8. AIRPORT LAYOUT PLANS AND COMPARATIVE SUMMARY

8.1 Overview

The Gary/Chicago International Airport (GCIA or the Airport) completed its last Master Plan and Airport Layout Plan (ALP) in 2001. The 2001 Master Plan identified airfield, terminal, and landside developments to accommodate the projected growth in commercial and general aviation airport demand. These major developments included land acquisition, an extension of Runway 12-30, the relocation of the E.J. & E Railroad, terminal expansion and future relocation, and a new maintenance facility. At the time, the Airport was operating with a single FBO, and tenants like Boeing Executive Flight Operations, B. Coleman Aviation, and the Indiana Air National Guard were not yet at the Airport.

Master Plans and ALPs are updated to accurately reflect current conditions and changes to the proposed development plan to meet the needs anticipated by forecast activity. This current Master Plan and ALP include several projects identified on the 2001 ALP that have been completed over the last 20 years. These projects are identified on the ALP as existing conditions:

- Extension of Runway 12-30
- Relocation of the E.J. & E. Railroad (now identified as the CN Railroad)
- Development of T-Hangars (adjacent to B. Coleman Aviation)

- Development of Corporate/Maintenance Facilities (Boeing Executive Flight Operations, NiSource Hangar, B. Coleman Aviation, and East Hangar)
- Indiana Air National Guard Facility

This Master Plan and ALP expand on the previous one, with additional focus on the continued growth of General Aviation with potential growth of passenger activity. A major component of this plan includes available land and additional infrastructure (i.e. runway, and terminal facilities) to accommodate the growth. The GCIA's physical growth opportunities are mostly limited to its existing footprint, due to large capital cost required to move an interstate highway and railroad track. The Master Plan considers these constraints to optimize the infrastructure needed to accommodate the demand from forecasted growth at GCIA.

This chapter summarizes the current ALP sheets and proposed development projects identified in the Airport's Master Plan. It compares the differences between the new and the 2001 ALPs and presents the draft ALP sheets.

Changes in FAA guidance and the scope of the Master Plan result in a different presentation of the ALP and sheets. The new plans were developed using guidance from the FAA's AC 150/5300-13A, *Airport Design*, dated February 2, 2014, and checked against the FAA's Airports (ARP) Line of Business SOP 2.0, *Standard Procedures for FAA Review and Approval of Airport Layout Plans.* The major components of the FAA's guidance that shaped the proposed development plan and ALP include:

- Replacement of Runway Reference Code (RRC) with Approach Reference Code (APRC) and Runway Design Code (RDC)
- Expanded discussion on Declared Distances
- Interim Guidance to acceptable land uses within the Runway Protection Zone (RPZ)
- Expanded discussion on Runway Incursion Mitigation (i.e. Direct Access from Ramp/Apron to Runway, and High Energy Runway Crossings).

8.2 ALP Sheet Summary

Table 8-1 presents the sheets included in the 2020 ALP, and highlights whether the same sheet/details were included in the 2001 Master Plan ALP. The last row of the table includes sheets on the 2001 ALP that are not part of the 2020 ALP.

Table 8-1 – 2020 ALP Sheet Summary

#	Sheet Name	2020 ALP	2001 ALP	Notes
1	Title Sheet	X	X	

#	Sheet Name	2020 ALP	2001 ALP	Notes
2	Data Sheet	X	X	
3	Existing Airport Layout Drawing	X	X	
4	Future Airport Layout Drawing	X		Future features shown on single ALP drawing
5	Terminal Area	X	X	
6	Airspace	X	X	
7	RWY 12 Plan & Profile	X	X	
8	RWY 30 Plan & Profile	X	X	
9	RWY 2 Plan & Profile	X	X	
10	RWY 20 Plan & Profile	X		Included on Runway 2-20 P&P
11	Future RWY 20 Plan & Profile	X		No RW 2-20 extension was proposed in 2001
12	RWY Plan and Profile	X		
13	RWY 12 Departure Plan & Profile	X		Included on Runway 12 P&P in 2001 set
14	RWY 30 Departure Plan & Profile	X		Included on Runway 30 P&P in 2001 set
15	RWY 2 Departure Plan & Profile	X		Included on Runway 2-20 P&P in 2001 set
16	Future RWY 2 Departure Plan & Profile	X		No RW 2-20 extension was proposed in 2001
17	RWY 20 Departure Plan & Profile	X		Included on Runway 2020 P&P in 2001 set
18	Land Use Sheet	X		Not Included
19 - 23	Exhibit A Property Map	X	X	Updates to the 2001 Exhibit A sheets was made in 2010
Other	*Other – Sheets on 2001 ALP not included in the 2020 ALP Update*	*N/A*	*X*	*Access Plan showing roadway improvements for existing and proposed terminal access; Exhibit A – Runway 30 Approach showing easements*

Source: Gary/Chicago Airport Layout Plans, June 2001; Draft Gary/Chicago International Airport Layout Plans, April 2020.

Prepared by: Jacobsen|Daniels July 2020

8.3 ALP Project Summary

Table 8-2 lists the proposed projects that are included in the 2020 ALP set, and highlights whether proposed projects/concepts were carried over (in-whole, or part) from the 2001 Master Plan ALP. The last row of the table includes projects on the 2001 ALP that are not part of the 2020 ALP.

Table 8-2 – 2020 ALP: Proposed Projects

ID	Project Name	2020 ALP	2001 ALP	Notes – Current vs. Previous
A-1	Extend Runway 2-20 & Taxiway B North	X		
A-2	Rehabilitate Taxiway A - Phase II	X		
A-3	Taxiway A to Runway Connectors (RIM - Direct Access)	X		
A-4	Taxiway C Decommissioning to Service Road	X		
A-5	Construct East De-ice Pad	X	X	No Changes
A-6	Install Deice infrastructure for West Bay to De-ice Pad	X	X	No Changes
F-1	Air Cargo Expansion	X	X	Included on the South side of Runway 12 Extension
F-2	Corporate/Private Hangar Dev.	X	X	Expanded to the East, adjacent to NiSource
F-3	Shift Taxiway A by 7 feet between Taxiways A2 and A8	X	X	No Changes
F-4	Shift Apron Edge Taxilane	X		
L-1	Relocate Airport Road	X		
L-2	Southeast Service Road Extension	X		
S-1	Replace ATCT	X		
S-2	Construct New ARFF Facility	X	X	Adjacent to ATCT
S-3	Construct New Electrical Fault	X		
S-4	Construct New Administrative Offices	X		
S-5	Air Cargo Infrastructure	X		
S-6	SRE Building Expansion	X		
S-7	New T-Hangar Campus	X		2001 Future ALP showed new T-hangars adjacent to existing
S-8	Construct New Airport Maintenance and Operations Complex	X		

ID	Project Name	2020 ALP	2001 ALP	Notes – Current vs. Previous
S-9	Private Hangar Development	X		
T-1	Construct New Terminal	X	X	Recommended replacement landside of existing terminal. Previously shown on the North side of Runway 12 Extension
N/A	*Other – Projects on 2001 ALP (Not included in the Existing ALP)*	*N/A*	*X*	*Highspeed Exits off Runway 12-30, Aircraft Maintenance Facility (at Boeing site)*

Source: Gary/Chicago Airport Layout Plans, June 2001; Draft Gary/Chicago International Airport Layout Plans, April 2020.

Prepared by: Jacobsen|Daniels July 2020

8.4 Airfield Changes and Modifications of Standards

Runway 12-30 was extended after the 2001 ALP, changing the airfield significantly. Key changes to airfield and runway characteristics are shown in Table 8-3. In conjunction with the airfield improvements, some modifications of standards (MOS) in existence in 2001 were resolved. Others remain in force where resolution was not physically or economically feasible. The Planning Team found lack of specificity in both FAA and GCIAA records with regard to the current MOS. Table 8-4 summarizes the available information.

Table 8-3 – Changes in Key Airfield Characteristics Between 2001 and 2020 ALPs

Characteristic	Runway 12-30		Runway 2-20	
	2001 Future Condition	2020 update	2001 Future Condition	2020 Update
Classification	ADG C-III	Same	ADG B-II, small	ADG B-II
Critical Aircraft	B-727	B-737	King Air - 200	Same
Length x Width	8 900’ x 150’	Same existing and future	3,603’ x 100’	Same existing, Future
Displaced Thresholds	546’ RW 30 End	900’ RW 30 End	None	Same
Pavement Strength	SW 75, DW 157	SW 116, DW 240, DT 485, DDT 1080 RW 30: SW 75	SW 30, SW 50	RW 02 Exist/Future: SW 62, DW 88 / SW 100, DW 146 RW 20 Exist/Future: SW 18, DW 28 / SW 100, DW 146

Characteristic	Runway 12-30		Runway 2-20	
	2001 Future Condition	2020 update	2001 Future Condition	2020 Update
Approach Surface Slopes	RW 12 – 20:1 RW 30 – 50:1	Same	RW 02 – 20:1 RW 20 – 20:1	RW 02 – 20:1 Exist/ 34:1 Fut. RW 20 – 20:1 Exist/ 34:1 Fut.
Approach Visibility Minimums	RW 12 – Visual RW 30- ½ mile	RW 12 – ¾ Mile RW 30 - same	RW 02 – 1 mile RW 20 – 1 mile	Same

Source: Data Sheet, 2001 ALP for GYY dated June 14, 2001; Data Sheet 2020 ALP for GYY, draft dated April 2021.

Table 8-4 – Changes in Modifications of Standards

Non-Standard Condition on 2001 ALP	Modification on 2020 ALP
Runway 12-30	
RW centerline to parallel taxiway centerline is 392' (standard is 400')	Same
The SE corner of RW 30 safety area is violated by the Grand Calumet River	Threshold displacement removes RW 30 safety area to be clear of Grand Calumet River
Perimeter service road and E.J. & E. Railroad limit the extended RW 12 safety area to only 150' beyond the physical end of the runway	Extension of RW 12 along with relocation of railroad resulted in standard RW 12 safety area.
The SE corner of RW 30 object free area is traversed by the Grand Calumet River	Threshold displacement removes RW 30 OFA to be clear of Grand Calumet River.
The Airport perimeter service road and the E.J. & E. Railroad violate the Object Free Area of Runway 30 at 50' to 350' from the physical end of the runway	Extension of RW 12 along with relocation of railroad resulted in a clear OFA
The Airport perimeter service road violates the westernmost corner (SW of the localizer) of the runway Object Free Zone	Extension of RW 12 along with relocation of railroad resulted in a clear OFZ
When Indiana Toll Road was established and an ILS was proposed for the approach, a deviation to Part 77 was approved for the Toll Road	Same
Application of Declared Distances on RW 12-30	Same

Non-Standard Condition on 2001 ALP	Modification on 2020 ALP
Runway 02-20	
The airport perimeter service road falls within the Object Free Area off each end of the runway	Perimeter road is outside the OFA of each runway end.

Source: Data Sheet, 2001 ALP for GYY dated June 14, 2001; Data Sheet 2020 ALP for GYY, draft dated April 2021.

8.5 Airport Layout Plans

The draft Airport Layout Plan pages are presented on the following pages. These are under review by the FAA and Indiana DOT Aviation so are presented for information only.

GARY / CHICAGO INTERNATIONAL AIRPORT (GYY)

AIRPORT LAYOUT PLAN

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
Great Lakes Region

2300 E. Devon Avenue
Des Plaines, Illinois 60018

March 24, 2022

Mr. Dan Vicari
Executive Director
Gary/International Airport Authority
6001 Industrial Hwy
Gary, Indiana 46406

Gary/Chicago International Airport (GYY)
Gary, Indiana
Airport Layout Plan (ALP) Conditional Approval

Dear Mr. Vicari:

The Airport Layout Plan (ALP) prepared by Jacobsen Daniels, and bearing your signature, is approved. An aeronautical study No. 2022-AGL-569-NRA was conducted on the proposed developments.

The approval indicated by my signature is given subject to the acknowledgement that the proposed airport development illustrated on said ALP may not conform to current standards, advisory circulars (AC), orders, or other federally established guidance. In particular since said ALP was initiated, specific elements of the design illustrated on said ALP may require re-evaluation according to FAA policy, standards, and criteria (e.g. Airport Design - AC 150/5300-13A, Interim Guidance on Land Uses Within a Runway Protection Zone and Related Alternative Analysis). Additional airport master planning initiatives, including updating said ALP, may be required prior to pursuing the proper National Environmental Policy Act (NEPA) document to obtain authorization to carry out an action identified on said ALP.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means. We encourage the appropriate local agencies to adopt land use and height restrictive zoning based on the revised plan.

Approval of the plan does not indicate that the United States will participate in the cost of

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any development proposed. Airport Improvement Program (AIP) funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.).

The FAA Reauthorization Act of 2018, section 163(d), has limited the FAA's review and approval authority for ALPs. The Act limits the FAA's authority to those portions of the ALP that:

- Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- Adversely affect the value of prior federal investments to a significant extent.

FAA's approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). The FAA has not made a determination on whether or not it retains review and approval authority for any proposed facilities [or proposed project or land acquisition] depicted on the ALP associated with this letter (unless otherwise noted). Under 49 USC §47107(a)(16), the FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on an ALP before construction occurs. Although section 163(d) has limited the FAA's review and approval authority of proposed projects depicted on an ALP, airport sponsors must continue to maintain an up-to-date ALP in accordance with federal law, specifically 49 U.S.C. §47107(a)(16).

The following comments have been provided during the ALP airspace review:

Air Traffic Obstruction Evaluation Group: ALP reviewed as a planning document and this evaluation does not include any obstacle evaluations. Any changes to the runway physical end latitude/longitude coordinates, usage or elevations must be uploaded into this iOEAAA runway/data base, to ensure the FAR Part 77 and TP calculations are run on the most recent data. All proposed construction projects (terminal buildings, taxiways, etc.) and associated equipment must be filed separately as individual studies for impact on the National Airspace System.

Airports Part 139 Inspectors: In regards to the new vehicle service road for the airport maintenance and ops building which intersects a runway on one side and taxiway on the other: The airport should consider an alternative, which does not directly intersect the runway for runway incursion mitigation purposes. Facilities should be designed to avoid service roads crossing runways and taxiways/taxilanes to the extent possible. However, when a crossing is necessary, proper marking must be in place to ensure vehicles stop or yield to aircraft. The service road should be defined with centerline and edge striping. See AC 150/5340-1 for marking design information.

Flight Procedures: Removing obstruction Data. Removal of obstructions from the database require a letter be submitted to CSA FPT by the airport manager or designated ADO, identifying the obstruction (lat/long/hgt, state code if known, etc.), and state what action was taken (i.e., tree cut, tower dismantled, etc.). In turn, this information will be forwarded to the Obstruction office for processing. NOTE: Noting on the ALP that an obstruction will be removed does not constitute an official request that an obstruction has been removed. If it is noted that a tree has been identified, but, will be removed later, this action must be followed-up on, and a confirmation letter sent that the tree(s) have actually been removed. THE CSA FPT has completed the ALP review. No construction equipment, proposed structures or obstacles were evaluated. The following effects are noted and provisions must be met: 1. IFR EFFECT. This ALP update identifies the airports future projects of extending RWY 2/20, taxiway & apron work, replacing ATCT, and constructing multiple facilities such as a new ARFF, electrical vault, T-hangars, new terminal, and several others.

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With the Airport Reference Point moving and the airport elevation rising all procedures with circling approaches will need to be re-evaluated. The extension of the RWY 20 side will require amendments to RNAV (GPS) RWY 20 and the RWY 2 ODP. A study on the impact of the future ATCT will need to be conducted. In the future if flight procedures are desired, please see paragraph 7 for requesting new procedures. The submission of the ALP does not constitute a request for flight procedures. 2. Notification Requirements. CSA FPT must be notified at least 5 working days prior to any temporary displacement and/or relocation of the thresholds. Proponent must provide the latitude/longitude and elevation of the displaced thld location. (Notification time necessary for issuance of NOTAMS). 3. Letter Required. Review of this ALP does not constitute an automatic request for amended procedures. A letter must be submitted, to CSA FPT, by the Airport Manager or ADO, requesting amendments to IAPs. If at the same time, the proponent desires to cancel some of the currently published procedures, the letter should include which procedures should be cancelled. 4. Timeline. Include construction/equipment relocation timeline if this ALP is approved. Identify when the construction will start, finish, when the equipment will be relocated, etc. This is critical for amending procedures. 5. Survey Data. New runway pavement and dimensions will result in survey data, which must meet the specifications outlined in FAA Advisory Circular 150/5300-16/17/18, "General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey." 6. Submit Proposed Equipment Relocation Data. Proponent must provide proposed relocation/location information of any equipment that will be relocated or added: Lighting, Localizer, AWOS, PAPIs, etc., via the NFDC Portal. Future structures and/or construction equipment were not evaluated as part of this study. 7. Publication. Publication of IAPs could take from 24 months, up to 3 yrs., after runway data is submitted to AJV-5331 and AJV-5332. Note: Development of IAPs will not begin until an official letter of request for amended procedures is received by CSA FPT or an online request at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_initiation/ and the proposed runway data and equipment data provided to AJV-5331 and AJV-5332. Proposed data should be submitted as soon as possible so that any newly developed or amended procedures publication can coincide with construction completion. It is not necessary or advised to wait until construction completion to submit the required data. Delaying information submission could result in the delay of procedure publication. Any new procedure requests to the existing runways must be submitted in writing or online to the CSA FPT with the concurrence of the OWNER/OPERATOR of the airport. 8. FAA Form 5010-1. Proponent must update the airport FAA Form 5010-1 to reflect new runway data and updated runway changes. 9. Adding Obstruction Data. Review of this ALP does not result in newly identified obstructions being added or removed from the obstruction database. Obstructions must be surveyed and submitted through the CSA FPO for inclusion in the obstruction database.

Tech Ops: Many construction activities need to be evaluated and filed during actual construction by all disciplines.

We trust this letter provides a clear explanation of the conditions and terms of our approval. Please attach this letter to the Airport Layout Plan and retain it in the airport. We look forward to working with you in the continued development of your airport. If you need further clarification, I can be reached at (847) 294-7631 or gary.d.wilson@faa.gov.

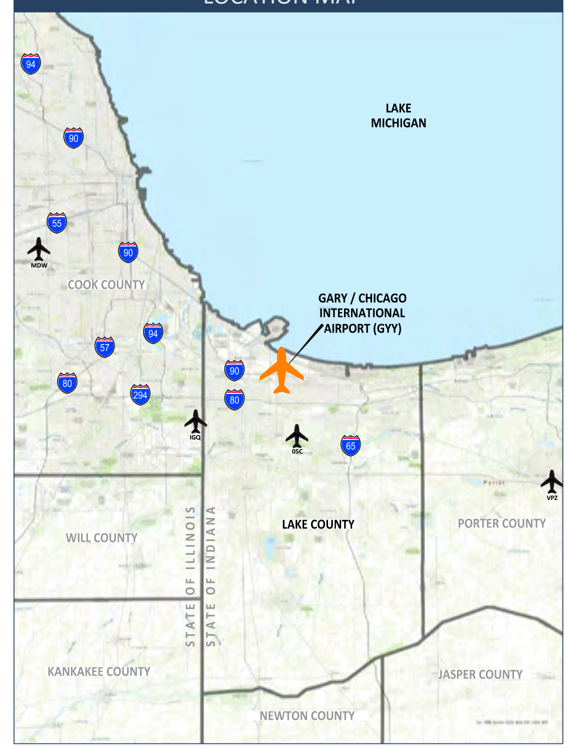
Sincerely,

Gary D. Wilson, Program Manager
Chicago Airports District Office

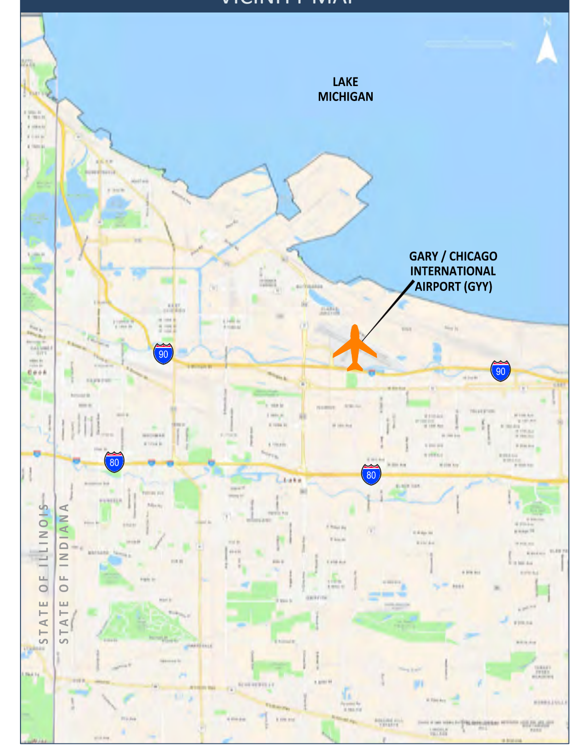
cc: INDOT Office of Aviation
Jacobsen Daniels

NRA AIRSPACE CASE NO. 2022-AGL-569-NRA
APPROVAL DATE: 03/23/2022

LOCATION MAP



VICINITY MAP



DRAWING INDEX

SHEET NUMBER	SHEET NAME
1	TITLE SHEET
2	AIRPORT DATA SHEET
3	EXISTING AIRPORT LAYOUT PLAN
4	FUTURE AIRPORT LAYOUT PLAN
5	TERMINAL AREA
6	AIRPORT AIRSPACE
7	RWY 12 INNER APPROACH - EXISTING & FUTURE
8	RWY 30 INNER APPROACH - EXISTING & FUTURE
9	RWY 2 INNER APPROACH - EXISTING & FUTURE
10	RWY 20 INNER APPROACH - EXISTING
11	RWY 20 INNER APPROACH - FUTURE
12	RWY 12-30 AND RWY 2-20 - RUNWAY PLAN & PROFILE
13	RWY 12 DEPARTURE SURFACE - EXISTING & FUTURE
14	RWY 30 DEPARTURE SURFACE - EXISTING & FUTURE
15	RWY 2 DEPARTURE SURFACE - EXISTING
16	RWY 2 DEPARTURE SURFACE - FUTURE
17	RWY 20 DEPARTURE SURFACE - EXISTING & FUTURE
18	LAND USE

CONDITIONAL APPROVAL: INDOT - OFFICE OF AVIATION

MANAGER, OFFICE OF AVIATION:	MARTIN J. BLAKE	03-23-2022 Date
CHIEF AIRPORT ENGINEER:	MICHAEL W. BUENING, P.E.	03-23-2022 Date
AVIATION PLANNER:	MARCUS DIAL	03-23-2022 Date

AIRPORT APPROVAL

GARY-CHICAGO INTERNATIONAL AIRPORT
On behalf of Gary-Chicago International Airport Authority, I hearby certify that the Gary-Chicago International Airport, Airport Layout Plans Package was prepared according to the current FAA ARP SOP 2.00 Checklist.

