Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

July 15, 2013

Mr. William S. Clayton
Airport Manager
Rantoul National Aviation Center
6 Aviation Center Drive
Rantoul, Illinois 61866

Re: Rantoul National Aviation Center
Rantoul, Illinois
Airport Layout Plan Approval

Dear Mr. Clayton:

Enclosed is one "conditionally approved" copy of the Rantoul National Aviation Center's Layout Plan dated July 15, 2013. This approval cancels or supersedes all prior Airport Layout Plan approvals. The airport development plan approval is based upon recognition of and adherence to the following:

1. Approval of this Airport Layout Plan is not to be considered a determination of necessity or as a commitment of Federal and/or State funding for accomplishment of the projected development. Inclusion of the proposed development signifies a concurrence for planning purposes based on review of conformance with current standards for safety, utility, and efficiency. Actual facility development will be governed by adherence to development standards applicable at the time the development is undertaken. If any of the design critical aircraft or aircraft groups change, this Airport Layout Plan must be reevaluated by the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics.

2. Approval of this Airport Layout Plan does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate that:

A. All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
B. That fair consideration has been given to the interest of communities in or near the airport.
C. That development programs provide for the protection and enhancement of the environment.

3. The FAA has offered no objection to the proposed ultimate airspace utilization as depicted on the Airport Layout Plan based on considerations of safe and efficient use of airspace. The Airport Layout Plan has the status of a "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following: 14 CFR 77; 14 CFR 152; and 14 CFR 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (**Aeronautical Study Numbers 2013-AGL-1194-NRA**). This review was forwarded to IDOT through the FAA's IOEAAA computer program and a **Determination to Proponent** was issued for **Airspace Case Number 2013-AGL-1194-NRA** on **May 7, 2013** and contained in our **June 24, 2013** correspondence.

Mr. William S. Clayton
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Airport Layout Plan Approval
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It should be noted that the FAA cannot prevent erection of any structure near an airport. Airport environs maybe protected through State enacted Hazard Zoning Regulations and/or local zoning ordinances, building regulations, and title requirements.

4. The following items must have a specific environmental approval prior to accomplishment:

A. Realign Taxiway "E" to access the Runway 09 threshold per criteria.
B. Realign Taxiway "F" to access the Runway 09 threshold per criteria.
C. Relocate the threshold of Runway 18, 104 feet to the south. This action will reduce the length of Runway 18-36 from 4,894 feet to 4,790 feet. The runway width remains the same.
D. Install Precision Path Indicator Lights (PAPI) to serve plots on approach to both ends of Runway 18-36.
E. Install Runway End Identifier Lights (REIL) near both thresholds of Runway 18-36.
F. Construct spectator and boundary fencing for airport security.

Any of the aforementioned development, requiring the use of Federal funds, shall not take place until the appropriate environmental processing has been approved by the FAA and/or the IDOT.

To avoid conflicts with future development, we recommend that you utilize the ALP when preparing leases. We further recommend you provide copies to the local and regional planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Base Operators (FBO's) and airport users. The Airport and Airway Improvement Act (Section 511(a)(18) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with the FAA and the IDOT. This approval does not include approval for temporary construction equipment which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project (unless specifically approved by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to the beginning of any project.

If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, a notice (FAA Form 7480-1) must be filed with the FAA and the IDOT consistent with 14 CFR 157.

Approval of this Airport Layout Plan by the State of Illinois is authorized by the Federal Aviation Administration through the State Block Grant Program. Approval of this ALP will not terminate if the State Block Grant Program ceases to exist. We trust the

Mr. William S. Clayton
Rantoul National Aviation Center
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foregoing provides a reasonable explanation of the conditions and terms of our approval.

If you desire further clarification, please contact Mr. Terrence L. Schaedel of my staff at (217) 785-8177 (voice), or by facsimile at (217) 786-4939 or via e-mail at Terrence.Schaedel@Illinois.gov.

Sincerely,

Steven J. Long, P.E.
Acting Chief Engineer

SJL/TLS
Enclosure

cc: Gary Wilson, DI-HADD-6/14; w/encl. (1 ALP & Letter)
Brian Quinlan, Burns and McDonnell (Downers Grove) (electronic copy)
Robert Crain, Burns and McDonnell (Kansas City) (electronic copy)

AIRPORT LAYOUT PLAN

FOR

RANTOUL NATIONAL AVIATION CENTER - FRANK ELLIOTT FIELD

RANTOUL, ILLINOIS

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JUNE 2013

VICINITY MAP

LOCATION MAP

ON BEHALF OF BURNS & MCDONNELL ENGINEERING INC., THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED FOR THE RANTOUL NATIONAL AVIATION CENTER - FRANK ELLIOT FIELD, ACCORDING TO THE APPLICABLE ADVISORY CIRCULARS, THE CURRENT VERSION OF THE GREAT LAKES REGION ALP CHECKLIST, AND ACCURATELY DEPICTS THE PROPOSED USE OF AIRSPACE AT THE TIME OF SUBMITTAL. THE ALP CONFORMS WITH FAA DESIGN STANDARDS, EXCEPT AS NOTED.

Illinois Department of Transportation
Division of Aeronautics

APPROVED: Steven J. Long, CHIEF ENGINEER
DATE: July 15, 2013

VILLAGE OF RANTOUL, ILLINOIS

APPROVED:
DATE: July 11th, 2013

Burns & McDonnell SINCE 1898

BURNS & McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MISSOURI 64114

SUBMITTED BY: Robert A Crain
DATE: July 10, 2013

no.	revisions	date	by

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RUNWAY DATA TABLE

GENERAL RUNWAY INFORMATION	9-27 EXISTING	9-27 FUTURE	18-36 EXISTING	18-36 FUTURE
APPROACH CATEGORY AND DESIGN GROUP	B-II	B-II	B-II	B-II
CRITICAL AIRCRAFT	AIR TRACTOR 802	AIR TRACTOR 802	PIPER CHEYENNE	PIPER CHEYENNE
RUNWAY LENGTH	5,000'	5,000'	4,894'	4,790'
RUNWAY WIDTH	75'	75'	75'	75'
PERCENT EFFECTIVE GRADIENT (MAX)	0.10%	0.10%	0.10%	0.00%
PERCENT WIND COVERAGE (10.5-KTS)	87.4%	87.4%	88.4%	88.4%
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
RUNWAY MARKING	NP	NP	V	NP
PAVEMENT MATERIAL	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT DESIGN STRENGTH (LBS)	12,500 (EST)	16,000	12,500 (EST)	12,500
RUNWAY SAFETY AREAS	**EXISTING**	**FUTURE / DESIGN STANDARD**	**EXISTING**	**FUTURE / DESIGN STANDARD**
RUNWAY SAFEY AREA (RSA)				
LENGTH	5,600' (300')	5,600' (300')	5,494' (300')	5,390' (300')
WIDTH	150'	150'	150'	150'
OBJECT FREE AREA (OFA)				
LENGTH	5,600' (300')	5,600' (300')	5,494' (300')	5,390' (300')
WIDTH	500'	500'	500'	500'
OBSTACLE FREE ZONE				
LENGTH	5,400' (200')	5,400' (200')	5,294' (200')	5,190' (200')
WIDTH	400'	400'	400'	400'
PRECISION OBJECT FREE ZONE	N/A	N/A	N/A	N/A
TAXIWAY WIDTH	35'	35'	35'	35'
TAXIWAY SAFETY AREA	79'	79'	79'	79'
TAXIWAY LIGHTING	MITL (RADIUS)	MITL (RADIUS)	MITL (RADIUS)	MITL (RADIUS)

RUNWAY END DATA	9	27	9	27	18	36	18	36
RUNWAY THRESHOLD COORDINATES								
LATITUDE	N40° 17' 31.11"	N40° 17' 31.46"	N40° 17' 31.11"	N40° 17' 31.46"	N40° 18' 06.60"	N40° 17' 18.24"	N40° 18' 05.31"	N40° 17' 18.24"
LONGITUDE	W88° 08' 59.62"	W88° 08' 55.09"	W88° 08' 59.62"	W88° 08' 55.09"	W88° 08' 37.90"	W88° 08' 37.87"	W88° 08' 44.36"	W88° 08' 37.87"
TOUCHDOWN ZONE ELEVATIONS (TDZE)	735.2'	729.8'	735.2'	729.8'	737.3'	733.3'	733.2'	733.3'
APPROACH VISIBILITY MINIMUMS	1½-MILE	1-MILE	1-MILE	1-MILE	1¾-MILE	1¼-MILE	1-MILE	1-MILE
APPROACH TYPE	NP	NP	NP	NP	NP	NP	NP	NP
RUNWAY PROTECTION ZONE	500' x 1,000' x 700'	500' x 1,000' x 700'	500' x 1,000' x 700'	500' x 1,000' x 700'	500' x 1,000' x 700'	500' x 1,000' x 700'	500' x 1,000' x 700'	500' x 1,000' x 700'
PART 77 APPROACH CATEGORY	34:1	34:1	34:1	34:1	34:1	34:1	34:1	34:1
AERONAUTICAL SURVEY	NVG	NVG	NVG	NVG	NVG	NVG	NVG	NVG
RUNWAY DEPARTURE SURFACE	YES	YES	YES	YES	N/A	N/A	N/A	N/A
ELECTRONIC NAVAIDS	GPS	VOR/GPS	GPS	VOR/GPS	GPS	GPS	GPS	GPS
VISUAL NAVAIDS	PAPI/REIL	PAPI/REIL	PAPI/REIL	PAPI/REIL	NONE	NONE	PAPI/REIL	PAPI/REIL
DECLARED DISTANCES	**9**	**27**	**9**	**27**	**18**	**36**	**18**	**36**
TAKEOFF RUN AVAILABLE (TORA)	5,000'	5,000'	5,000'	5,000'	4,894'	4,894'	4,790'	4,790'
TAKEOFF DISTANCE AVAILABLE (TODA)	5,000'	5,000'	5,000'	5,000'	4,894'	4,894'	4,790'	4,790'
ACCEL. STOP DISTANCE AVAILABLE (ASDA)	5,000'	5,000'	5,000'	5,000'	4,894'	4,894'	4,790'	4,790'
LANDING DISTANCE AVAILABLE (LDA)	5,000'	5,000'	5,000'	5,000'	4,894'	4,894'	4,790'	4,790'

EXISTING RUNWAY LENGTH AND WIDTH INFORMATION BASED ON ASIS DATASHEET (SURVEY 05/2010). ULTIMATE RUNWAY LENGTH AND WIDTH BASED ON GEODETIC CALCULATIONS (SYSCOM21). HORIZONTAL DATUM (NAD83)/VERTICAL DATUM (NAVG88)

NP - NONPRECISION APPROACH
PAPI - PRECISION APPROACH PATH INDICATOR
NVG - NONVERTICAL GUIDANCE
REIL - RUNWAY END IDENTIFIER LIGHT(S)
MITL - MEDIUM INTENSITY TAXIWAY LIGHTING
MIRL - MEDIUM INTENSITY RUNWAY LIGHTING
VOR - VARIABLE OMNIDIRECTIONAL BEACON
GPS - GEOSTATIONARY POSITIONING SATELLITE

AIRPORT DATA

	EXISTING	FUTURE
MEAN MAXIMUM TEMPERATURE	85ºF	85ºF
AIRPORT ELEVATION (MSL)	737.8'	737.8'
AIRPORT ELECTRONIC AIDS	BEACON	BEACON
AIRPORT REFERENCE POINT (NAD 83)	N 40° 17' 37" W 88° 08' 33"	N 40° 17' 36" W 88° 08' 34"
TAXIWAY LIGHTING	MITL (RADIUS)	MITL (RADIUS)
OTHER FACILITIES	SEGMENTED CIRCLE / LIGHTED WINDCONE / AWOS-3	SEGMENTED CIRCLE / LIGHTED WINDCONE / AWOS-3
APPROACH CATEGORY	B	B
AIRCRAFT DESIGN GROUP	II	II
WING SPAN	59.2'	59.2'
TAIL HEIGHT	17.0'	17.0'
CRITICAL DESIGN AIRCRAFT	AIR TRACTOR-802 PIPER CHEYENNE	AIR TRACTOR-802 PIPER CHEYENNE

AIRPORT DATA AND AIRCRAFT DESIGN INFORMATION BASED ON AC150/5300-13, CHG 18.

