

ITEM	RUNWAY			
	9	27	18	36
RUNWAY SAFETY AREA WIDTH	150	150	150	150
RUNWAY SAFETY AREA LENGTH PRIOR TO TAXIWAY THRESHOLD	300	300	300	300
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	300	300	300	300
RUNWAY OBJECT FREE AREA WIDTH	500	500	500	500
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	300	300	300	300

- GENERAL NOTES
- 1.)

BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
- 2.)

EXISTING CONDITIONS WERE EVALUATED USING FAA ADVISORY CIRCULAR 150/5300-13, CHANGE 11.
- 3.)

THE BUILDING RESTRICTION LINE ENCOMPASSES THE RUNWAY PROTECTION ZONE, THE RUNWAY OBJECT FREE AREA, NAVAID CRITICAL AREAS, AND AIRPORT AREAS WITH LESS THAN 25 FOOT CLEARANCE UNDER THE FAR PART 77 SURFACES.
- 4.)

APPROACH SURFACES HAVE BEEN SHOWN TO SUPERSEDE RUNWAY PROTECTION ZONES WHERE THEIR DIMENSIONS ARE THE SAME.
- 5.)

INNER PORTION OF THE APPROACH SURFACE DRAWING IS DEPICTED TO A HEIGHT OF 50'. SEE THE AIRPORT AIRSPACE DRAWING FOR DEPICTION OF FULL PART 77 SURFACES.
- 6.)

NO OFZ OBJECT PENETRATIONS.
- 7.)

NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- 8.)

NO DEVIATIONS FROM FAA DESIGN STANDARDS.
- 9.)

REFER TO THE APPROACH SURFACE DRAWINGS FOR FAR PART 77 ROAD CLEARANCES.

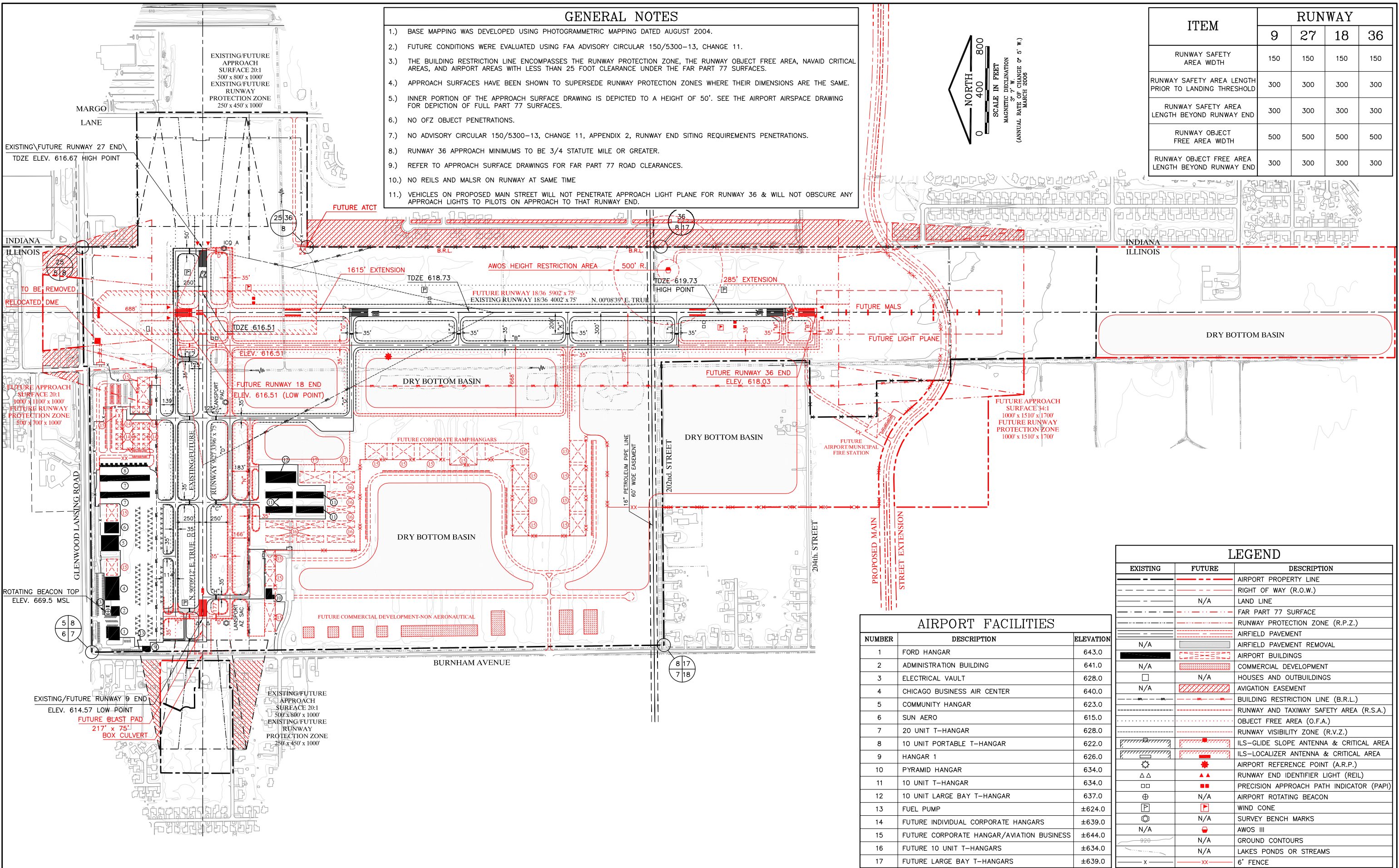
AIRPORT FACILITIES

NUMBER	DESCRIPTION	ELEVATION
1	FORD HANGAR	643.0
2	ADMINISTRATION BUILDING	641.0
3	ELECTRICAL VAULT	628.0
4	CHICAGO BUSINESS AIR CENTER	640.0
5	COMMUNITY HANGAR	623.0
6	SUN AERO	615.0
7	20 UNIT T-HANGAR	628.0
8	10 UNIT PORTABLE T-HANGAR	622.0
9	HANGAR 1	626.0
10	PYRAMID HANGAR	634.0
11	10 UNIT T-HANGAR	634.0
12	10 UNIT LARGE BAY T-HANGAR	637.0
13	FUEL PUMP	624.0

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	RIGHT OF WAY (R.O.W.)
	LAND LINE
	FAR PART 77 SURFACE
	RUNWAY PROTECTION ZONE (R.P.Z.)
	AIRFIELD PAVEMENT
	AIRPORT BUILDINGS
	HOUSES AND OUTBUILDINGS
	AVIGATION EASEMENT
	BUILDING RESTRICTION LINE (B.R.L.)
	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
	OBJECT FREE AREA (O.F.A.)
	RUNWAY VISIBILITY ZONE (R.V.Z.)
	ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
	ILS-LOCALIZER ANTENNA & CRITICAL AREA
	AIRPORT REFERENCE POINT (A.R.P.)
	RUNWAY END IDENTIFIER LIGHT (REIL)
	PRECISION APPROACH PATH INDICATOR (PAPI)
	AIRPORT ROTATING BEACON
	WIND CONE
	SURVEY BENCH MARKS
	ASOS III
	GROUND CONTOURS
	LAKES OR PONDS
	6' FENCE

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- GENERAL NOTES
- 1.)

BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
- 2.)

FUTURE CONDITIONS WERE EVALUATED USING FAA ADVISORY CIRCULAR 150/5300-13, CHANGE 11.
- 3.)

THE BUILDING RESTRICTION LINE ENCOMPASSES THE RUNWAY PROTECTION ZONE, THE RUNWAY OBJECT FREE AREA, NAVAID CRITICAL AREAS, AND AIRPORT AREAS WITH LESS THAN 25 FOOT CLEARANCE UNDER THE FAR PART 77 SURFACES.
- 4.)

APPROACH SURFACES HAVE BEEN SHOWN TO SUPERSEDE RUNWAY PROTECTION ZONES WHERE THEIR DIMENSIONS ARE THE SAME.
- 5.)

INNER PORTION OF THE APPROACH SURFACE DRAWING IS DEPICTED TO A HEIGHT OF 50'. SEE THE AIRPORT AIRSPACE DRAWING FOR DEPICTION OF FULL PART 77 SURFACES.
- 6.)

NO OFZ OBJECT PENETRATIONS.
- 7.)

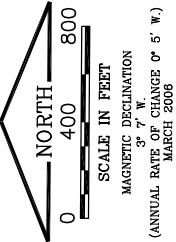
NO ADVISORY CIRCULAR 150/5300-13, CHANGE 11, APPENDIX 2, RUNWAY END SITING REQUIREMENTS PENETRATIONS.
- 8.)

RUNWAY 36 APPROACH MINIMUMS TO BE 3/4 STATUTE MILE OR GREATER.
- 9.)

REFER TO APPROACH SURFACE DRAWINGS FOR FAR PART 77 ROAD CLEARANCES.
- 10.)

NO REILS AND MALSR ON RUNWAY AT SAME TIME
- 11.)

VEHICLES ON PROPOSED MAIN STREET WILL NOT PENETRATE APPROACH LIGHT PLANE FOR RUNWAY 36 & WILL NOT OBSCURE ANY APPROACH LIGHTS TO PILOTS ON APPROACH TO THAT RUNWAY END.



ITEM	RUNWAY			
	9	27	18	36
RUNWAY SAFETY AREA WIDTH	150	150	150	150
RUNWAY SAFETY AREA LENGTH PRIOR TO LANDING THRESHOLD	300	300	300	300
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	300	300	300	300
RUNWAY OBJECT FREE AREA WIDTH	500	500	500	500
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	300	300	300	300

LEGEND		
EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		LAND LINE
		FAR PART 77 SURFACE
		RUNWAY PROTECTION ZONE (R.P.Z.)
		AIRFIELD PAVEMENT
		AIRFIELD PAVEMENT REMOVAL
		AIRPORT BUILDINGS
		COMMERCIAL DEVELOPMENT
		HOUSES AND OUTBUILDINGS
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE (B.R.L.)
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		RUNWAY VISIBILITY ZONE (R.V.Z.)
		ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS-LOCALIZER ANTENNA & CRITICAL AREA
		AIRPORT REFERENCE POINT (A.R.P.)
		RUNWAY END IDENTIFIER LIGHT (REIL)
		PRECISION APPROACH PATH INDICATOR (PAPI)
		AIRPORT ROTATING BEACON
		WIND CONE
		SURVEY BENCH MARKS
		AWOS III
		GROUND CONTOURS
		LAKES PONDS OR STREAMS
		6' FENCE

AIRPORT FACILITIES		
NUMBER	DESCRIPTION	ELEVATION
1	FORD HANGAR	643.0
2	ADMINISTRATION BUILDING	641.0
3	ELECTRICAL VAULT	628.0
4	CHICAGO BUSINESS AIR CENTER	640.0
5	COMMUNITY HANGAR	623.0
6	SUN AERO	615.0
7	20 UNIT T-HANGAR	628.0
8	10 UNIT PORTABLE T-HANGAR	622.0
9	HANGAR 1	626.0
10	PYRAMID HANGAR	634.0
11	10 UNIT T-HANGAR	634.0
12	10 UNIT LARGE BAY T-HANGAR	637.0
13	FUEL PUMP	±624.0
14	FUTURE INDIVIDUAL CORPORATE HANGARS	±639.0
15	FUTURE CORPORATE HANGAR/AVIATION BUSINESS	±644.0
16	FUTURE 10 UNIT T-HANGARS	±634.0
17	FUTURE LARGE BAY T-HANGARS	±639.0

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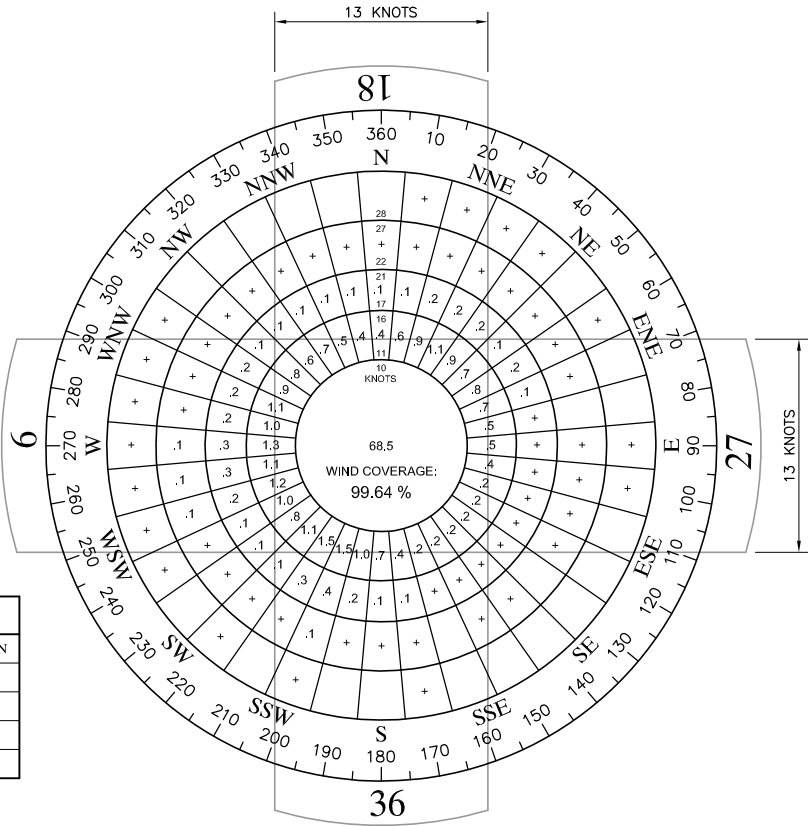
EXISTING WIND COVERAGE (ALL WEATHER)			
RUNWAY	CROSS WIND COMPONENTS		
	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	85.25%	91.72%	99.29%
9/27	86.36%	92.68%	97.93%
COMBINED	98.30%	99.64%	99.95%