Daniel Vicari, P.E., Executive Director / COO — 03-23-2022 Date

ALP Prepared By
JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: PLW
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

CONSTRUCTION NOTICE

THESE ALP DRAWINGS ARE FOR PLANNING PURPOSES ONLY. THE DRAWING INFORMATION, INCLUDING LOCATION DETAILS AND ELEVATIONS SHOULD NOT BE USED FOR CONSTRUCTION. TO PROTECT THE AIRPORT'S OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH FAA/STATE AERONAUTICS PRIOR TO CONSTRUCTION.

AN FAA FORM 7460 SHALL BE SUBMITTED TO EVALUATE THE EFFECT OF PROPOSED CONSTRUCTION ON THE AIRPORT OR ALTERATION ON AIR NAVIGATION EXCEEDING 14 CFR, PART 77. FILING THE FAA FORM 7460 DOES NOT RELIEVE THE SPONSOR FROM COMPLYING WITH OTHER FEDERAL, STATE OR LOCAL RULES AND REGULATIONS.

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GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

TITLE SHEET - GYY
AIRPORT LAYOUT PLAN

Gary-Chicago International Airport

RUNWAY DATA TABLE

RUNWAY		12		30		2		20	
ITEM		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)		C-III-4000	SAME	C-III-2400	SAME	B-II-5000	SAME	B-II-5000	SAME
AIRCRAFT APPROACH CATEGORY		C	SAME	C	SAME	B	SAME	B	SAME
RUNWAY PAVEMENT STRENGTH (X 1,000 LBS)		SW 116	SAME	SW 75	SAME	SW 62	SW 100	SW 18	SAME
		DW 240	SAME	DW 157	SAME	DW 88	DW 146	DW 28	SAME
		DT 485	SAME	DT 175	SAME	N/A	N/A	N/A	SAME
		DDT 1080	SAME	DDT 250	SAME	N/A	N/A	N/A	SAME
RUNWAY PAVEMENT STRENGTH (PCN)		74/R/A/X/T	SAME	63/F/A/X/T	SAME	21/F/A/X/T	39/F/A/X/T	21/F/A/X/T	SAME
SURFACE TREATMENT		CONCRETE GRVD	SAME	CONCRETE GRVD	SAME	CONCRETE	CONCRETE-GRVD	ASPHALT	CONCRETE-GRVD
MAXIMUM EFFECTIVE GRADIENT (%)		+/- 1.5%	SAME	+/- 1.5%	SAME	+/- 1.5%	SAME	+/- 1.5%	SAME
RUNWAY LENGTH		8,859'	SAME	8,859'	SAME	3,604'	5,404'	3,604'	5,404'
RUNWAY WIDTH		150'	SAME	150'	SAME	100'	SAME	100'	SAME
RUNWAY END ELEVATION (NAVD88 - MSL)		596.7'	SAME	591.1'	SAME	589.6'	SAME	589.1'	612.1'
RUNWAY BEARING (TRUE)		124.38°	SAME	304.38°	SAME	21.41°	SAME	201.41°	SAME
DISPLACED THRESHOLD DISTANCE		N/A	SAME	900'	SAME	N/A	SAME	N/A	SAME
DISPLACED THRESHOLD ELEVATION (MSL)		N/A	SAME	589.0'	SAME	N/A	SAME	N/A	SAME
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND DEPARTURE		1,000'	SAME	1,000'	SAME	300'	SAME	300'	SAME
RUNWAY SAFETY AREA (RSA) WIDTH		500'	SAME	500'	SAME	150'	SAME	150'	SAME
RUNWAY END COORDINATES (NAD83)	LATITUDE	N 41° 37' 27.14"	SAME	N 41° 36' 37.99"	SAME	N 41° 36' 44.22"	SAME	N 41° 37' 17.41"	N 41° 37' 34.00"
	LONGITUDE	W 087° 25' 38.36"	SAME	W 087° 24' 01.85"	SAME	W 087° 25' 06.30"	SAME	W 087° 24' 49.15"	W 087° 24' 40.58"
DISPLACED THRESHOLD COORDINATES (NAD83)	LATITUDE	N/A	SAME	N 41° 36' 42.98"	SAME	N/A	SAME	N/A	SAME
	LONGITUDE	N/A	SAME	W 087° 24' 11.66"	SAME	N/A	SAME	N/A	SAME
VISUAL APPROACH AIDS		C/L | HIRL | REIL	SAME	C/L | HIRL | MALSR	SAME	REIL | MIRL	SAME	MIRL | REIL	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,700'	SAME	2,500'	SAME	1,000'	SAME	1,000'	SAME
	INNER WIDTH	1,000'	SAME	1,000'	SAME	500'	SAME	500'	SAME
	OUTER WIDTH	1,510'	SAME	1,750'	SAME	700'	SAME	700'	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,700'	SAME	1,700'	SAME	1,000'	SAME	1,000'	SAME
	INNER WIDTH	500'	SAME	500'	SAME	500'	SAME	500'	SAME
	OUTER WIDTH	1,010'	SAME	1,010'	SAME	700'	SAME	700'	SAME
RUNWAY MARKING		Precision	SAME	Precision	SAME	Non-Precision	SAME	Non-Precision	SAME
FAR PART 77 APPROACH CATEGORY		34:1	SAME	50:1/40:1	SAME	20:1	34:1	20:1	34:1
FAR PART 77 APPROACH TYPE		NPI-D	SAME	PIR	SAME	NPI-A	NPI-C	NPI-A	NPI-C
FAR PART 77 APPROACH SURFACE	WIDTH OF PRIMARY SURFACE	1,000'	SAME	1,000'	SAME	500'	SAME	500'	SAME
	AT OUTER END	4,000'	SAME	16,000'	SAME	2,000'	3,500'	2,000'	3,500'
	LENGTH	10,000'	SAME	50,000'	SAME	5,000'	10,000'	5,000'	10,000'
VISIBILITY MINIMUMS		3/4 Mile	SAME	SAME	SAME	1 Mile	SAME	1 Mile	SAME
AERONAUTICAL SURVEY REQUIRED		VGS	SAME	VGS	SAME	NVGS	SAME	NVGS	SAME
TERPS DEPARTURE SURFACE/OCS		YES	SAME	YES	SAME	YES	SAME	YES	SAME
RUNWAY OBJECT FREE AREA (ROFA) LENGTH BEYOND RUNWAY		1,000'	SAME	1,000'	SAME	300'	SAME	300'	SAME
RUNWAY OBJECT FREE AREA (ROFA) WIDTH		800'	SAME	800'	SAME	500'	SAME	500'	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH BEYOND RUNWAY		200'	SAME	200'	SAME	200'	SAME	200'	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH		400'	SAME	400'	SAME	400'	SAME	400'	SAME
INNER APPROACH OFZ (LENGTH BEYOND ALS))		N/A	SAME	200'	SAME	N/A	SAME	N/A	SAME
INNER APPROACH OFZ WIDTH		N/A	SAME	400'	SAME	N/A	SAME	N/A	SAME
INNER TRANSITIONAL OFZ (H-VALUE)		N/A	SAME	6:1 (48')	SAME	N/A	SAME	N/A	SAME
PRECISION OBSTACLE FREE ZONE (POFZ) LENGTH		N/A	SAME	200'	SAME	N/A	SAME	N/A	SAME
PRECISION OBSTACLE FREE ZONE (POFZ) WIDTH		N/A	SAME	800'	SAME	N/A	SAME	N/A	SAME
THRESHOLD SITING SURFACE (TSS)		20:1 - TYPE 5	SAME	34:1 - TYPE 7	SAME	20:1 - TYPE 4	SAME	20:1 - TYPE 4	SAME
TSS OBJECT PENETRATION(S)		NO	SAME	NO	SAME	YES	SAME	YES	SAME
VISUAL APPROACH AIDS		PAPI-4L	SAME	PAPI-4L	SAME	PAPI-2L	SAME	PAPI-2L	SAME
TOUCHDOWN ZONE (TDZE)		596.7'	SAME	589.2'	SAME	591.1	SAME	591.1	SAME

DECLARED DISTANCES

RUNWAY	12		30		2		20	
ITEM	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAKE OFF RUN AVAILABLE (TORA)	8,859'	8,859'	8,859'	8,859'	3,604'	5,104'	3,604'	5,404'
TAKE OFF DISTANCE AVAILABLE (TODA)	8,859'	8,859'	8,859'	8,859'	3,604'	5,104'	3,604'	5,404'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	7,959'	7,959'	8,859'	8,859'	3,604'	5,404'	3,604'	5,404'
LANDING DISTANCE AVAILABLE (LDA)	7,959'	7,959'	7,959'	7,959'	3,604'	5,404'	3,604'	5,404'

NON STANDARD CONDITIONS

NO.	STANDARD MODIFIED	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	FAA AC 150/5300-13A Airport Design, Chapter 3, Paragraph 309. Runway Object Fee Area (ROFA)	Objects non-essential for air navigation or aircraft ground maneuvering purposes must not be placed in the ROFA	Perimeter AOA fence inside RWY 30 ROFA	None	5/13/2013
2	FAA AC 150/5340-30H Design and Installation Details for Airport Visual Aids, Chapter 3, Paragraph 3.3.a(3). Runway Centerline Lighting	For displaced threshold areas over 700 ft in length, the centerline lights in the displaced area are circuited separately from the centerline lights in the non-displaced runway area to permit turning"off" ther centerline lights in the displaced area during landing operations.	Centerline lighting on same circuit in displaced threshold	None	8/13/2015
3	FAA AC 150/5300-13A Airport Design, Chapter 3, Paragraph 309. Runway Object Fee Area (ROFA)	Objects non-essential for air navigation or aircraft ground maneuvering purposes must not be placed in the ROFA	Perimeter road inside extreme corner of RWY 12 ROFA	Will submit MOD request	-
4	FAA AC 150/5300-13A Airport Design, Chapter 3, Paragraph 320.a(2). Table 3-5	Runway centerline to parallel taxiway/taxilane centerline is 400 feet	392' RWY 12-30 centerline to TWY A centerline distance (except between TWY A1 and A2)	None	9/24/2001
5	FAA AC 150-5300-13A, Airport Design, Table 3-3, and Par 307. Object Free Area	Par. 307 states that "Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA". Par. 602.c.(3) states "The GS equipment shelter is located 10 feet (3 m) behind the antenna and a minimum of 400 feet (120m) from the runway centerline."	Glideslope shelter and antenna are located 350' from RWY 12-30 centerline	None	4/2/2014

TAXIWAY/TAXILANE DATA TABLE

NAME	DIMENSIONS				SEPARATION FROM TAXIWAY CL TO FIXED/MOVABLE OBJECT	LIGHTING
	WIDTH	SHOULDER	TSA	OFA		
A	74'	N/A	118'	186'	93'	MITL
A1	82'	N/A	118'	186'	93'	MITL
A2	75'	N/A	118'	186'	93'	MITL
A4	81'	N/A	118'	186'	93'	MITL
A5	84'	N/A	118'	186'	93'	MITL
A6	74'	N/A	79'	131'	65.5'	MITL
A7	84'	N/A	118'	186'	93'	MITL
A8	74'	N/A	118'	186'	93'	MITL
B	39'	N/A	79'	131'	65.5'	MITL
B1	39'	N/A	79'	131'	65.5'	MITL
B2	39'	N/A	79'	131'	65.5'	MITL
B3	38'	N/A	79'	131'	65.5'	MITL
C	84'	N/A	118'	186'	93'	MITL
E	75'	N/A	118'	186'	93'	MITL
F	57'	30'	79'	131'	65.5'	NONE

AIRPORT DATA TABLE

ITEM		EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)		C-III	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)		84° (JULY)	SAME
AIRPORT ELEVATION MSL (NAVD88)		596.7'	612.1'
AIRPORT NAVIGATIONAL AIDS		LOC, GS & RVR	SAME
AIRPORT REFERENCE POINT	LATITUDE (N)	41° 37' 02.10"	41° 37' 05.04"
	LONGITUDE (W)	087° 24' 52.30"	087° 24' 51.37"
	DATUMS	NAD83 | NAVD88	SAME
MISCELLANEOUS FACILITIES		AWOS-IIIPT/WINDSOCK	SAME
AIRPORT CRITICAL / DESIGN AIRCRAFT TYPE		BOEING 737	SAME
AIRPORT MAGNETIC VARIATION	DECLINATION	4.02° W ± 0.37'	SAME
	ANNUAL RATE OF CHANGE	0.06° W	SAME
	DATE	3/3/2017	SAME
	SOURCE	NATIONAL GEOPHYSICAL DATA CENTER NOAA	SAME
FAA NPIAS SERVICE LEVEL		GENERAL AVIATION - NATIONAL	PRIMARY NONHUB
STATE SERVICE LEVEL		NATIONAL	SAME
AIRPORT OWNER		GARY-CHICAGO INTERNATIONAL AIRPORT AUTHORITY (GCIAA)	SAME
AIRPORT ACREAGE		968 ACRES	1,060 ACRES

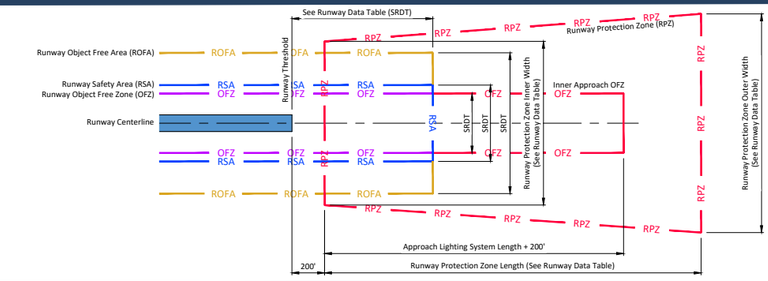
SOURCE: MAGNETIC VARIATION FROM NOAA, NATIONAL GEOPHYSICAL DATA CENTER (NGDC) (March, 2017)

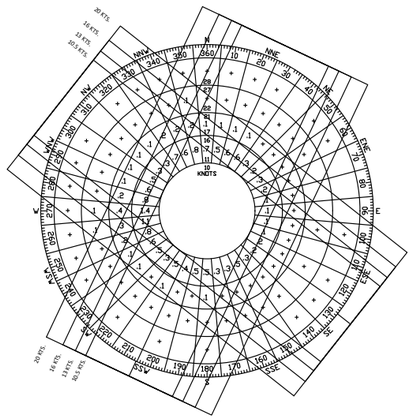
http://www.ngdc.noaa.gov/geomag-web/#declination

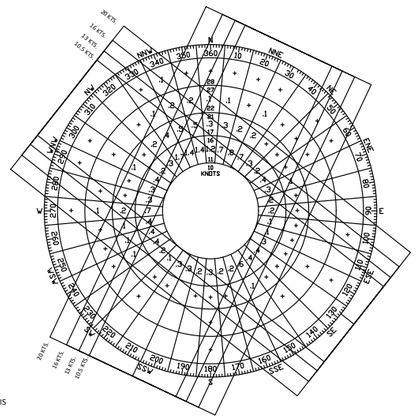
MEAN MAX. TEMPERATURE FROM THE WEATHER CHANNEL, MONTHLY AVERAGE/RECORD TEMPERATURES (March, 2017)

https://weather.com/weather/monthly/l/USIN0233:1:US

RUNWAY SAFETY AREAS







SOURCE:
NATIONAL CLIMATIC DATA CENTER
WEATHER STATION USAF 725337 WBAN 04807
GARY-CHICAGO INTERNATIONAL AIRPORT
DATA PERIOD:2010 THROUGH 2019
FAA AIRPORTS GIS PROGRAM
AIRPORT DESIGN TOOLS STANDARD WIND ANALYSIS

ALL WEATHER COVERAGE TABLE

CROSSWIND COMPONENT	12-30	2-20
10.5 KNOTS	90.07%	90.24%
	97.30%	
13 KNOTS	94.79%	94.62%
	99.07%	
16 KNOTS	98.50%	98.15%
	99.71%	
20 KNOTS	99.61%	99.46%
	99.92%	

IFR COVERAGE TABLE

CROSSWIND COMPONENT	12-30	2-20
10.5 KNOTS	90.25%	90.14%
	97.54%	
13 KNOTS	94.61%	94.70%
	99.15%	
16 KNOTS	98.05%	98.03%
	99.76%	
20 KNOTS	99.38%	99.36%
	99.93%	

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Notes

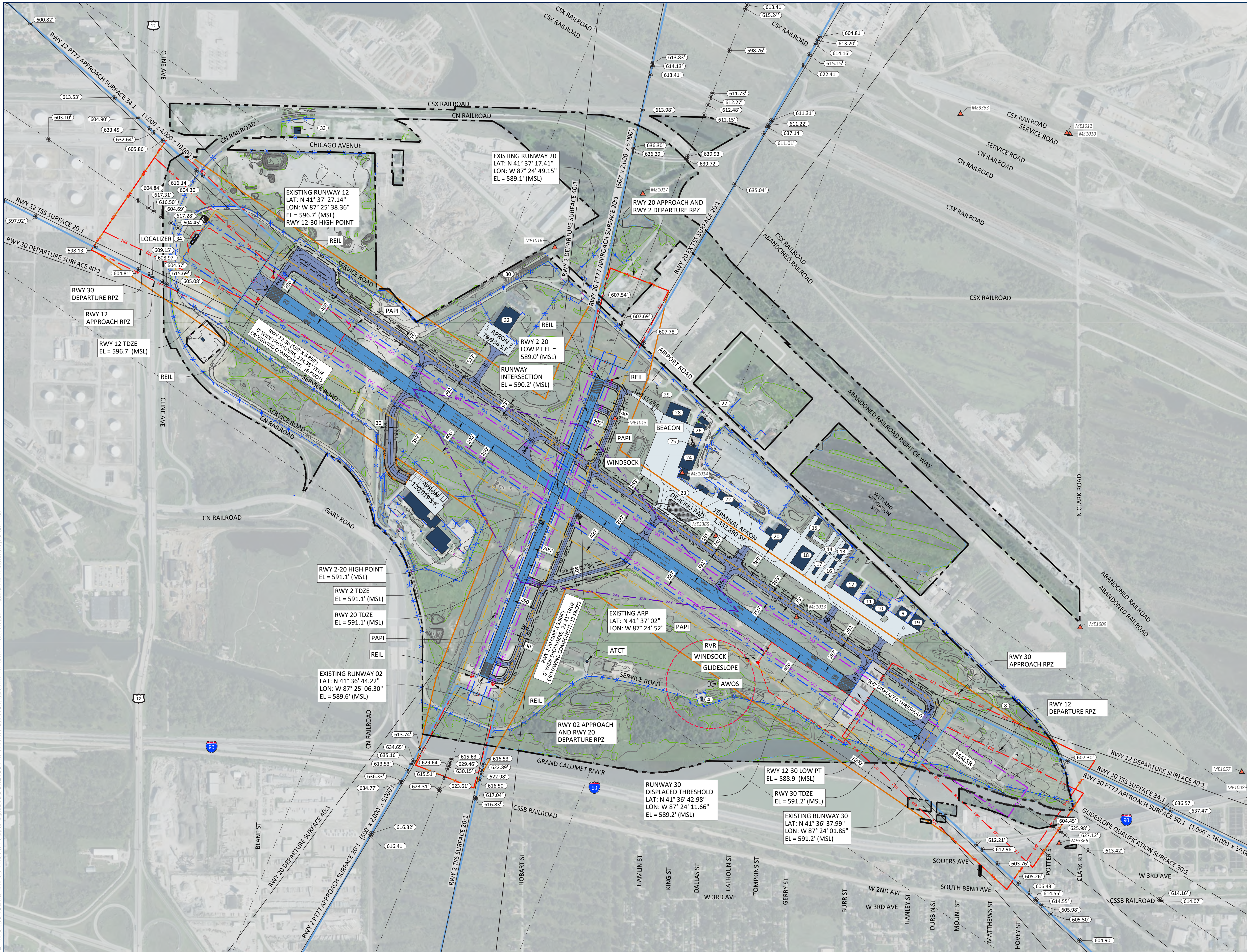
Notes

Sources

MAGNETIC DECLINATION
4.02° W ± 0.37'
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

AIRPORT DATA SHEET
Airport Layout Plan



FACILITIES LEGEND

ID	TENANT/ DESCRIPTION	TOP ELEVATION
1	DME	598.32
2	ELECTRICAL SUBSTATION	602.79
3	INDIANA AIR NATIONAL GUARD HANGAR	603.63
4	AIR TRAFFIC CONTROL TOWER (ATCT)	641.36
5	REMOTE COMMUNICATIONS AIR/GROUND (RCAG)	597.47
6	GLIDESLOPE ANTENNA	597.10
7	FAA MALSR CONTROLS	602.99
8	SEWER LIFT STATION	597.80
9	NISOURCE HANGAR	634.17
10	WHITE LODGING HANGAR	626.15
11	GARY JET CENTER (GJC) HANGAR 2	622.25
12	GARY JET CENTER	618.18
13	T-HANGAR 1	604.96
14	T-HANGAR 2	607.48
15	T-HANGAR 3	612.94
16	T-HANGAR 4	602.80
17	T-HANGAR 5	602.25
18	RESERVED	TBD
19	FAST HANGAR	TBD
20	B. COLEMAN AVIATION	621.73
21	MIDCO II OFFICE	614.54
22	AIRPORT TERMINAL	624.51
23	CUSTOMS AND BORDER PROTECTION PROCESSING AND AIRPORT RESCUE FIRE FIGHTING BUILDING (ARFF)	612.33
24	GJC HANGAR 3	634.42
25	ROTATING AIRPORT BEACON	602.12
26	GCIAA MAINTENANCE HANGAR	609.69
27	GCIAA ADMINISTRATION BUILDING	606.26
28	GJC HANGAR 4	631.62
29	FUEL FARM	596.57
30	FIRE SUPRESSION CONTROL BUILDING	598.76
31	SAND STORAGE DOME	613.33
32	BOEING EXECUTIVE FLIGHT OPERATIONS	654.25
33	CHICAGO AVENUE GARAGE	611.60
34	LOCALIZER	592.10