MODIFICATION OF AIRPORT DESIGN STANDARDS

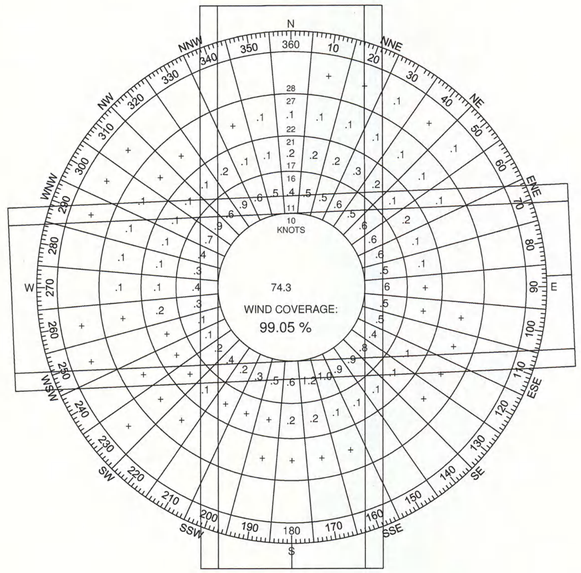
APPROVAL DATE	AIRSPACE CASE NO.	STANDARD TO BE MODIFIED	DESCRIPTION
NO FUTURE MODIFICATIONS REQUIRED			

OBSTACLE FREE ZONE (OFZ) OBSTRUCTION TABLE

NO OFZ PENETRATIONS

THRESHOLD SITING SURFACE OBJECT PENETRATIONS TABLE

NO TSS PENETRATIONS



IFR WIND ROSE

ALL WEATHER WIND ROSE

WIND DATA TABLE

WIND SPEED	RUNWAY 18-36 ALL WEATHER	RUNWAY 18-36 IFR	RUNWAY 9-27 ALL WEATHER	RUNWAY 9-27 IFR	COMBINED ALL WEATHER	COMBINED IFR
10.5 KNOTS	88.47%	89.56%	87.42%	86.02%	98.12%	97.50%
13.0 KNOTS	93.10%	94.05%	92.65%	91.74%	99.47%	99.05%

SOURCE: NOAA CLIMATIC DATA, RANTOUL NATIONAL AVIATION CENTER, ILLINOIS, 2004-2012. ALL-WEATHER OBSERVATIONS: 206,604. IMC OBSERVATIONS: 10,220

no.	revisions	date	by

RANTOUL NATIONAL AVIATION CENTER
FRANK ELLIOTT FIELD
RANTOUL, ILLINOIS

Burns & McDonnell SINCE 1898

checked by: DGH
designed by: RWC
drawn by: BAH
date: 4-20-2013

AIRPORT DATA SHEET

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LEGEND

EXISTING		FUTURE
	RUNWAY CENTERLINE	
RSA (E)	RUNWAY SAFETY AREA (RSA)	RSA (F)
OFA (E)	RUNWAY OBJECT FREE AREA (OFA)	OFA (F)
BRL (E)	BUILDING RESTRICTION LINE (BRL)	BRL (F)
RVZ (E)	RUNWAY VISIBILITY ZONE	RVZ (F)
RPZ (E)	RUNWAY PROTECTION ZONE (RPZ)	RPZ (F)
	THRESHOLD LIGHTING	
	RUNWAY END INDICATOR LIGHTS	
	PAPI-4L	
	AIRPORT PAVEMENT	
	AIRPORT PROPERTY LINE	
	SECTION LINE	
	FENCE	
	AIRPORT REFERENCE POINT	
OFZ	OBSTACLE FREE ZONE (OFZ)	OFZ
	SEGMENTED CIRCLE	
	WIND CONE	
	REMOVE PAVEMENT	
TOFA (E)	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA (F)
TWSA (E)	TAXIWAY SAFETY AREA (TWSA)	TWSA (F)

NOTE:

1. BUILDING RESTRICTION LINE (BRL) REPRESENTS A 35' BUILDING HEIGHT CLEARANCE.

DATUM INFORMATION:

NAD 83 (HORIZONTAL COORDINATES)
NAVD 88 (MSL ELEVATIONS)

0 500' 1000'
SCALE IN FEET

TRUE NORTH
MAGNETIC NORTH
3°0' E
NORTH

MAGNETIC DECLINATION OF 3°0' E CHANGING -5.6' W/ YEAR (EPOCH YEAR 2015 3°15' W)

CHAMPAIGN AVE (HWY 136)
WABASH AVE
CENTURY BLVD (HWY 45)
MAPLEWOOD DR
URBANA AVE
VETERANS PKWY
E PERIMETER RD
WILLOW POND RD
PAR DR
WALNUT ST
KOPMAN ST
INTERNATIONAL AVE
EMBASSY ROW
WISEMAN ST
BORMAN DR
W LIBERTY DR (HWY 45)
THUNDERBIRD DR
ENTERPRISE DR
GOLF COURSE
TOWNSHIP HWY 1782
W FLESSNER AVE
ALPES DR
DOBBINS AVE
KEAL ST
LAYMAN ST
WHEAT AVE
YAKEL ST
W FROST AVE
COON AVE
MCCABE ST
LEONARD AVE
TUSKEGEE AVE
ABRAM DR
MARCO DR
NAPLES DR
S POINT DR
CHANDLER RD
TITAN ST
S PERIMETER RD

ROAD CL EL. 740.5
ROAD CL EL. 738.9
ROAD CL EL. 733.3
ROAD CL EL. 733.5
ROAD CL EL. 733.3
ROAD CL EL. 733.6
ROAD CL EL. 735.6
ROAD CL EL. 738.4
ROAD CL EL. 738.2
ROAD CL EL. 735.6
ROAD CL EL. 735.9
ROAD CL EL. 734.4
ROAD CL EL. 746.8
ROAD CL EL. 746.4
ROAD CL EL. 739.9
ROAD CL EL. 742.2
ROAD CL EL. 735.5
ROAD CL EL. 738.6
ROAD CL EL. 727.9
ROAD CL EL. 727.1
ROAD CL EL. 728.0
ROAD CL EL. 727.3
ROAD CL EL. 726.5
ROAD CL EL. 726.8
ROAD CL EL. 727.4
ROAD CL EL. 728.6
ROAD CL EL. 723.5
ROAD CL EL. 729.1

RW 18 APPROACH SURFACE (F)
500' x 10,000 x 3,500'
34:1 NPI ARC B-II
TAIL HEIGHT 20'<30'

RW 18 APPROACH SURFACE (E)
500' x 10,000 x 3,500'
34:1 NPI ARC B-II
TAIL HEIGHT 20'<30'

THRESHOLD SITING SURFACE (E/F)
400' x 10,000' x 3,800'
20:1 APPROACH SURFACE
ARC A & B AIRCRAFT, NIGHT OPS

RUNWAY PROTECTION ZONE (E)
500' x 700' x 1,000'

RUNWAY PROTECTION ZONE (F)
500' x 700' x 1,000'

5' FENCE
CENTRAL PORTION OF THE RPZ
REMOVE PAVEMENT - INACTIVE ROAD (F)
RW 18 TDZE 737.8
RUNWAY 18 END(E)
N 40° 18' 06.60"
W 88° 08' 37.90"
EL. 737.3
RUNWAY 18 END(F)
N 40° 18' 05.57"
W 88° 08' 37.90"
EL. 737.24
HIGH POINT(E/F)
AIRCRAFT HOLDING AREA
WINDCONE (E)
EL. 745.5
RW 36
TDZE 736.1
FENCE (6')
4' FENCE
AIRPORT REFERENCE POINT(F)
N 40° 17' 36.88"
W 88° 08' 32.66"
EL. 737.8
AIRPORT REFERENCE POINT(E)
N 40° 17' 36.80"
W 88° 08' 32.60"
EL. 737.8
AIRCRAFT PARKING APRON
TAXIWAY E (F)
TAXIWAY E (E)
BEACON
RUNWAY 9 END(E/F)
N 40° 17' 31.11"
W 88° 08' 59.62"
EL. 735.2
HIGH POINT (E/F)
PAPI-4L (E/F)
REIL (E/F)
RW 9 TDZE 737.8
RW 27 TDZE 733.6
RUNWAY 9-27 6,000' x 75' (E/F) TRUE BEARING 89° 34' 23.81"
RUNWAY INTERSECTION EL. 734.7
AIRCRAFT HOLDING AREA
REMOVE PAVEMENT (F)
RUNWAY PROTECTION ZONE
CENTRAL PORTION OF THE RPZ
LIGHTED WINDCONE/ SEGMENTED CIRCLE (E/F)
WINDCONE (E) EL. 756.0
WINDCONE (E) EL. 749.6
PAPI (E/F)
RUNWAY 27 END (E/F)
N 40° 17' 31.46"
W 88° 07' 55.10"
EL. 728.6
LOW POINT
RUNWAY 36
N 40° 17' 18.24"
W 88° 08' 37.87"
EL. 733.3
LOW POINT
AGRICULTURAL OPERATIONS AREA
AWOS (E/F)
TAXIWAY F (E)
TAXIWAY F (F)
LIGHTED WINDCONE/ SEGMENTED CIRCLE (F)
RW 9 APPROACH SURFACE (E/F)
500' x 10,000 x 3,500'
34:1 NPI ARC B-II
TAIL HEIGHT 20'<30'
RW 27 APPROACH SURFACE (E/F)
500' x 10,000 x 3,500'
34:1 NPI ARC B-II
TAIL HEIGHT 20'<30'
RW 36 APPROACH SURFACE (E/F)
500' x 10,000 x 3,500'
34:1 NPI ARC B-II
TAIL HEIGHT 20'<30'
THRESHOLD SITING SURFACE (E/F)
400' x 10,000' x 3,800'
20:1 APPROACH SURFACE
ARC A & B AIRCRAFT, NIGHT OPS
79' TWSA (F)
115' TOFA (F)
REMOVE PAVEMENT (F)
REMOVE PAVEMENT (E)

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RANTOUL NATIONAL AVIATION CENTER
FRANK ELLIOTT FIELD
RANTOUL, ILLINOIS

no.	revisions	date	by

Burns & McDonnell SINCE 1898

checked by: DGH
designed by: RWC
drawn by: BAH
date: 4-20-2013

AIRPORT LAYOUT DRAWING

Sheet 03 of 14

RUNWAY 9 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
1	ROAD CL	750.9	25.5	25.5	-
2	ROAD CL	750.9	44.3	44.3	-
3	ROAD CL	753.6	62.8	62.8	-
4	ROAD CL	754.9	103.9	103.9	-
5	TELEPHONE POLE	789.0	75.6	75.6	-
6	TREE(S)	801.3	65.0	65.0	-
7	TREE(S)	813.0	49.4	49.4	-
8	TELEPHONE POLE	810.6	49.9	49.9	-
9	ROAD CL	757.2	110.4	110.4	-
10	ROAD CL	761.4	109.8	109.8	-
11	ROAD CL	761.6	110.4	110.4	-
12	ROAD CL	758.5	129.3	129.3	-
13	TREE(S)	823.8	107.2	107.2	-
14	POWER POLE	814.6	189.2	189.2	-
15	ROAD CL	772.2	115.0	115.0	-
16	ROAD CL	771.9	115.3	115.3	-

RUNWAY 27 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
17	ROAD CL	738.5	105.0	105.0	-
18	TREE(S)	780.9	108.9	108.9	-
19	TREE(S)	770.7	121.4	121.4	-
20	ROAD CL	727.5	160.3	160.3	-

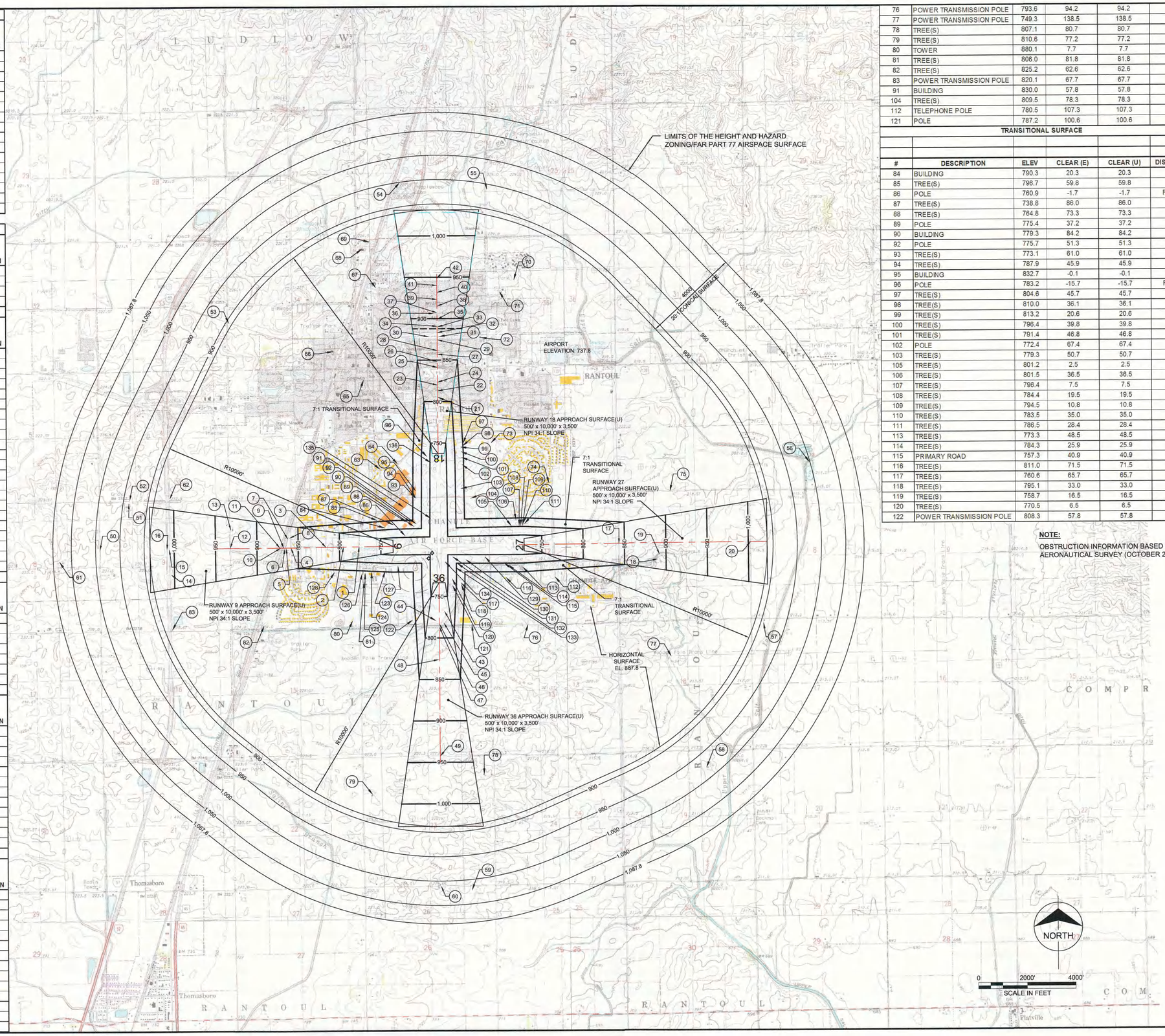
RUNWAY 18 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
21	ROAD CL	753.9	51.5	54.5	-
22	ROAD CL	755.5	57.5	60.5	-
23	ROAD CL	755.7	64.1	67.1	-
24	ROAD CL	755	68.3	71.3	-
25	ROAD CL	756.5	84.5	87.5	-
26	ROAD CL	753.7	94.3	97.3	-
27	ROAD CL	752.6	104.6	107.6	-
28	ROAD CL	755.3	106.2	109.2	-
29	ROAD CL	761.9	112.6	115.6	-
30	TELEPHONE POLE	804.3	73.8	76.8	-
31	TELEPHONE POLE	798.2	80.0	83.0	-
32	ROAD CL	762.3	120.7	123.7	-
33	TREE(S)	828.1	61.9	64.9	-
34	ROAD CL	763.3	124.5	127.5	-
35	ROAD CL	762.5	125.3	128.3	-
36	TREE(S)	829.4	76.9	79.9	-
37	ROAD CL	762.2	125.6	128.6	-
38	ROAD CL	761.2	126.6	129.6	-
39	ROAD CL	762.2	125.6	128.6	-
40	ROAD CL	761.7	126.1	129.1	-
41	ROAD CL	762	125.8	128.8	-
42	ROAD CL	760.9	126.9	129.9	-

