN, AIRPORT OPERATIONS AREA FENCING IS TO BE PROVIDED ALONG THE AIRPORT BOUNDARY AND IN THE TERMINAL AREAS. ENTRY FROM PUBLIC ROADS TO FUTURE AIRPORT ACCESS AND SERVICE ROADS IS TO BE CONTROLLED BY FENCING WITH GATES.
2. DISTANCE FROM EXISTING AND FUTURE RUNWAY END TO BEGINNING OF RUNWAY PROTECTION ZONE (R.P.Z.) AND PART 77 APPROACH SURFACE IS 200' (60m).
3. DISTANCE FROM RUNWAY END TO LOCALIZER ANTENNA IS 1002' (301m).
4. RUNWAY HIGH POINT, LOW POINT AND INTERSECTION ELEVATIONS ARE SHOWN ON SHEETS 7, 8 AND 9.
5. AIRPORT BUILDING ELEVATIONS ARE SHOWN ON SHEETS 4, 7, 8 AND 9.
6. THE LIGHT STANDARDS FOR THE FUTURE MALSR WILL BE SIGHTED (HEIGHT–WISE) TO PREVENT VEHICLES ON RENWICK ROAD FROM SHIELDING THE MALSR FROM THE VIEW OF A PILOT IN AN APPROACHING AIRCRAFT.
7. THIS AIRPORT LAYOUT PLAN IS BASED UPON CRITERIA CONTAINED IN FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULAR "AIRPORT DESIGN", 150/5300–13, CHANGE 3, DATED SEPTEMBER 11, 1993.

RUNWAY DATA

	EXISTING RUNWAY 9/27	FUTURE RUNWAY 9/27	EXISTING RUNWAY 2/20	FUTURE RUNWAY 2R/20L	FUTURE RUNWAY 2L/20R
AIRPLANE DESIGN GROUP	II WINGSPAN LESS THAN 79' (24m)	II WINGSPAN LESS THAN 79' (24m)	III WINGSPAN LESS THAN 118' (36m)	III WINGSPAN LESS THAN 118' (36m)	II WINGSPAN LESS THAN 79' (24m)
AIRCRAFT APPROACH CATEGORY	B SPEED LESS THAN 121 KNOTS	D SPEED LESS THAN 166 KNOTS	D SPEED LESS THAN 166 KNOTS	D SPEED LESS THAN 166 KNOTS	B SPEED LESS THAN 121 KNOTS
CRITICAL AIRCRAFT (DESIGN GROUP, APPROACH CATEGORY & TAIL HEIGHT)	BEECH KING AIR B200 TAIL HEIGHT – 15.0' (4.6m)	GULFSTREAM IV TAIL HEIGHT – 24.4' (7.4m)	GULFSTREAM 550 TAIL HEIGHT – 25.8' (7.9m)	GULFSTREAM 550 TAIL HEIGHT – 25.8' (7.9m)	BEECH KING AIR B200 TAIL HEIGHT – 15.0' (4.6m)
PRECISION INSTRUMENT RUNWAY	9, 27–NONPRECISION	9–NONPRECISION, 3/4 MILE 27–NONPRECISION, 1 MILE	NONE	2R	NONE
PART 77 APPROACH SLOPE	9–20:1, 27–20:1	9–34:1, 27–20:1	2–20:1, 20–20:1	2R–50:1, 20L–20:1	2L–20:1, 20R–20:1
PART 77 APPROACH SURFACE DIMENSIONS (TO 50 FOOT CLEAR) (INNER WIDTH x LENGTH x OUTER WD.)	9–500'x1000'x800' (150mx300mx244m) / 27–500'x1000'x800' (150mx300mx244m)	9–1000'x1700'x1510' (300mx510mx453m) / 27–500'x1700'x1010' (150mx300mx210m)	2–500'x1000'x700' (150mx300mx210m) / 20–500'x1000'x700' (150mx300mx210m)	2R–1000'x2500'x1750' (300mx762mx533m) / 20L–100'x1000'x1100' (300mx300mx335m)	2L–250'x1000'x450' (76mx300mx137m) / 20R–250'x1000'x450' (76mx300mx137m)
RUNWAY PROTECTION ZONE (R.P.Z.) DIMENSIONS (INNER WIDTH x LENGTH x OUTER WD.)	9–500'x1000'x700' (150mx300mx210m) / 27–500'x1000'x700' (150mx300mx210m)	9–1000'x1700'x1510' (300mx510mx453m) / 27–500'x1700'x1010' (150mx510mx303m)	2–500'x1700'x1010' (150mx510mx303m) / 20–500'x1700'x1010' (150mx510mx303m)	2R–1000'x2500'x1750' (300mx750mx525m) / 20L–500'x1700'x1010' (150mx510mx303m)	2L–500'x1000'x700' (150mx300mx210m) / 20R–500'x1000'x700' (150mx300mx210m)
RUNWAY LENGTH & WIDTH	5,697'x75' * (1,736mx23m)	5500'x100' (1,676mx30m)	5100'x100' (1,554mx30m)	6500'x100' (1,983mx30m)	4000'x75' (1,220mx23m)
RUNWAY SAFETY AREA (R.S.A.) LENGTH & WIDTH	300'x150' (90m x 45m)	1000'x500' (300m x 150m)	1000'x500' (300mx150m)	1000'x500' (300mx150m)	300' x 150' (90mx45m)
OBJECT FREE AREA (O.F.A.) LENGTH & WIDTH	300'x500' (90mx150m)	1000'x800' (300mx240m)	1000'x800' (300mx240m)	1000'x800' (300mx240m)	300'x500' (90mx150m)
EFFECTIVE RUNWAY GRADIENT	0.149%	0.125%	0.324%	0.254%	0.100%
EFFECTIVE RUNWAY LENGTH	5612' (1,711m)	5431' (1,655m)	4935' (1,504m)	6335' (1,931m)	3960' (1,208m)
PAVEMENT TYPE & STRENGTH	ASPHALT 24,000 lbs. SWG	PAVED 75,000 lbs. DWG	CONCRETE 99,000 lbs. DWG	CONCRETE 99,000 lbs. DWG	PAVED 12,500 lbs. SWG
RUNWAY MARKING	NONPRECISION WITH FIXED DIST. MKRS.	NONPRECISION WITH FIXED DIST. MKRS.	NONPRECISION	PRECISION	BASIC
RUNWAY LIGHTING	MIRL	MIRL	MIRL	HIRL	MIRL
VISUAL NAVIGATION AIDS	9–REIL, PAPI–4	9–ODALS, PAPI–4 27–REIL, PAPI–4	2–RIEL, PAPI–4 20–REIL, PAPI–4	2R–MALSR, PAPI–4 20L–REIL, PAPI–4	2L & 20R–PAPI–2
ELECTRONIC NAVIGATION AIDS	NONE	9–LOCALIZER APPROACH	NONE	2R–CATEGORY I PRECISION	NONE
TRUE RUNWAY AZIMUTH	N87°44'02.4"E	N87°44'02.4"E	N13°43'59"E	N13°43'59"E	N13°44'02.4"E
PERCENT WIND COVERAGE	83.1% (10.5 knot)	97.0% (16 knot)	98.4% (16 knot)	98.4% (16 knot)	88.9% (10.5 knot)