SURVEY MONUMENTS

ID	DESCRIPTION	TOP ELEVATION
ME1017	BENCH MARK DISK	595.29
ME1016	BENCH MARK DISK	595.90
ME1015	BENCH MARK DISK	586.59
ME1014	BENCH MARK DISK	590.26
ME3365	METAL ROD	587.61
ME1013	BENCH MARK DISK	587.11
ME1009	BENCH MARK DISK	589.54
ME 1008	BENCH MARK DISK	595.13
ME1010	BENCH MARK DISK	591.22
ME1012	BENCH MARK DISK	591.40
ME1057	BENCH MARK DISK	592.49
ME3363	METAL ROD	590.82
ME 3366	METAL ROD	598.09

LEGEND

ITEM	DESCRIPTION
950	GROUND CONTOUR
	AIRPORT PROPERTY LINE
	PAVED ROAD
	STRUCTURES ON AIRPORT PROPERTY
	RUNWAY PAVEMENT & MARKINGS
	TAXIWAY PAVEMENT
	AIRFIELD APRON PAVEMENT
	SHOULDER PAVEMENT
	AIRPORT REFERENCE POINT
X X	FENCE
	CREEK / RIVER
	POND / BASIN
	FOREST / TREE CLUSTER
	ROTATING BEACON
	BUILDING RESTRICTION LINE (BRL)
RVZ	RUNWAY VISIBILITY ZONE (RVZ)
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
RSA	RUNWAY SAFETY AREA (RSA)
OFZ	OBJECT FREE ZONE (OFZ)
RPZ	RUNWAY PROTECTION ZONE (RPZ)
TSA	TAXIWAY SAFETY AREA (TSA)
P O F Z	PRECISION OBSTACLE FREE ZONE (POFZ)
	PT 77 APPROACH SURFACE
123	FACILITY IDENTIFIER
	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)
	AWOS CRITICAL AREA
	GS CRITICAL AREA
	LOC CRITICAL AREA
	PRECISION APPROACH PATH INDICATOR (PAPI)
	WINDSOCK
	SURVEY MONUMENT
	HIGH INTENSITY RUNWAY LIGHTS (HIRL)
615.1'	TRAVERSE WAY POINT AND AMSL ELEVATION IN FEET

0' 500' 1000'

GRAPHIC SCALE: 1" = 500'

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Notes
1. BLAST PADS FOR RUNWAY 12/30 ARE 200' x 200' .
2. REFER TO DATA SHEET FOR ALL TAXIWAY/TAXILANE INFORMATION.
3. TSA AND TESM LINES ARE NOT SHOW FOR CLARITY.
4. ALL COORDINATES ARE HORIZONTAL: NORTH AMERICAN DATUM OF 1983/2011 (NAD 83(2011)), IN THE IN STATE PLANE COORDINATE SYSTEM, WEST ZONE IN US SURVEY FEET. VERTICAL: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)
5. THE OBJECT FREE ZONE (OFZ) H VALUE IS 48' AND THEN EXTENDS TO THE PART HORIZONTAL SURFACE AT A SLOPE OF 6:1. THE OFZ IS CLEAR OF OBSTRUCTIONS.
6. HOLD POSITIONS: RW12-30 = 256' , RW02-20 = 200'
7. FENCES ARE 10' CHAIN LINK WITH 3 SBW
8. BUILDING RESTRICTION LINE = 35'

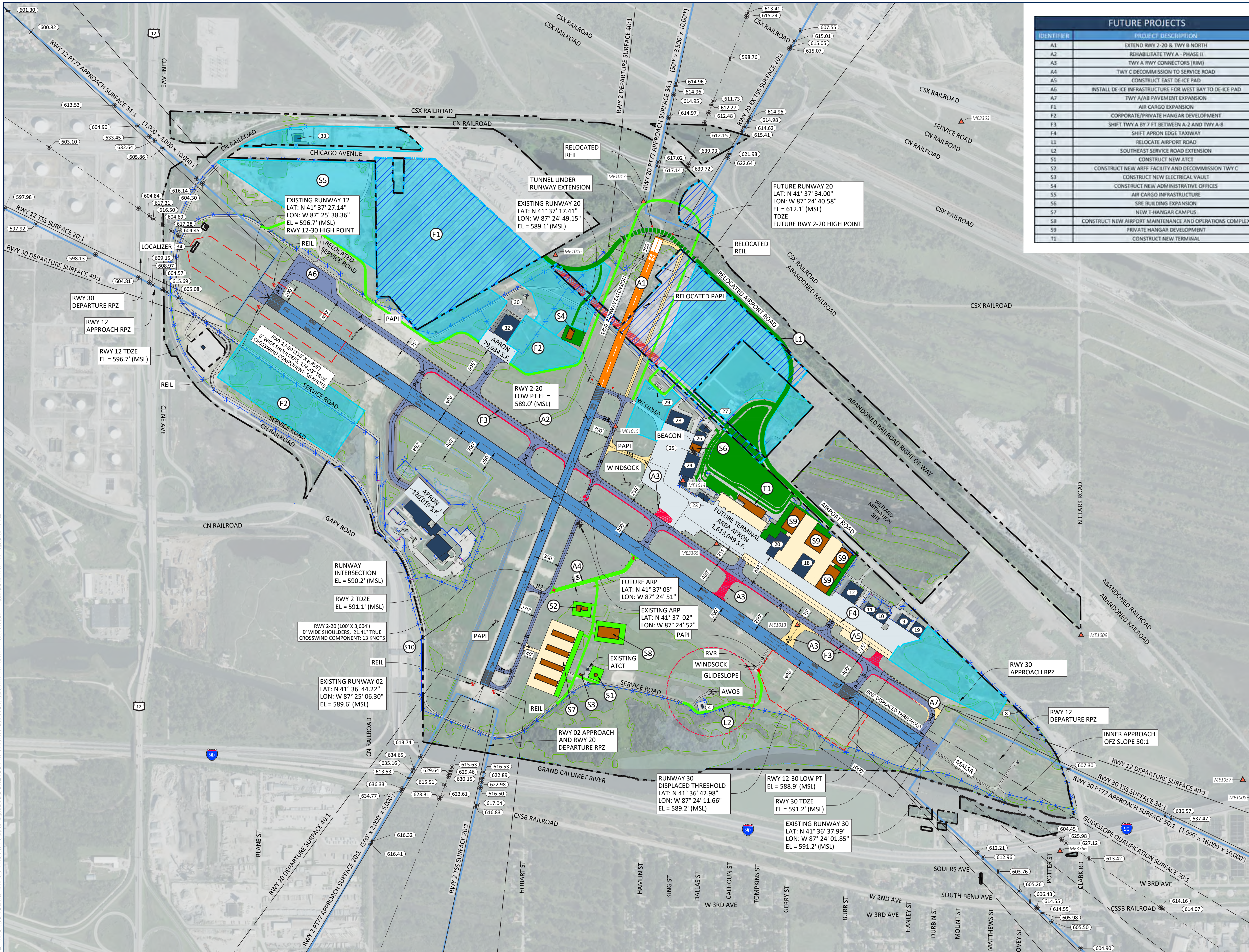
Sources
1. OBSTACLES SHOWN ON THESE PLANS HAVE TWO SOURCES; THE FIRST SOURCE IS AN OBSTRUCTION SURVEY FOR RUNWAY 12-30 SURVEYED IN 2012, THE SECOND SOURCE BEING THE AIRFIELD SURVEY, OBSTACLES, AND TRAVERSEWAY POINTS MAPPED BY QUANTUM SPATIAL DATED SEPTEMBER, 2016.

MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA
GARY/CHICAGO

EXISTING AIRPORT LAYOUT PLAN

Airport Layout Plan



FUTURE PROJECTS

IDENTIFIER	PROJECT DESCRIPTION
A1	EXTEND RWY 2-20 & TWY B NORTH
A2	REHABILITATE TWY A - PHASE II
A3	TWY A RWY CONNECTORS (RIM)
A4	TWY C DECOMMISSION TO SERVICE ROAD
A5	CONSTRUCT EAST DE-ICE PAD
A6	INSTALL DE-ICE INFRASTRUCTURE FOR WEST BAY TO DE-ICE PAD
A7	TWY A/A8 PAVEMENT EXPANSION
F1	AIR CARGO EXPANSION
F2	CORPORATE/PRIVATE HANGAR DEVELOPMENT
F3	SHIFT TWY A BY 7 FT BETWEEN A-2 AND TWY A-8
F4	SHIFT APRON EDGE TAXIWAY
L1	RELOCATE AIRPORT ROAD
L2	SOUTHEAST SERVICE ROAD EXTENSION
S1	CONSTRUCT NEW ATCT
S2	CONSTRUCT NEW ARFF FACILITY AND DECOMMISSION TWY C
S3	CONSTRUCT NEW ELECTRICAL VAULT
S4	CONSTRUCT NEW ADMINISTRATIVE OFFICES
S5	AIR CARGO INFRASTRUCTURE
S6	SRE BUILDING EXPANSION
S7	NEW T-HANGAR CAMPUS
S8	CONSTRUCT NEW AIRPORT MAINTENANCE AND OPERATIONS COMPLEX
S9	PRIVATE HANGAR DEVELOPMENT
T1	CONSTRUCT NEW TERMINAL

FACILITIES LEGEND

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11	GARY JET CENTER (GJC) HANGAR 2	622.25
12	GARY JET CENTER	618.18
13	T-HANGAR 1	604.96
14	T-HANGAR 2	607.48
15	T-HANGAR 3	612.94
16	T-HANGAR 4	602.80
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19	EAST HANGAR	TBD
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LEGEND

ITEM	DESCRIPTION
950	EXISTING GROUND CONTOUR
	EXISTING AIRPORT PROPERTY LINE
	EXISTING PAVED ROAD
	EXISTING STRUCTURES ON AIRPORT PROPERTY
	EXISTING RUNWAY PAVEMENT & MARKINGS
	EXISTING TAXIWAY PAVEMENT
	EXISTING AIRFIELD APRON PAVEMENT
	EXISTING FENCE
	EXISTING CREEK / RIVER
	EXISTING POND / BASIN
	EXISTING FOREST / TREE CLUSTER
	ROTATING BEACON
	EXISTING AIRPORT REFERENCE POINT
123	EXISTING FACILITY IDENTIFIER
	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)
	AWOS CRITICAL AREA
	GS CRITICAL AREA
	LOC CRITICAL AREA
	PRECISION APPROACH PATH INDICATOR (PAPI)
	WINDSOCK
	SURVEY MONUMENT
	HIGH INTENSITY RUNWAY LIGHTS (HIRL)
	FUTURE AIRPORT REFERENCE POINT
	FUTURE BUILDING RESTRICTION LINE (BRL)
RVZ	FUTURE RUNWAY VISIBILITY ZONE (RVZ)
ROFA	FUTURE RUNWAY OBJECT FREE AREA (ROFA)
TOFA	FUTURE TAXIWAY OBJECT FREE AREA (TOFA)
RSA	FUTURE RUNWAY SAFETY AREA (RSA)
OFZ	FUTURE OBJECT FREE ZONE (OFZ)
RPZ	FUTURE RUNWAY PROTECTION ZONE (RPZ)
P O F Z	PRECISION OBSTACLE FREE ZONE (POFZ)
	FUTURE PT 77 APPROACH SURFACE
615.1'	FUTURE TRAVERSE WAY POINT AND AMSL ELEVATION IN FEET
	FUTURE PUBLIC ROAD
	FUTURE VEHICLE SERVICE ROAD
	FUTURE PAVEMENT DEMOLITION
	PROPERTY TO BE ACQUIRED - 92 ACRES ±
	FUTURE BUILDING
	FUTURE APRON PAVEMENT
	FUTURE RUNWAY PAVEMENT
	FUTURE TAXIWAY PAVEMENT
	FUTURE AIRPORT DEVELOPMENT

0' 500' 1000'

GRAPHIC SCALE: 1" = 500'

ALP Prepared By

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Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
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No.	Date	Revisions

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8. BUILDING RESTRICTION LINE = 35'

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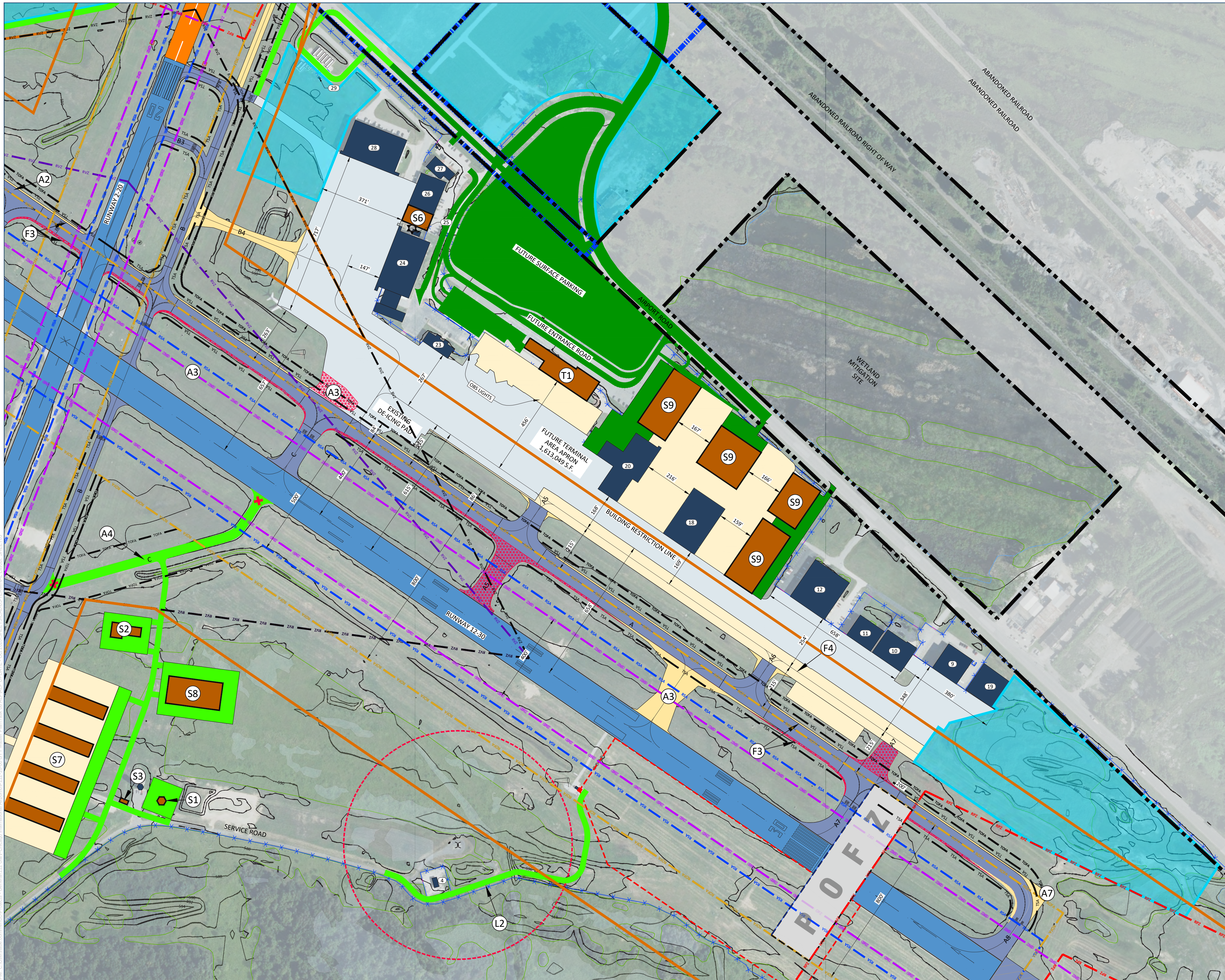
4.02° W ± 0.37°
March 3, 2017

GCIA GARY/CHICAGO

FUTURE AIRPORT LAYOUT PLAN

Airport Layout Plan



FACILITIES LEGEND

ID	TENANT/ DESCRIPTION	TOP ELEVATION
4	AIR TRAFFIC CONTROL TOWER (ATCT)	641.4
5	REMOTE COMMUNICATIONS AIR/GROUND (RCAG)	597.5
6	GLIDESLOPE ANTENNA	597.1
8	SEWER LIFT STATION	597.8
9	NISOURCE HANGAR	634.2
10	WHITE LODGING HANGAR	626.2
11	GARY JET CENTER (GJC) HANGAR 2	622.3
12	GARY JET CENTER	618.2
18	RESERVED	TBD
19	EAST HANGAR	TBD
20	B. COLEMAN AVIATION	621.7
22	AIRPORT TERMINAL	624.5
23	CUSTOMS AND BORDER PROTECTION PROCESSING AND AIRPORT RESCUE FIRE FIGHTING BUILDING (ARFF)	612.3
24	GARY JET CENTER HANGAR 3	634.4
25	ROTATING AIRPORT BEACON	602.1
26	GCIAA MAINTENANCE HANGAR	609.7
27	GCIAA ADMINISTRATION BUILDING	606.3
28	GARY JET CENTER HANGAR 4	631.6
29	FUEL FARM	596.6

FUTURE PROJECTS

IDENTIFIER	PROJECT DESCRIPTION
A2	REHABILITATE TWY A - PHASE II
A3	TWY A RWY CONNECTORS (RIM)
A4	TWY C DECOMMISSION TO SERVICE ROAD
A5	CONSTRUCT EAST DE-ICE PAD
A7	TWY A/A8 PAVEMENT EXPANSION
F3	SHIFT TWY A BY 7 FT BETWEEN A-2 AND TWY A-8
F4	SHIFT APRON EDGE TAXIWAY
L2	SOUTHEAST SERVICE ROAD EXTENSION
S1	CONSTRUCT NEW ATCT
S2	CONSTRUCT NEW ARFF FACILITY AND DECOMMISSION TWY C
S3	CONSTRUCT NEW ELECTRICAL VAULT
S4	CONSTRUCT NEW ADMINISTRATIVE OFFICES
S6	SRE BUILDING EXPANSION
S7	NEW T-HANGAR CAMPUS
S8	CONSTRUCT NEW AIRPORT MAINTENANCE AND OPERATIONS COMPLEX
S9	PRIVATE HANGAR DEVELOPMENT
T1	CONSTRUCT NEW TERMINAL

LEGEND

ITEM	DESCRIPTION
590	EXISTING GROUND CONTOUR
	EXISTING AIRPORT PROPERTY LINE
	PROPERTY TO BE ACQUIRED
	EXISTING PAVED ROAD
	EXISTING STRUCTURES ON AIRPORT
	EXISTING RUNWAY PAVEMENT & MARKINGS
	EXISTING TAXIWAY PAVEMENT
	EXISTING AIRFIELD APRON PAVEMENT
	EXISTING SHOULDER PAVEMENT
	TAXIWAY/TAXILANE CRNTERLINE
	RUNWAY CENTERLINE
	EXISTING FENCE
	EXISTING CREEK / RIVER
	EXISTING POND / BASIN
	EXISTING FOREST / TREE CLUSTER
	ROTATING BEACON
	BUILDING RESTRICTION LINE (BRL)
RVZ	RUNWAY VISIBILITY ZONE (RVZ)
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
RSA	RUNWAY SAFETY AREA (RSA)
OFZ	OBJECT FREE ZONE (OFZ)
RPZ	RUNWAY PROTECTION ZONE (RPZ)
	PRECISION OBSTACLE FREE ZONE
	GLIDE SLOPE (GS) BUILDING
	GS CRITICAL AREA
123	EXISTING FACILITY IDENTIFIER
	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)
	PRECISION APPROACH PATH INDICATOR (PAPI)
	WINDSOCK
	FUTURE PUBLIC ROAD / PARKING
	FUTURE VEHICLE SERVICE ROAD
	FUTURE PAVEMENT DEMOLITION
	FUTURE BUILDING
	FUTURE RUNWAY PAVEMENT
	FUTURE APRON PAVEMENT
	FUTURE AERONAUTICAL DEVELOPMENT
	FUTURE NON-AERONAUTICAL DEVELOPMENT

0' 200' 400'
GRAPHIC SCALE: 1" = 200'

ALP Prepared By
JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Notes
1. REFER TO DATA SHEET FOR ALL TAXIWAY/TAXILANE INFORMATION.
2. TSA AND TESM LINES ARE NOT SHOW FOR CLARITY.
3. ALL ELEVATIONS MEASURED IN FEET AMSL

Sources
Survey Monuments Source: https://www.ngs.noaa.gov/NGSDataExplorer/
Data Pulled on 10/14/2020

MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

TERMINAL AREA
Airport Layout Plan Drawing Set

HAZARDOUS WILDLIFE ATTRACTANTS

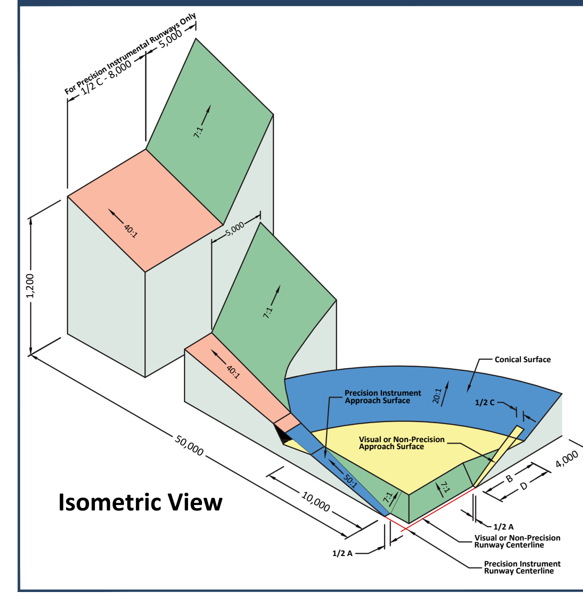
FAA REQUIREMENT AC 150/5200-33C STATES THAT HAZARDOUS WILDLIFE ATTRACTANTS ARE NOT TO BE LOCATED WITHIN 5,000 FEET OF AN AIRPORT SERVING PISTON POWERED AIRCRAFT; WITHIN 10,000 FEET OF AN AIRPORT SERVING TURBINE POWERED AIRCRAFT AND WITHIN 5 STATUTE MILES IF IT COULD CAUSE WILDLIFE TO MOVE INTO OR ACROSS THE APPROACH OR DEPARTURE AIRSPACE. THESE DISTANCES SHALL BE BETWEEN THE FARTHEST EDGE OF THE AIRPORT'S AOA AND THE HAZARDOUS WILDLIFE ATTRACTANT. ADDITIONALLY, FEDERAL LAW PROHIBITS A NEW LANDFILL WITHIN 6 MILES OF AN AIRPORT IF THE AIRPORT MEETS CERTAIN CRITERIA.