RUNWAY 36 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
43	TREE(S)	769.9	-2.3	0.0	CROP
44	TREE(S)	771.9	7.1	7.1	-
45	TELEPHONE POLE	764.5	17.2	17.2	-
46	ROAD CL	742.3	40.6	40.6	-
47	ROAD CL	742.1	44.4	44.4	-
48	POWER POLE	779.6	46.4	46.4	-
49	ROAD CL	747.8	140.0	140.0	-

CONICAL SURFACE					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
50	ROAD CL	776.0	214.8	214.8	-
51	TREE(S)	836.5	154.5	154.5	-
52	POWER POLE	832.0	105.8	105.8	-
53	POWER POLE	816.3	77.7	77.7	-
54	TREE(S)	836.4	113.3	113.3	-
55	TELEPHONE POLE	875.4	63.6	63.6	-
56	TREE(S)	801.2	198.1	198.1	-
57	TREE(S)	753.6	152.1	152.1	-
58	ANTENNA	798.3	180.4	180.4	-
59	TREE(S)	781.5	240.3	240.3	-
60	ROAD CL	748.8	261.5	261.5	-
61	TREE(S)	839.0	236.0	236.0	-

HORIZONTAL SURFACE					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
62	POWER POLE	837.7	50.1	50.1	-
63	TREE(S)	831.6	56.2	56.2	-
64	CHIMNEY/SMOKESTACK	891.0	-3.2	-3.2	REMOVE
65	TREE(S)	847.5	40.3	40.3	-
66	WATER TOWER	896.8	-9.0	-9.0	LIGHT
67	TREE(S)	842.5	45.3	45.3	-
68	ANTENNA	925.1	-37.3	-37.3	LIGHT
69	ANTENNA	967.9	-80.1	-80.1	LIGHT
70	POLE	801.3	86.5	86.5	-
71	TREE	819.4	68.4	68.4	-
72	WATER TOWER	874.8	13.0	13.0	-
73	TREE(S)	816.3	71.5	71.5	-
74	TREE(S)	816.6	71.2	71.2	-
75	TELEPHONE POLE	757.3	130.5	130.5	-
76	POWER TRANSMISSION POLE	793.6	94.2	94.2	-
77	POWER TRANSMISSION POLE	749.3	138.5	138.5	-
78	TREE(S)	807.1	80.7	80.7	-
79	TREE(S)	810.6	77.2	77.2	-
80	TOWER	880.1	7.7	7.7	-
81	TREE(S)	806.0	81.8	81.8	-
82	TREE(S)	825.2	62.6	62.6	-
83	POWER TRANSMISSION POLE	820.1	67.7	67.7	-
91	BUILDING	830.0	57.8	57.8	-
104	TREE(S)	809.5	78.3	78.3	-
112	TELEPHONE POLE	780.5	107.3	107.3	-
121	POLE	787.2	100.6	100.6	

TRANSITIONAL SURFACE				
#	DESCRIPTION	ELEV	CLEAR (E)	CLEAR (U)	DISPOSITION
84	BUILDING	790.3	20.3	20.3	-
85	TREE(S)	798.7	59.8	59.8	-
86	POLE	760.9	-1.7	-1.7	REMOVE
87	TREE(S)	738.8	86.0	86.0	-
88	TREE(S)	764.8	73.3	73.3	-
89	POLE	775.4	37.2	37.2	-
90	BUILDING	779.3	84.2	84.2	-
92	POLE	775.7	51.3	51.3	-
93	TREE(S)	773.1	61.0	61.0	-
94	TREE(S)	787.9	45.9	45.9	-
95	BUILDING	832.7	-0.1	-0.1	LIGHT
96	POLE	783.2	-15.7	-15.7	REMOVE
97	TREE(S)	804.6	45.7	45.7	-
98	TREE(S)	810.0	36.1	36.1	-
99	TREE(S)	813.2	20.6	20.6	-
100	TREE(S)	796.4	39.8	39.8	-
101	TREE(S)	791.4	46.8	46.8	-
102	POLE	772.4	67.4	67.4	-
103	TREE(S)	779.3	50.7	50.7	-
105	TREE(S)	801.2	2.5	2.5	-
106	TREE(S)	801.5	36.5	36.5	-
107	TREE(S)	796.4	7.5	7.5	-
108	TREE(S)	784.4	19.5	19.5	-
109	TREE(S)	794.5	10.8	10.8	-
110	TREE(S)	783.5	35.0	35.0	-
111	TREE(S)	786.5	28.4	28.4	-
113	TREE(S)	773.3	48.5	48.5	-
114	TREE(S)	784.3	25.9	25.9	-
115	PRIMARY ROAD	757.3	40.9	40.9	-
116	TREE(S)	811.0	71.5	71.5	-
117	TREE(S)	760.6	65.7	65.7	-
118	TREE(S)	795.1	33.0	33.0	-
119	TREE(S)	758.7	16.5	16.5	-
120	TREE(S)	770.5	6.5	6.5	-
122	POWER TRANSMISSION POLE	808.3	57.8	57.8	-



NOTE:

OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)

by	date	revisions	no.

RANTOUL NATIONAL AVIATION CENTER
FRANK ELLIOT FIELD
RANTOUL, ILLINOIS

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AIRSPACE I DRAWING

Sheet **04** of 14

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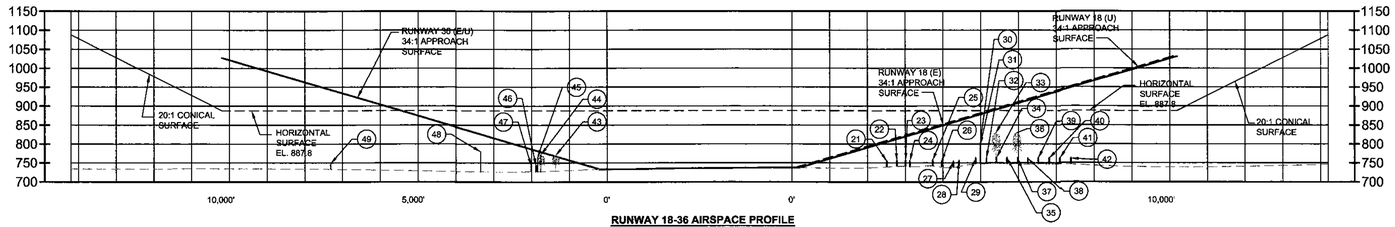


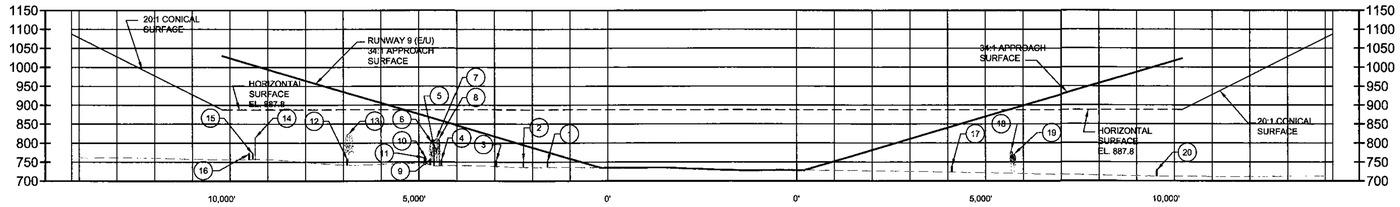
RUNWAY 18-36 AIRSPACE PROFILE

HORIZONTAL 0 2000' 4000' SCALE IN FEET

VERTICAL 0 200' 400' SCALE IN FEET

RUNWAY 36 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
43	TREE(S)	769.9	-2.3	0.0	CROP
44	TREE(S)	771.9	7.1	7.1	-
45	TELEPHONE POLE	784.5	17.2	17.2	-
46	ROAD CL	742.3	40.6	40.6	-
47	ROAD CL	742.1	44.4	44.4	-
48	POWER POLE	779.6	46.4	46.4	-
49	ROAD CL	747.8	140.0	140.0	-

RUNWAY 18 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
21	ROAD CL	753.9	51.5	54.5	-
22	ROAD CL	755.5	57.5	60.5	-
23	ROAD CL	755.7	64.1	67.1	-
24	ROAD CL	755	68.3	71.3	-
25	ROAD CL	756.5	84.5	87.5	-
26	ROAD CL	753.7	94.3	97.3	-
27	ROAD CL	752.6	104.6	107.6	-
28	ROAD CL	755.3	106.2	109.2	-
29	ROAD CL	761.9	112.6	115.6	-
30	TELEPHONE POLE	804.3	73.8	76.8	-
31	TELEPHONE POLE	798.2	80.0	83.0	-
32	ROAD CL	762.3	120.7	123.7	-
33	TREE(S)	828.1	61.9	64.9	-
34	ROAD CL	763.3	124.5	127.5	-
35	ROAD CL	762.5	125.3	128.3	-
36	TREE(S)	829.4	76.9	79.9	-
37	ROAD CL	762.2	125.6	128.6	-
38	ROAD CL	761.2	126.6	129.6	-
39	ROAD CL	762.2	125.6	128.6	-
40	ROAD CL	761.7	126.1	129.1	-
41	ROAD CL	762	125.8	128.8	-
42	ROAD CL	760.9	126.9	129.9	-



RUNWAY 9-27 AIRSPACE PROFILE

HORIZONTAL 0 2000' 4000' SCALE IN FEET

VERTICAL 0 200' 400' SCALE IN FEET

RUNWAY 9 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
1	ROAD CL	750.9	25.5	25.5	-
2	ROAD CL	750.9	44.3	44.3	-
3	ROAD CL	753.6	62.8	62.8	-
4	ROAD CL	754.9	103.9	103.9	-
5	TELEPHONE POLE	789.0	75.6	75.6	-
6	TREE(S)	801.3	65.0	65.0	-
7	TREE(S)	813.0	49.4	49.4	-
8	TELEPHONE POLE	810.6	49.9	49.9	-
9	ROAD CL	757.2	110.4	110.4	-
10	ROAD CL	761.4	109.8	109.8	-
11	ROAD CL	761.6	110.4	110.4	-
12	ROAD CL	758.5	129.3	129.3	-
13	TREE(S)	823.8	107.2	107.2	-
14	POWER POLE	814.6	189.2	189.2	-
15	ROAD CL	772.2	115.0	115.0	-
16	ROAD CL	771.9	115.3	115.3	-

RUNWAY 27 APPROACH					
			FAR PART 77		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	DISPOSITION
17	ROAD CL	738.5	105.0	105.0	-
18	TREE(S)	780.9	108.9	108.9	-
19	TREE(S)	770.7	121.4	121.4	-
20	ROAD CL	727.5	160.3	160.3	-

NOTES:

1. OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)
2. AIRPORT ELEVATION: 737.8

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FRANK ELLIOT FIELD
RANTOUL, ILLINOIS

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drawn by: BAH
date: 4-20-2013