EXISTING WIND COVERAGE (IFR WEATHER)			
RUNWAY	CROSS WIND COMPONENTS		
	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	86.89%	92.43%	97.54%
9/27	85.25%	91.43%	97.26%
COMBINED	97.94%	99.42%	99.89%

EXISTING RUNWAY END COORDINATES			
RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION
RUNWAY 18	41° 32' 10.24916"	87° 31' 39.59378"	616.65
RUNWAY 36	41° 31' 30.70797"	87° 31' 39.72282"	618.50
RUNWAY 9	41° 32' 23.62556"	87° 32' 16.43635"	614.57
RUNWAY 27	41° 32' 23.53398"	87° 31' 31.79062"	616.67

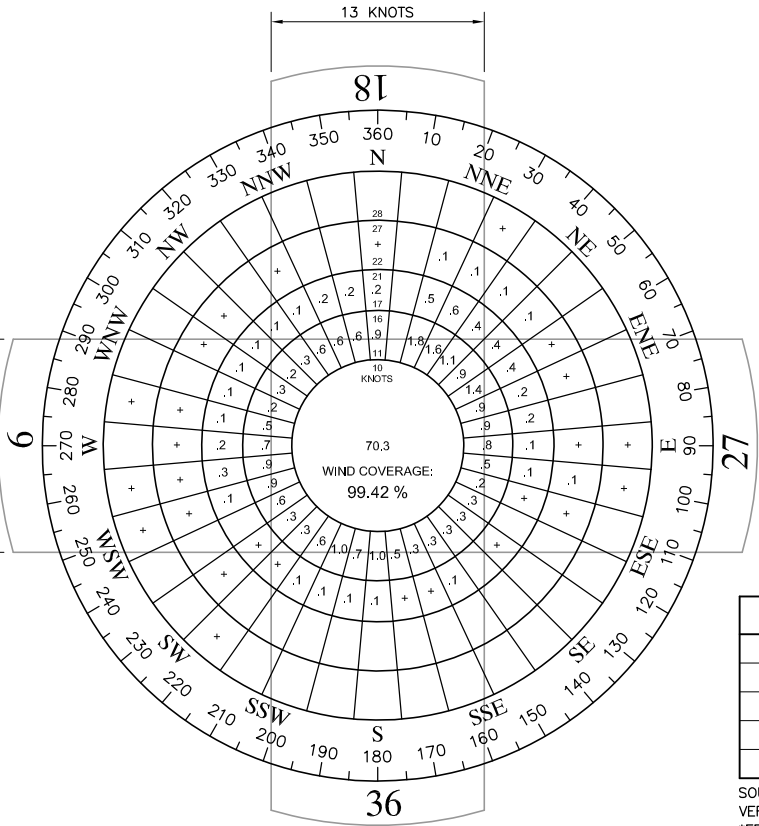
SOURCE: IDOT-DIVISION OF AERONAUTICS GPS SURVEY (NAD 83)
VERTICAL REFERENCE WITH RESPECT TO NGVD 88

EXISTING CRITICAL AIRCRAFT		
RUNWAY	18/36	9/27
APPROACH CATEGORY	B	B
DESIGN GROUP	II	II
DESIGN AIRCRAFT APPROACH SPEED	KING AIR 200 103 KNOTS	KING AIR C90 100 KNOTS
DESIGN AIRCRAFT WINGSPAN	KING AIR 200 54.6 FEET	KING AIR C90 50.0 FEET
DESIGN AIRCRAFT TAIL HEIGHT	KING AIR 200 15.0 FEET	KING AIR C90 15 FEET
DESIGN AIRCRAFT STRENGTH (MGTW)	KING AIR 200 12,500 LBS.	KING AIR C90 9,650 LBS.
DESIGN AIRCRAFT LENGTH	KING AIR 200 43.9 FEET	KING AIR C90 35.5 FEET



ALL WEATHER WIND ROSE

SOURCE:
WIND DATA TAKEN FROM
MIDWAY AIRPORT, CHICAGO, ILLINOIS
1995-2004



IFR WEATHER WIND ROSE

*WEATHER CONDITIONS LESS THAN 1000' CEILING
AND/OR LESS THAN 3 STATUTE MILE VISIBILITY

*IFR CONDITIONS REPORTED DURING 7% OF TOTAL
OBSERVATIONS RECORDED.

FUTURE WIND COVERAGE (ALL WEATHER)			
RUNWAY	CROSS WIND COMPONENTS		
	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	85.25%	91.72%	99.29%
9/27	86.36%	92.68%	97.93%
COMBINED	98.30%	99.64%	99.95%

FUTURE WIND COVERAGE (IFR WEATHER)			
RUNWAY	CROSS WIND COMPONENTS		
	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	86.89%	92.43%	97.54%
9/27	85.25%	91.43%	97.26%
COMBINED	97.94%	99.42%	99.89%

FUTURE RUNWAY END COORDINATES			
RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION
RUNWAY 18	41° 32' 26.204"	87° 31' 39.542"	616.51
RUNWAY 36	41° 31' 27.893"	87° 31' 39.733"	618.03
RUNWAY 9*	41° 32' 23.62556"	87° 32' 16.43635"	614.57
RUNWAY 27*	41° 32' 23.53398"	87° 31' 31.79062"	616.67

SOURCE: CALCULATED FROM EXISTING COORDINATES (NAD 83)
VERTICAL REFERENCE WITH RESPECT TO NGVD 88
*FROM IDOT-DIVISION OF AERONAUTICS GPS SURVEY

FUTURE CRITICAL AIRCRAFT		
RUNWAY	18/36	9/27
APPROACH CATEGORY	B	B
DESIGN GROUP	II	II
DESIGN AIRCRAFT APPROACH SPEED	FALCON 900 100 KNOTS	KING AIR C90 100 KNOTS
DESIGN AIRCRAFT WINGSPAN	FALCON 900 64.0 FEET	KING AIR C90 50.0 FEET
DESIGN AIRCRAFT TAIL HEIGHT	FALCON 900 25 FEET	KING AIR C90 15 FEET
DESIGN AIRCRAFT STRENGTH (MGTW)	FALCON 900 45,500 LBS.	KING AIR C90 9,650 LBS.
DESIGN AIRCRAFT LENGTH	FALCON 900 25 FEET	KING AIR C90 35.5 FEET

EXISTING AIRPORT DATA TABLE															
Airport Reference Code			Mean Max. Temp. - Hottest Month				84° F		Twp.	BLOOM	Airport Reference Point				
			Established Elev. of Airport			619.7					Latitude N.		Longitude W.		
BII			Airport Nav aids		BEACON, AWOS, PAPI				Co.	COOK	41° 32' 06"			87° 31' 46"	
RUNWAY DATA											APPROACH DATA				
Runway	Effective Length		Runway Width	Pavement Surface	Effective Gradient %	Runway Marking	Lights	Pav't Design Strength (1000 lbs.)			Runway Protection Zone	Nav aids	Approach Visibility Minimums	Approach Surface	Approach Slope
	Landing	Takeoff						Aircraft Gear							
								Sing	Dual	Dual Tand.					
18	4,002'	4,002'	75'	BITUMINOUS	0.05	NON PRECISION	MIRL MITL	23	—	—	500' x 700' x 1000'	PAPI, REIL	VISUAL	500' x 700' x 1000'	20:1
36	4,002'	4,002'				NON PRECISION					500' x 700' x 1000'	PAPI, REIL LOC, DME, RNAV	1 MILE	500' x 800' x 1000'	20:1
9	3,396'	3,396'	75'	BITUMINOUS	0.06	NON PRECISION	MIRL MITL	12.5	—	—	250' x 450' x 1000'	PAPI	1 MILE	500' x 800' x 1000'	20:1
27	3,396'	3,396'				NON PRECISION					250' x 450' x 1000'	PAPI	1 MILE	500' x 800' x 1000'	20:1

FUTURE AIRPORT DATA TABLE																
Airport Reference Code			Mean Max. Temp. - Hottest Month				84° F		Twp.	BLOOM		Airport Reference Point				
			Established Elev. of Airport			619.7						Latitude N.		Longitude W.		
BII			Airport Nav aids		AWOS, BEACON, PAPI, REIL				Co.		COOK		41° 32' 07"		87° 31' 45"	
RUNWAY DATA									APPROACH DATA							
Runway	Effective Length		Runway Width	Pavement Surface	Effective Gradient %	Runway Marking	Lights	Pav't Design Strength (1000 lbs.)			Runway Protection Zone	Nav aids	Approach Visibility Minimums	Approach Surface	Approach Slope	
	Landing	Takeoff						Aircraft Gear								
								Sing	Dual	Dual Tand.						
18	5,902'	5,902'	75'	BITUMINOUS	0.03	NON PRECISION	MIRL MITL	25	50	-	500' x 700' x 1000'	REIL, PAPI	VISUAL	1000' x 1100' x 1000'	20:1	
36	5,902'	5,902'				NON PRECISION					500' x 700' x 1000'	RNAV, LOC, PAPI, MALS, ODAL, DME	3/4 MILE	1000' x 1510' x 1700'	34:1	
9	3,396'	3,396'	75'	BITUMINOUS	0.06	NON PRECISION	MIRL MITL	12.5	-	-	500' x 700' x 1000'	RNAV, PAPI	1 MILE	500' x 800' x 1000'	20:1	
27	3,396'	3,396'				NON PRECISION					500' x 700' x 1000'	RNAV, PAPI	1 MILE	500' x 800' x 1000'	20:1	

LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	RIGHT OF WAY (R.O.W.)
	N/A	LAND LINE
N/A	---	FAR PART 77 SURFACE
N/A	---	RUNWAY PROTECTION ZONE (R.P.Z.)
		AIRFIELD PAVEMENT
N/A		AIRFIELD PAVEMENT REMOVAL
		AIRPORT BUILDINGS
	N/A	HOUSES AND OUTBUILDINGS
N/A		AVIGATION EASEMENT
---	---	BUILDING RESTRICTION LINE (B.R.L.)
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
---	---	RUNWAY VISIBILITY ZONE (R.V.Z.)
Δ Δ	N/A	RUNWAY END IDENTIFIER LIGHT (REIL)
□ □	N/A	PRECISION APPROACH PATH INDICATOR (PAPI)
⊕	N/A	AIRPORT ROTATING BEACON
Ⓟ	Ⓟ	WIND CONE
x	xx	6' FENCE

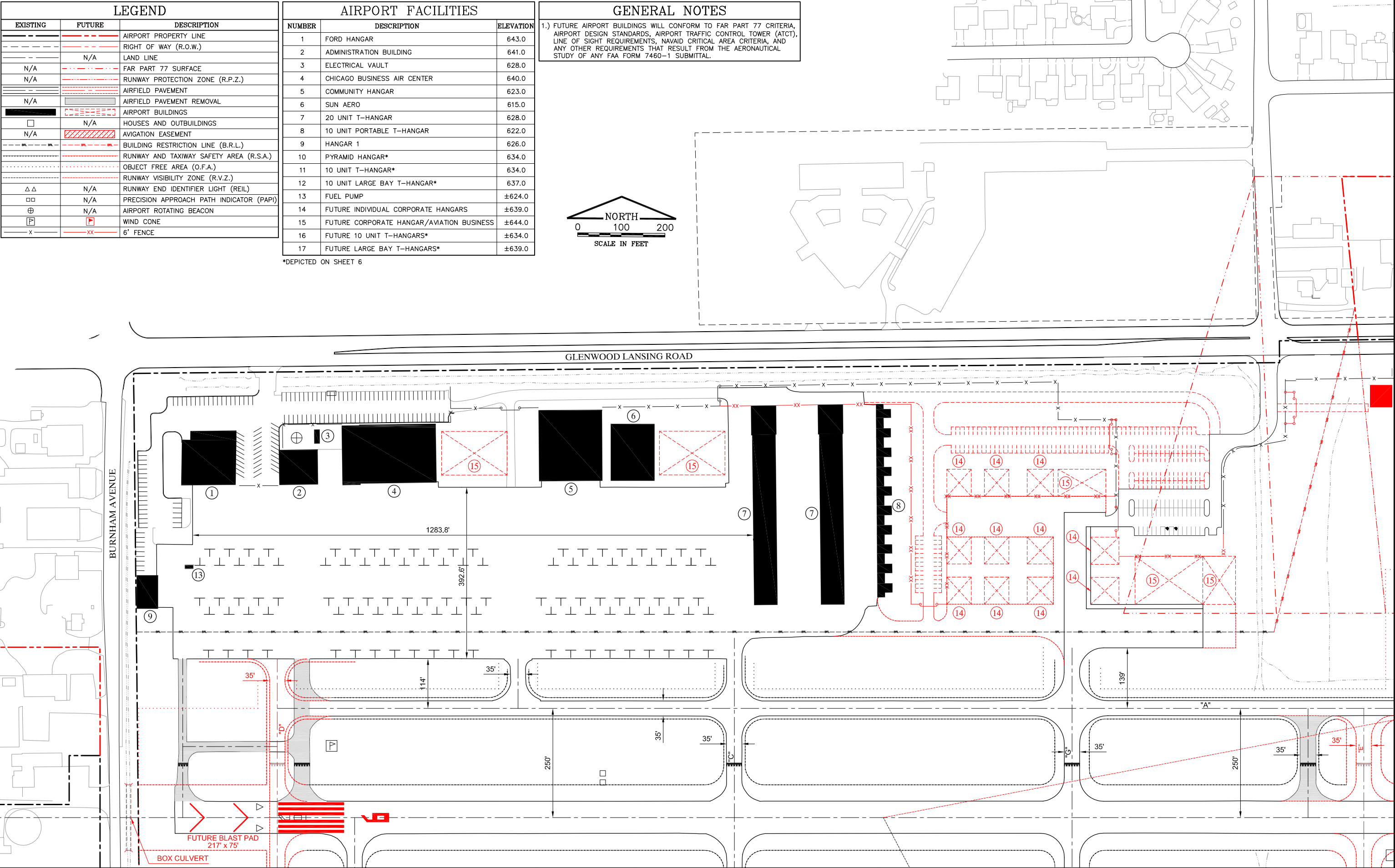
AIRPORT FACILITIES		
NUMBER	DESCRIPTION	ELEVATION
1	FORD HANGAR	643.0
2	ADMINISTRATION BUILDING	641.0
3	ELECTRICAL VAULT	628.0
4	CHICAGO BUSINESS AIR CENTER	640.0
5	COMMUNITY HANGAR	623.0
6	SUN AERO	615.0
7	20 UNIT T-HANGAR	628.0
8	10 UNIT PORTABLE T-HANGAR	622.0
9	HANGAR 1	626.0
10	PYRAMID HANGAR*	634.0
11	10 UNIT T-HANGAR*	634.0
12	10 UNIT LARGE BAY T-HANGAR*	637.0
13	FUEL PUMP	±624.0
14	FUTURE INDIVIDUAL CORPORATE HANGARS	±639.0
15	FUTURE CORPORATE HANGAR/AVIATION BUSINESS	±644.0
16	FUTURE 10 UNIT T-HANGARS*	±634.0
17	FUTURE LARGE BAY T-HANGARS*	±639.0