INDIANA TALL STRUCTURES ACT

THIS ACT REGULATES THE LOCATION AND HEIGHT OF STRUCTURES AND THE USE OF LAND RELATED TO THOSE STRUCTURES NEAR PUBLIC-USE AIRPORTS UNDER INDIANA CODE IC 8-21-10 SUMMARIZED AS FOLLOWS:

1. UNLESS A PERMIT (TALL STRUCTURE PERMIT) HAS BEEN ISSUED BY THE INDIANA DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH IC 8-21-10-3, A PERSON MAY NOT ERECT, ALTER OR ADD TO THE HEIGHT OF ANY STRUCTURE WHICH FALLS WITHIN ANY ONE OF THE FOLLOWING CATEGORIES:
   - 1.1. ANY CONSTRUCTION OR ALTERNATION OF MORE THAN TWO HUNDRED (200) FEET ABOVE GROUND LEVEL AT ITS SITE
   - 1.2. ANY CONSTRUCTION OR ALTERATION OF GREATER HEIGHT THAT AN IMAGINARY SURFACE EXTENDING OUTWARD AND UPWARD AT ONE OF SEVERAL SLOPES DEPENDING ON RUNWAY LENGTH INCLUDING ONE HUNDRED (100) TO ONE (1) FOR A HORIZONTAL DISTANCE OF TWENTY THOUSAND (20,000) FEET FROM THE NEAREST POINT OF THE NEAREST RUNWAY. (SEE REFERENCED CODE FOR SPECIFIC DETAILS AND ADDITIONAL REQUIREMENTS)
   - 1.3. ADDITIONALLY, THE APPLICANT MUST NOTIFY THE OWNER OF ANY PUBLIC-USE AIRPORT WITHIN 5 NAUTICAL MILES OF THE PROPOSED STRUCTURE AT THE TIME OF FILING THE APPLICATION.
2. UNLESS A PERMIT (NOISE SENSITIVE PERMIT) HAS BEEN APPLIED FOR AND APPROVED BY THE INDIANA DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH INDIANA CODE IC 8-21-10-3B. A PERSON MAY NOT ERECT A BUILDING USED FOR A NOISE SENSITIVE PURPOSE WITHIN AN AREA LYING ONE THOUSAND FIVE HUNDRED (1,500) FEET ON EITHER SIDE OF THE CENTERLINE AND EXTENDED CENTERLINE OF THE RUNWAY FOR A DISTANCE OF ONE (1) NAUTICAL MILE FROM THE BOUNDARIES OF ANY PUBLIC-USE AIRPORT. THIS APPLIES TO THE EXISTING AND PLANNED RUNWAYS AS SHOWN ON THE ALP.

PROFILE VIEW



DIMENSIONAL STANDARDS (FEET)

DIM	ITEM	RUNWAY 2-20		RUNWAY 12		RUNWAY 30	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
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 '	10,000 '	10,000 '	10,000 '	10,000 '	10,000 '
C	APPROACH SURFACE WIDTH AT END	1,250 '	3,500 '	3,500 '	3,500 '	16,000 '	16,000 '
D	APPROACH SURFACE LENGTH	5,000 '	10,000 '	10,000 '	10, 000 '	-	-
E	APPROACH SLOPE	20:1	34:1	34:1	34:1	-	-
	PART 77 CATEGORY	NPI-A	NPI-C	NPI-C	NPI-C	PIR	PIR

NOTES:

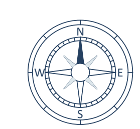
Non-Precision Instrument (NPI) - A (Utility Runway)

Non-Precision Instrument (NPI) - C (Visibility Minimums Greater than 3/4 Mile)

Precision (PIR) - Approach Slope is 50:1 for Inner 10,000 Feet, and 40:1 for an additional 40,000 Feet

SURFACE OBSTRUCTION TABLE

SURFACE	OB ID	DESCRIPTION	TOP ELEV MSL	AGL	PENETRATION	DISPOSITION	TE EDOD
TRANSITIONAL 12-30	4768	POLE UTILITY	650.1	61.7	1	TBD	TBD
TRANSITIONAL 12-30	5585	WINDSOCK	609.8	22.7	10	TBD	TBD
HORIZONTAL	5817	TANK	792.5	202.3	30	TBD	TBD
TRANSITIONAL 12-30	6738	POLE UTILITY	627.5	33.3	1	TBD	TBD
TRANSITIONAL 12-30	7457	POLE UTILITY	645.6	54.3	14	TBD	TBD
APPROACH	7657	CELL TOWER	722.8	128.3	6	TBD	TBD
TRANSITIONAL 12-30	8210	BILLBOARD	618.3	27.2	7	TBD	TBD
TRANSITIONAL 12-30	9082	POLE UTILITY	626.1	37.0	4	TBD	TBD
TRANSITIONAL 12-30	9090	POLE UTILITY	627.3	37.8	3	TBD	TBD
TRANSITIONAL 12-30	11482	POLE UTILITY	629.6	35.1	7	TBD	TBD
TRANSITIONAL 12-30	11498	POLE UTILITY	622.8	28.7	2	TBD	TBD
TRANSITIONAL 12-30	11506	POLE UTILITY	619.3	25.6	12	TBD	TBD
HORIZONTAL	12010	POWER TRANSMISSION PYLON	768.9	174.5	7	TBD	TBD
HORIZONTAL	12034	BUILDING	768.9	166.8	7	TBD	TBD
TRANSITIONAL 2-20	16755	POLE LIGHT	642.9	43.0	8	TBD	TBD
TRANSITIONAL 2-20	16763	POLE LIGHT	624.0	22.2	3	TBD	TBD
TRANSITIONAL 2-20	16883	POLE LIGHT	648.6	28.3	20	TBD	TBD
TRANSITIONAL 2-20	16891	POLE LIGHT	658.9	42.0	8	TBD	TBD
TRANSITIONAL 2-20	16899	POLE LIGHT	660.0	38.6	22	TBD	TBD
TRANSITIONAL 2-20	16907	POLE LIGHT	637.1	20.7	13	TBD	TBD
TRANSITIONAL 2-20	17019	POLE LIGHT	622.9	19.6	9	TBD	TBD
TRANSITIONAL 2-20	17027	POLE LIGHT	635.5	38.5	8	TBD	TBD
TRANSITIONAL 2-20	17107	POLE LIGHT	618.6	17.8	8	TBD	TBD
TRANSITIONAL 2-20	17115	POLE LIGHT	628.5	28.0	7	TBD	TBD
TRANSITIONAL 2-20	17131	POLE LIGHT	637.3	39.7	8	TBD	TBD
TRANSITIONAL 2-20	17179	POLE LIGHT	639.2	41.8	2	TBD	TBD
TRANSITIONAL 2-20	17203	POLE UTILITY	624.8	32.3	2	TBD	TBD
TRANSITIONAL 2-20	17211	POLE UTILITY	624.5	32.0	3	TBD	TBD
TRANSITIONAL 2-20	17307	POLE UTILITY	656.4	41.5	11	TBD	TBD
TRANSITIONAL 2-20	17315	POLE UTILITY	653.2	41.6	8	TBD	TBD
TRANSITIONAL 2-20	17347	POLE UTILITY	648.4	56.9	10	TBD	TBD
TRANSITIONAL 2-20	17411	RAILROAD	637.5	23.0	4	TBD	TBD
TRANSITIONAL 2-20	17435	RAILROAD	635.9	23.0	2	TBD	TBD
TRANSITIONAL 2-20	17587	INTERSTATE	622.4	17.0	6	TBD	TBD
TRANSITIONAL 2-20	17643	INTERSTATE	635.6	17.0	3	TBD	TBD
TRANSITIONAL 2-20	17659	INTERSTATE	622.4	17.0	4	TBD	TBD
TRANSITIONAL 2-20	17723	INTERSTATE	635.9	17.0	5	TBD	TBD
TRANSITIONAL 2-20	17739	INTERSTATE	616.4	17.0	1	TBD	TBD
TRANSITIONAL 2-20	28885	POLE LIGHT	672.7	27.8	16	TBD	TBD
TRANSITIONAL 2-20	28893	POLE LIGHT	687.6	37.9	17	TBD	TBD
TRANSITIONAL 2-20	31013	POLE UTILITY	626.9	33.6	5	TBD	TBD
TRANSITIONAL 2-20	31021	POLE UTILITY	626.2	32.9	22	TBD	TBD
TRANSITIONAL 2-20	31029	POLE UTILITY	626.9	33.7	7	TBD	TBD
TRANSITIONAL 2-20	31070	PRIMARY ROAD	607.8	15.0	2	TBD	TBD
TRANSITIONAL 2-20	31094	PRIMARY ROAD	607.5	15.0	8	TBD	TBD
TRANSITIONAL 2-20	31166	FENCE	599.0	8.1	2	TBD	TBD
TRANSITIONAL 2-20	31190	STREET SIGN	596.7	6.8	3	TBD	TBD
TRANSITIONAL 2-20	31302	BUILDING	613.7	20.0	8	TBD	TBD
TRANSITIONAL 2-20	31310	BUILDING	609.0	16.0	1	TBD	TBD
TRANSITIONAL 2-20	31318	BUILDING	618.7	25.8	1	TBD	TBD
TRANSITIONAL 2-20	31510	POWER TRANSMISSION PYLON	724.8	135.8	28	TBD	TBD
TRANSITIONAL 2-20	31904	POWER TRANSMISSION PYLON	723.5	134.9	20	TBD	TBD
TRANSITIONAL 2-20	32040	RAILROAD	637.9	23.0	5	TBD	TBD
HORIZONTAL	32304	TANK	786.4	196.1	24	TBD	TBD
TRANSITIONAL 12-30	41943	POWER TRANSMISSION PYLON	705.7	117.3	19	TBD	TBD



0' 3000' 6000'

GRAPHIC SCALE: 1" = 3000'

PART77 SURFACE TREE OBSTRUCTION TABLE

SURFACE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
TRANSITIONAL RWY 12-30	TREES	11954	680.2	9	111	TBR	92	TBD
TRANSITIONAL RWY 2-20	TREES	37360	679.6	2.8	99	TBR	1082	TBD

NOTE: TREES PENETRATING THE PART 77 SURFACE ARE SHOWN AS GREEN COLORED DOTS.

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Abbreviations

- ELEV - ELEVATION
- OB ID - OBSTACLE IDENTIFIER
- DESC - DESCRIPTION OF OBSTACLE
- PT77 SURF PEN - PART 77 APPROACH SURFACE PENETRATION
- DEP SURF PEN - DEPARTURE SURFACE PENETRATION
- TSS SURF PEN - THRESHOLD SITING SURFACE PENETRATION
- DISP - DISPOSITION
- TE EDOD - TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
- TBD - TO BE DETERMINED
- MSL - MEAN SEA LEVEL
- AGL - ABOVE GROUND LEVEL

Notes

1. ALL MEASUREMENT AND ELEVATION VALUES ARE REPRESENTED IN FEET.
2. OBJECTS THAT PENETRATE THE PART 77 PRIMARY AND INNER APPROACH SURFACES ARE SHOWN ON SUBSEQUENT DRAWINGS IN THIS SET.
3. BACKGROUND PROVIDED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, UNITED STATES GEOLOGICAL SURVEY AGENCY.

Sources

OBSTACLES SHOWN ON THESE PLANS HAVE TWO SOURCES; THE FIRST SOURCE IS AN OBSTRUCTION SURVEY FOR RUNWAY 12-30 SURVEYED IN 2012, THE SECOND SOURCE BEING THE AIRFIELD SURVEY, OBSTACLES, AND TRAVERSEWAY POINTS MAPPED BY QUANTUM SPATIAL DATED SEPTEMBER, 2016.

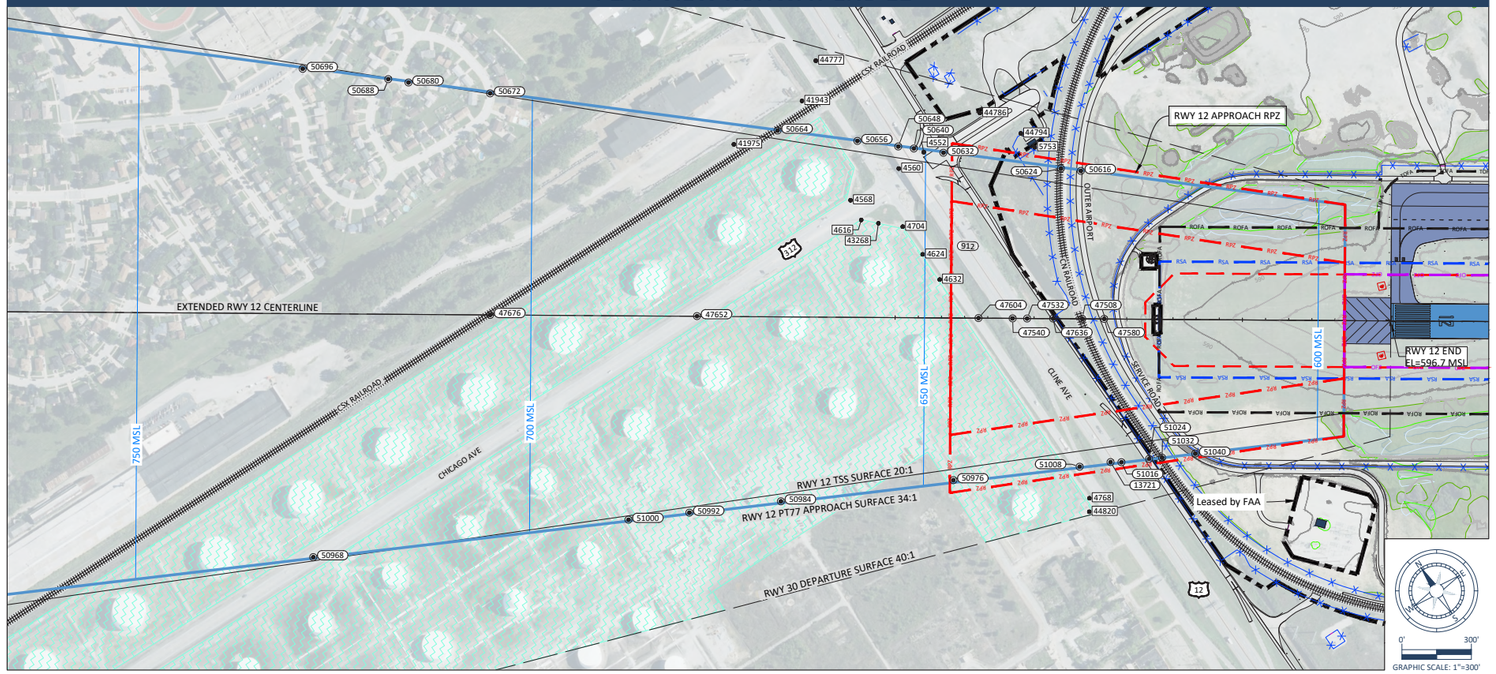
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA
GARY/CHICAGO INTERNATIONAL AIRPORT

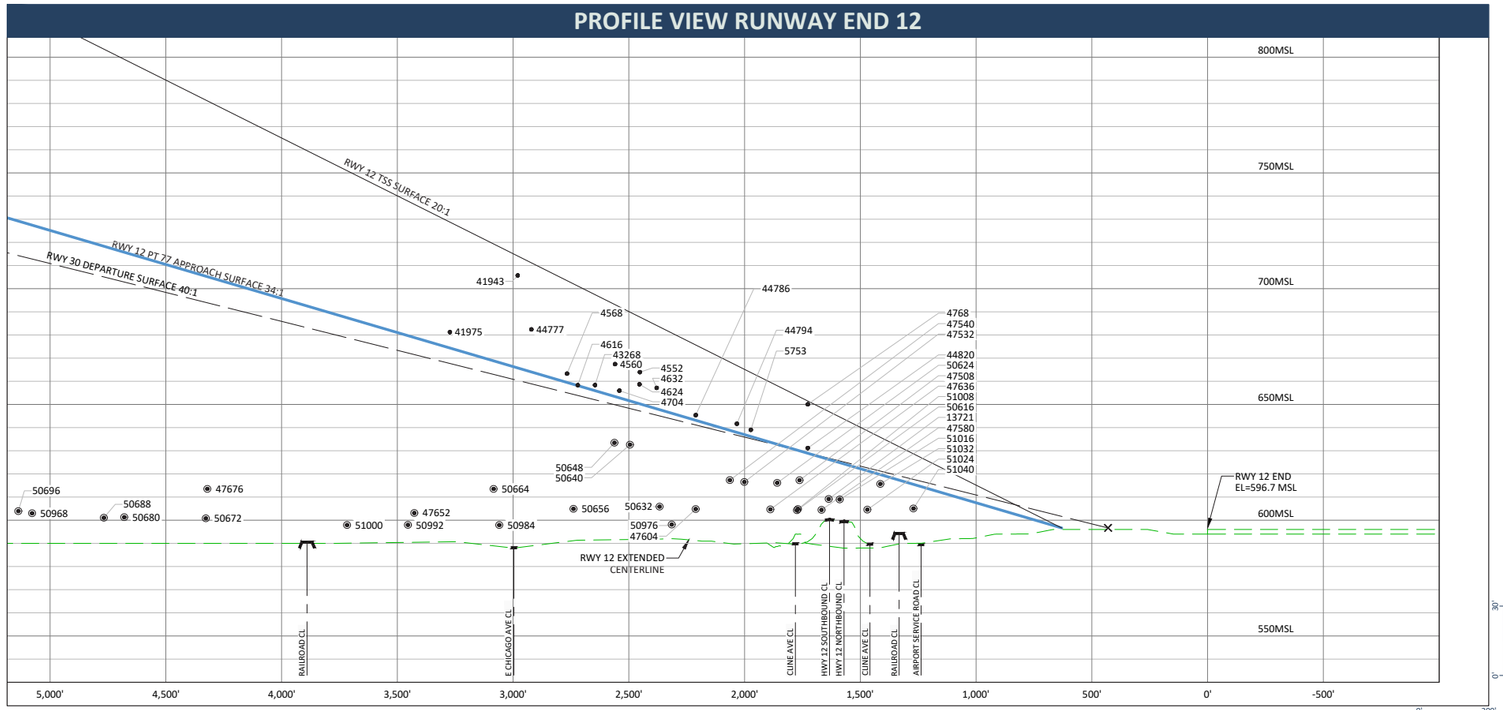
AIRPORT AIRSPACE

Airport Layout Plan

PLAN VIEW RUNWAY END 12



PROFILE VIEW RUNWAY END 12



SURFACE OBSTRUCTION TABLE

OB ID	DESCRIPTION	TOP ELEV MSL	AGL	P77 SURF PEN	DEP SURF PEN	TSS SURF PEN	DISPOSITION	TE EDOD
4552	POLE UTILITY	664.0	73.7	14	17	N/A	NONE	---
4560	POLE UTILITY	667.4	76.8	14	18	N/A	NONE	---
4568	POLE UTILITY	663.3	72.6	4	8	N/A	NONE	---
4616	POLE UTILITY	658.3	67.7	N/A	4	N/A	NONE	---
4624	POLE UTILITY	658.7	71.9	8	11	N/A	NONE	---
4632	POLE UTILITY	657.2	69.7	9	12	N/A	NONE	---
4704	POLE UTILITY	656.0	67.5	3	7	N/A	NONE	---
4768	POLE UTILITY	650.1	61.7	N/A	21	N/A	NONE	---
5753	ANTENNA	639.1	50.8	N/A	4	N/A	NONE	---
41943	POWER TRANSMISSION PYLON	705.7	117.3	N/A	45	N/A	NONE	---
41975	POWER TRANSMISSION PYLON	681.3	93.1	7	14	N/A	NONE	---
43268	POLE UTILITY	658.4	71.0	2	6	N/A	NONE	---
44777	POWER TRANSMISSION LINE	682.4	95.3	N/A	24	N/A	NONE	---
44786	POLE UTILITY	645.4	55.4	N/A	4	N/A	NONE	---
44794	POLE UTILITY	641.7	53.5	N/A	5	N/A	NONE	---
44820	POLE LIGHT	631.2	44.0	N/A	2	N/A	NONE	---

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

TRAVERSE WAY ELEVATION DATA

NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSITION	NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSITION
13721	INTERSTATE	609.2	-17	NONE	50664	RAILROAD	613.5	-56	NONE
47508	RAILROAD	617.3	-13	NONE	50672	PRIMARY ROAD	600.8	-105	NONE
47532	INTERSTATE	616.5	-20	NONE	50680	PRIMARY ROAD	601.3	-115	NONE
47540	INTERSTATE	617.3	-21	NONE	50688	PRIMARY ROAD	601.1	-118	NONE
47580	PRIMARY ROAD	604.5	-23	NONE	50696	PRIMARY ROAD	603.9	-126	NONE
47604	PRIMARY ROAD	604.8	-38	NONE	50968	PRIMARY ROAD	603.0	-125	NONE
47636	PRIMARY ROAD	604.7	-29	NONE	50976	CITGO PRIVATE DRIVE	598.1	-48	NONE
47652	PRIMARY ROAD	603.1	-76	NONE	50984	CITGO PRIVATE DRIVE	597.9	-70	NONE
47676	RAILROAD	613.5	-92	NONE	50992	CITGO PRIVATE DRIVE	598.0	-82	NONE
50616	PRIMARY ROAD	604.3	-26	NONE	51000	CITGO PRIVATE DRIVE	597.9	-90	NONE
50624	RAILROAD	616.1	-17	NONE	51008	PRIMARY ROAD	604.8	-25	NONE
50632	PRIMARY ROAD	605.9	-42	NONE	51016	INTERSTATE	609.0	-16	NONE
50640	INTERSTATE	632.6	-19	NONE	51024	PRIMARY ROAD	604.6	-17	NONE
50648	INTERSTATE	633.5	-20	NONE	51032	RAILROAD	615.7	-4	NONE
50656	PRIMARY ROAD	604.9	-54	NONE	51040	PRIMARY ROAD	605.1	-10	NONE

NOTES: ELEVATION AND PENETRATION VALUES REPRESENT FEET; TRAVERSE WAY TOP ELEVATION INCLUDES SOP SPECIFIED ADJUSTED VALUE; NEGATIVE VALUES ARE CLEARANCE TO SURFACE.