AIRSPACE II DRAWING

Sheet **05** of 14

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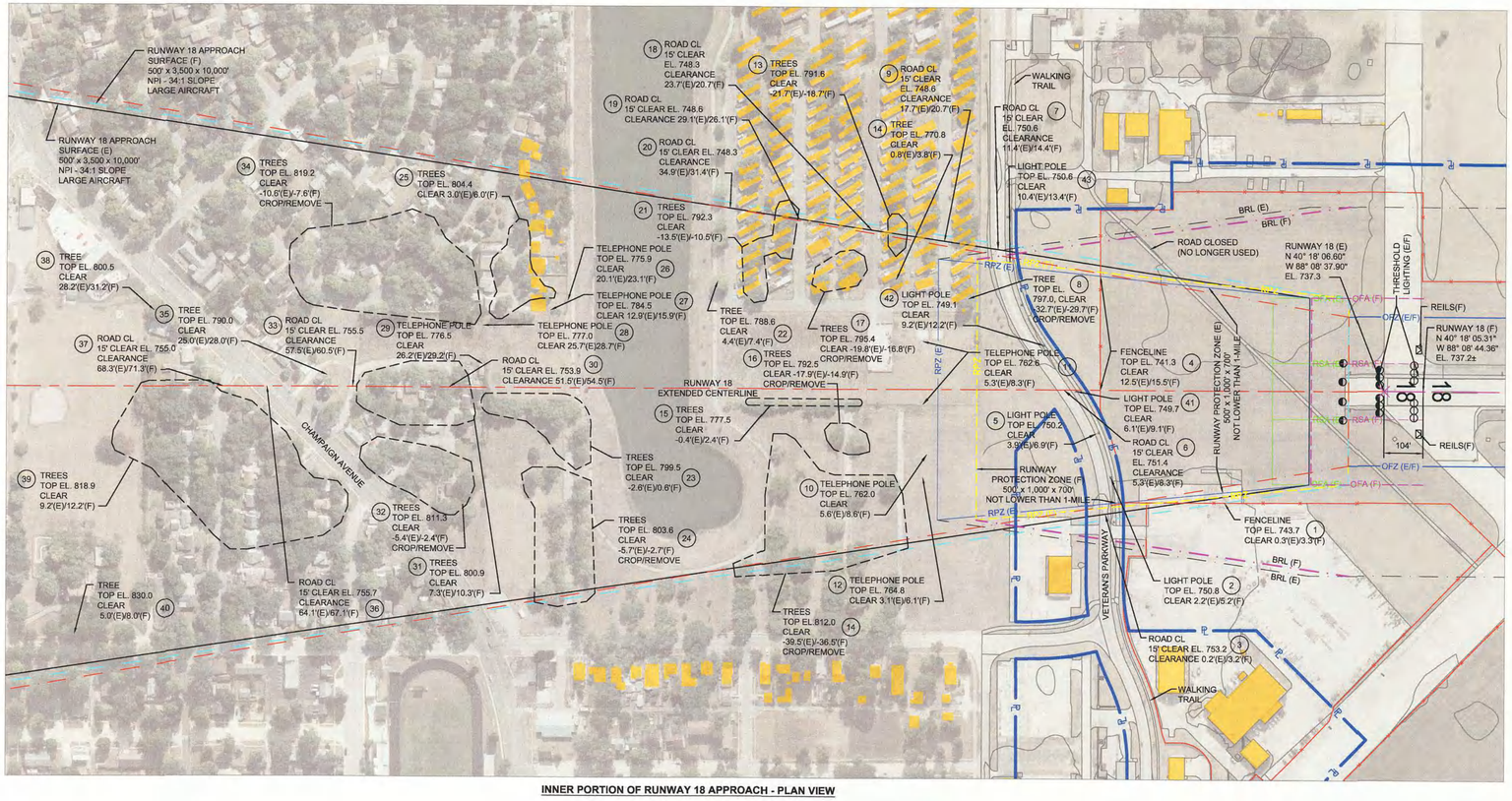
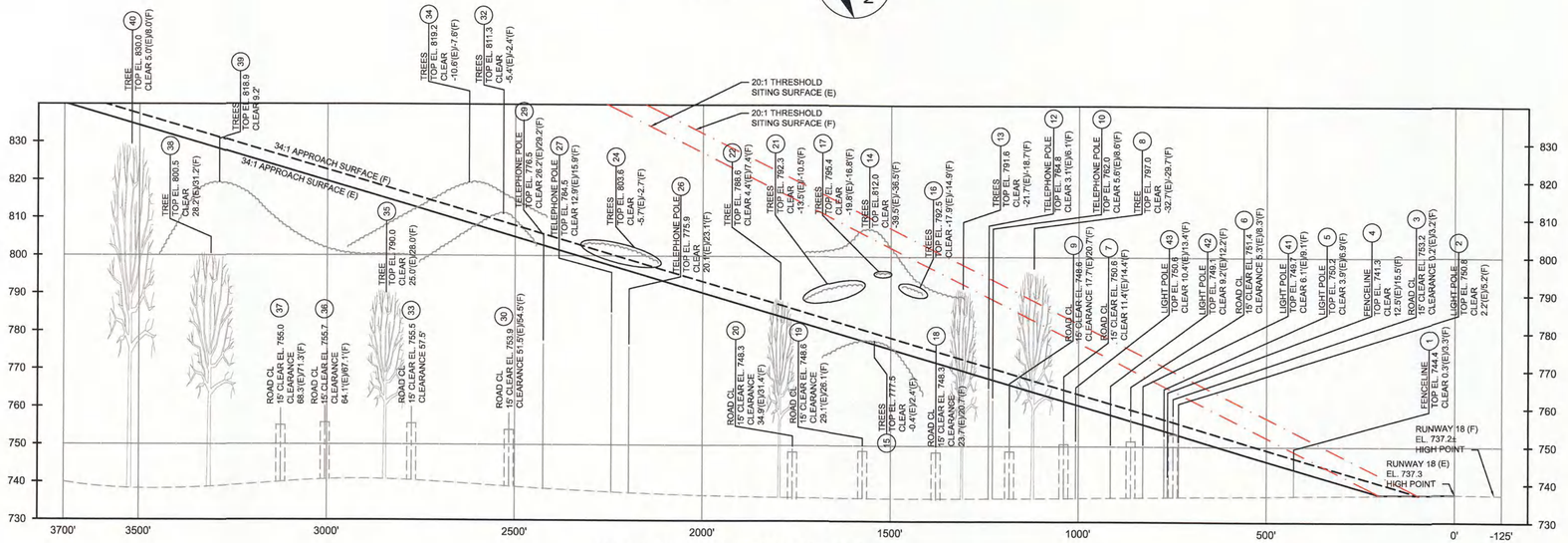


INNER PORTION OF RUNWAY 18 APPROACH - PLAN VIEW

0 200' 400'
SCALE IN FEET

NORTH



INNER PORTION OF RUNWAY 18 APPROACH - PROFILE VIEW

HORIZONTAL 0 200' 400' SCALE IN FEET

VERTICAL 0 10' 20' 40' SCALE IN FEET

LEGEND		
EXISTING		FUTURE
	RUNWAY CENTERLINE	
RSA (E)	RUNWAY SAFETY AREA (RSA)	RSA (F)
OFA (E)	RUNWAY OBJECT FREE AREA (OFA)	OFA (F)
BRL (E)	BUILDING RESTRICTION LINE (BRL)	BRL (F)
RPZ (E)	RUNWAY PROTECTION ZONE (RPZ)	RPZ (F)
OFZ (E)	OBSTACLE FREE ZONE (OFZ)	OFZ (F)
	THRESHOLD LIGHTING	
	RUNWAY END INDICATOR LIGHTS	
	AIRPORT PAVEMENT	
	AIRPORT PROPERTY LINE	
	FENCE	

RUNWAY 18 CL

#	DESCRIPTION	TOP ELEV	FAR PART 77 CLEARANCE (E) 34:1 SLOPE	FAR PART 77 CLEARANCE (F) 34:1 SLOPE	THRESHOLD SITING SURFACE CLEARANCE (E) 20:1 SLOPE	THRESHOLD SITING SURFACE CLEARANCE (F) 20:1 SLOPE	DISPOSITION
1	FENCELINE	744.4	3.0'	6.0'	N/A	N/A	-
2	LIGHT POLE	750.8	2.2'	5.2'	N/A	N/A	-
3	ROAD CL	753.2	0.2'	3.2'	N/A	N/A	-
4	FENCELINE	741.3	12.5'	15.5'	N/A	N/A	-
5	LIGHT POLE	750.2	3.9'	6.9'	N/A	N/A	-
6	ROAD CL	751.4	5.3'	8.3'	N/A	N/A	-
7	ROAD CL	750.6	11.4'	14.4'	N/A	N/A	-
8	TREE(S)	797.0	-32.7'	-29.7'	-12.8'	-7.7'	-
9	ROAD CL	748.6	17.7'	20.7'	N/A	N/A	-
10	TELEPHONE POLE	762.0	5.6'	8.6'	N/A	N/A	-
11	TELEPHONE POLE*	762.6	5.3'	8.3'	N/A	N/A	-
12	TELEPHONE POLE	764.8	3.1'	6.1	N/A	N/A	-
13	TREE(S)	791.6	-21.7'	-18.7'	N/A	N/A	REMOVE
14	TREE(S)	812.0	-39.5'	-36.5'	-2.0'	3.1'	REMOVE
15	TREE(S)	777.5	-0.4'	2.4'	N/A	N/A	-
16	TREE(S)	792.5	-17.9'	-14.9'	N/A	N/A	REMOVE
17	TREE(S)	795.4	-19.8'	-16.8'	N/A	N/A	REMOVE
18	ROAD CL	748.3	23.7'	26.7'	N/A	N/A	-
19	ROAD CL	748.6	29.1'	32.1'	N/A	N/A	-
20	ROAD CL	748.3	34.9'	37.9'	N/A	N/A	-
21	TREE(S)	792.3	-13.5'	-10.5'	N/A	N/A	REMOVE
22	TREE(S)	788.6	-4.4'	-1.4'	N/A	N/A	CROP
23	TREE(S)*	799.5	-2.6'	0.6'	N/A	N/A	-
24	TREE(S)	803.6	-5.7'	-2.7'	N/A	N/A	CROP
25	TREE(S)*	804.4	3.0'	6.0'	N/A	N/A	-
26	TELEPHONE POLE	775.9	20.1'	23.1'	N/A	N/A	-
27	TELEPHONE POLE	784.5	12.9'	15.9'	N/A	N/A	-
28	TELEPHONE POLE*	777.0	25.7'	28.7'	N/A	N/A	-
29	TELEPHONE POLE	776.5	26.2'	29.2'	N/A	N/A	-
30	ROAD CL	753.9	51.5'	54.5'	N/A	N/A	-
31	TREE(S)*	800.9	7.3'	10.3'	N/A	N/A	-
32	TREE(S)	811.3	-5.4'	-2.4'	N/A	N/A	CROP
33	ROAD CL	755.5	57.5'	60.5'	N/A	N/A	-
34	TREE(S)	819.2	-10.6'	-7.6'	N/A	N/A	REMOVE
35	TREE(S)	790.0	25.0'	28.0'	N/A	N/A	-
36	ROAD CL	755.7	64.1'	67.1'	N/A	N/A	-
37	ROAD CL	755.0	68.3'	71.3'	N/A	N/A	-
38	TREE(S)	800.5	28.2'	31.2'	N/A	N/A	-
39	TREE(S)	818.9	9.2'	12.2'	N/A	N/A	-
40	TREE(S)	830.0	5.0'	8.0'	N/A	N/A	-
41	LIGHT POLE	749.7	6.1'	9.1'	N/A	N/A	-
42	LIGHT POLE	749.1	9.2'	12.2'	N/A	N/A	-
43	LIGHT POLE	750.6	10.4'	13.4'	N/A	N/A	-

OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)

NOTES:

1. "ROAD CL" ELEVATIONS SHOWN WITH 15' CLEARANCE HEIGHT INCLUDED.
2. OBJECTS DENOTED WITH ASTERISK (*) IN OBSTRUCTION TABLE ARE SHOWN ONLY IN PLAN VIEW. OBJECTS WERE EXCLUDED FROM PROFILE VIEW FOR CLARITY.

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RANTOUL, ILLINOIS

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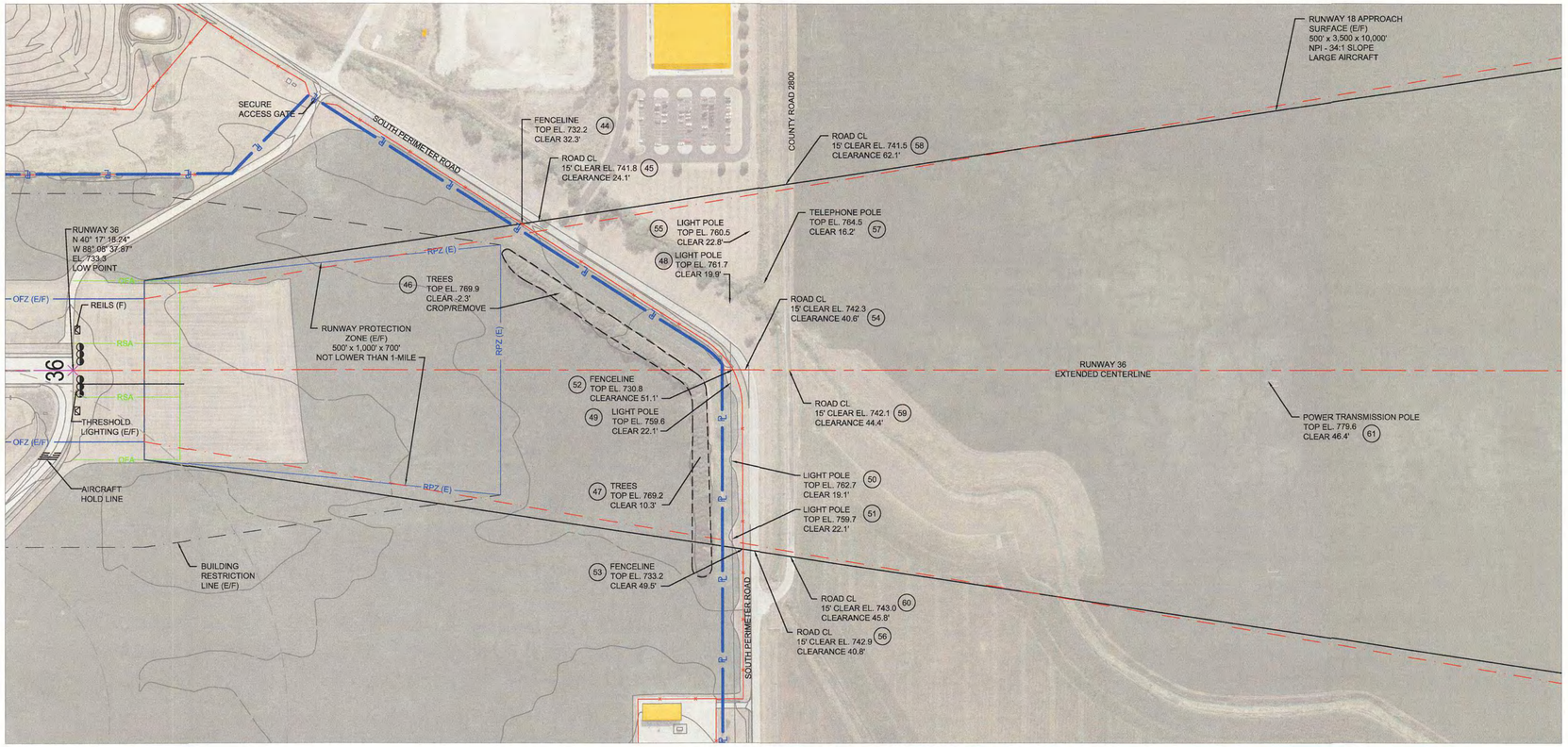
drawn by: BAH
date: 4-20-2013