GENERAL NOTES

1.) FUTURE AIRPORT BUILDINGS WILL CONFORM TO FAR PART 77 CRITERIA, AIRPORT DESIGN STANDARDS, AIRPORT TRAFFIC CONTROL TOWER (ATCT), LINE OF SIGHT REQUIREMENTS, NAVAID CRITICAL AREA CRITERIA, AND ANY OTHER REQUIREMENTS THAT RESULT FROM THE AERONAUTICAL STUDY OF ANY FAA FORM 7460-1 SUBMITTAL.



*DEPICTED ON SHEET 6



CMT

COMPUTER
AIDED
DESIGN &
DRAFTING

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CMT

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

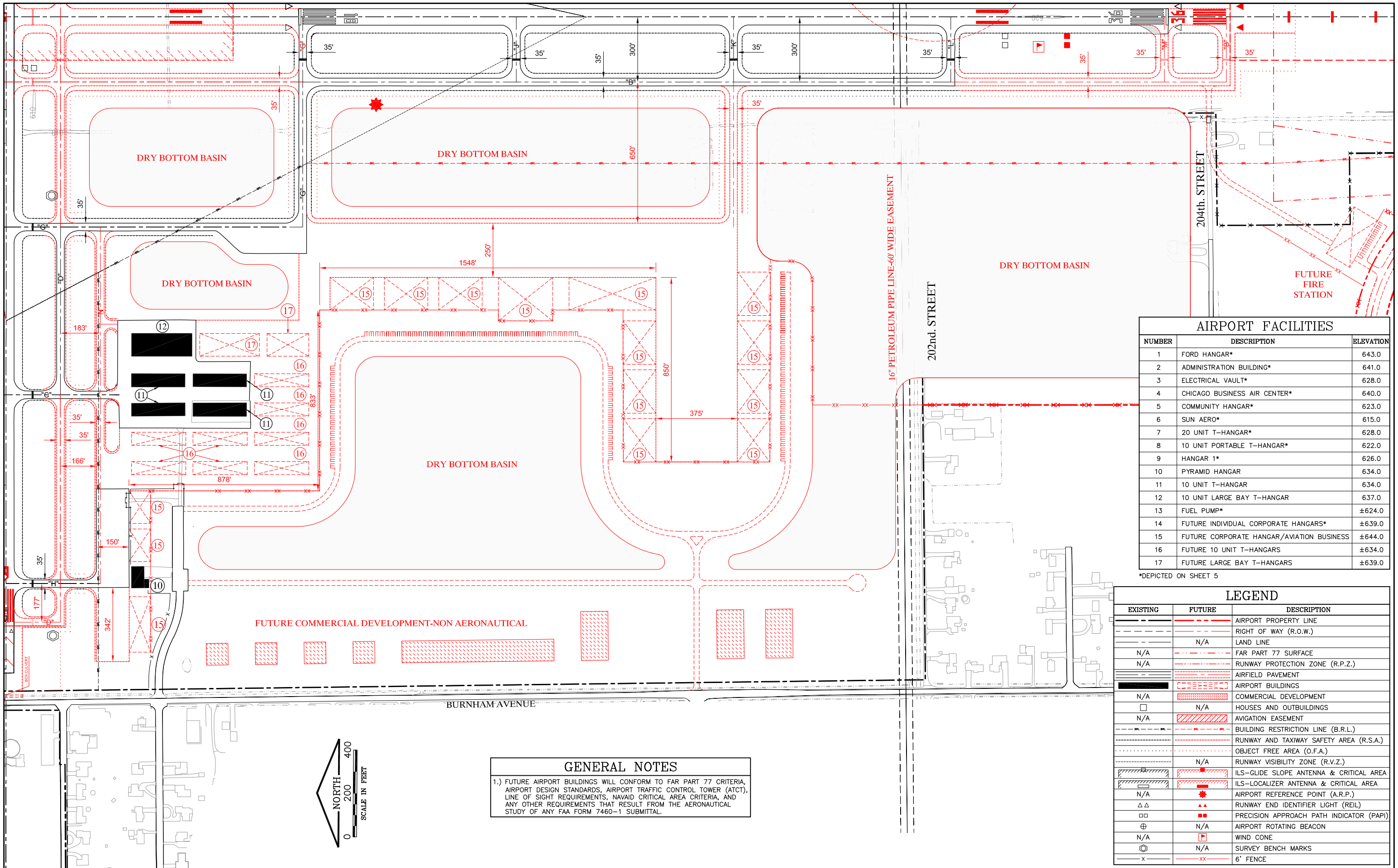
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.A.B./R.L.F.
DRAWN BY	M.R.W.
CHECKED BY	
APPROVED BY	

LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS

TERMINAL AREA DRAWING-NORTH

SCALE	AS NOTED	JOB NO.
DATE	12/31/2007	03297-03
SHEET	5 OF 15 SHEETS	



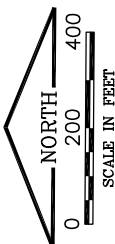
AIRPORT FACILITIES		
NUMBER	DESCRIPTION	ELEVATION
1	FORD HANGAR*	643.0
2	ADMINISTRATION BUILDING*	641.0
3	ELECTRICAL VAULT*	628.0
4	CHICAGO BUSINESS AIR CENTER*	640.0
5	COMMUNITY HANGAR*	623.0
6	SUN AERO*	615.0
7	20 UNIT T-HANGAR*	628.0
8	10 UNIT PORTABLE T-HANGAR*	622.0
9	HANGAR 1*	626.0
10	PYRAMID HANGAR	634.0
11	10 UNIT T-HANGAR	634.0
12	10 UNIT LARGE BAY T-HANGAR	637.0
13	FUEL PUMP*	±624.0
14	FUTURE INDIVIDUAL CORPORATE HANGARS*	±639.0
15	FUTURE CORPORATE HANGAR/AVIATION BUSINESS	±644.0
16	FUTURE 10 UNIT T-HANGARS	±634.0
17	FUTURE LARGE BAY T-HANGARS	±639.0

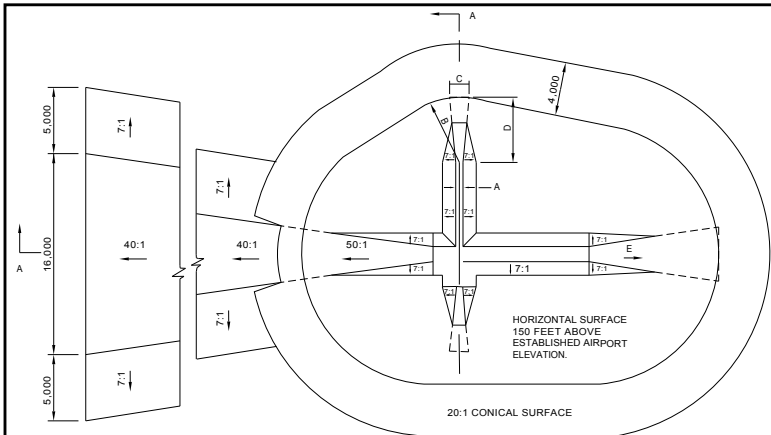
*DEPICTED ON SHEET 5

LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	RIGHT OF WAY (R.O.W.)
N/A	N/A	LAND LINE
N/A	---	FAR PART 77 SURFACE
N/A	---	RUNWAY PROTECTION ZONE (R.P.Z.)
---	---	AIRFIELD PAVEMENT
---	---	AIRPORT BUILDINGS
N/A	---	COMMERCIAL DEVELOPMENT
---	N/A	HOUSES AND OUTBUILDINGS
N/A	---	AVIGATION EASEMENT
---	---	BUILDING RESTRICTION LINE (B.R.L.)
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
---	N/A	RUNWAY VISIBILITY ZONE (R.V.Z.)
---	---	ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
---	---	ILS-LOCALIZER ANTENNA & CRITICAL AREA
N/A	---	AIRPORT REFERENCE POINT (A.R.P.)
Δ Δ	---	RUNWAY END IDENTIFIER LIGHT (REIL)
⊕	---	PRECISION APPROACH PATH INDICATOR (PAPI)
⊕	N/A	AIRPORT ROTATING BEACON
N/A	---	WIND CONE
⊙	N/A	SURVEY BENCH MARKS
x	xx	6' FENCE

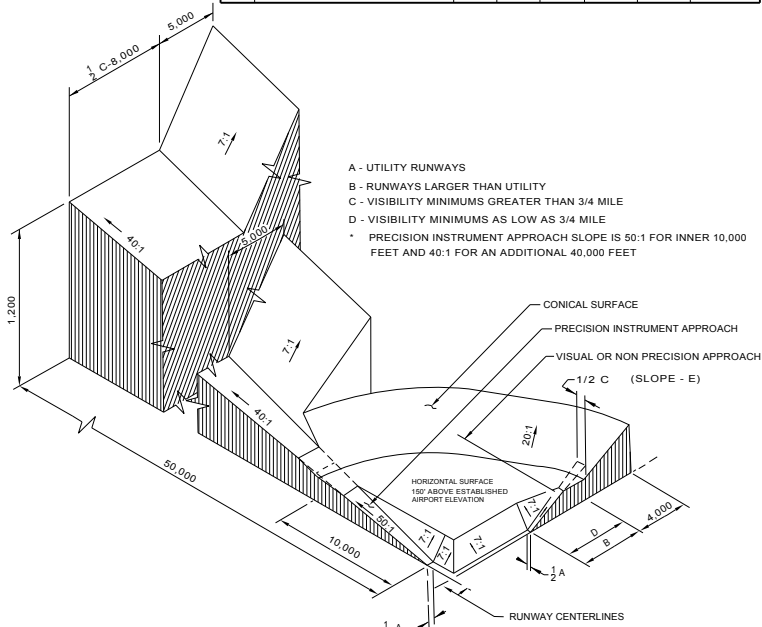
GENERAL NOTES

1.) FUTURE AIRPORT BUILDINGS WILL CONFORM TO FAR PART 77 CRITERIA, AIRPORT DESIGN STANDARDS, AIRPORT TRAFFIC CONTROL TOWER (ATCT), LINE OF SIGHT REQUIREMENTS, NAVAID CRITICAL AREA CRITERIA, AND ANY OTHER REQUIREMENTS THAT RESULT FROM THE AERONAUTICAL STUDY OF ANY FAA FORM 7460-1 SUBMITTAL.