RUNWAY END 12 SURFACE TREE OBSTRUCTION TABLE

NO TREES IDENTIFIED AS OBSTRUCTIONS IN THE APPROACH OR DEPARTURE SURFACES

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
X X	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
	AVIGATION EASEMENT		TRAVERSE WAY POINT

GRAPHIC SCALE: 1"=30'

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Abbreviations

ELEV	- ELEVATION
OB ID	- OBSTACLE IDENTIFIER
DESC	- DESCRIPTION OF OBSTACLE
PEN	- SURFACE PENETRATION
TE EDOD	- TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
MSL	- MEAN SEA LEVEL
AGL	- ABOVE GROUND LEVEL
FBF	- FIXED BY FUNCTION
TBR	- TO BE REMOVED
TW	- TRAVERSE WAY
DISP	- DISPOSITION

Notes

1. DUE TO THE RELATIVE FLATNESS OF THE TERRAIN WITHIN THE AIRPORT AIRSPACE, THE EXISTING GRADE PROFILE REPRESENTS THE EXTENDED CENTERLINE GRADE USING AIRPORT SURVEY DATA AND CONTOURS PROVIDED BY U.S.G.S.
2. THE OBJECT FREE ZONE (OFZ) H VALUE IS 48' AND THEN EXTENDS TO THE PART HORIZONTAL SURFACE AT A SLOPE OF 6:1. THE OFZ IS CLEAR OF OBSTRUCTIONS.

Sources

OBSTACLES SHOWN ON THESE PLANS HAVE TWO SOURCES; THE FIRST SOURCE IS AN OBSTRUCTION SURVEY FOR RUNWAY 12-30 SURVEYED IN 2012, THE SECOND SOURCE BEING THE AIRFIELD SURVEY, OBSTACLES, AND TRAVERSEWAY POINTS MAPPED BY QUANTUM SPATIAL DATED SEPTEMBER, 2016.

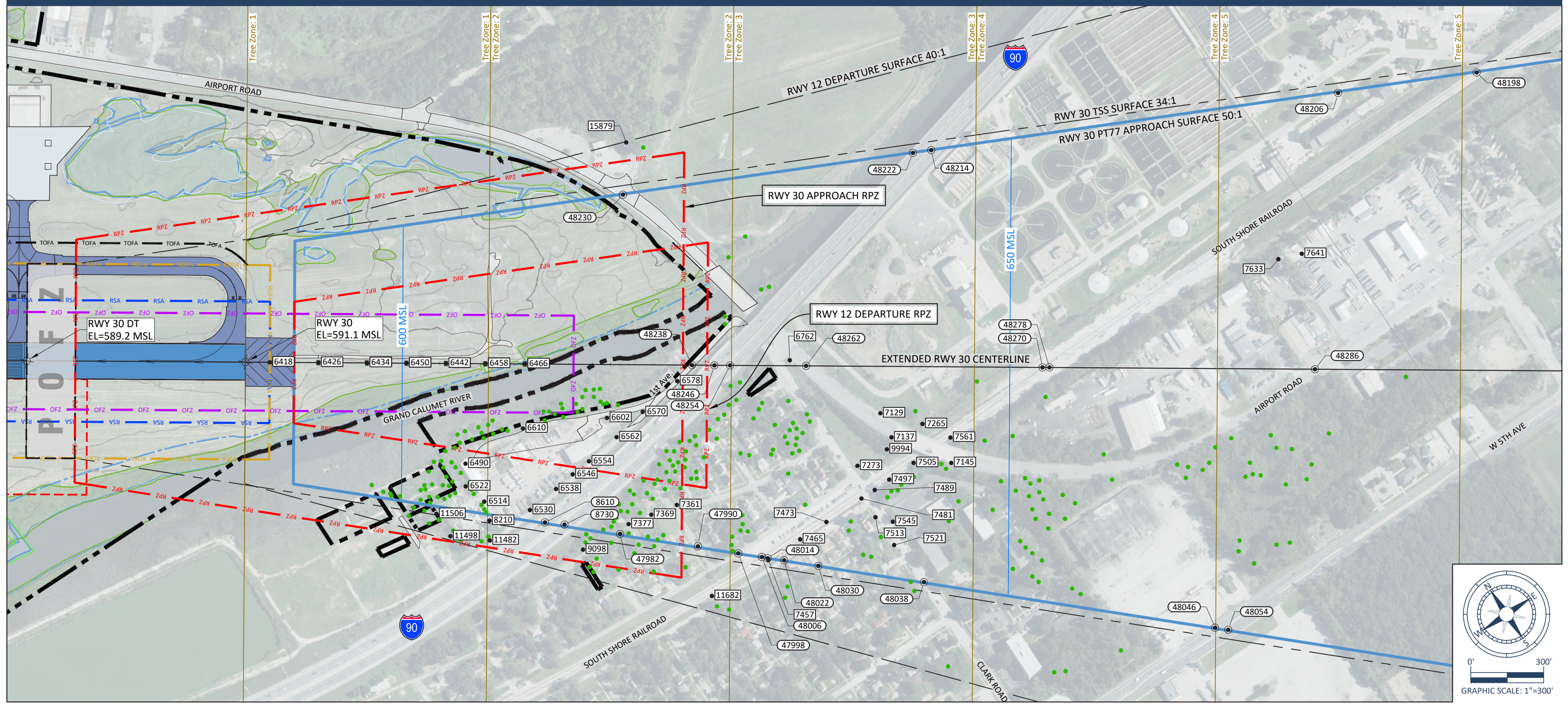
N
MAGNETIC DECLINATION
4.02° W ± 0.37'
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

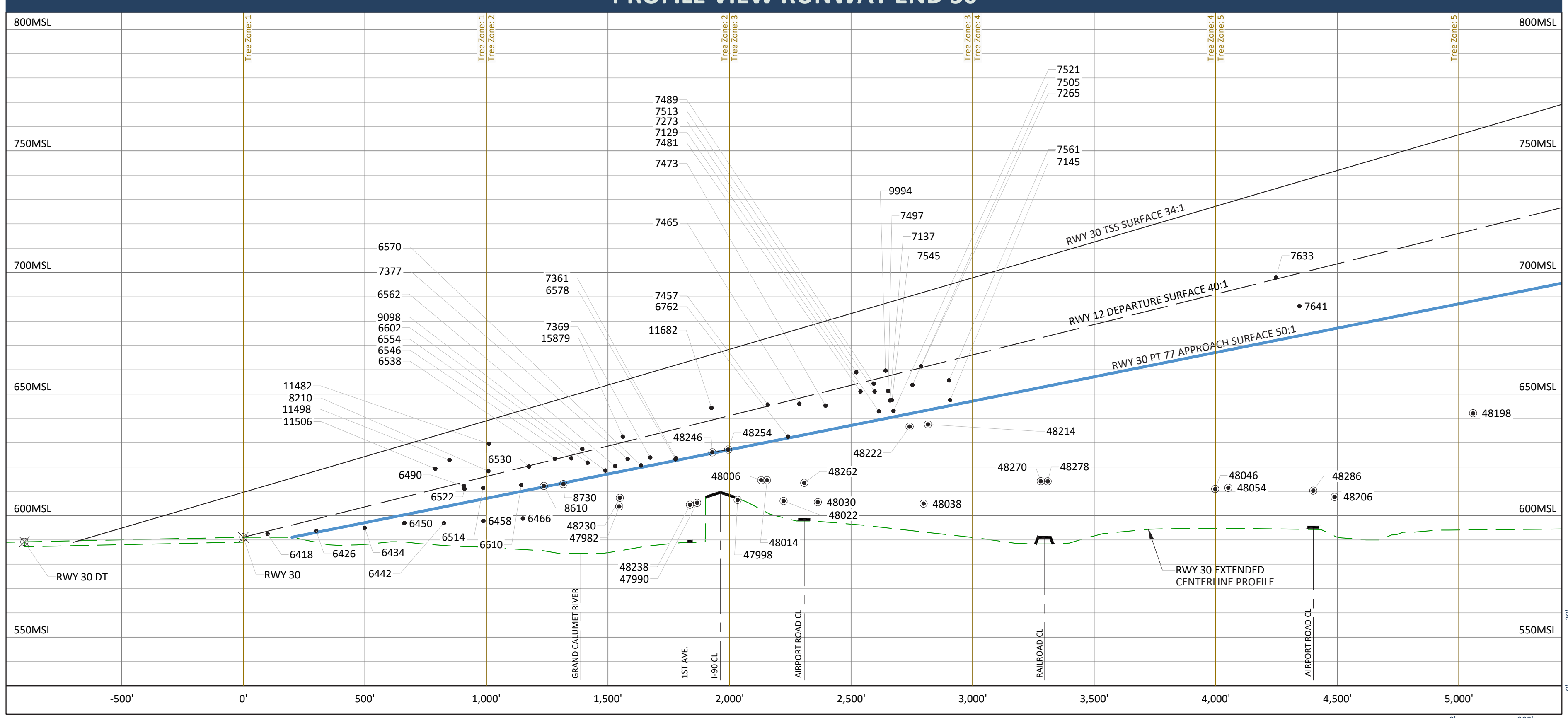
RWY 12 INNER APPROACH EXISTING & FUTURE
Airport Layout Plan

Gary-Chicago International Airport

PLAN VIEW RUNWAY END 30



PROFILE VIEW RUNWAY END 30



SURFACE OBSTRUCTION TABLE

OB ID	DESCRIPTION	TOP ELEV MSL	AGL	P77 SURF PEN	DEP SURF PEN	TSS SURF PEN	DISPOSITION	TE EDOD
6418	RWY LIGHT - MALSR	597.0	9.2	2	N/A	N/A	FBF	---
6426	RWY LIGHT - MALSR	600.5	13.4	1	N/A	N/A	FBF	---
6434	RWY LIGHT - MALSR	605.5	18.4	2	N/A	N/A	FBF	---
6442	RWY LIGHT - MALSR	609.6	23.3	2	N/A	N/A	FBF	---
6450	RWY LIGHT - MALSR	609.6	22.2	2	N/A	N/A	FBF	---
6458	RWY LIGHT - MALSR	609.7	24.5	3	N/A	N/A	FBF	---
6466	RWY LIGHT - MALSR	613.1	28.1	3	N/A	N/A	FBF	---
6490	BUILDING	612.2	24.3	7	N/A	N/A	NONE	---
6514	BUILDING	611.3	22.3	4	N/A	N/A	NONE	---
6522	POLE UTILITY	611.0	21.4	6	N/A	N/A	NONE	---
6530	POLE UTILITY	620.2	29.5	10	N/A	N/A	NONE	---
6538	POLE UTILITY	623.3	34.4	11	N/A	N/A	NONE	---
6546	POLE UTILITY	623.6	35.0	9	N/A	N/A	NONE	---
6554	POLE UTILITY	621.7	33.0	6	N/A	N/A	NONE	---
6562	POLE UTILITY	620.4	30.8	3	N/A	N/A	NONE	---
6570	POLE UTILITY	620.6	30.3	1	N/A	N/A	NONE	---
6578	POLE UTILITY	623.2	33.9	1	N/A	N/A	NONE	---
6602	POLE LIGHT	618.5	29.1	2	N/A	N/A	NONE	---
6610	POLE LIGHT	612.6	26.9	3	N/A	N/A	NONE	---
6762	TRAFFIC LIGHT	632.5	36.8	1	N/A	N/A	NONE	---
7129	POLE LIGHT	642.9	31.2	3	N/A	N/A	NONE	---
7137	POLE LIGHT	647.4	29.5	7	N/A	N/A	NONE	---
7145	POLE LIGHT	647.5	29.0	2	N/A	N/A	NONE	---
7265	POLE	661.4	69.4	19	1	N/A	NONE	---
7273	POLE	659.0	66.0	21	5	N/A	NONE	---
7361	POLE UTILITY	623.7	33.9	1	N/A	N/A	NONE	---
7369	POLE UTILITY	623.9	34.4	3	N/A	N/A	NONE	---
7377	POLE UTILITY	623.3	33.7	5	N/A	N/A	NONE	---
7457	POLE UTILITY	645.6	54.3	N/A	1	N/A	NONE	---
7465	POLE UTILITY	646.0	54.3	13	N/A	N/A	NONE	---
7473	POLE UTILITY	645.3	54.1	10	N/A	N/A	NONE	---
7481	POLE UTILITY	651.0	59.3	13	N/A	N/A	NONE	---
7489	POLE UTILITY	654.3	63.3	15	N/A	N/A	NONE	---
7497	POLE UTILITY	651.2	60.9	11	N/A	N/A	NONE	---
7505	POLE UTILITY	653.7	63.9	12	N/A	N/A	NONE	---
7513	POLE UTILITY	651.0	60.0	12	N/A	N/A	NONE	---
7521	POLE UTILITY	643.1	52.1	2	N/A	N/A	NONE	---
7545	POLE UTILITY	647.5	57.5	7	N/A	N/A	NONE	---
7561	POLE UTILITY	655.6	65.5	10	N/A	N/A	NONE	---
7633	CELL TOWER	698.0	103.9	26	1	N/A	NONE	---
7641	CELL TOWER	686.1	92.6	12	N/A	N/A	NONE	---
8210	BILLBOARD	618.3	27.2	N/A	2	N/A	NONE	---
9098	POLE UTILITY	627.4	37.9	N/A	1	N/A	NONE	---
9994	POLE	659.6	66.9	20	2	N/A	NONE	---
11482	POLE UTILITY	629.6	35.1	N/A	13	N/A	NONE	---
11498	POLE UTILITY	622.8	28.7	N/A	11	N/A	NONE	---
11506	POLE UTILITY	619.3	25.6	N/A	8	N/A	NONE	---
11682	POLE UTILITY	644.3	53.1	N/A	5	N/A	NONE	---
15879	POLE UTILITY	632.5	43.0	N/A	2	N/A	NONE	---

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

RUNWAY END 30 P77 34:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	7946	624.8	21	42	APPLY TSS	5	NONE
2	TREES	9418	647.7	24	75	APPLY TSS	62	NONE
3	TREES	10298	672.3	32	54	APPLY TSS	57	NONE
4	TREES	10458	691.2	41	37	APPLY TSS	39	NONE
5	TREES	11338	690.7	1	19	APPLY TSS	33	NONE

RUNWAY END 30 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	11530	633.5	18	21	APPLY TSS	39	NONE
2	TREES	11354	666.2	34	48	APPLY TSS	57	NONE
3	TREES	16079	674.7	11	15	APPLY TSS	46	NONE
4	TREES	10458	691.2	21	7	APPLY TSS	25	NONE
5	TREES	-	-	-	-	-	2	NONE

RUNWAY END 30 TSS 20:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	-	-	-	-	-	1	NONE
2	TREES	-	-	-	-	-	2	NONE
3	TREES	-	-	-	-	-	-	-
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

NOTE: TREES PENETRATING THE 20:1 THRESHOLD SITING SURFACE ARE SHOWN AS GREEN COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

TRAVERSE WAY ELEVATION DATA

NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSITION	NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSITION
8610	INTERSTATE	612.2	0	NONE	48198	RAILROAD	642.1	-48	NONE
8730	INTERSTATE	613.0	0	NONE	48206	PRIMARY ROAD	607.7	-70	NONE
47982	PRIMARY ROAD	603.8	-14	NONE	48214	INTERSTATE	637.5	-6	NONE
47990	PRIMARY ROAD	605.3	-19	NONE	48222	INTERSTATE	636.6	-6	NONE
47998	PRIMARY ROAD	606.4	-21	NONE	48230	PRIMARY ROAD	607.3	-11	NONE
48006	RAILROAD	614.6	-15	NONE	48238	PRIMARY ROAD	604.5	-19	NONE
48014	RAILROAD	614.6	-16	NONE	48246	INTERSTATE	626.0	0	NONE
48022	PRIMARY ROAD	606.0	-26	NONE	48254	INTERSTATE	627.1	0	NONE
48030	PRIMARY ROAD	605.5	-29	NONE	48262	PRIMARY ROAD	613.4	-20	NONE
48038	PRIMARY ROAD	604.9	-38	NONE	48270	RAILROAD	614.2	-39	NONE
48046	PRIMARY ROAD	610.9	-56	NONE	48278	RAILROAD	614.1	-39	NONE
48054	PRIMARY ROAD	611.4	-57	NONE	48286	PRIMARY ROAD	610.2	-65	NONE

NOTES: ELEVATION AND PENETRATION VALUES REPRESENT FEET; TRAVERSE WAY TOP ELEVATION INCLUDES SOP SPECIFIED ADJUSTED VALUE; NEGATIVE VALUES ARE CLEARANCE TO SURFACE.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
	AVIGATION EASEMENT		TRAVERSE WAY POINT

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Abbreviations
ELEV - ELEVATION
OB ID - OBSTACLE IDENTIFIER
DESC - DESCRIPTION OF OBSTACLE
PEN - SURFACE PENETRATION
TE EDOD - TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
MSL - MEAN SEA LEVEL
AGL - ABOVE GROUND LEVEL
FBF - FIXED BY FUNCTION
TBR - TO BE REMOVED
TW - TRAVERSE WAY
DISP - DISPOSITION

Notes
1. DUE TO THE RELATIVE FLATNESS OF THE TERRAIN WITHIN THE AIRPORT AIRSPACE, THE EXISTING GRADE PROFILE REPRESENTS THE EXTENDED CENTERLINE GRADE USING AIRPORT SURVEY DATA AND CONTOURS PROVIDED BY U.S.G.S.
2. THE OBJECT FREE ZONE (OFZ) H VALUE IS 48' AND THEN EXTENDS TO THE PART HORIZONTAL SURFACE AT A SLOPE OF 6:1. THE OFZ IS CLEAR OF OBSTRUCTIONS.

Sources
OBSTACLES SHOWN ON THESE PLANS HAVE TWO SOURCES; THE FIRST SOURCE IS AN OBSTRUCTION SURVEY FOR RUNWAY 12-30 SURVEYED IN 2012, THE SECOND SOURCE BEING THE AIRFIELD SURVEY, OBSTACLES, AND TRAVERSEWAY POINTS MAPPED BY QUANTUM SPATIAL DATED SEPTEMBER, 2016.