INNER PORTION OF RUNWAY 18 APPROACH

Sheet 06 of 14

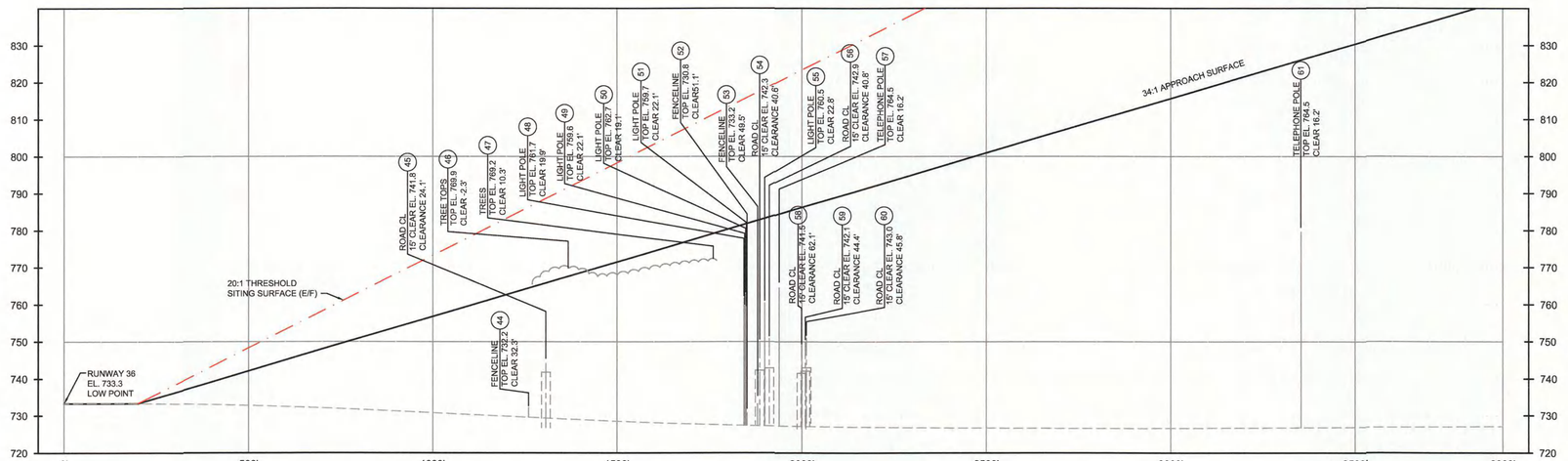


INNER PORTION OF RUNWAY 36 APPROACH - PLAN VIEW

0 200' 400'
SCALE IN FEET

NORTH

LEGEND		
EXISTING		FUTURE
	RUNWAY CENTERLINE	
RSA (E)	RUNWAY SAFETY AREA (RSA)	RSA (F)
OFA (E)	RUNWAY OBJECT FREE AREA (OFA)	OFA (F)
BRL (E)	BUILDING RESTRICTION LINE (BRL)	BRL (F)
RPZ (E)	RUNWAY PROTECTION ZONE (RPZ)	RPZ (F)
OFZ (E)	OBSTACLE FREE ZONE (OFZ)	OFZ (F)
	THRESHOLD LIGHTING	
	RUNWAY END INDICATOR LIGHTS	
	AIRPORT PAVEMENT	
	AIRPORT PROPERTY LINE	
	FENCE	



INNER PORTION OF RUNWAY 36 APPROACH - PROFILE VIEW

HORIZONTAL 0 200' 400' SCALE IN FEET

VERTICAL 0 10' 20' 40' SCALE IN FEET

RUNWAY 36 CL							
			FAR PART 77		THRESHOLD SITING SURFACE		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	CLEARANCE (E) 20:1 SLOPE	CLEARANCE (F) 20:1 SLOPE	DISPOSITION
44	FENCELINE	732.2	32.3'	32.3'	N/A	N/A	-
45	ROAD CL	741.8	24.1'	24.1'	N/A	N/A	-
46	TREE(S)	769.9	-2.3'	0.0'	N/A	N/A	CROP
47	TREE(S)	769.2	10.3'	10.3'	N/A	N/A	-
48	LIGHT POLE	761.7	19.9'	19.9'	N/A	N/A	-
49	LIGHT POLE	759.6	22.1'	22.1'	N/A	N/A	-
50	LIGHT POLE	762.7	19.1'	19.1'	N/A	N/A	-
51	LIGHT POLE	762.7	22.1'	22.1'	N/A	N/A	-
52	FENCELINE	730.8	51.1'	51.1'	N/A	N/A	-
53	FENCELINE	733.2	49.5'	49.5'	N/A	N/A	-
54	ROAD CL	742.3	40.6'	40.6'	N/A	N/A	-
55	LIGHT POLE	760.5	22.8'	22.8'	N/A	N/A	-
56	ROAD CL	742.9	40.8'	40.8'	N/A	N/A	-
57	TELEPHONE POLE	764.5	16.2'	16.2'	N/A	N/A	-
58	ROAD CL	741.5	62.1'	62.1'	N/A	N/A	-
59	ROAD CL	742.1	44.4'	44.4'	N/A	N/A	-
60	ROAD CL	743.0	45.8'	45.8'	N/A	N/A	-
61	TELEPHONE POLE	764.5	16.2'	16.2'	N/A	N/A	-

OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)

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drawn by: BAH
date: 4-20-2013

INNER PORTION OF RUNWAY 36 APPROACH

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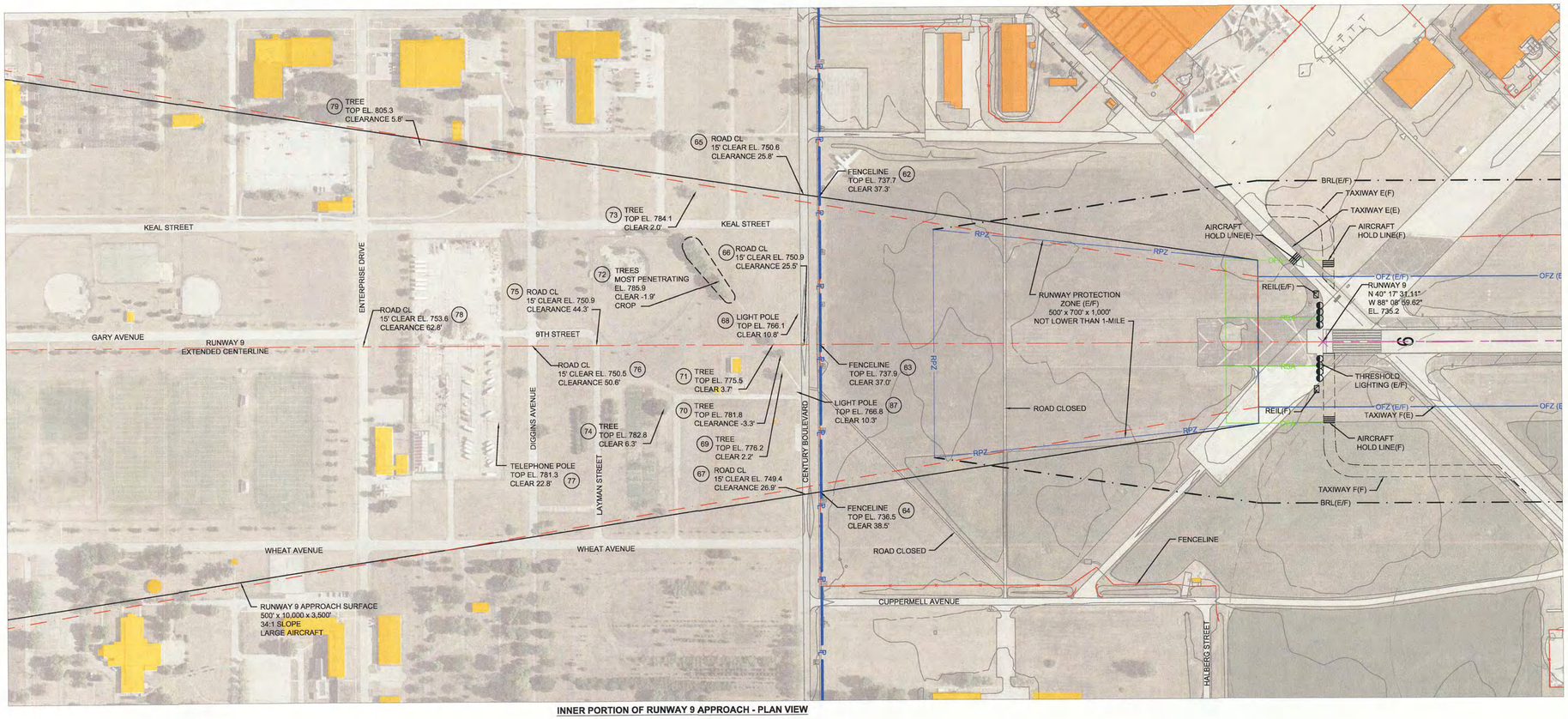
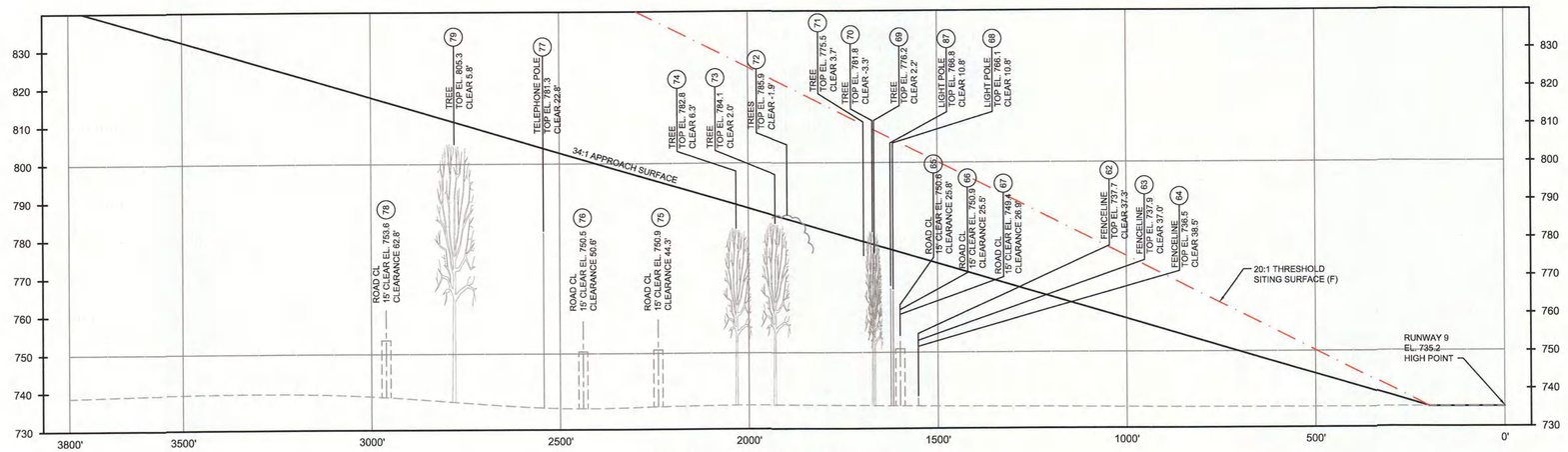


INNER PORTION OF RUNWAY 9 APPROACH - PLAN VIEW

0 200' 400'
SCALE IN FEET

NORTH



INNER PORTION OF RUNWAY 9 APPROACH - PROFILE VIEW

HORIZONTAL 0 200' 400' SCALE IN FEET

VERTICAL 0 10' 20' 40' SCALE IN FEET

LEGEND

EXISTING		FUTURE
	RUNWAY CENTERLINE	
RSA (E)	RUNWAY SAFETY AREA (RSA)	RSA (F)
OFA (E)	RUNWAY OBJECT FREE AREA (OFA)	OFA (F)
BRL (E)	BUILDING RESTRICTION LINE (BRL)	BRL (F)
RPZ (E)	RUNWAY PROTECTION ZONE (RPZ)	RPZ (F)
OFZ (E)	OBSTACLE FREE ZONE (OFZ)	OFZ (F)
**** ****	THRESHOLD LIGHTING	
	RUNWAY END INDICATOR LIGHTS	
	AIRPORT PAVEMENT	
	AIRPORT PROPERTY LINE	
	FENCE	