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	-
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	-



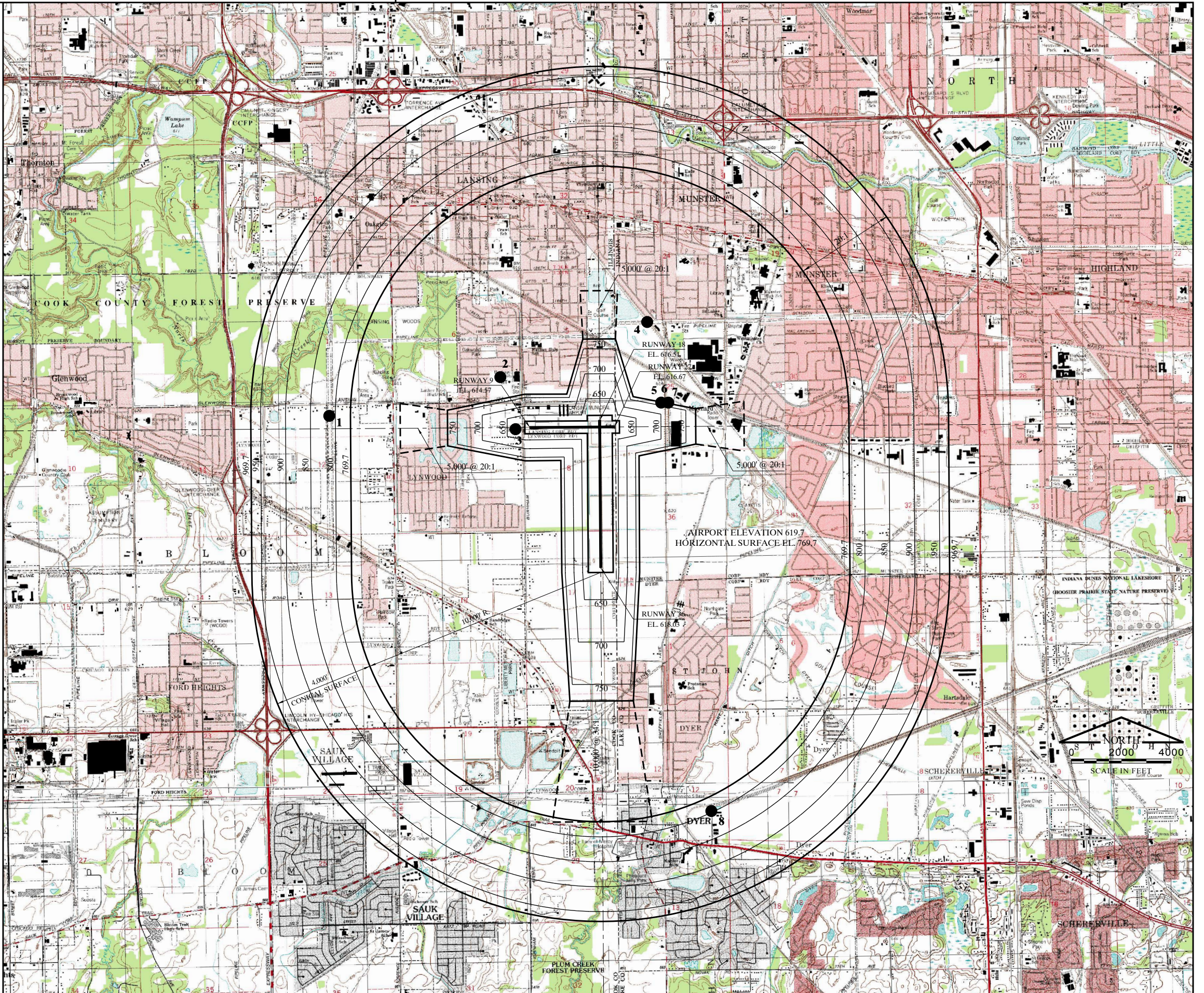
ISOMETRIC VIEW OF SECTION A - A
77.25 CIVIL AIRPORT IMAGINARY SURFACES

GENERAL NOTES

- BASE MAP TAKEN FROM THE FOLLOWING USGS 7.5 MINUTE QUADRANGLE MAPS:
CALUMET CITY, ILL.-IND. (1991)
DRYER, ILL.-IND. (1990)
ST. JOHN, IND. (1992)
HIGHLAND, IND. (1991)
- DATA WAS TAKEN FROM THE NATIONAL AERONAUTICAL CHARTING OFFICE, DIGITAL OBSTACLE FILE, DATED 04/10/07 - 06/07/07.
- REFER TO THE APPROPRIATE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE IN OBSTRUCTIONS.
- ONLY OBJECTS UNDER THE PART 77 SURFACES ARE DEPICTED.

OBJECT TABLE

OBJECT #	TYPE	OBJECT ELEVATION		PART 77 SURFACE ELEV.	CLEARANCE (-) PENETRATION
		MSL	AGL		
1	TOWER	768	156	849.99	-81.99
2	TANK	764	150	769.70	-5.70
3	TANK	630	16	651.32	-21.32
4	POLE	777	164	769.70	7.30
5	TOWER	766	150	769.70	-3.70
6	BUILDING	668	50	769.70	-101.70
7	TOWER	766	149	769.70	-3.70
8	TOWER	814	185	797.27	16.73



COMPUTER
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SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.A.B./R.L.F.
DRAWN BY	M.R.W.
CHECKED BY	
APPROVED BY	

LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS

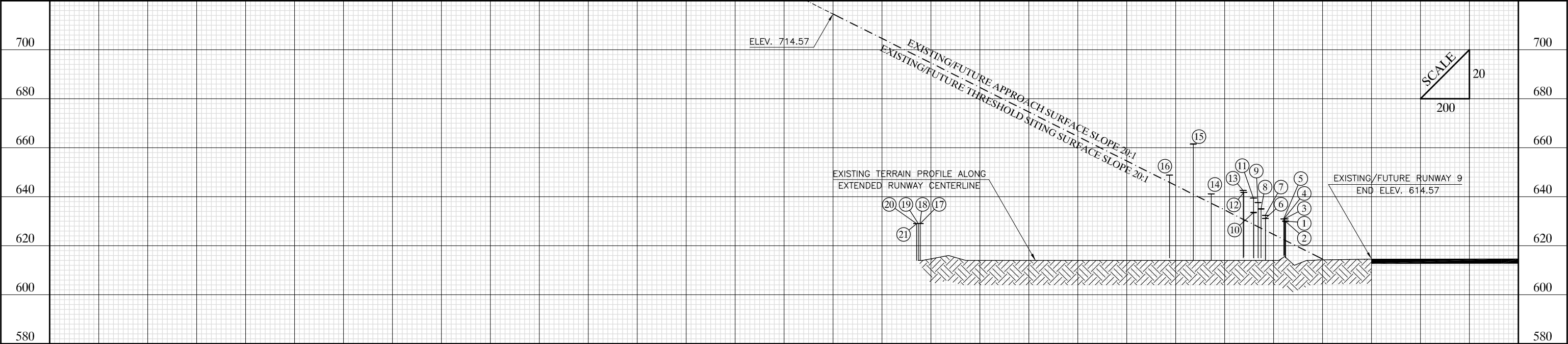
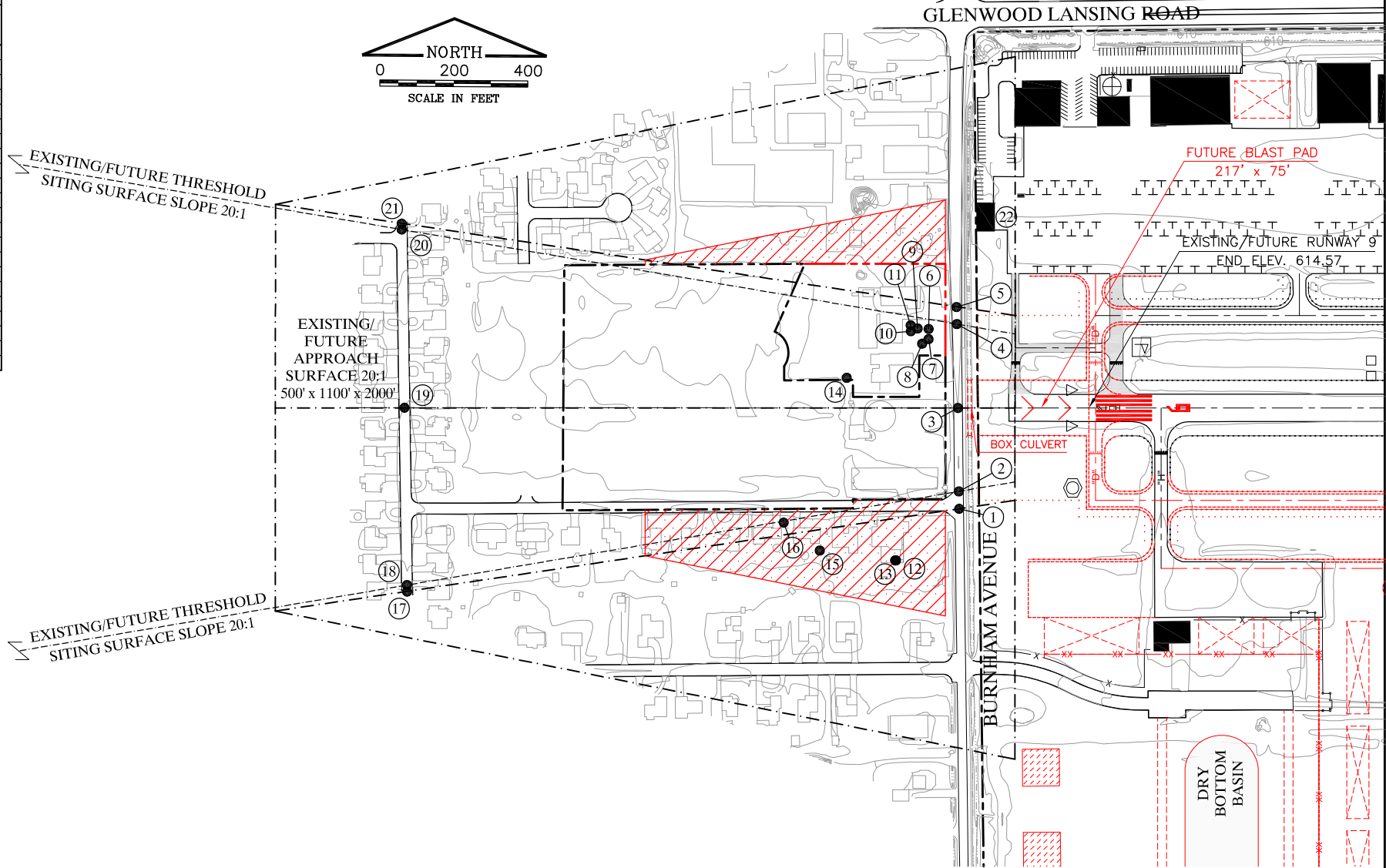
AIRPORT AIRSPACE DRAWING

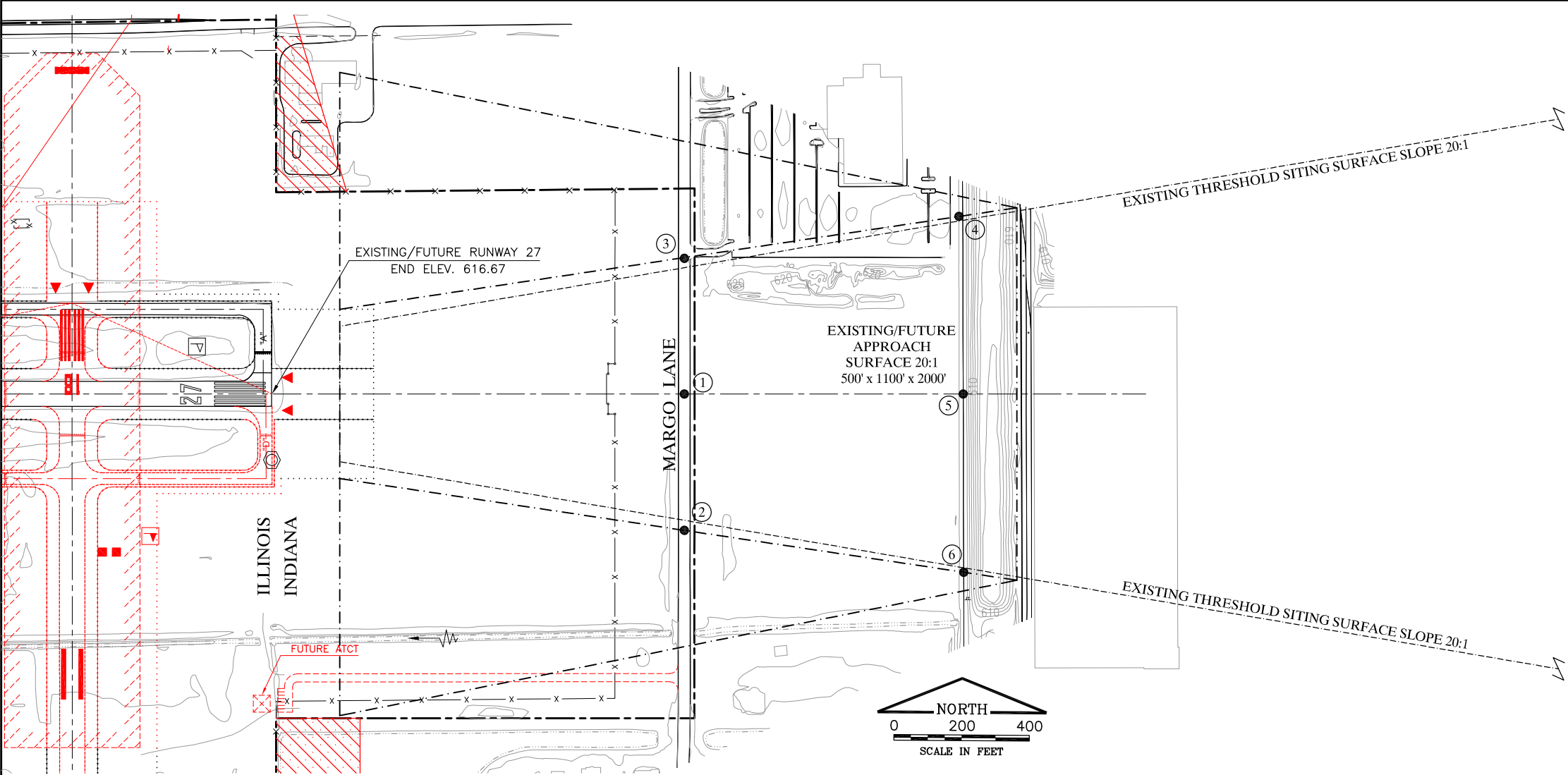
SCALE	AS NOTED	JOB NO.	03297-03
DATE	12/31/2007	SHEET	7 OF 15 SHEETS