* DISPLACED BY 197'.

LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	— — — —	— — — —
AVIGATION EASEMENT		
BUILDING RESTRICTION LINE (BRL)	NOT SHOWN	— — —
GROUND CONTOUR (5' Interval)	—670—	NOT SHOWN
BUILDING	9	12
BUILDING TO BE REMOVED		NONE
PAVEMENT		— — — — — — — —
PAVEMENT TO BE REMOVED		NONE
TAXIWAY DESIGNATION	NOT SHOWN	C2
AIRPORT REFERENCE POINT (ARP)	⊙	◎

AIRPORT BUILDINGS

	EXISTING
1	FBO AIRCRAFT MAINT. HANGAR & OFFICE AREA
2	FBO AIRCRAFT STORAGE HANG./ OTHER STORAGE AREA
3	MAINTENANCE GARAGE
4	FBO OFFICE (Trailer)
5	MULTI–UNIT AIRCRAFT T–HANG. W/FBO OFFICE AREA
6	MULTI–UNIT AIRCRAFT T–HANGAR
7	AIRCRAFT STORAGE HANGAR
8	MULTI–UNIT AIRCRAFT STOR. CANOPY W/ENCLOSED OFFICE AREA
9	MULTI–UNIT AIRCRAFT STORAGE CANOPY
10	SINGLE–UNIT AIRCRAFT T–HANGAR
11	MULTI–UNIT AIRCRAFT STALL HANGAR
12	AIRPORT TERMINAL/ADMINISTRATIVE BUILDING
	FUTURE
13	FBO OFFICE/AIRCRAFT MAINTENANCE HANGAR
14	MULTI–UNIT AIRCRAFT T–HANGAR
15	MULTI–UNIT AIRCRAFT STALL HANGAR
16	CORPORATE OFFICE/AIRCRAFT STORAGE HANGAR
17	AIRPORT MAINTENANCE FACILITY

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AIRPORT LAYOUT PLAN UPDATE

No.	Drawing Issue Description	Date	By
5	As Built; IDA LOT–3133 & 3294	4/26/2005	TMM
4	As Built; IDA 95A–16–1958	3/1/1998	RMH
3	As Built; Runway 9 Approach	12/1/1997	TMM
2	Runway 27 Threshold Relocation	2/26/1996	RMH
1	FAA Airspace Review (3/28/1995)	4/27/1995	RMH

Date

NOVEMBER 16, 1994

Sheet Title

FUTURE AIRPORT LAYOUT PLAN

840–03D8036
Project Number

TMM — Layout By — Date
RMH — Designed By — Date
TMM — Reviewed By — Date
TMM — Drawn By

Sheet No. 3

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