RUNWAY 9 CL							
			FAR PART 77		THRESHOLD SITING SURFACE		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	CLEARANCE (E) 20:1 SLOPE	CLEARANCE (F) 20:1 SLOPE	DISPOSITION
62	FENCELINE	737.7	37.3'	37.3'	N/A	N/A	-
63	FENCELINE	737.9	37.0'	37.0'	N/A	N/A	-
64	FENCLINE	738.5	38.5'	38.5'	N/A	N/A	-
65	ROAD CL	750.6	25.8'	25.8'	N/A	N/A	-
66	ROAD CL	750.9	25.5'	25.5'	N/A	N/A	-
67	ROAD CL	749.7	26.9'	26.9'	N/A	N/A	-
68	LIGHT POLE	766.1	10.8'	10.8'	N/A	N/A	-
69	TREE(S)	776.2	2.2'	2.2'	N/A	N/A	-
70	TREE(S)	781.8	-3.3'	0.0'	N/A	N/A	CROP
71	TREE(S)	775.5	3.7'	3.7'	N/A	N/A	-
72	TREE(S)	785.9	-1.9'	0.0'	N/A	N/A	CROP
73	TREE(S)	784.1	2.0'	2.0'	N/A	N/A	-
74	TREE(S)	782.8	6.3'	6.3'	N/A	N/A	-
75	ROAD CL	750.9	44.3'	44.3'	N/A	N/A	-
76	ROAD CL	750.5	50.6'	50.6'	N/A	N/A	-
77	TELEPHONE POLE	781.3	22.8'	22.8'	N/A	N/A	-
78	ROAD CL	753.6	62.8'	62.8'	N/A	N/A	-
79	TREE(S)	805.3	5.8'	5.8'	N/A	N/A	-
87	LIGHT POLE	766.8	10.3'	10.3'	N/A	N/A	-

OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)

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INNER PORTION OF RUNWAY 9 APPROACH

Sheet 08 of 14

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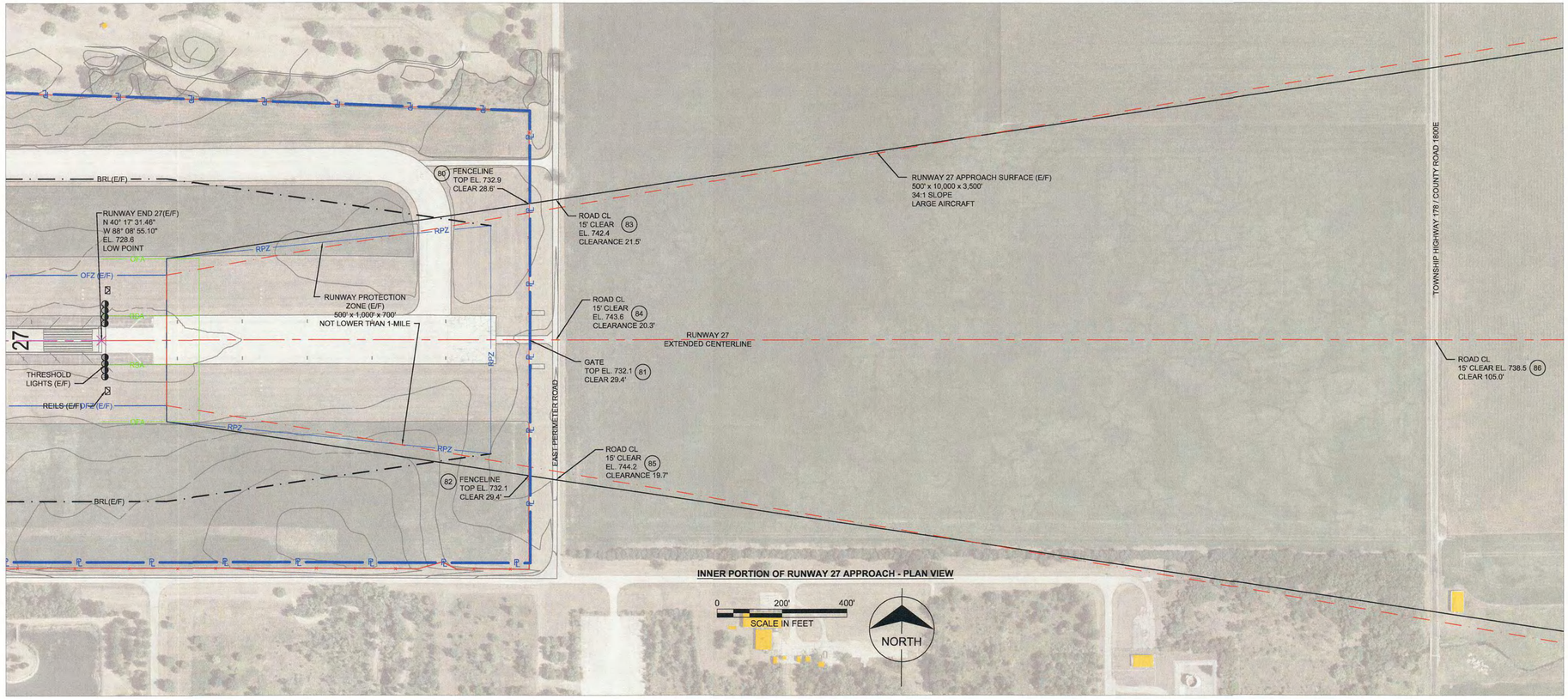
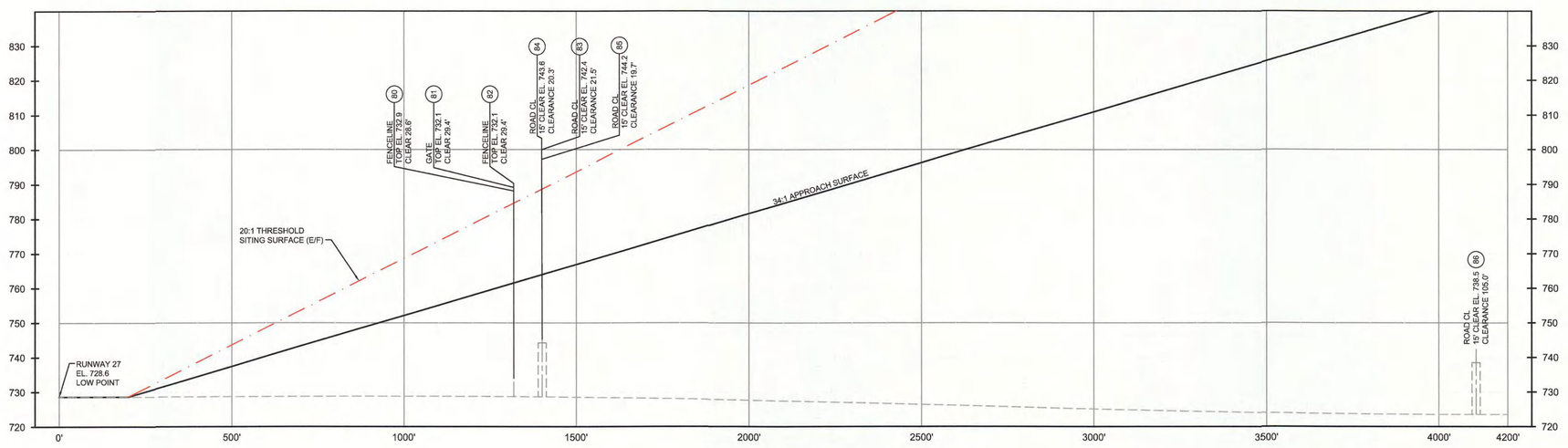


INNER PORTION OF RUNWAY 27 APPROACH - PLAN VIEW

LEGEND		
EXISTING		FUTURE
	RUNWAY CENTERLINE	
RSA (E)	RUNWAY SAFETY AREA (RSA)	RSA (F)
OFA (E)	RUNWAY OBJECT FREE AREA (OFA)	OFA (F)
BRL (E)	BUILDING RESTRICTION LINE (BRL)	BRL (F)
RPZ (E)	RUNWAY PROTECTION ZONE (RPZ)	RPZ (F)
OFZ (E)	OBSTACLE FREE ZONE (OFZ)	OFZ (F)
**** ****	THRESHOLD LIGHTING	oooo oooo
	RUNWAY END INDICATOR LIGHTS	
	AIRPORT PAVEMENT	
	AIRPORT PROPERTY LINE	
X	FENCE	X



INNER PORTION OF RUNWAY 27 APPROACH - PROFILE VIEW

HORIZONTAL 0 200' 400' SCALE IN FEET

VERTICAL 0 10' 20' 40' SCALE IN FEET

RUNWAY 27 CL							
			FAR PART 77		THRESHOLD SITING SURFACE		
#	DESCRIPTION	TOP ELEV	CLEARANCE (E) 34:1 SLOPE	CLEARANCE (F) 34:1 SLOPE	CLEARANCE (E) 20:1 SLOPE	CLEARANCE (F) 20:1 SLOPE	DISPOSITION
80	FENCELINE	732.9	28.6'	28.6'	N/A	N/A	-
81	GATE	732.1	29.4'	29.4'	N/A	N/A	-
82	FENCELINE	732.1	29.4'	29.4'	N/A	N/A	-
83	ROAD CL	742.4	21.5'	21.5'	N/A	N/A	-
84	ROAD CL	743.6	20.3'	20.3'	N/A	N/A	-
85	ROAD CL	744.2	19.7'	19.7'	N/A	N/A	-
86	ROAD CL	738.5	105.0'	105.0'	N/A	N/A	-

OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)

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INNER PORTION OF RUNWAY 27 APPROACH

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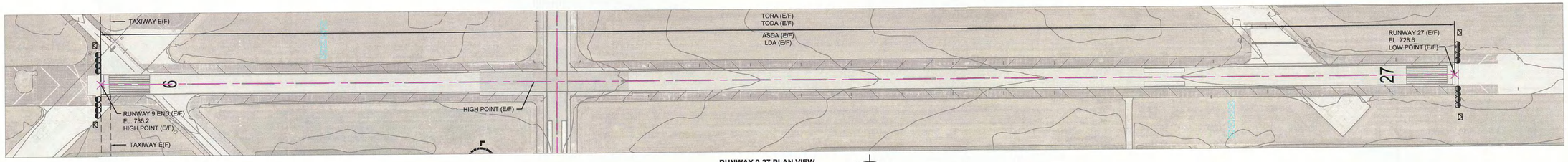
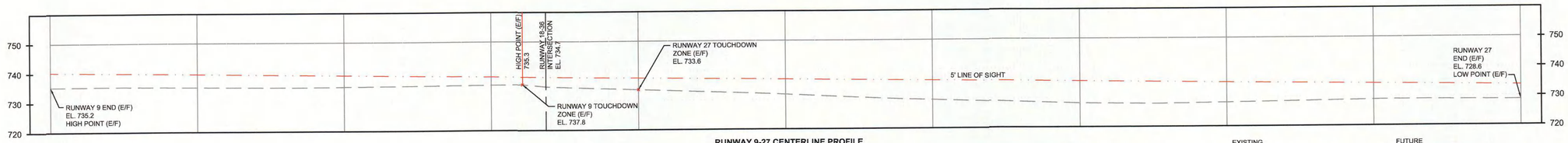


RUNWAY 9-27 PLAN VIEW

0 200' 400'
SCALE IN FEET

NORTH

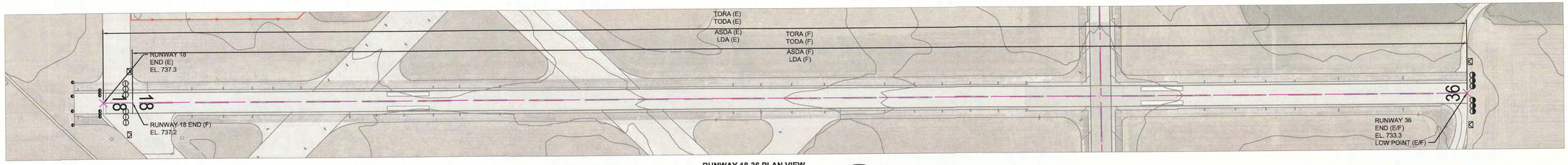


RUNWAY 9-27 CENTERLINE PROFILE

HORIZONTAL 0 200' 400'
SCALE IN FEET

VERTICAL 0 10' 20' 40'
SCALE IN FEET

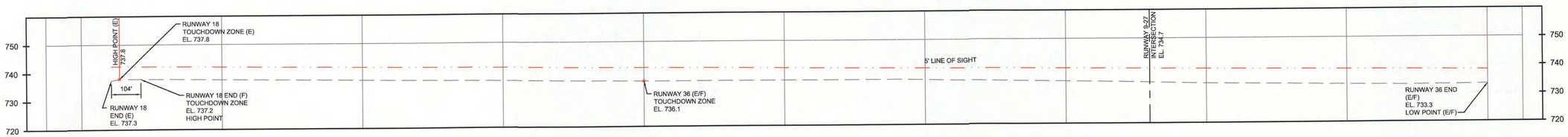
DECLARED DISTANCES	EXISTING 9	EXISTING 27	FUTURE 9	FUTURE 27
TAKEOFF RUN AVAILABLE (TORA)	5,000'	5,000'	5,000'	5,000'
TAKEOFF DISTANCE AVAILABLE (TODA)	5,000'	5,000'	5,000'	5,000'
ACCEL. STOP DISTANCE AVAILABLE (ASDA)	5,000'	5,000'	5,000'	5,000'
LANDING DISTANCE AVAILABLE (LDA)	5,000'	5,000'	5,000'	5,000'