EXISTING/FUTURE RUNWAY 9 OBSTRUCTIONS								
OBJECT			PART 77 APPROACH SURFACE			THRESHOLD SITING SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	ROAD	630.0	622.1	7.9				
2	ROAD	630.0	622.2	7.8		622.2	7.8	MITIGATED BY CLEAR VGSI
3	ROAD	631.0	622.3	8.7		622.3	8.7	MITIGATED BY CLEAR VGSI
4	ROAD	631.0	622.4	8.6		622.4	8.6	MITIGATED BY CLEAR VGSI
5	ROAD	631.0	622.5	8.5				
6	TREE	632.4	626.3	6.2	TO BE TRIMMED OR REMOVED	626.3	6.2	TO BE TRIMMED OR REMOVED
7	TREE	631.1	626.3	4.8	TO BE TRIMMED OR REMOVED	626.3	4.8	TO BE TRIMMED OR REMOVED
8	TREE	635.0	627.1	7.9	TO BE TRIMMED OR REMOVED	627.1	7.9	TO BE TRIMMED OR REMOVED
9	TREE	637.6	627.7	9.9	TO BE TRIMMED OR REMOVED	627.7	9.9	TO BE TRIMMED OR REMOVED
10	TREE	633.5	628.7	4.9	TO BE TRIMMED OR REMOVED	628.7	4.9	TO BE TRIMMED OR REMOVED
11	TREE	639.4	628.7	10.7	TO BE TRIMMED OR REMOVED	628.7	10.7	TO BE TRIMMED OR REMOVED
12	TREE	641.7	647.0	-5.2				
13	TREE	642.5	647.0	-4.5				
14	TREE	641.2	637.3	3.9	TO BE TRIMMED OR REMOVED	637.3	3.9	TO BE TRIMMED OR REMOVED
15	TREE	661.5	649.0	12.5	TO BE TRIMMED OR REMOVED			
16	TREE	648.8	645.9	2.9	TO BE TRIMMED OR REMOVED	645.9	2.9	TO BE TRIMMED OR REMOVED
17	ROAD	629.0	696.8	-67.8				
18	ROAD	629.0	696.8	-67.8		696.8	-67.8	
19	ROAD	629.0	697.1	-68.1		697.1	-68.1	
20	ROAD	629.0	697.5	-68.5		697.5	-68.5	
21	ROAD	629.0	697.5	-68.5				
22	HANGAR 1	626.0	649.9	-23.9				

LEGEND		
EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
		FAR PART 77 SURFACE
		THRESHOLD SITING SURFACE
		AIRFIELD PAVEMENT
		AIRPORT BUILDINGS
	N/A	HOUSES AND OUTBUILDINGS/STRUCTURES
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		PRECISION APPROACH PATH INDICATOR (PAPI)
	N/A	AIRPORT ROTATING BEACON
		WIND CONE
	N/A	SURVEY BENCH MARKS
	N/A	RUNWAY END IDENTIFIER LIGHT (REIL)
	N/A	GROUND CONTOURS
	N/A	LAKES PONDS OR STREAMS

- GENERAL NOTES
- 1.) OBSTRUCTIONS WERE OBTAINED FROM A SURVEY CONDUCTED IN JUNE 2004.
 - 2.) BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
 - 3.) ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE A 15 FOOT CLEARANCE PER FAR PART 77 OBSTRUCTION STANDARDS.
 - 4.) RUNWAY 9 WAS EVALUATED UTILIZING AC 150/5300-13, APPENDIX 2, CRITERIA #5, FROM TABLE A2-1 OF CHANGE 11.





EXISTING/FUTURE RUNWAY 27 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	ROAD	630.0	667.6	-37.6	
2	ROAD	630.2	667.6	-37.4	
3	ROAD	629.5	667.6	-38.1	
4	RAIL ROAD	641.0	708.1	-67.1	
5	RAIL ROAD	641.0	708.7	-67.7	
6	RAIL ROAD	641.0	708.8	-67.8	

LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	N/A	AIRPORT PROPERTY LINE
---	---	FAR PART 77 SURFACE
---	---	AIRFIELD PAVEMENT
N/A	---	AIRPORT BUILDINGS
□	---	HOUSES AND OUTBUILDINGS/STRUCTURES
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
N/A	---	ILS-LOCALIZER ANTENNA & CRITICAL AREA
N/A	▲	RUNWAY END IDENTIFIER LIGHT (REIL)
N/A	■	PRECISION APPROACH PATH INDICATOR (PAPI)
☼	☼	WIND CONE
○	N/A	SURVEY BENCH MARKS
920	N/A	GROUND CONTOURS
---	N/A	LAKES PONDS OR STREAMS

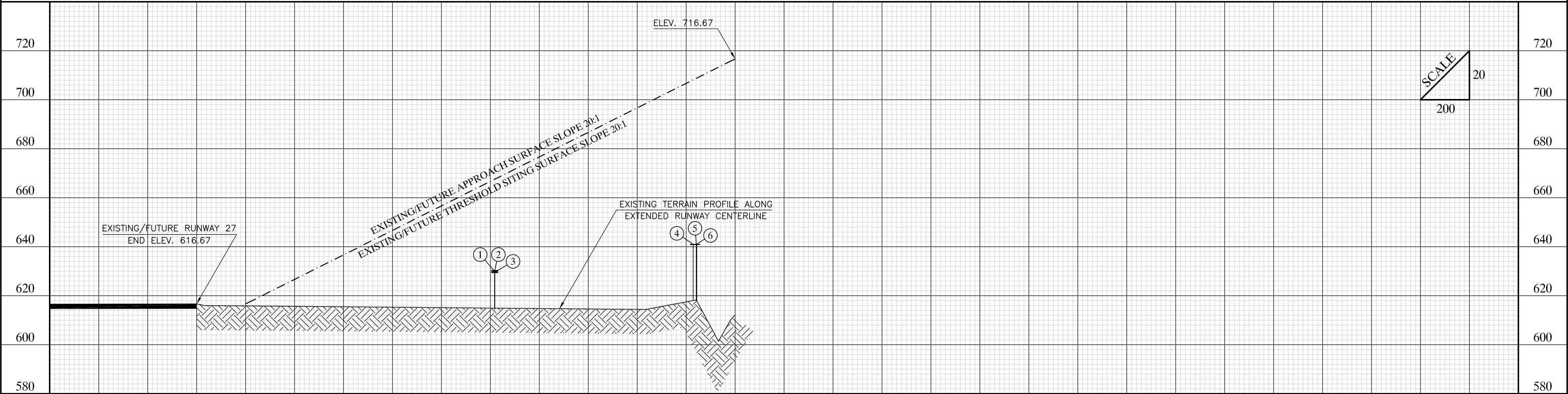
- GENERAL NOTES
- 1.) OBSTRUCTIONS WERE OBTAINED FROM A SURVEY CONDUCTED IN JUNE 2004.

2.) BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.

3.) ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE A 15 FOOT CLEARANCE PER FAR PART 77 OBSTRUCTION STANDARDS.

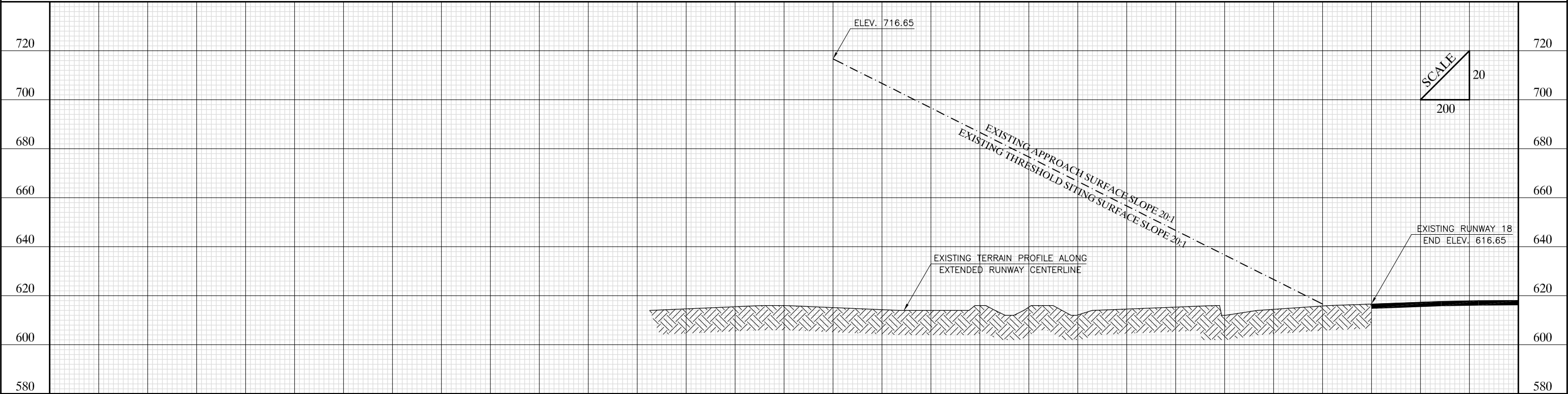
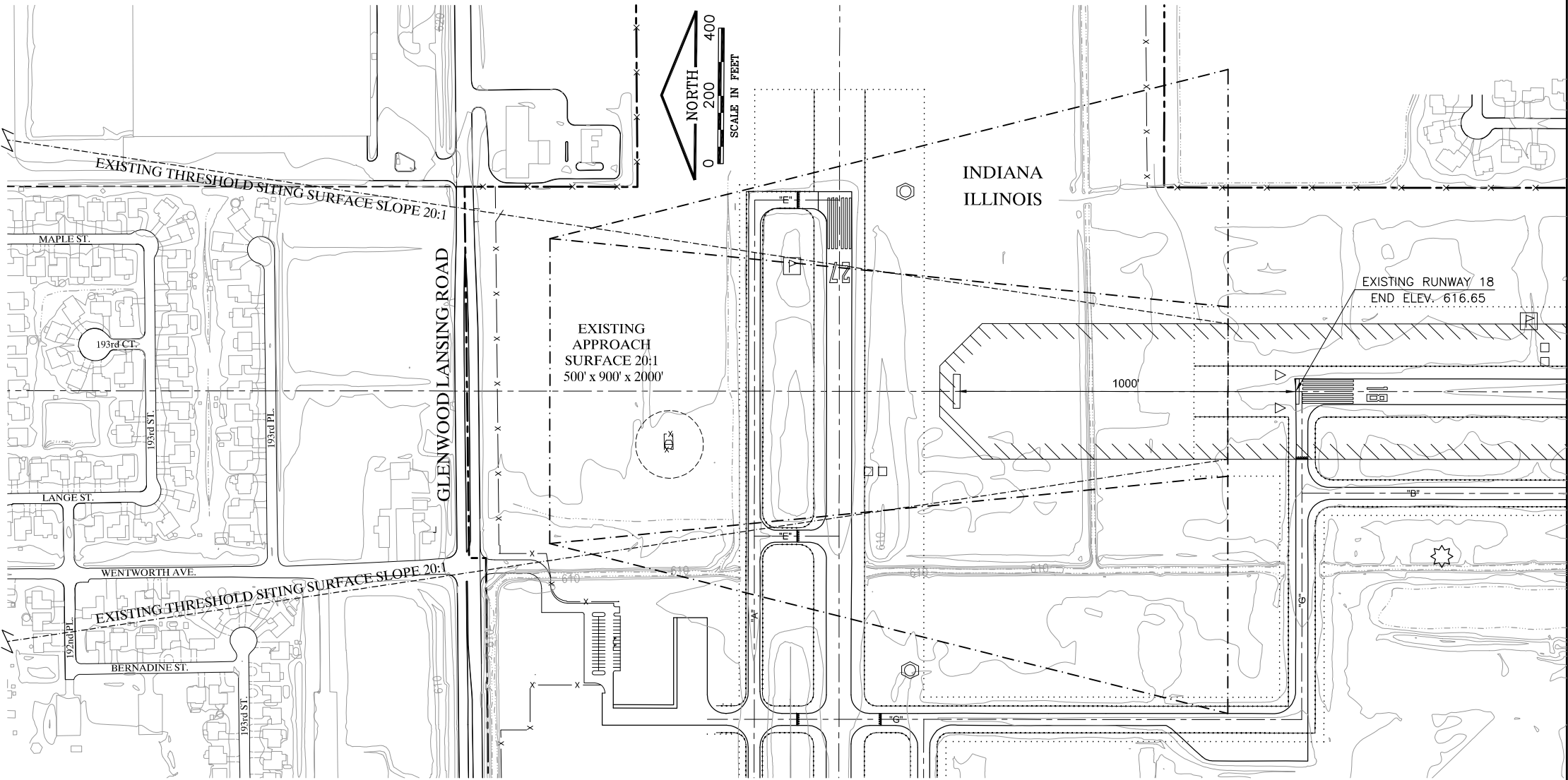
4.) NO KNOWN THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

5.) RUNWAY 27 WAS EVALUATED UTILIZING AC 150/5300-13, APPENDIX 2, CRITERIA #5, FROM TABLE A2-1 OF CHANGE 11.