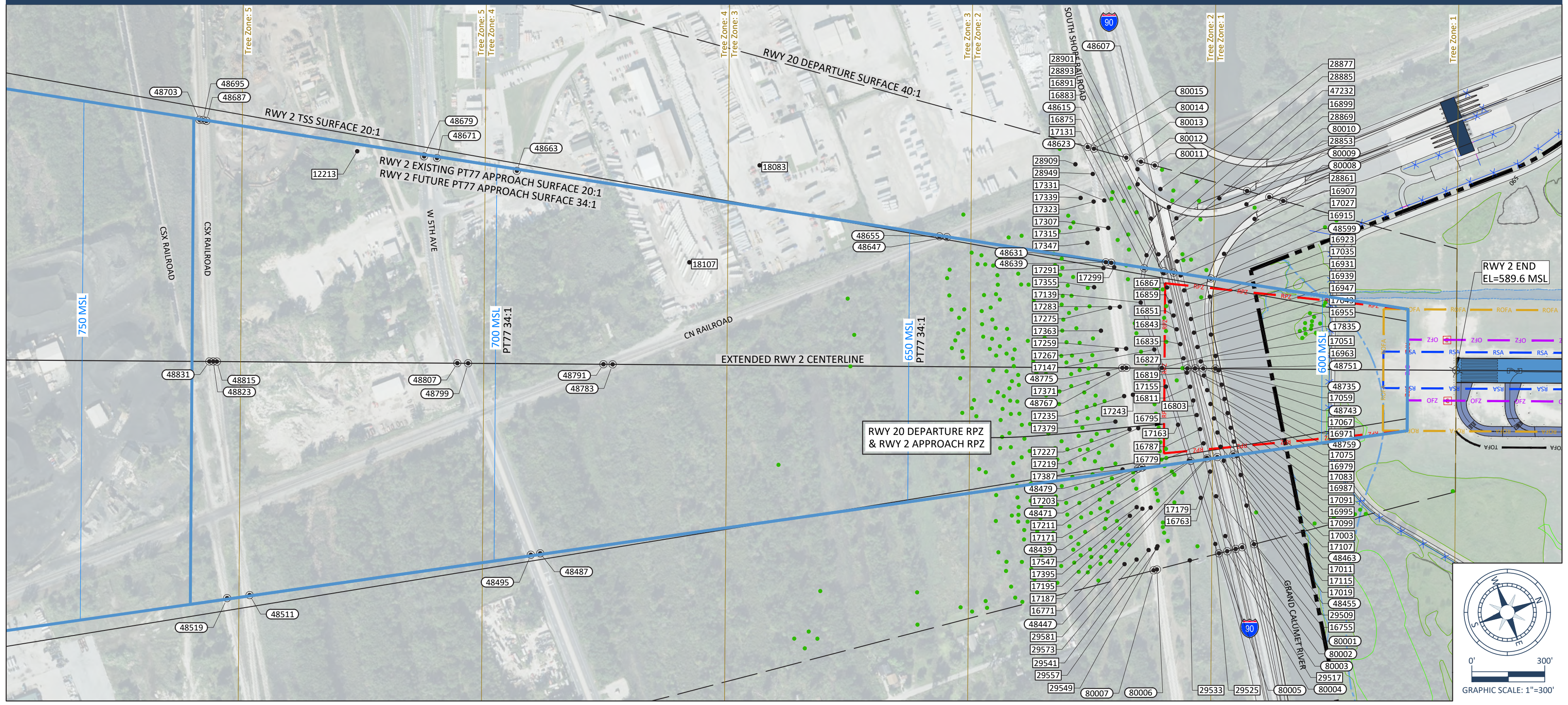
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

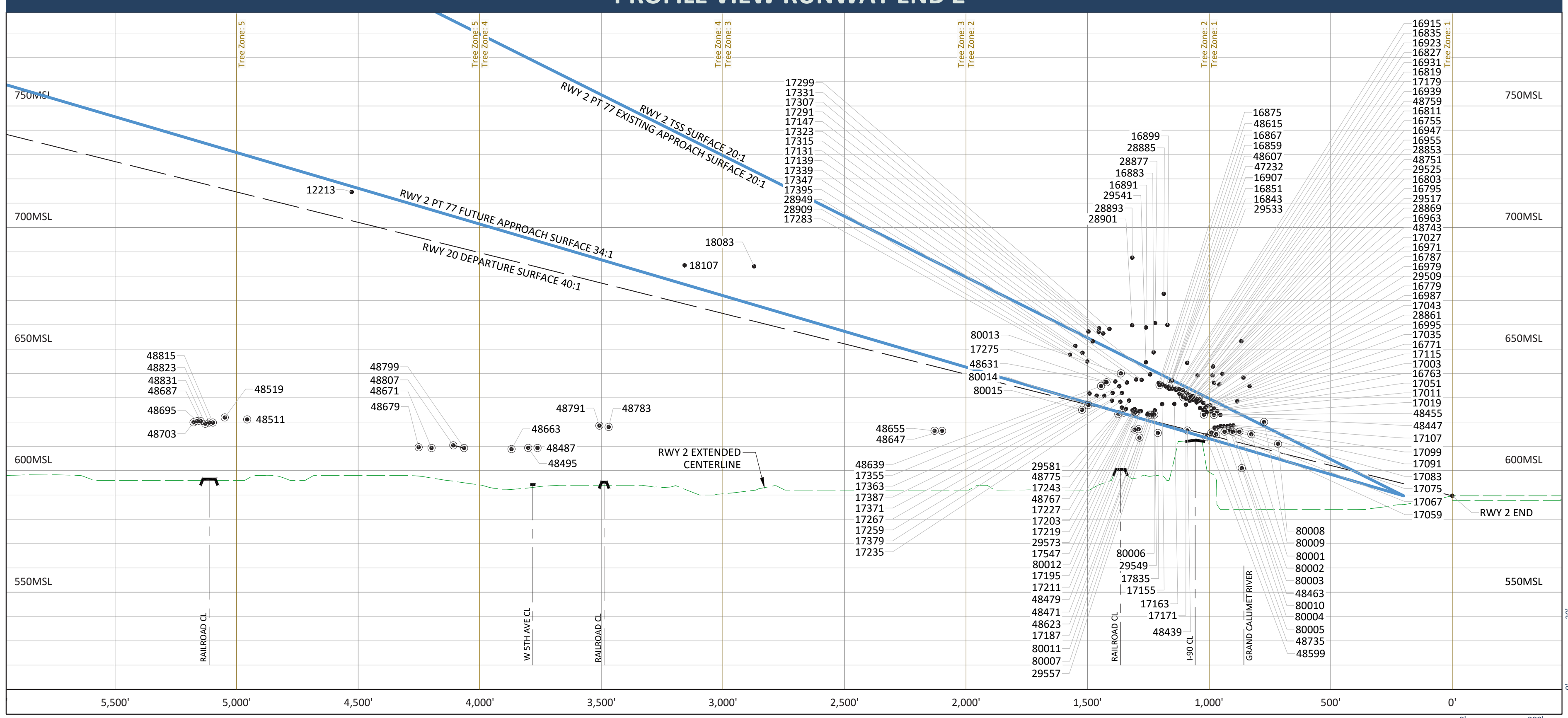
RWY 30 INNER APPROACH EXISTING & FUTURE

Airport Layout Plan

PLAN VIEW RUNWAY END 2



PROFILE VIEW RUNWAY END 2



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	P77 (34:1) SURF PEN	P77 (20:1) SURF PEN	DEP SURF PEN	TSS SURF PEN	DISPOSITION	TE EDOD
12213	CELL TOWER	714.6	115.6	N/A	N/A	12	N/A	NONE	---
16755	POLE LIGHT	642.9	43.0	N/A	N/A	29	N/A	NONE	---
16763	POLE LIGHT	624.0	22.2	N/A	N/A	9	N/A	NONE	---
16771	POLE LIGHT	625.0	22.4	11	N/A	10	N/A	NONE	---
16779	POLE LIGHT	625.7	21.7	11	N/A	10	N/A	NONE	---
16787	POLE LIGHT	628.0	23.0	13	N/A	12	N/A	NONE	---
16795	POLE LIGHT	629.0	23.0	14	N/A	13	N/A	NONE	---
16803	POLE LIGHT	628.8	21.8	13	N/A	12	N/A	NONE	---
16811	POLE LIGHT	629.7	21.7	14	N/A	13	N/A	NONE	---
16819	POLE LIGHT	630.6	21.5	14	N/A	13	N/A	NONE	---
16827	POLE LIGHT	631.7	21.7	15	N/A	14	N/A	NONE	---
16835	POLE LIGHT	633.2	21.8	16	N/A	15	N/A	NONE	---
16843	POLE LIGHT	633.7	22.1	16	N/A	15	N/A	NONE	---
16851	POLE LIGHT	633.6	20.5	16	N/A	15	N/A	NONE	---
16859	POLE LIGHT	634.6	20.8	16	N/A	16	N/A	NONE	---
16867	POLE LIGHT	635.4	20.5	17	N/A	16	N/A	NONE	---
16875	POLE LIGHT	636.1	20.6	17	N/A	16	N/A	NONE	---
16883	POLE LIGHT	648.6	28.3	N/A	N/A	28	N/A	NONE	---
16891	POLE LIGHT	658.9	42.0	N/A	N/A	38	N/A	NONE	---
16899	POLE LIGHT	660.0	38.6	N/A	N/A	41	N/A	NONE	---
16907	POLE LIGHT	637.1	20.7	N/A	N/A	19	N/A	NONE	---
16915	POLE LIGHT	633.8	18.0	17	N/A	16	N/A	NONE	---
16923	POLE LIGHT	633.6	19.0	17	N/A	16	N/A	NONE	---
16931	POLE LIGHT	633.0	19.5	17	N/A	16	N/A	NONE	---
16939	POLE LIGHT	632.1	18.4	16	N/A	15	N/A	NONE	---
16947	POLE LIGHT	631.0	18.6	15	N/A	14	N/A	NONE	---
16955	POLE LIGHT	630.7	19.3	16	N/A	14	N/A	NONE	---
16963	POLE LIGHT	629.5	18.1	15	N/A	14	N/A	NONE	---
16971	POLE LIGHT	629.1	19.2	15	N/A	14	N/A	NONE	---
16979	POLE LIGHT	627.8	18.8	14	N/A	13	N/A	NONE	---
16987	POLE LIGHT	626.6	18.7	13	N/A	12	N/A	NONE	---
16995	POLE LIGHT	626.8	20.6	14	N/A	12	N/A	NONE	---
17003	POLE LIGHT	625.7	20.5	13	N/A	12	N/A	NONE	---
17011	POLE LIGHT	624.5	20.6	12	N/A	11	N/A	NONE	---
17019	POLE LIGHT	622.9	19.6	N/A	N/A	9	N/A	NONE	---
17027	POLE LIGHT	635.5	38.5	N/A	N/A	22	N/A	NONE	---
17035	POLE LIGHT	625.8	28.3	12	N/A	11	N/A	NONE	---
17043	POLE LIGHT	626.5	27.8	13	N/A	12	N/A	NONE	---
17051	POLE LIGHT	624.4	24.6	11	N/A	10	N/A	NONE	---
17059	POLE LIGHT	617.7	18.1	5	N/A	4	N/A	NONE	---
17067	POLE LIGHT	617.8	17.6	6	N/A	4	N/A	NONE	---
17075	POLE LIGHT	618.3	18.4	7	N/A	5	N/A	NONE	---
17083	POLE LIGHT	618.2	18.1	7	N/A	5	N/A	NONE	---
17091	POLE LIGHT	618.3	17.8	7	N/A	5	N/A	NONE	---
17099	POLE LIGHT	618.5	17.8	8	N/A	6	N/A	NONE	---
17107	POLE LIGHT	618.6	17.8	N/A	N/A	6	N/A	NONE	---
17115	POLE LIGHT	628.5	28.0	N/A	N/A	17	N/A	NONE	---
17131	POLE LIGHT	637.3	39.7	N/A	N/A	16	N/A	NONE	---
17139	POLE LIGHT	637.5	40.1	16	N/A	15	N/A	NONE	---
17147	POLE LIGHT	639.6	43.3	19	N/A	19	N/A	NONE	---
17155	POLE LIGHT	627.4	30.5	9	N/A	8	N/A	NONE	---
17163	POLE LIGHT	627.5	30.1	10	N/A	9	N/A	NONE	---

OB ID	DESC	TOP ELEV MSL	AGL	P77 (34:1) SURF PEN	P77 (20:1) SURF PEN	DEP SURF PEN	TSS SURF PEN	DISPOSITION	TE EDOD
17171	POLE LIGHT	627.1	29.6	11	N/A	10	N/A	NONE	---
17179	POLE LIGHT	639.2	41.8	N/A	N/A	23	N/A	NONE	---
17187	POLE UTILITY	623.1	31.9	N/A	N/A	2	N/A	NONE	---
17195	POLE UTILITY	624.3	32.5	N/A	N/A	3	N/A	NONE	---
17203	POLE UTILITY	624.8	32.3	N/A	N/A	2	N/A	NONE	---
17211	POLE UTILITY	624.5	32.0	N/A	N/A	3	N/A	NONE	---
17219	POLE UTILITY	625.2	31.2	3	N/A	3	N/A	NONE	---
17227	POLE UTILITY	625.4	31.6	2	N/A	2	N/A	NONE	---
17235	POLE UTILITY	628.4	32.6	4	N/A	5	N/A	NONE	---
17243	POLE UTILITY	628.8	31.3	6	N/A	6	N/A	NONE	---
17259	POLE UTILITY	631.9	30.6	8	N/A	8	N/A	NONE	---
17267	POLE UTILITY	632.0	32.0	7	N/A	7	N/A	NONE	---
17275	POLE UTILITY	636.5	32.4	11	N/A	11	N/A	NONE	---
17283	POLE UTILITY	636.7	31.1	12	N/A	12	N/A	NONE	---
17291	POLE UTILITY	657.1	49.0	31	5	31	N/A	NONE	---
17299	POLE UTILITY	658.3	46.6	33	8	33	N/A	NONE	---
17307	POLE UTILITY	656.4	41.5	N/A	N/A	31	N/A	NONE	---
17315	POLE UTILITY	653.2	41.6	N/A	N/A	27	N/A	NONE	---
17323	POLE UTILITY	657.2	42.7	N/A	N/A	30	N/A	NONE	---
17331	POLE UTILITY	658.5	41.6	N/A	N/A	33	N/A	NONE	---
17339	POLE UTILITY	651.3	57.7	N/A	N/A	23	N/A	NONE	---
17347	POLE UTILITY	648.4	56.9	N/A	N/A	21	N/A	NONE	---
17355	POLE UTILITY	631.7	40.9	4	N/A	5	N/A	NONE	---
17363	POLE UTILITY	630.9	40.1	4	N/A	5	N/A	NONE	---
17371	POLE UTILITY	630.7	39.9	5	N/A	5	N/A	NONE	---
17379	POLE UTILITY	628.8	38.3	4	N/A	4	N/A	NONE	---
17387	POLE UTILITY	634.7	44.3	11	N/A	11	N/A	NONE	---
17395	POLE UTILITY	636.2	45.7	N/A	N/A	13	N/A	NONE	---
17547	POLE UTILITY	623.4	30.2	N/A	N/A	1	N/A	NONE	---
18083	POLE LIGHT	684.0	91.8	N/A	N/A	23	N/A	OBS LIGHT	TBD
18107	POLE LIGHT	684.4	89.6	8	N/A	16	N/A	OBS LIGHT	TBD
28853	POLE LIGHT	653.3	27.6	N/A	N/A	42	N/A	NONE	---
28861	POLE LIGHT	634.7	38.3	N/A	N/A	24	N/A	NONE	---
28869	POLE LIGHT	636.1	38.2	N/A	N/A	22	N/A	NONE	---
28877	POLE LIGHT	660.7	41.9	N/A	N/A	40	N/A	OBS LIGHT	TBD
28885	POLE LIGHT	672.7	27.8	N/A	N/A	53	N/A	OBS LIGHT	TBD
28893	POLE LIGHT	687.6	37.9	N/A	N/A	65	N/A	OBS LIGHT	TBD
28901	POLE LIGHT	659.8	38.5	N/A	N/A	37	N/A	NONE	---
28909	POLE UTILITY	647.7	56.4	N/A	N/A	19	N/A	NONE	---
28949	POLE	644.9	30.0	N/A	N/A	18	N/A	NONE	---
29509	POLE LIGHT	638.3	38.9	N/A	N/A	27	N/A	NONE	---
29517	POLE LIGHT	639.8	40.3	N/A	N/A	26	N/A	NONE	---
29525	POLE LIGHT	639.2	42.3	N/A	N/A	25	N/A	NONE	---
29533	BILLBOARD	644.3	55.1	N/A	N/A	27	N/A	NONE	---
29541	POLE UTILITY	644.6	53.4	N/A	N/A	23	N/A	NONE	---
29549	POLE UTILITY	624.8	34.8	N/A	N/A	5	N/A	NONE	---
29557	POLE UTILITY	623.1	33.1	N/A	N/A	3	N/A	NONE	---
29573	POLE UTILITY	624.2	33.1	N/A	N/A	2	N/A	NONE	---
29581	POLE UTILITY	625.9	34.3	N/A	N/A	2	N/A	NONE	---
30261	RWY LIGHT	591.2	2.4	N/A	N/A	1	N/A	FBF	---
30269	RWY LIGHT	591.2	2.3	N/A	N/A	1	N/A	FBF	---
47232	POLE LIGHT	637.0	41.5	N/A	N/A	18	N/A	NONE	---

NOTES: TBD = TO BE DETERMINED; TBR = TO BE REMOVED; N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

RUNWAY END 2 P77 34:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	18216	616.8	15	19	TBR	19	NONE
2	TREES	19469	662.0	40	170	APPLY TSS	74	NONE
3	TREES	23157	657.6	1	9	TBD	50	NONE
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

RUNWAY END 2 P77 20:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	18216	616.8	7.2	12	TBR	40	NONE
2	TREES	19485	661.1	17.7	10	TBR	242	NONE
3	TREES	-	-	-	-	-	-	-
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

RUNWAY END 2 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	29429	649.5	49.0	33	APPLY TSS	47	NONE
2	TREES	19469	662.0	39.0	324	APPLY TSS	103	NONE
3	TREES	47270	685.5	45.0	28	TBD	150	NONE
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

RUNWAY END 2 TSS 20:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	18216	616.8	7.0	10	TBR	-	-
2	TREES	19469	662.0	17.0	9	TBR	-	-
3	TREES	-	-	-	-	-	-	-
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

NOTE: TREES PENETRATING THE 20:1 THRESHOLD SITING SURFACE ARE SHOWN AS GREEN COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

TRAVERSE WAY ELEVATION DATA

NO	OBJECT	TOP ELEV (MSL)	PART77 PEN 20:1	PART77 PEN 34:1	DEP PEN 40:1	DISPOSITION (ALL)
17835	INTERSTATE	615.5	-24.7	-3.9	-3.4	NONE
48439	INTERSTATE	616.5	-17.7	0.7	-	NONE
48447	INTERSTATE	623.0	-7.8	9.2	-	NONE
48455	INTERSTATE	622.9	-5.7	10.3	-	NONE
48463	INTERSTATE	616.5	-8.9	5.9	-	NONE
48471	RAILROAD	617.0	-27.1	-4.7	-	NONE
48479	RAILROAD	616.8	-28.1	-5.6	-	NONE
48487	PRIMARY ROAD	609.3	-158.5	-86.0	-	NONE
48495	PRIMARY ROAD	609.3	-160.4	-87.1	-	NONE
48511	RAILROAD	621.0	-206.4	-110.0	-	NONE
48519	RAILROAD	621.8	-210.3	-111.9	-	NONE
48599	INTERSTATE	613.7	-16.5	0.0	-	NONE
48607	INTERSTATE	634.7	-3.2	16.4	-	NONE
48615	INTERSTATE	635.2	-4.8	15.9	-	NONE
48623	INTERSTATE	613.5	-30.5	-8.2	-	NONE
48631	RAILROAD	636.3	-14.4	10.4	-	NONE
48639	RAILROAD	634.8	-17.1	8.3	-	NONE
48647	RAILROAD	616.3	-58.3	-29.7	-	NONE
48655	RAILROAD	616.4	-69.7	-30.3	-	NONE
80001	INTERSTATE	615.0	-	-	5.6	NONE
80002	INTERSTATE	616.0	-	-	5.3	NONE
80003	INTERSTATE	616.0	-	-	4.8	NONE
80004	INTERSTATE	616.0	-	-	3.9	NONE
80005	INTERSTATE	615.0	-	-	2.1	NONE
80006	RAILROAD	623.0	-	-	3.6	NONE
80007	RAILROAD	623.0	-	-	3.3	NONE
80008	INTERSTATE	611.0	-	-	4.4	NONE

NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN 20:1	PART77 PEN 34:1	DEP PEN 40:1	DISPOSITION (ALL)
48663	PRIMARY ROAD	608.9	-164.3	-89.2	-	NONE
48671	PRIMARY ROAD	609.3	-180.3	-98.8	-	NONE
48679	PRIMARY ROAD	609.6	-182.7	-99.8	-	NONE
48687	RAILROAD	620.3	-216.7	-116.6	-	NONE
48695	RAILROAD	620.3	-217.4	-117.1	-	NONE
48703	RAILROAD	619.8	-218.7	-117.9	-	NONE
48735	INTERSTATE	615.6	-13.6	2.7	2.1	NONE
48743	INTERSTATE	629.5	-2.2	15.1	14.8	NONE
48751	INTERSTATE	629.6	-3.8	14.3	14.2	NONE
48759	INTERSTATE	630.2	-4.8	13.9	13.9	NONE
48767	RAILROAD	623.6	-23.9	0.0	1.0	NONE
48775	RAILROAD	623.3	-25.0	-0.8	0.3	NONE
48783	RAILROAD	617.9	-135.2	-67.9	-	NONE
48791	RAILROAD	618.5	-136.6	-68.4	-	NONE
48799	PRIMARY ROAD	609.3	-173.6	-94.0	-	NONE
48807	PRIMARY ROAD	610.4	-174.7	-94.2	-	NONE
48815	RAILROAD	619.7	-214.8	-113.9	-	NONE
48823	RAILROAD	619.7	-215.6	-114.4	-	NONE
48831	RAILROAD	619.3	-216.8	-115.3	-	NONE
80009	BRIDGE	620.0	-	-	11.9	NONE
80010	BRIDGE	601.0	-	-	-9.2	NONE
80011	BRIDGE	623.0	-	-	3.2	NONE
80012	BRIDGE	624.0	-	-	2.7	NONE
80013	BRIDGE	640.0	-	-	17.2	NONE
80014	RAILROAD	627.0	-	-	0.9	NONE
80015	RAILROAD	625.0	-	-	-1.7	NONE
-	-	-	-	-	-	NONE

NOTES: ELEVATION AND PENETRATION VALUES REPRESENT FEET; TRAVERSE WAY TOP ELEVATION INCLUDES SOP SPECIFIED ADJUSTED VALUE; NEGATIVE VALUES ARE CLEARANCE TO SURFACE.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
			TRAVERSE WAY POINT

GRAPHIC SCALE: 1"=30'

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Abbreviations
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- PEN - SURFACE PENETRATION
- TE EDOD - TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
- MSL - MEAN SEA LEVEL
- AGL - ABOVE GROUND LEVEL
- FBF - FIXED BY FUNCTION
- TBR - TO BE REMOVED
- TW - TRAVERSE WAY
- DISP - DISPOSITION

Notes
1. DUE TO THE RELATIVE FLATNESS OF THE TERRAIN WITHIN THE AIRPORT AIRSPACE, THE EXISTING GRADE PROFILE REPRESENTS THE EXTENDED CENTERLINE GRADE USING AIRPORT SURVEY DATA AND CONTOURS PROVIDED BY U.S.G.S.
2. THE OBJECT FREE ZONE (OFZ) H VALUE IS 48' AND THEN EXTENDS TO THE PART HORIZONTAL SURFACE AT A SLOPE OF 6:1. THE OFZ IS CLEAR OF OBSTRUCTIONS.

Sources

OBSTACLES SHOWN ON THESE PLANS HAVE TWO SOURCES; THE FIRST SOURCE IS AN OBSTRUCTION SURVEY FOR RUNWAY 12-30 SURVEYED IN 2012, THE SECOND SOURCE BEING THE AIRFIELD SURVEY, OBSTACLES, AND TRAVERSEWAY POINTS MAPPED BY QUANTUM SPATIAL DATED SEPTEMBER, 2016.