RUNWAY 18-36 PLAN VIEW

0 200' 400'
SCALE IN FEET

NORTH



RUNWAY 18-36 CENTERLINE PROFILE

HORIZONTAL 0 200' 400'
SCALE IN FEET

VERTICAL 0 10' 20' 40'
SCALE IN FEET

DECLARED DISTANCES	EXISTING 18	EXISTING 36	FUTURE 18	FUTURE 36
TAKEOFF RUN AVAILABLE (TORA)	4,894'	4,894'	4,790'	4,790'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,894'	4,894'	4,790'	4,790'
ACCEL. STOP DISTANCE AVAILABLE (ASDA)	4,894'	4,894'	4,790'	4,790'
LANDING DISTANCE AVAILABLE (LDA)	4,894'	4,894'	4,790'	4,790'

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RUNWAY CENTERLINE PROFILES

Sheet
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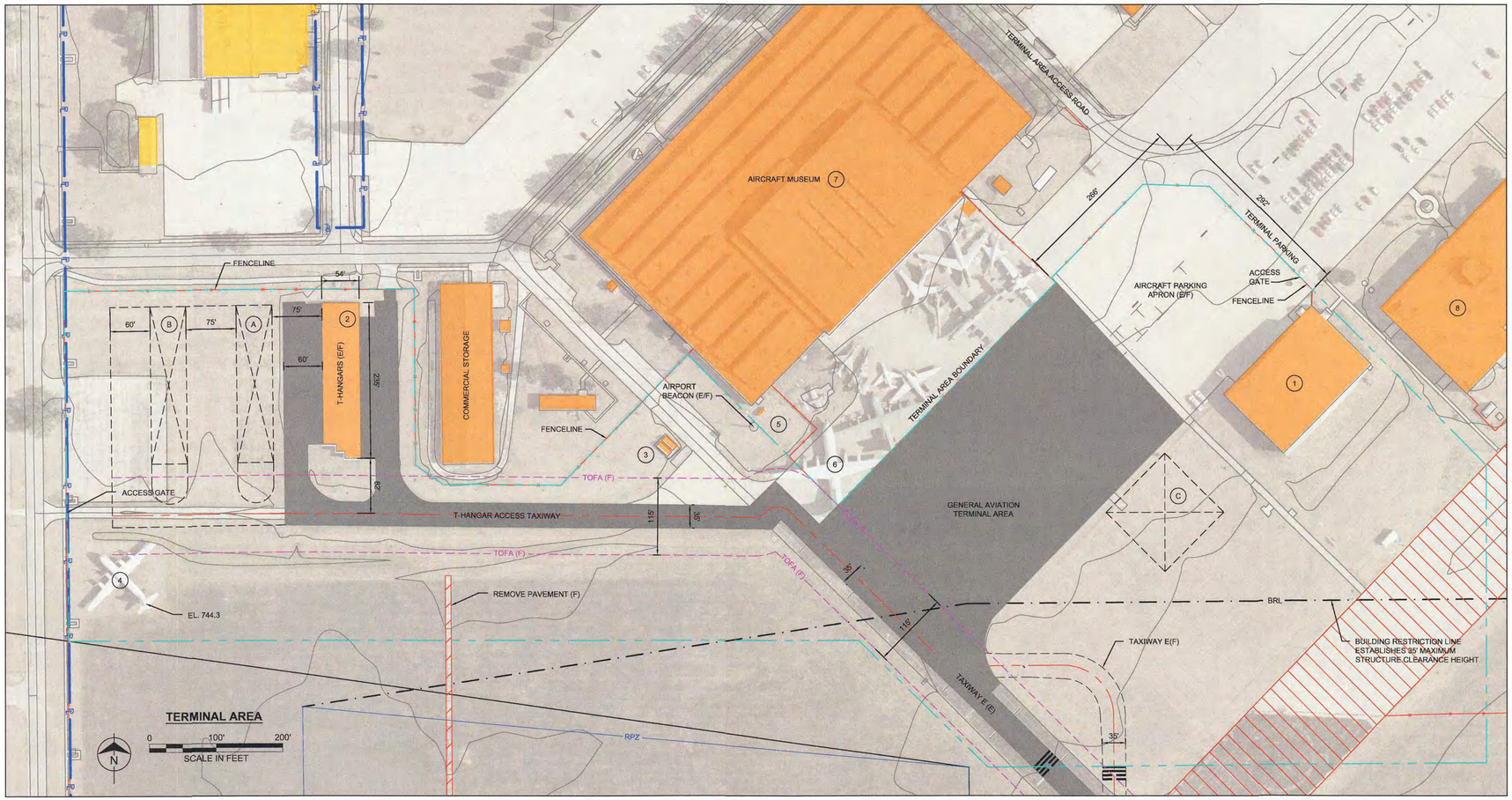
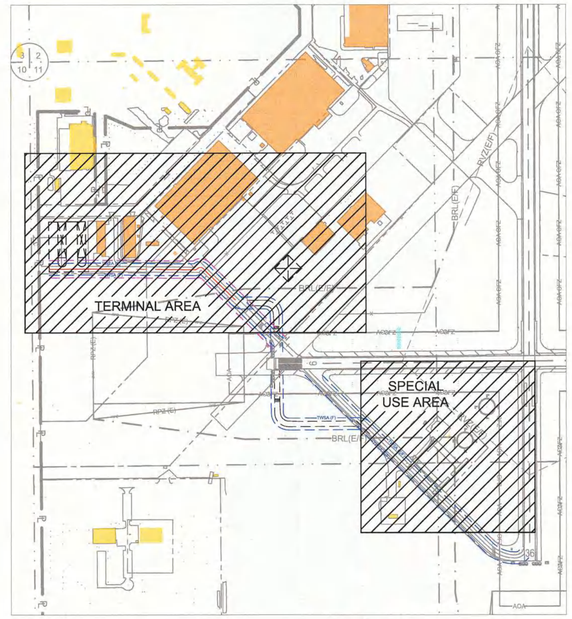
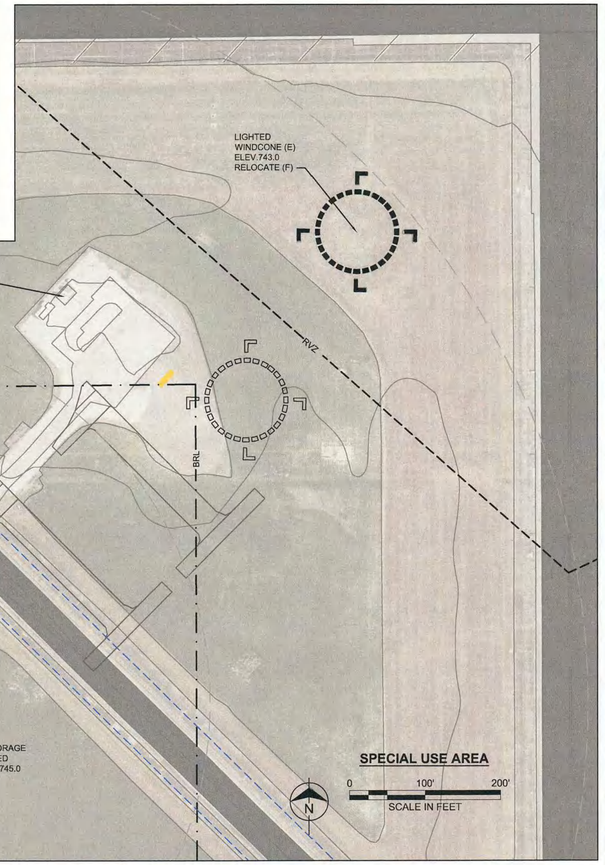
of 14





KEYPLAN



TERMINAL AREA BUILDING DATA TABLE

BLDG. NO	DESCRIPTION	AREA (SF)	TOP ELEVATION	CLEARANCE EXISTING	CLEARANCE FUTURE	REMEDIATION
	EXISTING AIRPORT FACILITIES					
1	HANGAR/TERMINAL BUILDING	18,750	772.5'	28.9'	SAME	-
2	T-HANGARS	12,700	763.9'	65.5'	SAME	-
3	FUEL STORAGE	520	735.0'	67.0'	SAME	-
4	STATIC DISPLAY AIRCRAFT	N/A	774.3	69.7'	SAME	-
5	AIRPORT BEACON	N/A	790.3'	17.4'	SAME	-
6	STATIC DISPLAY AIRCRAFT	N/A	780.5'	9.5'	SAME	-
	NON-AIRPORT FACILITIES					
7	AIRCRAFT MUSEUM	219,685	780.3'	31.1'	SAME	-
8	AT&T FACILITY	47,620	779.3'	34.6'	SAME	-
9	HANGAR #2	226,624	830.0'	65.0'	SAME	-
	SPECIAL USE FACILITIES					
10	LIGHTED WINDCONE/SEGMENTED CIRCLE	N/A	743.0'	(-) 5.6'		RELOCATE
11	CHEMICAL STORAGE TANK	N/A	744.0'	7.9'	SAME	-
12	CHEMICAL STORAGE TANK	N/A	744.0'	8.0'	SAME	-
13	FUEL STORAGE	N/A	742.0'	7.5'	SAME	-
14	AWOS	N/A	770.0'	57.6'	SAME	-
15	STORAGE TANK	N/A	749.6'	84.0'	SAME	-
16	STORAGE BUILDING	1,340	745.0'	96.9'	SAME	-
	FUTURE AIRPORT FACILITIES					
A	T-HANGARS (U)	12,700	764'	N/A	67.7'	CONSTRUCT
B	T-HANGARS (U)	12,700	764'	N/A	70.1'	CONSTRUCT
C	CONVENTIONAL HANGAR	16,250	770'	N/A	61.0'	CONSTRUCT

TOP ELEVATION INCLUDES GROUND ELEVATION PLUS STRUCTURE HEIGHT.

OBSTRUCTION INFORMATION, INCLUDING LOCATION, ELEVATIONS, AND CLEARANCES, BASED ON AERONAUTICAL SURVEY (OCTOBER 2012).

LEGEND

BUILDING RESTRICTION LINE (BRL)	BRL
ULTIMATE BUILDING	
AIRPORT PROPERTY LINE	
FENCE	
TERMINAL AREA BOUNDARY	
TAXIWAY OBJECT FREE AREA	
PAVEMENT REMOVAL	

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TERMINAL AREA DRAWING

Sheet 11 of 14

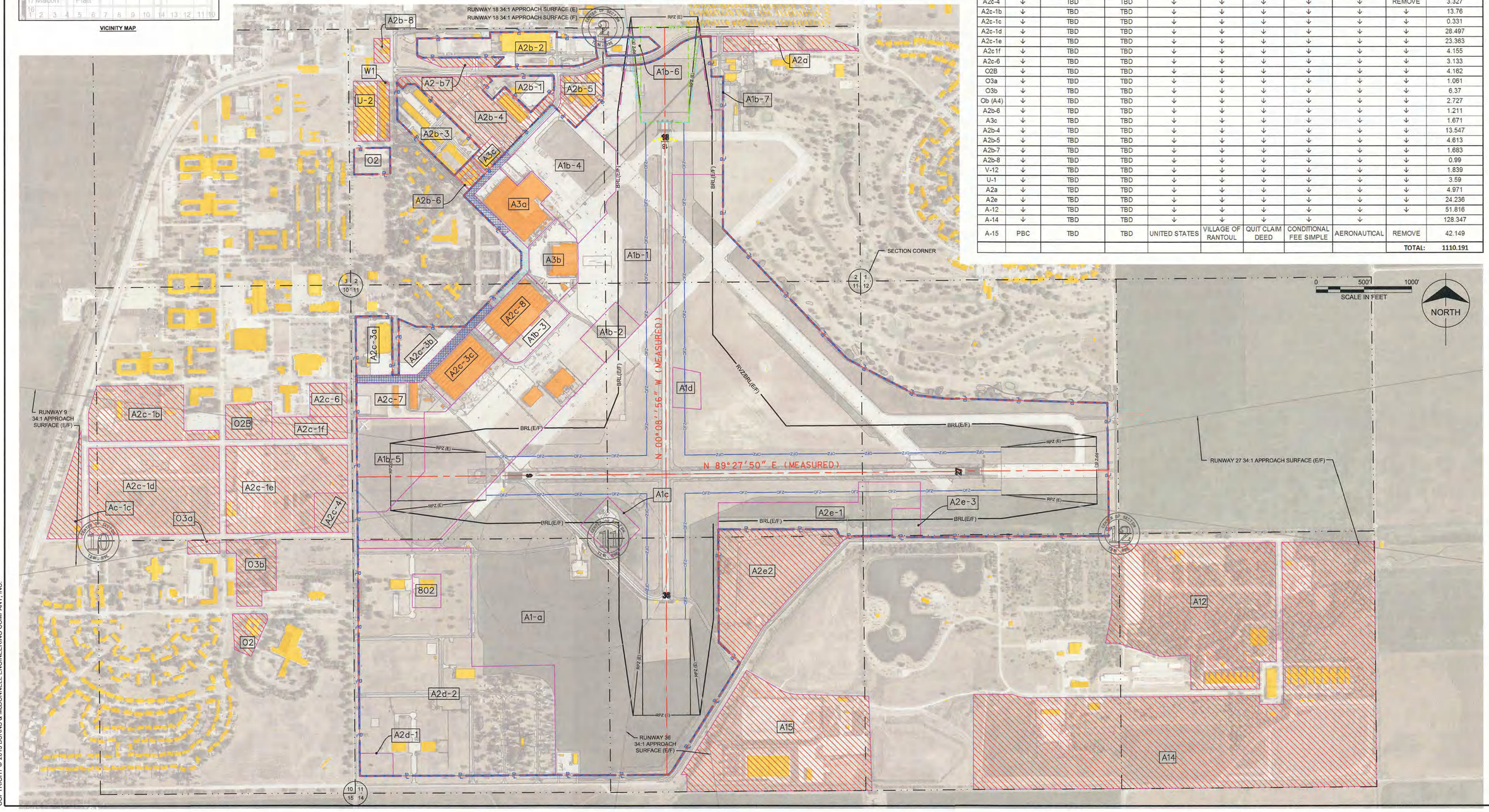
VICINITY MAP

LEGEND	
AIRPORT PROPERTY LINE	
OTHER PROPERTY LINE	
SECTION LINE	
2007 ROAD RIGHT-OF-WAY TRANSFER	
2013 ROAD RIGHT-OF-WAY TRANSFER	
RUNWAY PROTECTION ZONE	RPZ
TRACT TO BE REMOVED	