LEGEND	
EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	FAR PART 77 SURFACE
	AIRFIELD PAVEMENT
	HOUSES AND OUTBUILDINGS/STRUCTURES
	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
	OBJECT FREE AREA (O.F.A.)
	ILS-LOCALIZER ANTENNA & CRITICAL AREA
	AIRPORT REFERENCE POINT (A.R.P.)
	PRECISION APPROACH PATH INDICATOR (PAPI)
	WIND CONE
	AWOS III
	RUNWAY END IDENTIFIER LIGHT (REIL)
	SURVEY BENCH MARKS
	GROUND CONTOURS
	LAKES PONDS OR STREAMS

- GENERAL NOTES**
- 1.) OBSTRUCTIONS WERE OBTAINED FROM A SURVEY CONDUCTED IN JUNE 2004.
 - 2.) BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
 - 3.) ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE A 15 FOOT CLEARANCE PER FAR PART 77 OBSTRUCTION STANDARDS.
 - 4.) NO KNOWN OBSTRUCTIONS ARE LOCATED IN THE INNER APPROACH SURFACE OF EXISTING RUNWAY 18.
 - 5.) NO KNOWN THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - 6.) RUNWAY 18 WAS EVALUATED UTILIZING AC 150/5300-13, APPENDIX 2, CRITERIA #4, FROM TABLE A2-1 OF CHANGE 11.

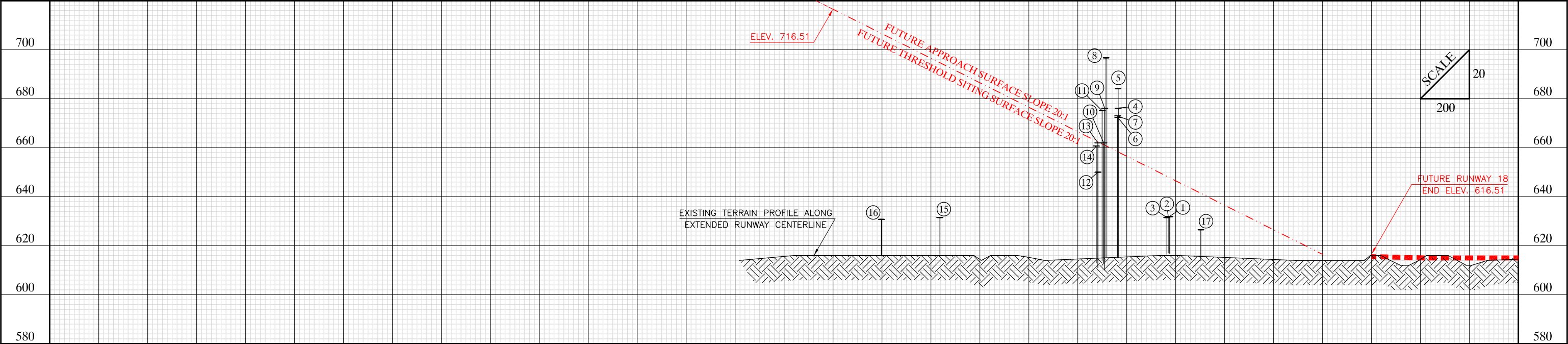
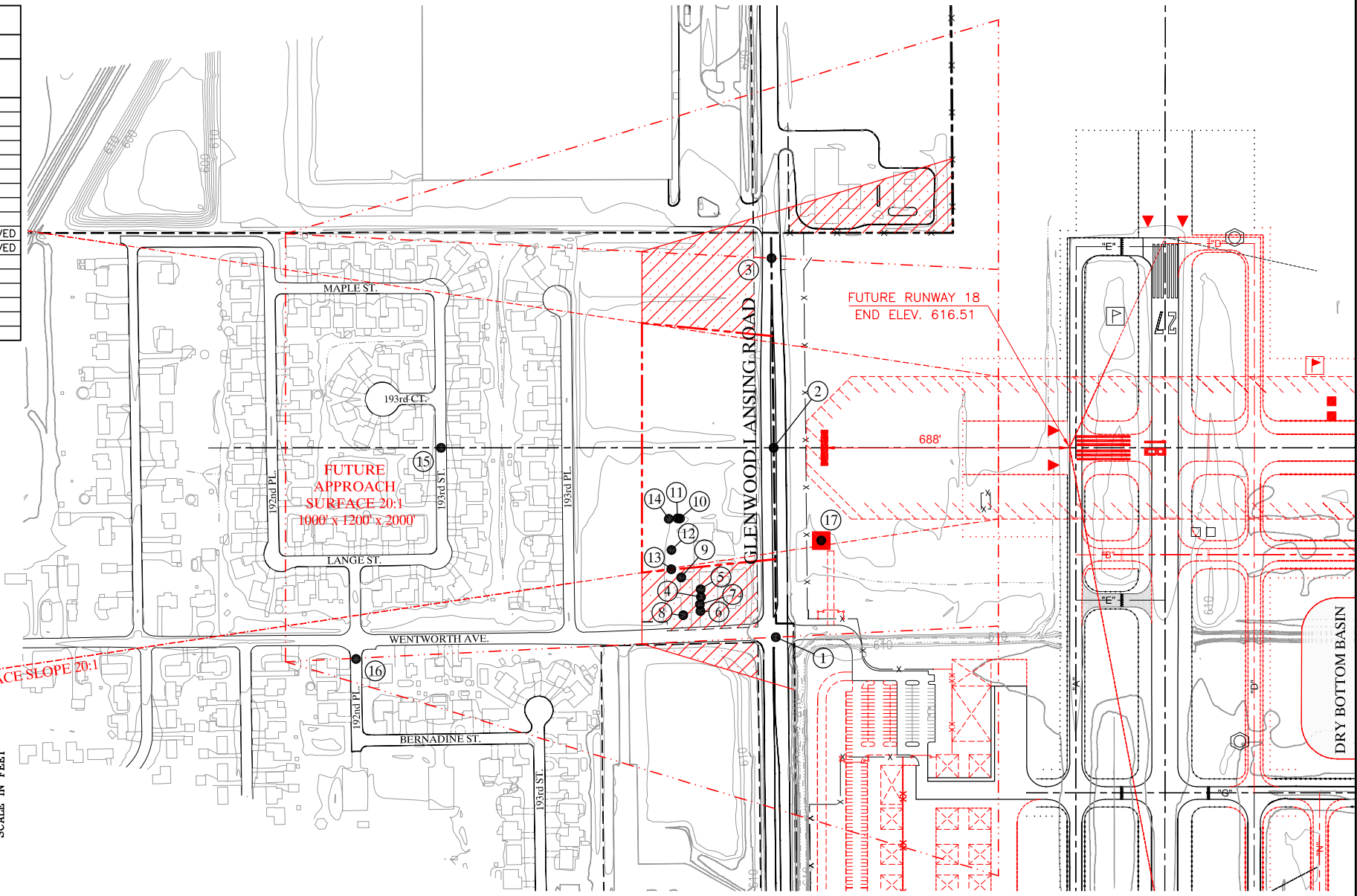
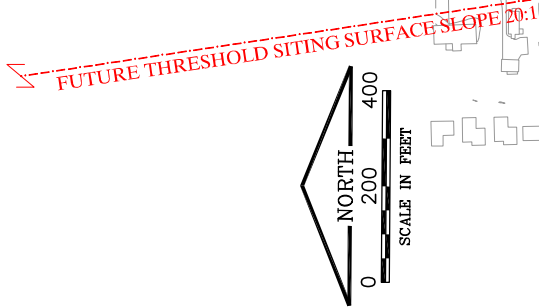


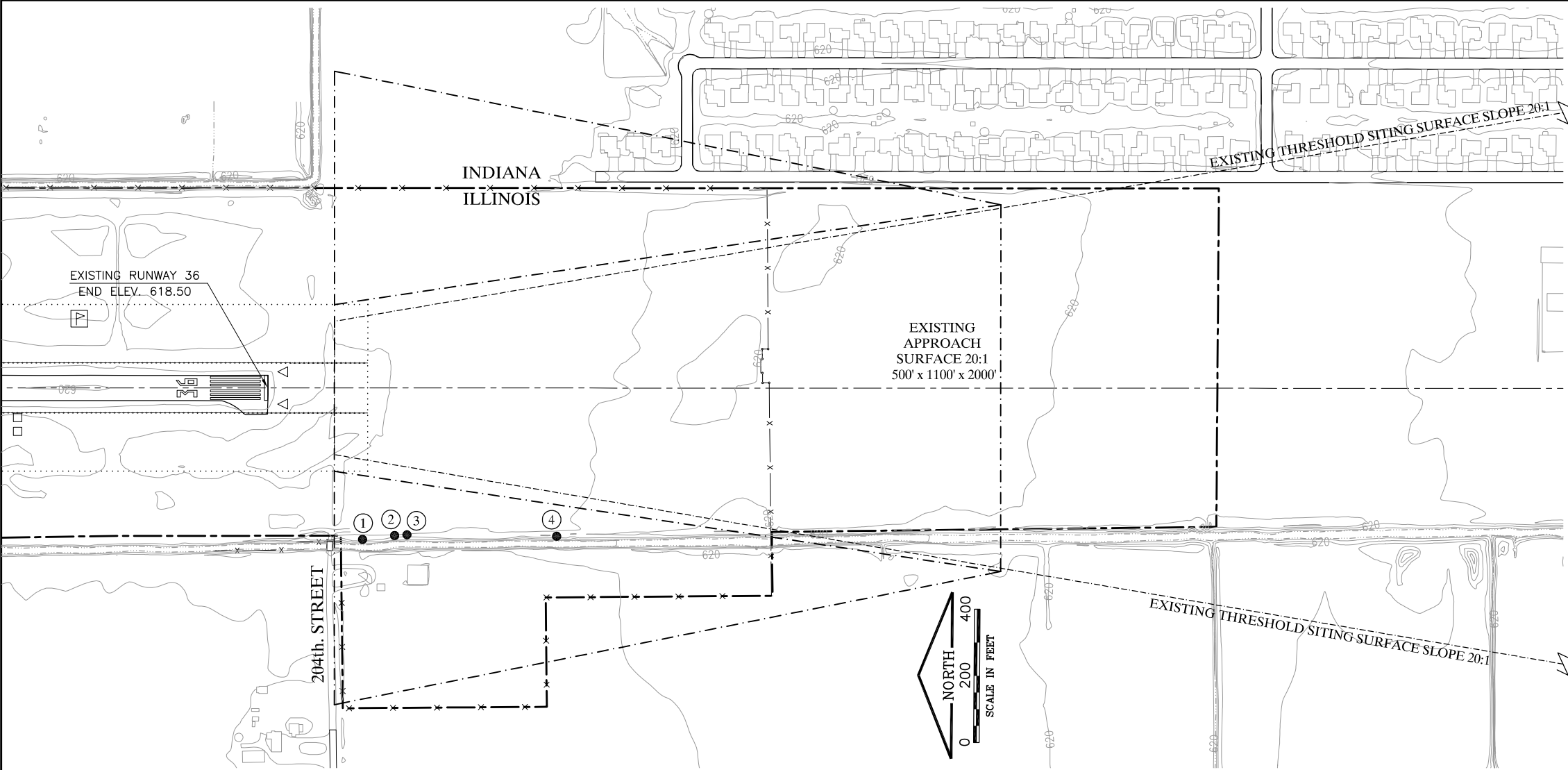
FUTURE RUNWAY 18 OBSTRUCTIONS								
OBJECT			PART 77 APPROACH SURFACE			THRESHOLD SITING SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	ROAD	631.9	647.8	-15.9				
2	ROAD	632.0	648.0	-16.0				
3	ROAD	631.5	648.3	-16.8				
4	TREE	676.2	658.3	17.9	TO BE TRIMMED OR REMOVED			
5	TREE	684.1	658.3	25.8	TO BE TRIMMED OR REMOVED			
6	TREE	672.3	658.3	14.0	TO BE TRIMMED OR REMOVED			
7	TREE	672.9	658.4	14.5	TO BE TRIMMED OR REMOVED			
8	TREE	696.6	660.7	35.9	TO BE TRIMMED OR REMOVED			
9	TREE	676.1	661.0	15.1	TO BE TRIMMED OR REMOVED			
10	TREE	662.0	661.2	0.8	TO BE TRIMMED OR REMOVED	661.2	0.8	TO BE TRIMMED OR REMOVED
11	TREE	675.1	661.5	13.6	TO BE TRIMMED OR REMOVED	661.5	13.6	TO BE TRIMMED OR REMOVED
12	TREE	650.0	662.4	-12.4	TO BE TRIMMED OR REMOVED			
13	TREE	662.0	662.4	-0.4	TO BE TRIMMED OR REMOVED			
14	TREE	660.6	662.8	-2.1	TO BE TRIMMED OR REMOVED			
15	ROAD	631.5	694.7	-63.2				
16	ROAD	630.8	706.6	-75.8				
17	DME/LOCALIZER	626.5	631.1	-4.6				

LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	STATE LINE
N/A	---	FAR PART 77 SURFACE
N/A	---	THRESHOLD SITING SURFACE
---	---	AIRFIELD PAVEMENT
N/A	---	AIRPORT BUILDINGS
□	N/A	HOUSES AND OUTBUILDINGS/STRUCTURES
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
△△	△△	RUNWAY END IDENTIFIER LIGHT (REIL)
⊠	⊠	WIND CONE
⊠⊠	⊠⊠	PRECISION APPROACH PATH INDICATOR (PAPI)
⊠⊠	⊠⊠	ILS-LOCALIZER ANTENNA & CRITICAL AREA
○	N/A	SURVEY BENCH MARKS
920	N/A	GROUND CONTOURS
---	---	LAKES PONDS OR STREAMS

GENERAL NOTES

- 1.) OBSTRUCTIONS WERE OBTAINED FROM A SURVEY CONDUCTED IN JUNE 2004.
- 2.) BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
- 3.) ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE A 15 FOOT CLEARANCE PER FAR PART 77 OBSTRUCTION STANDARDS.
- 4.) RUNWAY 18 WAS EVALUATED UTILIZING AC 150/5300-13, CHANGE 11, APPENDIX 2, CRITERIA #4, FROM TABLE A2-1.