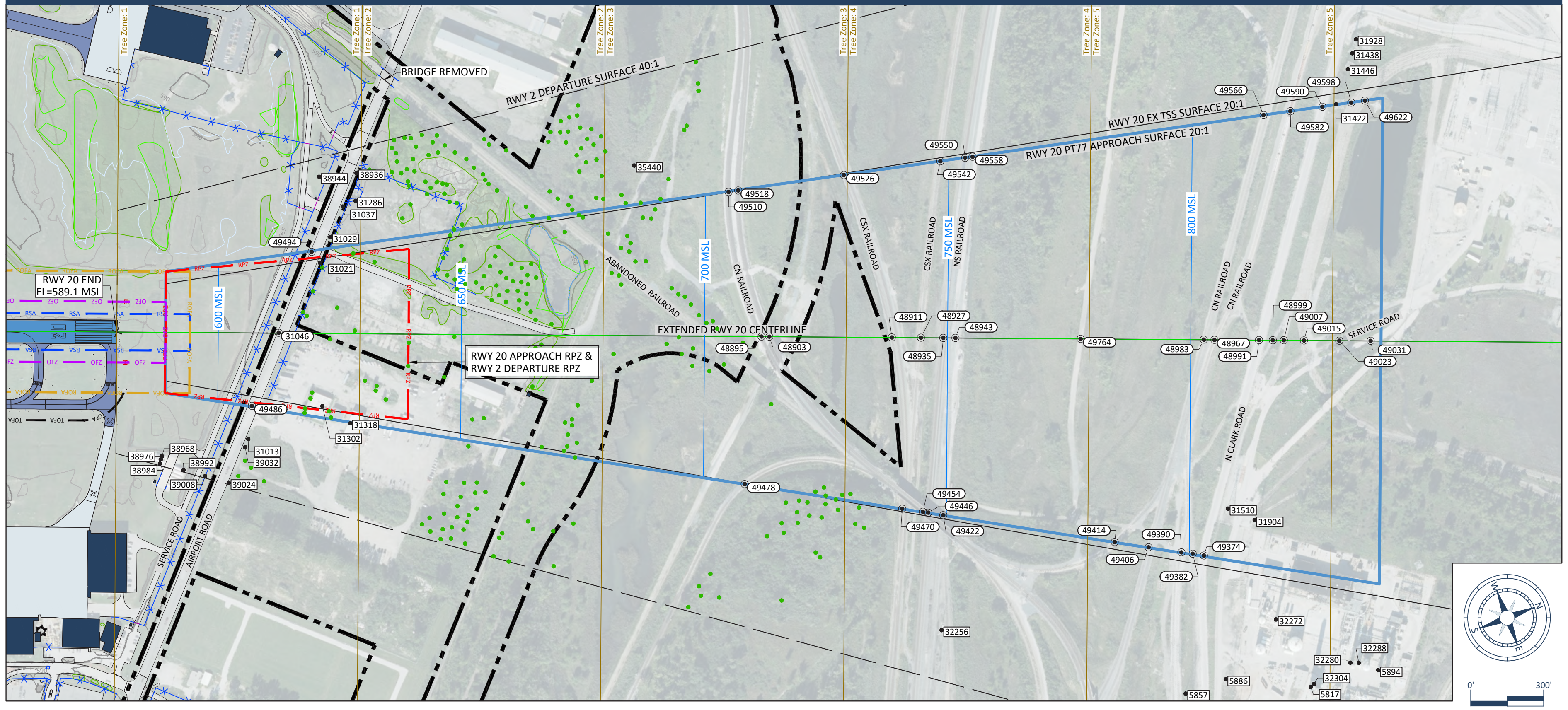
N
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA
GARY/CHICAGO
INTERNATIONAL AIRPORT

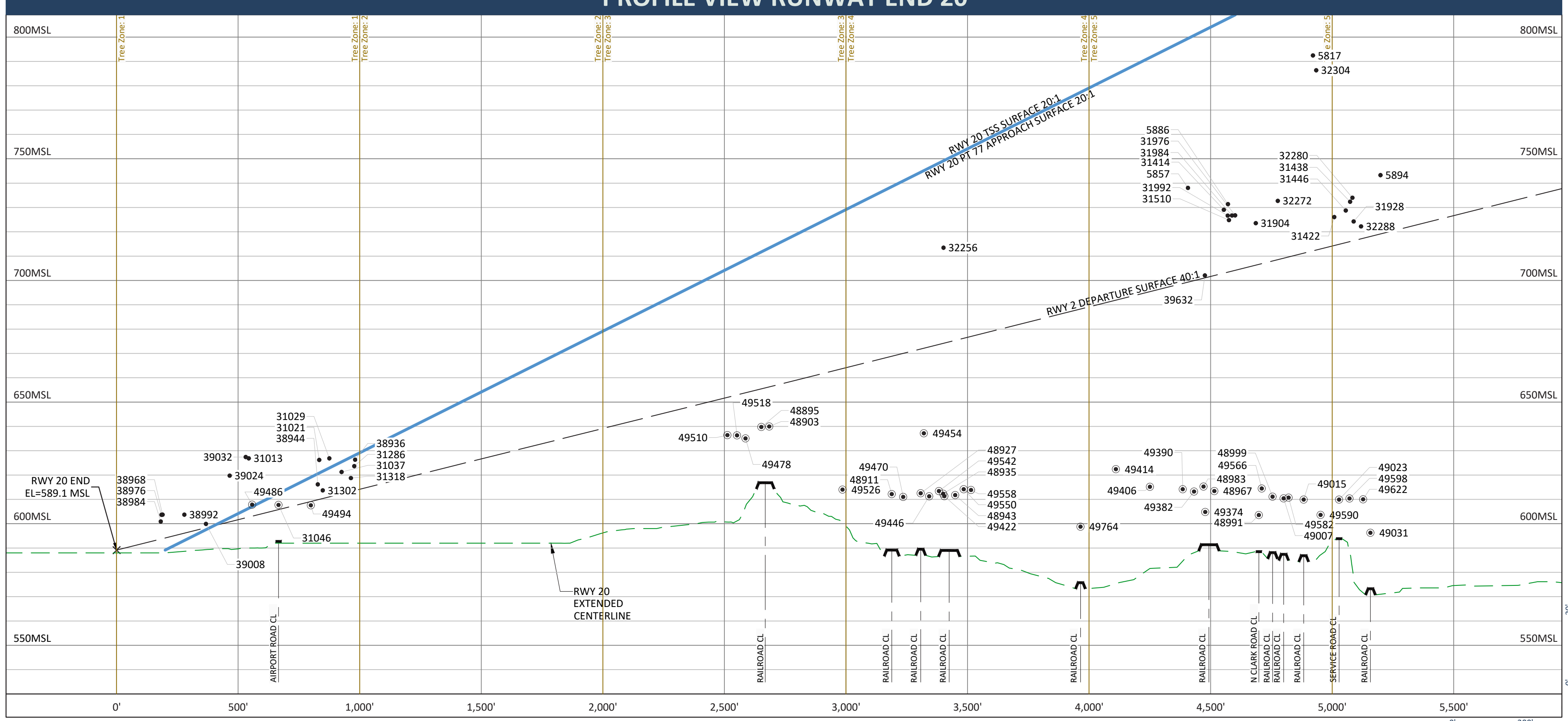
RWY 2 INNER APPROACH EXISTING & FUTURE

Airport Layout Plan

PLAN VIEW RUNWAY END 20



PROFILE VIEW RUNWAY END 20



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	P77 SURF PEN	DEP SURF PEN	TSS SURF PEN	DISPOSITION	TE EDOD
5817	TANK	792.5	202.3	N/A	80	N/A	OBS LIGHT	TBD
5857	POWER TRANSMISSION PYLON	738.0	142.4	N/A	39	N/A	NONE	---
5886	POWER TRANSMISSION PYLON	731.4	139.0	N/A	28	N/A	NONE	---
5894	TANK	743.3	153.2	N/A	24	N/A	NONE	---
30317	RUNWAY LIGHT - REIL	590.6	2.4	N/A	1	N/A	FBF	---
30333	GUIDANCE SIGN	591.1	3.4	N/A	1	N/A	FBF	---
31013	POLE UTILITY	626.9	33.6	N/A	24	N/A	NONE	---
31021	POLE UTILITY	626.2	32.9	5	16	5	NONE	---
31029	POLE UTILITY	626.9	33.7	N/A	16	N/A	NONE	---
31037	POLE UTILITY	621.3	28.4	N/A	9	N/A	NONE	---
31286	POLE LIGHT	623.7	31.7	N/A	10	N/A	NONE	---
31302	BUILDING	613.7	20.0	N/A	3	N/A	NONE	---
31318	BUILDING	618.7	25.8	N/A	6	N/A	NONE	---
31414	POWER TRANSMISSION PYLON	729.0	138.5	N/A	26	N/A	NONE	---
31422	POWER TRANSMISSION PYLON	726.0	139.9	N/A	12	N/A	NONE	---
31438	POWER TRANSMISSION PYLON	732.3	145.9	N/A	16	N/A	NONE	---
31446	POWER TRANSMISSION PYLON	728.7	142.7	N/A	13	N/A	NONE	---
31510	POWER TRANSMISSION PYLON	724.8	135.8	N/A	21	N/A	NONE	---
31904	POWER TRANSMISSION PYLON	723.5	134.9	N/A	17	N/A	NONE	---
31928	POWER TRANSMISSION PYLON	724.2	136.9	N/A	8	N/A	NONE	---
31976	POWER TRANSMISSION PYLON	726.7	136.4	N/A	23	N/A	NONE	---
31984	POWER TRANSMISSION PYLON	726.7	136.7	N/A	23	N/A	NONE	---
31992	POWER TRANSMISSION PYLON	726.6	137.4	N/A	23	N/A	NONE	---
32256	POLE LIGHT	713.4	125.5	N/A	39	N/A	NONE	---
32272	TANK	732.7	142.4	N/A	24	N/A	NONE	---
32280	TANK	734.0	143.8	N/A	18	N/A	NONE	---
32288	TANK	722.2	132.1	N/A	5	N/A	NONE	---
32304	TANK	786.4	196.1	N/A	74	N/A	NONE	---
38936	POLE UTILITY	626.3	33.8	N/A	13	N/A	NONE	---
38944	POLE UTILITY	616.2	25.2	N/A	6	N/A	NONE	---
38968	TANK	603.7	14.6	N/A	10	N/A	NONE	---
38976	TANK	603.7	14.6	N/A	10	N/A	NONE	---
38984	TANK	600.9	12.2	N/A	7	N/A	NONE	---
38992	TANK	603.7	14.7	N/A	8	N/A	NONE	---
39008	FENCE	599.9	10.0	N/A	2	N/A	NONE	---
39024	POLE LIGHT	619.7	27.3	N/A	19	N/A	NONE	---
39032	POLE UTILITY	627.4	34.5	N/A	25	N/A	NONE	---
39632	POWER TRANSMISSION LINE	702.0	111.3	N/A	1	N/A	NONE	---

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

RUNWAY END 20 P77 20 to 1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	32840	620.3	1	1	TBR	30	N/A
2	TREES	34712	662.6	14	9	TBR	148	N/A
3	TREES	-	-	-	-	-	91	N/A
4	TREES	-	-	-	-	-	32	N/A
5	TREES	-	-	-	-	-	7	N/A

RUNWAY END 20 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	32840	620.3	11	15	TBR	70	N/A
2	TREES	39336	672.8	50	181	TBR	131	N/A
3	TREES	37280	682.8	21	67	TBR	58	N/A
4	TREES	37360	679.6	15	4	TBR	6	N/A
5	TREES	-	-	-	-	-	-	-

RUNWAY END 20 TSS 20:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	32840	620.3	1	1	TBR	70	N/A
2	TREES	34712	662.6	14	9	TBR	131	N/A
3	TREES	-	-	-	-	-	58	N/A
4	TREES	-	-	-	-	-	6	N/A
5	TREES	-	-	-	-	-	-	-

NOTE: TREES PENETRATING THE 20:1 THRESHOLD SITING SURFACE ARE SHOWN AS GREEN COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

TRAVERSE WAY ELEVATION DATA

NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSITION	NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSITION
31046	PRIMARY ROAD	607.7	-5	N/A	49422	RAILROAD	611.3	-138	N/A
48895	RAILROAD	639.7	-72	N/A	49446	RAILROAD	611.2	-135	N/A
48903	RAILROAD	639.9	-73	N/A	49454	RAILROAD	637.1	-108	N/A
48911	RAILROAD	612.2	-126	N/A	49470	RAILROAD	611.0	-130	N/A
48927	RAILROAD	612.5	-132	N/A	49478	RAILROAD	635.0	-73	N/A
48935	RAILROAD	612.3	-137	N/A	49486	PRIMARY ROAD	607.8	1	NONE
48943	RAILROAD	611.7	-140	N/A	49494	PRIMARY ROAD	607.5	-12	N/A
48967	RAILROAD	613.4	-191	N/A	49510	RAILROAD	636.4	-68	N/A
48983	RAILROAD	615.2	-187	N/A	49518	RAILROAD	636.3	-70	N/A
48991	PRIMARY ROAD	603.5	-211	N/A	49526	RAILROAD	614.0	-114	N/A
48999	RAILROAD	611.1	-206	N/A	49542	RAILROAD	613.4	-135	N/A
49007	RAILROAD	610.4	-209	N/A	49550	RAILROAD	614.1	-139	N/A
49015	RAILROAD	609.9	-213	N/A	49558	RAILROAD	613.8	-141	N/A
49023	RAILROAD	609.9	-221	N/A	49566	RAILROAD	614.5	-200	N/A
49031	SECONDARY ROAD	596.2	-241	N/A	49582	RAILROAD	610.7	-209	N/A
49374	PRIMARY ROAD	604.8	-198	N/A	49590	PRIMARY ROAD	603.6	-223	N/A
49382	RAILROAD	613.2	-188	N/A	49598	RAILROAD	610.4	-222	N/A
49390	RAILROAD	614.2	-184	N/A	49622	RAILROAD	610.0	-226	N/A
49406	RAILROAD	615.2	-176	N/A	49764	SECONDARY ROAD	598.8	-179	N/A
49414	RAILROAD	622.4	-162	N/A					

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LEGEND

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250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD / FENCE	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	CREEK / RIVER	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	POND / BASIN	RSA	RUNWAY SAFETY AREA (RSA)
	FOREST / TREE CLUSTER	OFZ	OBJECT FREE ZONE (OFZ)
	AVIGATION EASEMENT	RPZ	RUNWAY PROTECTION ZONE (OFZ)
			TRAVERSE WAY POINT

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

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Sources
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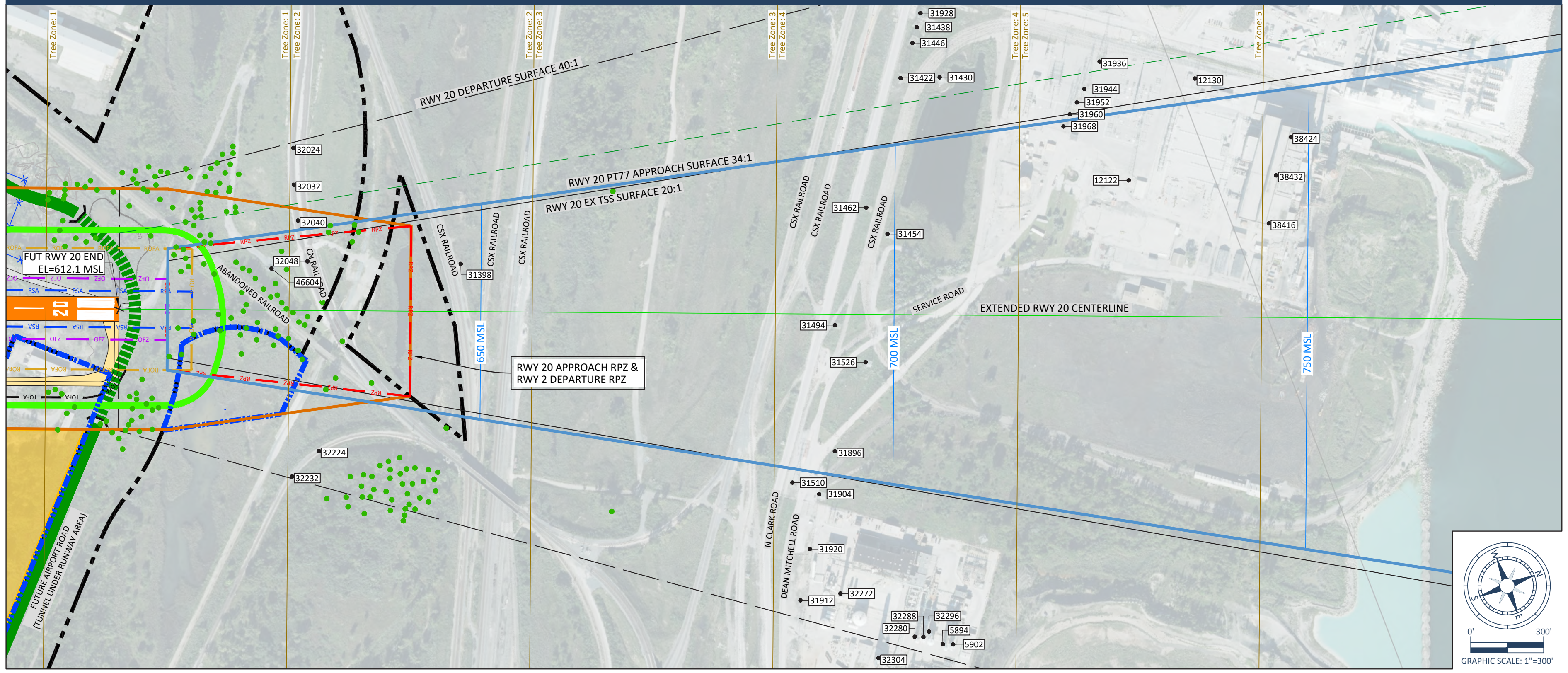
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

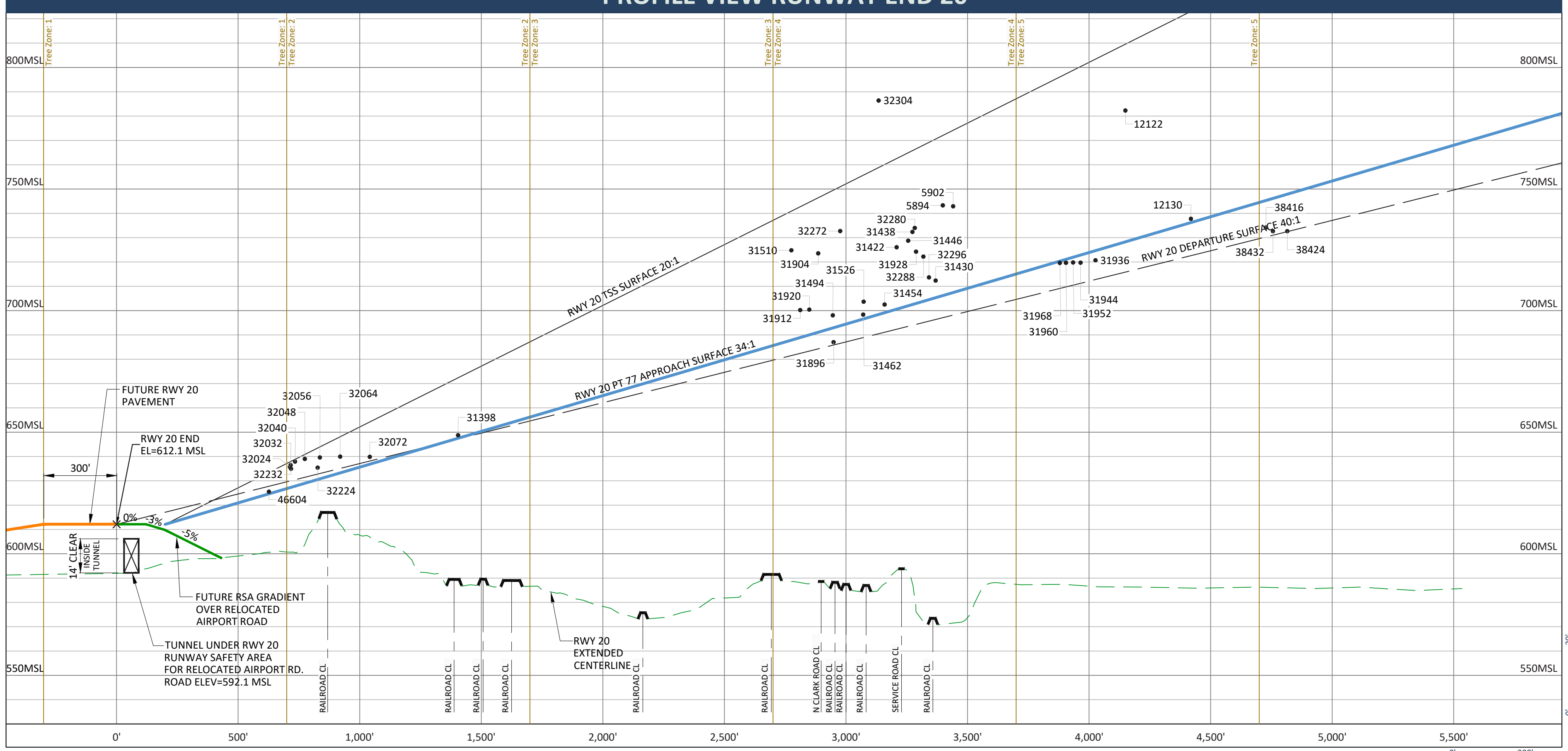
RWY 20 INNER APPROACH EXISTING

Airport Layout Plan

PLAN VIEW RUNWAY END 20



PROFILE VIEW RUNWAY END 20



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	P77 SURF PEN	DEP SURF PEN	TSS SURF PEN	DISPOSITION	TE EDOD
5894	TANK	743.3	153.2	N/A	46.3	N/A	NONE	---
5902	TANK	742.9	153.1	N/A	44.8	N/A	NONE	---
12122	ANNTENA	782.3	195.1	54.2	66.4	N/A	OBS LIGHT	WITH RWY XTN
12130	TOWER NON-COMMUNICATION	737.7	151.0	N/A	15.2	N/A	NONE	---
31398	ANNTENA	648.7	57.8	1.3	1.6	N/A	NONE	---
31422	POWER TRANSMISSION PYLON	726.0	139.9	N/A	33.7	N/A	NONE	---
31430	POWER TRANSMISSION PYLON	712.3	125.3	N/A	16.0	N/A	NONE	---
31438	POWER TRANSMISSION PYLON	732.3	145.9	N/A	38.4	N/A	NONE	---
31446	POWER TRANSMISSION PYLON	728.7	142.7	N/A	35.3	N/A	NONE	---
31454	POWER TRANSMISSION PYLON	702.5	115.3	3.5	11.4	N/A	NONE	---
31462	POWER	698.4	111.4	1.9	9.5	N/A	NONE	---
31494	POWER TRANSMISSION PYLON	698.1	110.1	5.3	12.3	N/A	NONE	---
31510	POWER TRANSMISSION PYLON	724.8	135.8	N/A	43.3	N/A	NONE	---
31526	POWER TRANSMISSION PYLON	703.7	116.1	7.1	14.8	N/A	NONE	---
31896	POWER TRANSMISSION LINE	687.0	97.1	N/A	1.1	N/A	NONE	---
31904	POWER TRANSMISSION PYLON	723.5	134.9	N/A	39.2	N/A	NONE	---
31912	POWER TRANSMISSION LINE	700.2	111.4	N/A	17.8	N/A	NONE	---
31920	POWER TRANSMISSION LINE	700.4	111.4	N/A	17.1	N/A	NONE	---
31928	POWER TRANSMISSION PYLON	724.2	136.9	N/A	30.0	N/A	NONE	---
31936	POWER TRANSMISSION PYLON	720.7	134.2	N/A	7.9	N/A	NONE	---
31944	POWER TRANSMISSION PYLON	719.7	133.2	N/A	8.5	N/A	NONE	---
31952	POWER TRANSMISSION PYLON	719.8	132.9	N/A	9.3	N/A	NONE	---
31960	POWER TRANSMISSION PYLON	719.7	133.1	N/A	9.9	N/A	NONE	---
31968	POWER TRANSMISSION PYLON	719.6	133.1	N/A	10.5	N/A	NONE	---
32024	RAILROAD	635.7	23.0	N/A	5.8	N/A	NONE	---
32032	RAILROAD	636.5	23.0	N/A	6.4	N/A	NONE	---
32040	RAILROAD	637.9	23.0	N/A	7.5	N/A	NONE	---
32048	RAILROAD	639.0	23.0	10.1	7.6	N/A	NONE	---
32056	RAILROAD	639.6	23.0	8.9	6.6	N/A	NONE	---
32064	RAILROAD	639.9	23.0	6.8	4.8	N/A	NONE	---
32072	RAILROAD	639.8	23.0	3.1	1.7	N/A	NONE	---
32224	RAILROAD	635.4	23.0	N/A	2.7	N/A	NONE	---
32232	RAILROAD	635.0	23.0	N/A	4.9	N/A	NONE	---
32272	TANK	732.7	142.4	N/A	46.2	N/A	OBS LIGHT	WITH RWY XTN
32280	TANK	734.0	143.8	N/A	39.8	N/A	OBS LIGHT	WITH RWY XTN
32288	TANK	722.2	132.1	N/A	27.1	N/A	OBS LIGHT	WITH RWY XTN
32296	TANK	713.7	123.4	N/A	18.0	N/A	OBS LIGHT	WITH RWY XTN
38416	BUILDING	734.2	148.0	N/A	3.9	N/A	NONE	---
38424	BUILDING	732.6	146.7	N/A	0.2	N/A	NONE	---
38432	BUILDING	732.6	19.2	N/A	1.6	N/A	NONE	---
46604	DIRT PILE	625.5	7.7	1.0	N/A	N/A	TBR	WITH RWY XTN