NOTE:
1. ALL PROPERTY LOCATED IN CHAMPAIGN COUNTY, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THIRD PRINCIPAL MERIDIAN (SEE VICINITY MAP)

TRACT	FEDERAL PROJECT NUMBER	RECORD LOCATION (DOC. NO.)	RECORDING DATE	GRANTOR	GRANTEE	TYPE	PROPERTY INTEREST	PURPOSE	OBJECTIVE	ACREAGE WITHIN AIRPORT BOUNDARY
A1a	PBC	2007R22402	8/15/2007	UNITED STATES	VILLAGE OF RANTOUL	QUIT CLAIM DEED	CONDITIONAL FEE SIMPLE	AERONAUTICAL	RETAIN	388.234
A3a	↓	2007R22402	8/15/2007	↓	↓	↓	↓	↓	↓	8.739
A2c-3a	↓	2007R22402	8/15/2007	↓	↓	↓	↓	↓	↓	5.338
A2c-3b	↓	2007R22402	8/15/2007	↓	↓	↓	↓	↓	↓	5.258
A2c-3c	↓	2007R22402	8/15/2007	↓	↓	↓	↓	↓	↓	6.934
A32d-2	↓	2007R22402	8/15/2007	↓	↓	↓	↓	↓	↓	83.048
802	↓	2007R22402	8/15/2007	↓	↓	↓	↓	↓	↓	2.412
A1b-1	↓	2007R22403	8/15/2007	↓	↓	↓	↓	↓	↓	109.548
A2d-1	↓	2007R22403	8/15/2007	↓	↓	↓	↓	↓	↓	1.888
A1b-2	↓	2008R09423	4/17/2008	↓	↓	↓	↓	↓	↓	4.372
A1b-6	↓	2008R09423	4/17/2008	↓	↓	↓	↓	↓	↓	2.158
A1d	↓	2008R09423	4/17/2008	↓	↓	↓	↓	↓	↓	2.713
A2b-1	↓	2008R09423	4/17/2008	↓	↓	↓	↓	↓	↓	3.737
A2b-2	↓	2008R09423	4/17/2008	↓	↓	↓	↓	↓	↓	11.720
A2b-3	PBC	2008R09423	4/17/2008	UNITED STATES	VILLAGE OF RANTOUL	QUIT CLAIM DEED	CONDITIONAL FEE SIMPLE	AERONAUTICAL	RETAIN	8.917

TRACT	FEDERAL PROJECT NUMBER	RECORD LOCATION (DOC. NO.)	RECORDING DATE	GRANTOR	GRANTEE	TYPE	PROPERTY INTEREST	PURPOSE	OBJECTIVE	ACREAGE WITHIN AIRPORT BOUNDARY
A2e-1	PBC	2008R09423	4/17/2008	UNITED STATES	VILLAGE OF RANTOUL	QUIT CLAIM DEED	CONDITIONAL FEE SIMPLE	AERONAUTICAL	RETAIN	16.231
O2	↓	2008R09423	4/17/2008	↓	↓	↓	↓	↓	↓	2.392
A1b-3	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	3.719
A1b-4	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	20.821
A1b-5	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	13.902
A1c	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	4.485
A2c-7	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	7.442
A2c-8	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	7.251
A2e-3	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	2.057
A3b	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	7.247
Road R-O-W 2007	↓	2007R22404	8/15/2007	↓	↓	↓	↓	↓	↓	5.169
Road R-O-W 2013	↓	TBD	TBD	↓	↓	↓	↓	↓	RETAIN	2.916
A2c-4	↓	TBD	TBD	↓	↓	↓	↓	↓	REMOVE	3.327
A2c-1b	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	13.76
A2c-1c	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	0.331
A2c-1d	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	28.497
A2c-1e	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	23.363
A2c1f	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	4.155
A2c-6	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	3.133
O2B	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	4.162
O3a	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	1.061
O3b	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	6.37
Ob (A4)	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	2.727
A2b-6	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	1.211
A3c	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	1.671
A2b-4	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	13.547
A2b-5	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	4.613
A2b-7	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	1.683
A2b-8	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	0.99
V-12	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	1.839
U-1	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	3.59
A2a	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	4.971
A2e	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	24.236
A-12	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	51.816
A-14	↓	TBD	TBD	↓	↓	↓	↓	↓	↓	128.347
A-15	PBC	TBD	TBD	UNITED STATES	VILLAGE OF RANTOUL	QUIT CLAIM DEED	CONDITIONAL FEE SIMPLE	AERONAUTICAL	REMOVE	42.149
									TOTAL:	1110.191



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AIRPORT PROPERTY MAP

Sheet **12** of 14

FIRST UNITED METHODIST CHURCH
RANTOUL TOWNSHIP HIGH SCHOOL
PLEASANT ACRES SCHOOL
MARY ALICE PARK
BROADMEADOW ELEMENTARY SCHOOL
J.W EATER JUNIOR HIGH SCHOOL
WABASH PARK
WABASH PARK
IMMANUEL SOUTHERN BAPTIST CHURCH
MAPLEWOOD SCHOOL
GREATER NEW LIFE BAPTIST CHURCH
OPEN SPACE/PUBLIC BUILDINGS
RESIDENTIAL USE
NEW COVENANT WORSHIP CENTER
GENERAL COMMERCIAL USE
INDUSTRIAL USE
CRL(E)
CRL(U)
VILLAGE LIMITS
CROSSROAD OF LIFE COMMUNITY CHURCH
AIRPORT INDUSTRIAL/ COMMERCIAL USE
RESIDENTIAL USE
CHRISTIE CLINIC RANTOUL COMMUNITY
EAGLE ACADEMY
MIXED USE
WILLOW POND GOLF COURSE
VILLAGE LIMITS
OPEN SPACE/ PUBLIC USE
CRL(E/U)
GENERAL COMMERCIAL USE
AIRFIELD AGRICULTURAL
HAP PARKER FAMILY AQUATIC CENTER
RANTOUL PUBLIC LIBRARY
GENERAL AVIATION OPERATIONS
BRL/RVZ
AIRFIELD OPERATIONS AREA
CRL(E/U)
VILLAGE LIMITS
OPEN SPACE/ PUBLIC USE
AVIATION USE
AIRFIELD AGRICULTURAL
OFFICE/ HOSPITALITY USE
AIRFIELD AGRICULTURAL
OPEN SPACE/ PUBLIC USE
INDUSTRIAL USE
RESIDENTIAL USE
AIRFIELD RESIDENTIAL
PRAIRIE PINES CAMPGROUND
VILLAGE LIMITS
VILLAGE LIMITS
INDUSTRIAL USE

LEGEND	
BUILDING	
FENCE	
CROP RESTRICTION LINE	CRL
AIRPORT PROPERTY	
AIRFIELD OPERATIONS AREA	
GENERAL AVIATION OPERATIONS	
VILLAGE LIMITS	

0 500' 1000'
SCALE IN FEET

NORTH

NOTE: OFF AIRPORT LAND USE DESIGNATIONS BASED ON ZONING MAP.

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LAND USE DRAWING

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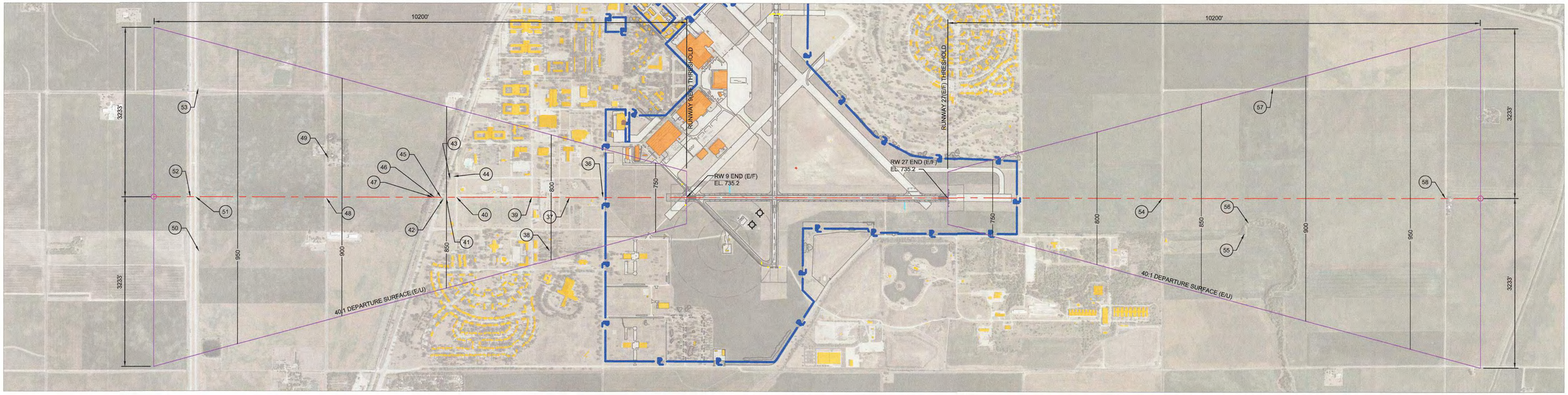
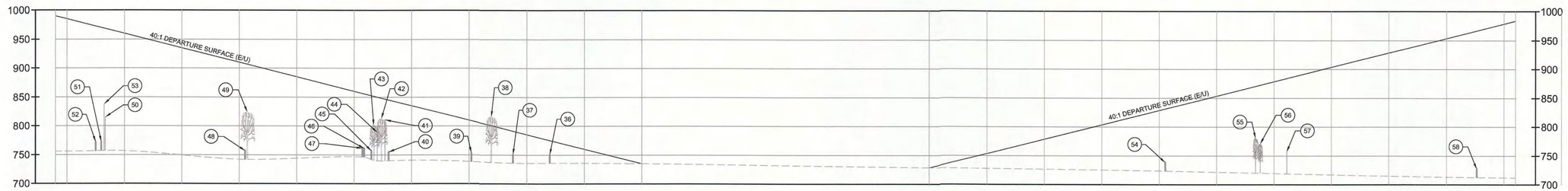


RUNWAY 9-27 DEPARTURE SURFACE

0 1000' 2000'
SCALE IN FEET



RUNWAY 9-27 DEPARTURE SURFACE PROFILE

HORIZONTAL 0 1000' 2000'
SCALE IN FEET

VERTICAL 0 100' 200'
SCALE IN FEET

RUNWAY 9 CL					
#	DESCRIPTION	TOP ELEV	CLEARANCE (E)	CLEARANCE (F)	DISPOSITION
36	ROAD CL	750.9	24.3	24.3	-
37	ROAD CL	750.9	40.3	40.3	-
38	TREE(S)	816.0	-15.3	0.0	CROP/REMOVE
39	ROAD CL	753.6	55.6	55.6	-
40	ROAD CL	754.9	90.3	90.3	-
41	TELEPHONE POLE	789.0	61.2	61.2	-
42	TREE(S)	801.3	50.3	50.3	-
43	TREE(S)	813.0	35.3	35.3	-
44	TELEPHONE POLE	810.6	36.1	36.1	-
45	ROAD CL	757.2	95.5	95.5	-
46	ROAD CL	761.4	94.4	94.4	-
47	ROAD CL	761.6	95.0	95.0	-
48	ROAD CL	758.5	149.2	149.2	-
49	TREE(S)	823.8	82.9	82.9	-
50	POWER POLE	814.6	153.9	153.9	-
51	ROAD CL	772.2	198.1	198.1	-
52	ROAD CL	771.9	200.8	200.8	-
53	POWER POLE	837.7	131.3	131.3	-
OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)					

RUNWAY 27 CL					
#	DESCRIPTION	TOP ELEV	CLEARANCE (E)	CLEARANCE (F)	DISPOSITION
54	ROAD CL	738.5	92.8	92.8	-
55	TREE(S)	780.9	89.7	89.7	-
56	TREE(S)	770.7	101.9	101.9	-
57	TELEPHONE POLE	757.3	126.9	126.9	-
58	ROAD CL	727.5	239.3	239.3	-
59					
60					
OBSTRUCTION INFORMATION BASED ON AERONAUTICAL SURVEY (OCTOBER 2012)					

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no.	revisions	date	by

RANTOUL NATIONAL AVIATION CENTER
FRANK ELLIOT FIELD
RANTOUL, ILLINOIS

Burns & McDonnell SINCE 1898

checked by: DGH
designed by: RWC
drawn by: BAH
date: 4-20-2013

RUNWAY 9-27 DEPARTURE SURFACES

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