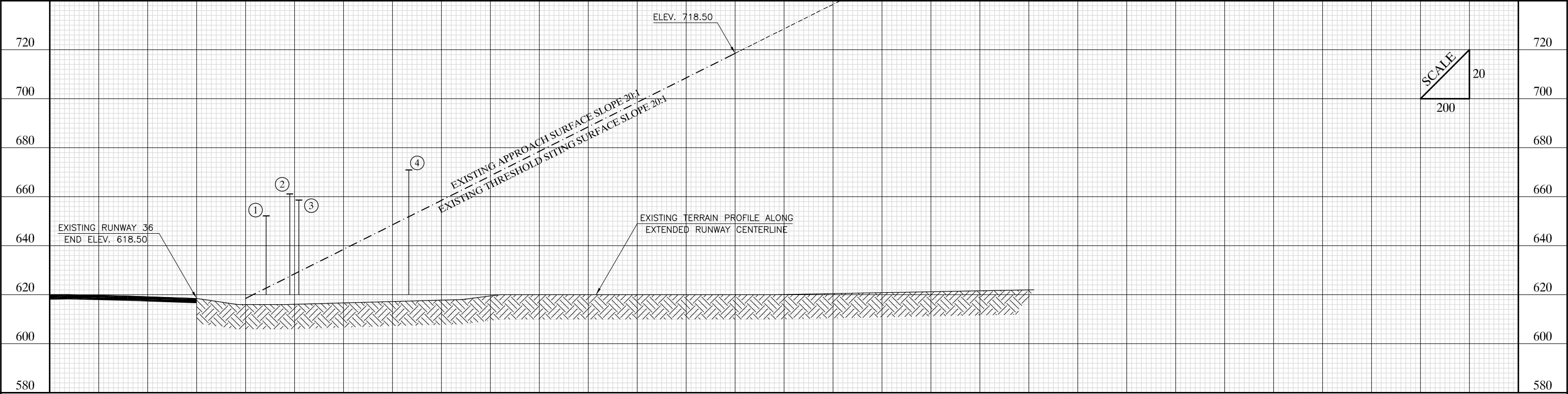




EXISTING RUNWAY 36 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	TREE	652.1	650.7	1.4	TO BE TRIMMED OR REMOVED
2	TREE	661.1	652.5	8.6	TO BE TRIMMED OR REMOVED
3	TREE	658.7	653.5	5.2	TO BE TRIMMED OR REMOVED
4	TREE	670.9	670.2	0.7	TO BE TRIMMED OR REMOVED

LEGEND	
EXISTING	DESCRIPTION
---	AIRPORT PROPERTY LINE
---	STATE LINE
---	FAR PART 77 SURFACE
---	AIRFIELD PAVEMENT
□	HOUSES AND OUTBUILDINGS/STRUCTURES
---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	OBJECT FREE AREA (O.F.A.)
△△	RUNWAY END IDENTIFIER LIGHT (REIL)
□□	PRECISION APPROACH PATH INDICATOR (PAPI)
⊠	WIND CONE
920	GROUND CONTOURS
---	LAKES PONDS OR STREAMS
●●	BARRICADE

- GENERAL NOTES**
- 1.) OBSTRUCTIONS WERE OBTAINED FROM A SURVEY CONDUCTED IN IN JUNE 2004.
 - 2.) BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
 - 3.) ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE A 15 FOOT CLEARANCE PER FAR PART 77 OBSTRUCTION STANDARDS.
 - 4.) RUNWAY 18 WAS EVALUATED UTILIZING AC 150/5300-13, CHANGE 11, APPENDIX 2, CRITERIA #4, FROM TABLE A2-1.
 - 5.) NO KNOWN THRESHOLD SITING SURFACE OBJECT PENETRATIONS EXIST.
 - 6.) RUNWAY 36 WAS EVALUATED UTILIZING AC 150/5300-13, APPENDIX 2, CRITERI #5, FROM TABLE A2-1 OF CHANGE 11.



CMT

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CMT

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

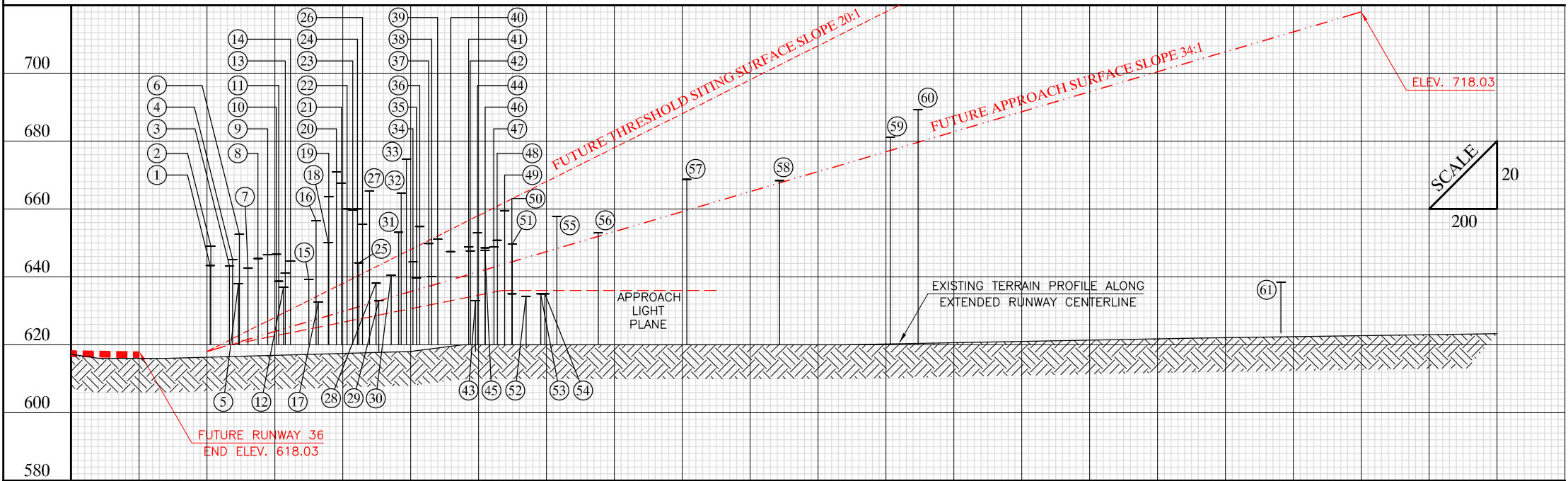
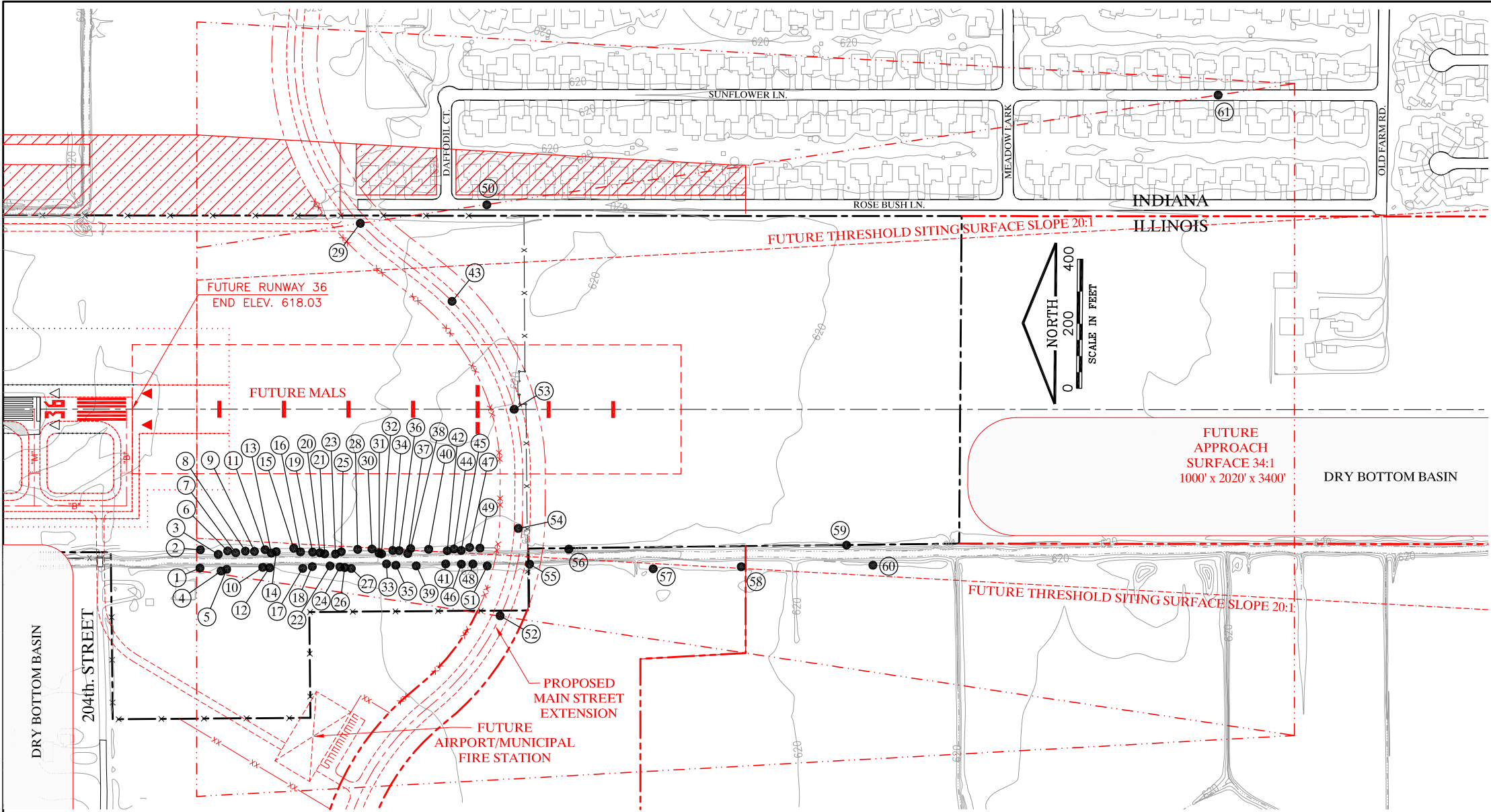
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.A.B./R.L.F.
DRAWN BY	M.R.W.
CHECKED BY	
APPROVED BY	

LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS

INNER PORTION OF THE APPROACH SURFACE
DRAWING EXISTING RUNWAY 36

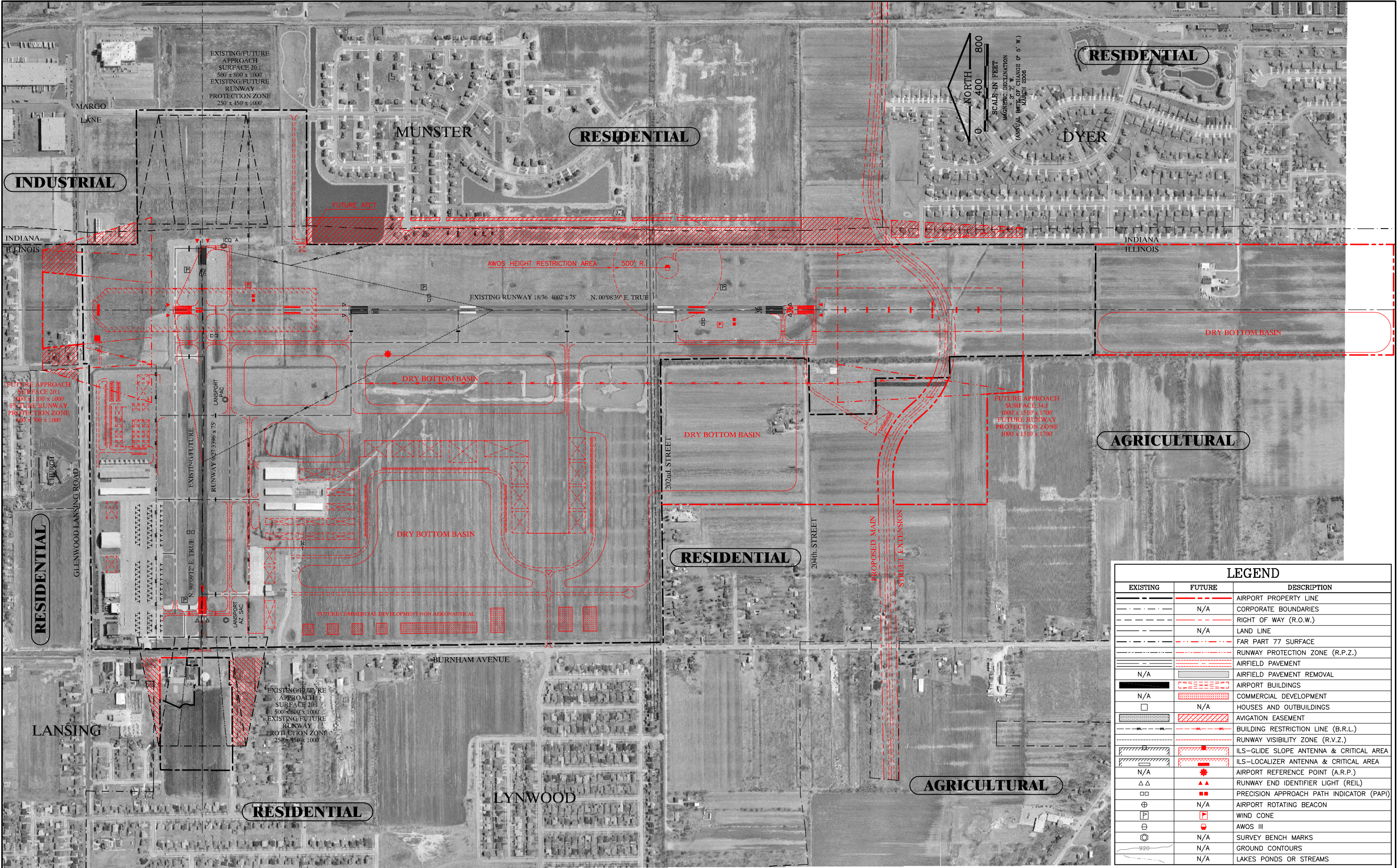
SCALE AS NOTED	JOB NO.
DATE 12/31/2007	03297-03
SHEET 12 OF 15 SHEETS	



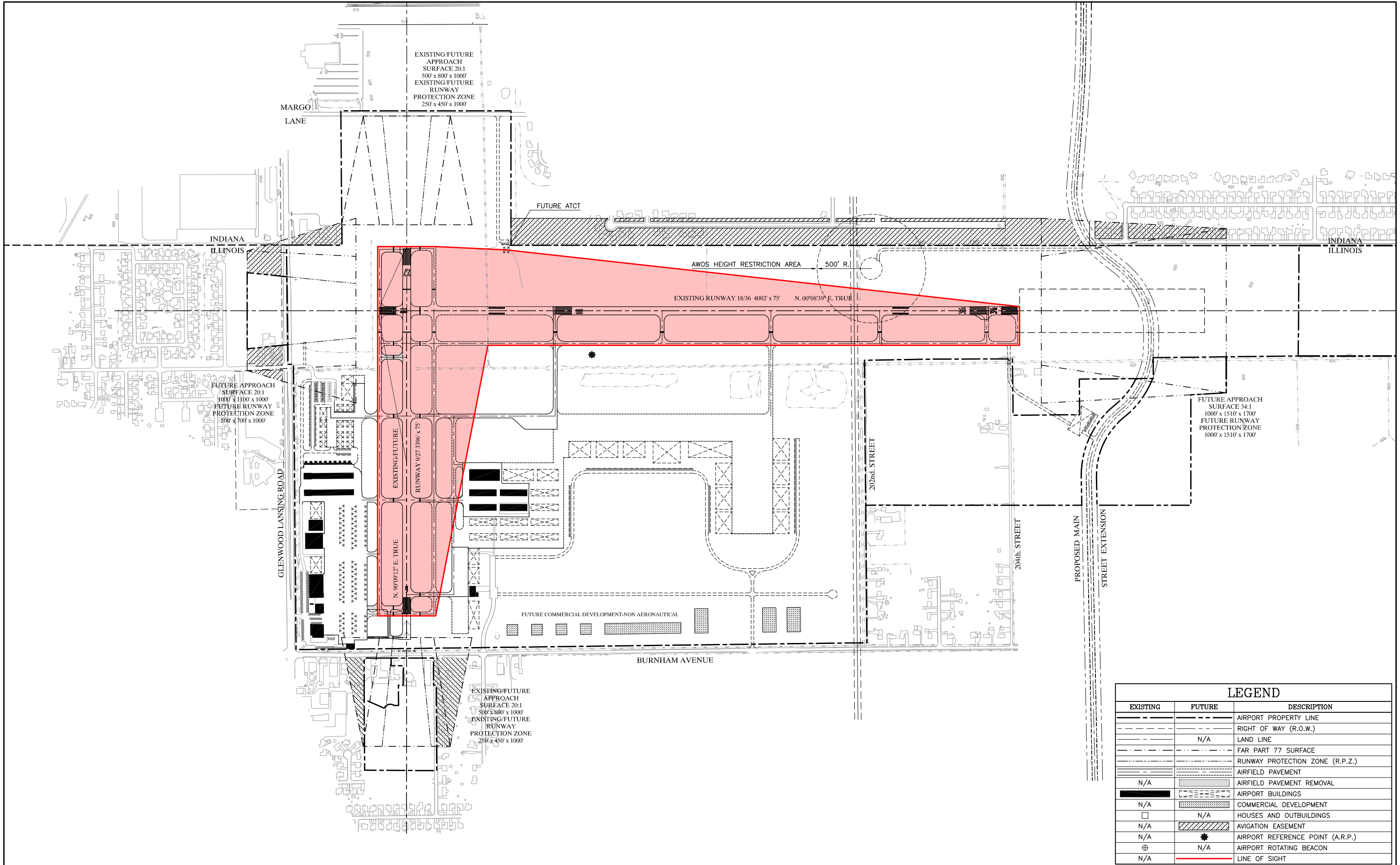
FUTURE RUNWAY 36 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	TREE	643.3	618.3	25.0	TO BE TRIMMED OR REMOVED
2	TREE	649.1	618.4	30.7	TO BE TRIMMED OR REMOVED
3	TREE	643.3	620.0	23.3	TO BE TRIMMED OR REMOVED
4	TREE	645.1	620.3	24.9	TO BE TRIMMED OR REMOVED
5	TREE	638.0	620.8	17.2	TO BE TRIMMED OR REMOVED
6	TREE	652.5	620.8	31.7	TO BE TRIMMED OR REMOVED
7	TREE	642.6	621.6	21.0	TO BE TRIMMED OR REMOVED
8	TREE	645.4	622.5	22.9	TO BE TRIMMED OR REMOVED
9	TREE	646.6	623.3	23.3	TO BE TRIMMED OR REMOVED
10	TREE	646.7	624.0	22.6	TO BE TRIMMED OR REMOVED
11	TREE	638.7	624.3	14.5	TO BE TRIMMED OR REMOVED
12	TREE	637.0	624.7	12.3	TO BE TRIMMED OR REMOVED
13	TREE	641.2	624.8	16.3	TO BE TRIMMED OR REMOVED
14	TREE	644.6	625.3	19.3	TO BE TRIMMED OR REMOVED
15	TREE	639.2	626.9	12.4	TO BE TRIMMED OR REMOVED
16	TREE	656.5	627.5	29.0	TO BE TRIMMED OR REMOVED
17	TREE	632.6	627.7	4.9	TO BE TRIMMED OR REMOVED
18	TREE	650.1	628.6	21.6	TO BE TRIMMED OR REMOVED
19	TREE	663.6	628.6	35.0	TO BE TRIMMED OR REMOVED
20	TREE	670.9	629.3	41.6	TO BE TRIMMED OR REMOVED
21	TREE	667.7	629.7	38.0	TO BE TRIMMED OR REMOVED
22	TREE	660.0	630.2	29.8	TO BE TRIMMED OR REMOVED
23	TREE	659.6	630.7	29.0	TO BE TRIMMED OR REMOVED
24	TREE	660.0	631.1	28.9	TO BE TRIMMED OR REMOVED
25	TREE	644.1	631.2	12.9	TO BE TRIMMED OR REMOVED
26	TREE	655.5	631.5	24.0	TO BE TRIMMED OR REMOVED
27	TREE	665.3	632.1	33.2	TO BE TRIMMED OR REMOVED
28	TREE	638.2	632.7	5.5	TO BE TRIMMED OR REMOVED
29	ROAD	633.0	632.9	0.1	
30	TREE	640.5	634.0	6.5	TO BE TRIMMED OR REMOVED
31	TREE	653.1	634.6	18.5	TO BE TRIMMED OR REMOVED
32	TREE	664.6	634.9	29.7	TO BE TRIMMED OR REMOVED
33	TREE	674.7	635.3	39.4	TO BE TRIMMED OR REMOVED
34	TREE	644.4	635.9	8.5	TO BE TRIMMED OR REMOVED
35	TREE	639.7	636.2	3.5	TO BE TRIMMED OR REMOVED
36	TREE	654.8	636.5	18.3	TO BE TRIMMED OR REMOVED
37	TREE	649.8	637.3	12.6	TO BE TRIMMED OR REMOVED
38	TREE	640.0	637.5	2.5	TO BE TRIMMED OR REMOVED
39	TREE	651.0	638.0	13.0	TO BE TRIMMED OR REMOVED
40	TREE	647.5	639.2	8.3	TO BE TRIMMED OR REMOVED
41	TREE	648.9	640.7	8.2	TO BE TRIMMED OR REMOVED
42	TREE	647.7	640.8	6.8	TO BE TRIMMED OR REMOVED
43	ROAD	633.0	641.3	-8.3	
44	TREE	653.0	641.5	11.5	TO BE TRIMMED OR REMOVED
45	TREE	647.8	642.1	5.6	TO BE TRIMMED OR REMOVED
46	TREE	648.5	642.1	6.4	TO BE TRIMMED OR REMOVED
47	TREE	648.8	642.9	5.9	TO BE TRIMMED OR REMOVED
48	TREE	650.8	643.2	7.6	TO BE TRIMMED OR REMOVED
49	TREE	659.5	643.8	15.6	TO BE TRIMMED OR REMOVED
50	ROAD	635.0	644.5	-9.5	
51	TREE	649.7	644.5	5.2	TO BE TRIMMED OR REMOVED
52	ROAD	634.2	645.7	-11.5	
53	ROAD	635.0	647.0	-12.0	
54	ROAD	635.0	647.3	-12.3	
55	TREE	657.9	648.4	9.5	TO BE TRIMMED OR REMOVED
56	TREE	652.9	651.9	1.0	TO BE TRIMMED OR REMOVED
57	TREE	668.7	659.6	9.1	TO BE TRIMMED OR REMOVED
58	TREE	668.3	667.6	0.7	TO BE TRIMMED OR REMOVED
59	TREE	681.2	677.2	4.0	TO BE TRIMMED OR REMOVED
60	TREE	689.3	679.6	9.7	TO BE TRIMMED OR REMOVED
61	ROAD	638.5	711.1	-72.6	

LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	N/A	STATE LINE
N/A	---	FAR PART 77 SURFACE
N/A	---	THRESHOLD SITING SURFACE
---	---	AIRFIELD PAVEMENT
N/A	---	AIRPORT BUILDINGS
□	N/A	HOUSES AND OUTBUILDINGS/STRUCTURES
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
Δ Δ	▲ ▲	RUNWAY END IDENTIFIER LIGHT (REIL)
920	N/A	GROUND CONTOURS
---	N/A	LAKES PONDS OR STREAMS
● ●	N/A	BARRICADE

- GENERAL NOTES**
- OBSTRUCTIONS WERE OBTAINED FROM A SURVEY CONDUCTED IN JUNE 2004.
 - BASE MAPPING WAS DEVELOPED USING PHOTOGRAMMETRIC MAPPING DATED AUGUST 2004.
 - ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE A 15 FOOT CLEARANCE PER FAR PART 77 OBSTRUCTION STANDARDS.
 - RUNWAY 36 WAS EVALUATED UTILIZING AC 150/5300-13, CHANGE 11, APPENDIX 2 CRITERIA #8, FROM TABLE A2-1.
 - NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - VEHICLES ON PROPOSED MAIN STREET WILL NOT PENETRATE THE APPROACH LIGHT PLANE FOR RUNWAY 36 & WILL NOT OBSCURE ANY APPROACH LIGHTS TO PILOTS ON APPROACH TO THAT RUNWAY END.



LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	N/A	CORPORATE BOUNDARIES
---	---	RIGHT OF WAY (R.O.W.)
---	N/A	LAND LINE
---	---	FAR PART 77 SURFACE
---	---	RUNWAY PROTECTION ZONE (R.P.Z.)
---	---	AIRFIELD PAVEMENT
N/A	---	AIRFIELD PAVEMENT REMOVAL
N/A	---	AIRPORT BUILDINGS
N/A	---	COMMERCIAL DEVELOPMENT
---	N/A	HOUSES AND OUTBUILDINGS
---	---	AVIGATION EASEMENT
---	---	BUILDING RESTRICTION LINE (B.R.L.)
---	---	RUNWAY VISIBILITY ZONE (R.V.Z.)
---	---	ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
---	---	ILS-LOCALIZER ANTENNA & CRITICAL AREA
N/A	---	AIRPORT REFERENCE POINT (A.R.P.)
---	---	RUNWAY END IDENTIFIER LIGHT (REIL)
---	---	PRECISION APPROACH PATH INDICATOR (PAPI)
---	N/A	AIRPORT ROTATING BEACON
---	---	WIND CONE
---	---	AWOS III
---	N/A	SURVEY BENCH MARKS
---	N/A	GROUND CONTOURS
---	N/A	LAKES PONDS OR STREAMS



LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	RIGHT OF WAY (R.O.W.)
---	N/A	LAND LINE
---	---	FAR PART 77 SURFACE
---	---	RUNWAY PROTECTION ZONE (R.P.Z.)
---	---	AIRFIELD PAVEMENT
N/A	---	AIRFIELD PAVEMENT REMOVAL
---	---	AIRPORT BUILDINGS
N/A	---	COMMERCIAL DEVELOPMENT
---	N/A	HOUSES AND OUTBUILDINGS
N/A	---	AVIGATION EASEMENT
N/A	*	AIRPORT REFERENCE POINT (A.R.P.)
⊕	N/A	AIRPORT ROTATING BEACON
N/A	---	LINE OF SIGHT

COMPUTER
AIDED
DESIGN &
DRAFTING

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS						DESIGN BY	S.A.B./R.L.F.
NO.	BY	DATE	NO.	BY	DATE	DRAWN BY	M.R.W.
						CHECKED BY	
						APPROVED BY	

LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS

LINE OF SIGHT DRAWING

SCALE AS NOTED	JOB NO.
DATE 12/31/2007	03297-03
SHEET 15 OF 15 SHEETS	