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

FUTURE RUNWAY END 20 P77 34:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	36016	678.7	56.1	53.0	APPLY TSS	1	N/A
2	TREES	-	-	-	-	-	3	N/A
3	TREES	37672	666.7	0.9	1.0	APPLY TSS	3	N/A
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

FUTURE RUNWAY END 20 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	36016	678.7	52.6	113.0	TBR	21	N/A
2	TREES	37280	682.78	43.1	34.0	TBR	32	N/A
3	TREES	37600	673.48	10.6	4.0	TBR	27	N/A
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	1	N/A

FUTURE RUNWAY END 20 TSS 20:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	36016	678.7	48.8	39.0	TBR	7	N/A
2	TREES	-	-	-	-	-	2	N/A
3	TREES	-	-	-	-	-	4	N/A
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

NOTE: TREES PENETRATING THE 20:1 THRESHOLD SITING SURFACE ARE SHOWN AS GREEN COLORED DOTS. DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

TRAVERSE WAY ELEVATION DATA

NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSTION	NO.	OBJECT	TOP ELEV (MSL)	PART77 PEN	DISPOSTION
58895	RAILROAD	639.7	9	NONE	59454	RAILROAD	614.6	-36	N/A
58903	RAILROAD	639.9	8	NONE	59470	RAILROAD	615.4	-33	N/A
58911	RAILROAD	612.2	-35	N/A	59478	RAILROAD	622.0	-18	N/A
58927	RAILROAD	612.5	-38	N/A	59510	RAILROAD	617.1	-11	N/A
58935	RAILROAD	612.3	-41	N/A	59518	RAILROAD	617.0	-12	N/A
58943	RAILROAD	611.7	-43	N/A	59526	RAILROAD	615.0	-29	N/A
58967	RAILROAD	613.4	-73	N/A	59542	RAILROAD	615.0	-37	N/A
58983	RAILROAD	615.2	-69	N/A	59550	RAILROAD	615.0	-40	N/A
58991	PRIMARY ROAD	603.5	-88	N/A	59558	RAILROAD	615.0	-41	N/A
58999	RAILROAD	611.1	-82	N/A	59566	RAILROAD	615.0	-75	N/A
59007	RAILROAD	610.4	-84	N/A	59582	RAILROAD	615.0	-78	N/A
59015	RAILROAD	609.9	-87	N/A	59590	PRIMARY ROAD	607.0	-90	N/A
59023	RAILROAD	609.9	-91	N/A	59598	RAILROAD	615.0	-85	N/A
59031	RAILROAD	596.2	-109	N/A	59622	RAILROAD	615.0	-86	N/A
59374	PRIMARY ROAD	607.6	-79	N/A	59764	RAILROAD	598.8	-71	N/A
59390	RAILROAD	615.0	-68	N/A	59765	RAILROAD	622.6	-16	N/A
59406	RAILROAD	615.1	-66	N/A					
59414	RAILROAD	615.1	-65	N/A					
59422	RAILROAD	615.0	-39	N/A					
59446	RAILROAD	615.0	-38	N/A					

NOTES: ELEVATION AND PENETRATION VALUES REPRESENT FEET; TRAVERSE WAY TOP ELEVATION INCLUDES SOP SPECIFIED ADJUSTED VALUE; NEGATIVE VALUES ARE CLEARANCE TO SURFACE.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
595	EXISTING GROUND CONTOUR		FUTURE BUILDING
	EXISTING AIRPORT PROPERTY LINE		FUTURE RUNWAY PAVEMENT & MARKINGS
	PROPERTY TO BE ACQUIRED		FUTURE TAXIWAY PAVEMENT
	EXISTING ROAD		FUTURE AERONAUTICAL DEVELOPMENT
	EXISTING FENCE		FUTURE NON-AERONAUTICAL DEVELOPMENT
	EXISTING CREEK / RIVER	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FOREST / TREE CLUSTER	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
650 MSL	PART 77 SURFACE CONTOUR	RSA	RUNWAY SAFETY AREA (RSA)
	BUILDING RESTRICTION LINE (BRL)	OFZ	OBJECT FREE ZONE (OFZ)
	FUTURE PUBLIC ROAD	RPZ	RUNWAY PROTECTION ZONE (OFZ)
	FUTURE PUBLIC ROAD (BELOW GROUND)		TRAVERSE WAY POINT
			FUTURE VEHICLE SERVICE ROAD

GRAPHIC SCALE: 1"=30'

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Abbreviations
- ELEV - ELEVATION
- OB ID - OBSTACLE IDENTIFIER
- DESC - DESCRIPTION OF OBSTACLE
- PEN - SURFACE PENETRATION
- TE EDOD - TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
- MSL - MEAN SEA LEVEL
- AGL - ABOVE GROUND LEVEL
- FBF - FIXED BY FUNCTION
- TBR - TO BE REMOVED
- TW - TRAVERSE WAY
- DISP - DISPOSITION

Notes
1. DUE TO THE RELATIVE FLATNESS OF THE TERRAIN WITHIN THE AIRPORT AIRSPACE, THE EXISTING GRADE PROFILE REPRESENTS THE EXTENDED CENTERLINE GRADE USING AIRPORT SURVEY DATA AND CONTOURS PROVIDED BY U.S.G.S.
2. THE OBJECT FREE ZONE (OFZ) H VALUE IS 48' AND THEN EXTENDS TO THE PART HORIZONTAL SURFACE AT A SLOPE OF 6:1. THE OFZ IS CLEAR OF OBSTRUCTIONS.

Sources
OBSTACLES SHOWN ON THESE PLANS HAVE TWO SOURCES; THE FIRST SOURCE IS AN OBSTRUCTION SURVEY FOR RUNWAY 12-30 SURVEYED IN 2012, THE SECOND SOURCE BEING THE AIRFIELD SURVEY, OBSTACLES, AND TRAVERSEWAY POINTS MAPPED BY QUANTUM SPATIAL DATED SEPTEMBER, 2016.

RAIL INFORMATION: WWW.OPENRAILWAYMAP.ORG

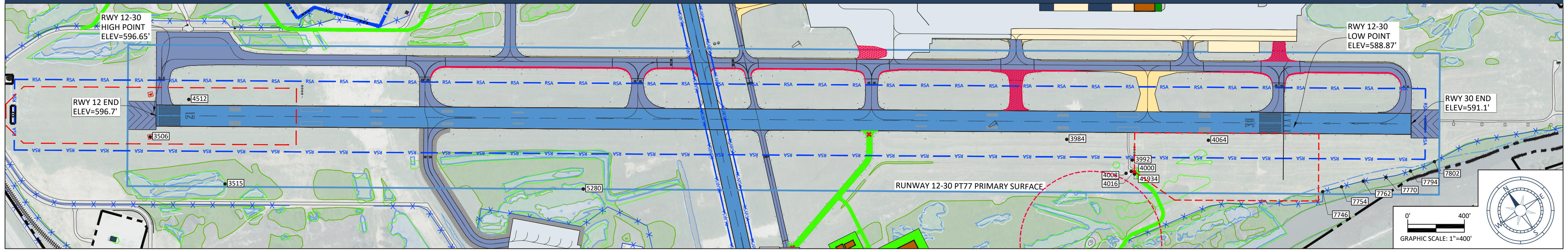
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

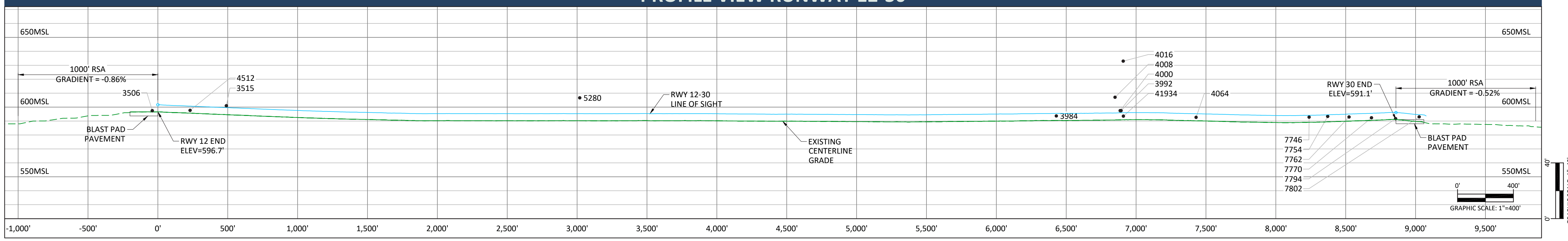
RWY 20 INNER APPROACH FUTURE

Airport Layout Plan

PLAN VIEW RUNWAY 12-30

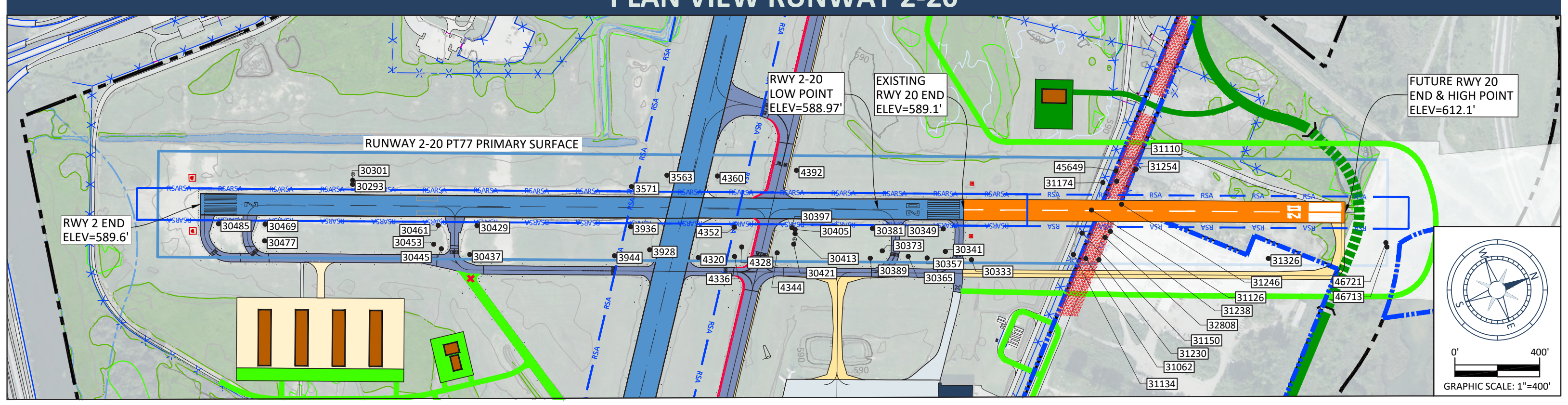


PROFILE VIEW RUNWAY 12-30

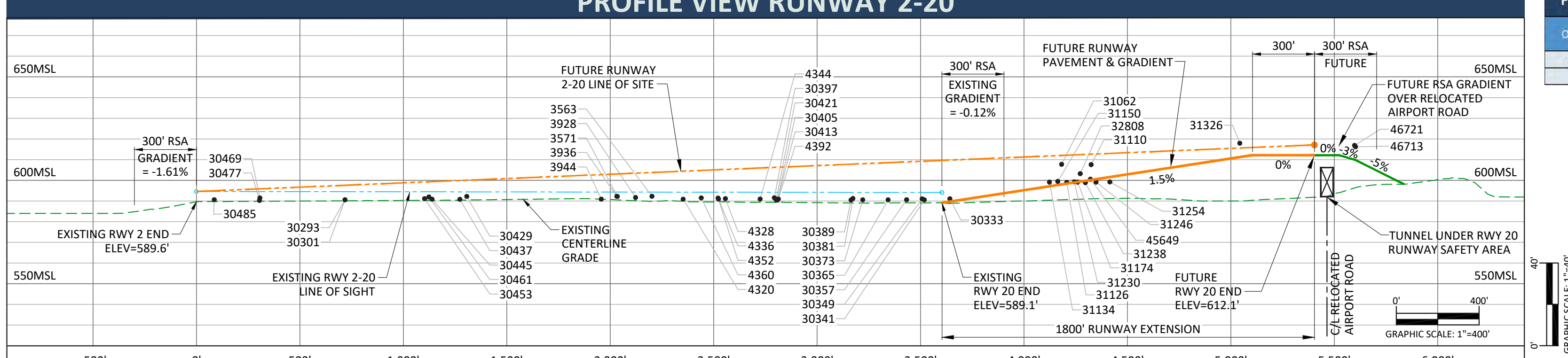


RUNWAY 12-30 PRIMARY SURFACE OBSTRUCTION TABLE						
OB ID	DESC	TOP ELEV MSL	AGL	PRIMARY SURF PEN	DISPOSITION	TE EDOD
3515	TREE	601.0	0.0	5	TBR	TBD
3992	WINDCONE	597.5	9.6	5	FBF	---
4000	NAVAID - BLDG	597.4	9.5	5	FBF	---
4008	POLE	607.1	19.4	15	FBF	---
4016	NAVAID - ANTENNA	633.0	45.0	41	FBF	---
5280	TREE	606.6	0.0	12	TBR	TBD
7746	FENCE	592.8	7.2	1	NONE	---
7754	FENCE	593.4	8.6	2	NONE	---
7762	FENCE	592.9	8.3	2	NONE	---
7770	FENCE	592.4	8.0	1	NONE	---
7794	FENCE	591.7	7.5	1	NONE	---
7802	FENCE	593.0	8.1	2	NONE	---
41934	NAVAID - ANTENNA	593.5	6.2	1	FBF	---

PLAN VIEW RUNWAY 2-20



PROFILE VIEW RUNWAY 2-20



FUTURE RUNWAY 2-20 PRIMARY SURFACE TREE & BUSH OBSTRUCTION TABLE				
OBJECT	TOTAL	TOTAL PENETRATIONS	SHORTEST OBJECT (MSL)	TALLEST OBJECT (MSL)
BUSH	68	29	598.2	613.7
TREE	118	113	603.2	663.8

ABBREVIATIONS

ELEV	- ELEVATION
OB ID	- OBSTACLE IDENTIFIER
DESC	- DESCRIPTION OF OBSTACLE
PT77 SURF PEN	- PART 77 APPROACH SURFACE PENETRATION
DISP	- DISPOSITION
TE EDOD	- TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
TBD	- TO BE DETERMINED
MSL	- MEAN SEA LEVEL
AGL	- ABOVE GROUND LEVEL

NOTE: ALL NUMERICAL VALUES IN TABLE REPRESENT FEET.

LEGEND

ITEM	DESCRIPTION
590	GROUND CONTOUR
	AIRPORT PROPERTY LINE
	AIRPORT PROPERTY LINE
	PAVED ROAD
	EXISTING STRUCTURES ON AIRPORT
	EXISTING RUNWAY PAVEMENT & MARKINGS
	EXISTING TAXIWAY PAVEMENT
	EXISTING AIRFIELD APRON PAVEMENT
	EXISTING SHOULDER PAVEMENT
	AIRCRAFT DEICING AREA
	FUTURE STRUCTURES ON AIRPORT
	FUTURE RUNWAY PAVEMENT & MARKINGS
	FUTURE TAXIWAY PAVEMENT
	FUTURE AIRFIELD APRON PAVEMENT
	FUTURE SHOULDER PAVEMENT
	FUTURE PAVEMENT DEMOLITION
	FENCE
	CREEK / RIVER
	POND / BASIN
	FOREST / TREE CLUSTER
RSA	RUNWAY SAFETY AREA (RSA)
	RAILROAD
	PT77 PRIMARY SURFACE
	FUTURE PUBLIC ROAD / PARKING
	FUTURE PUBLIC ROAD (BELOW GROUND)
	FUTURE VEHICLE SERVICE ROAD
	TAXIWAY/TAXILANE CRNTERLINE
	WINDSOCK
	RUNWAY LIGHT

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

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MAGNETIC DECLINATION
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March 3, 2017

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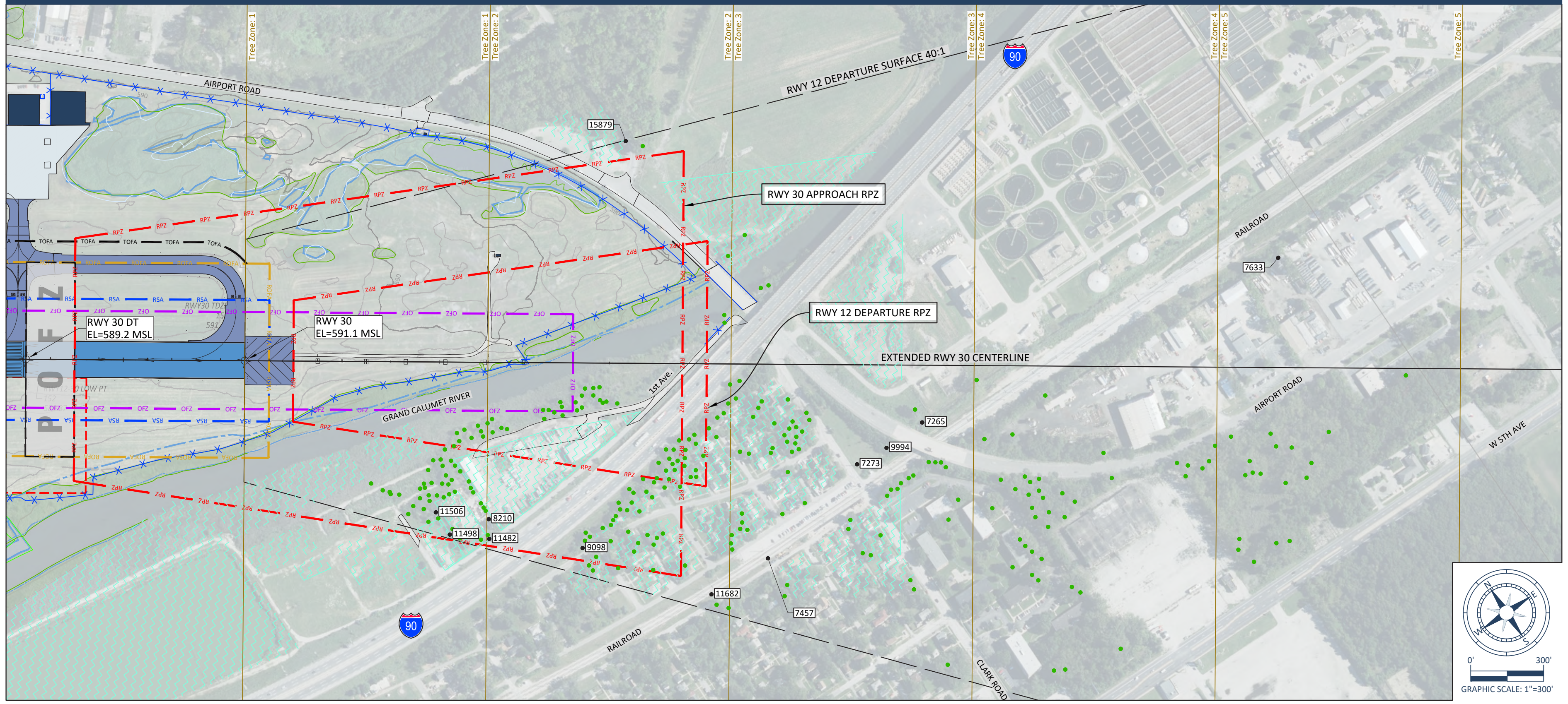
INTERNATIONAL AIRPORT

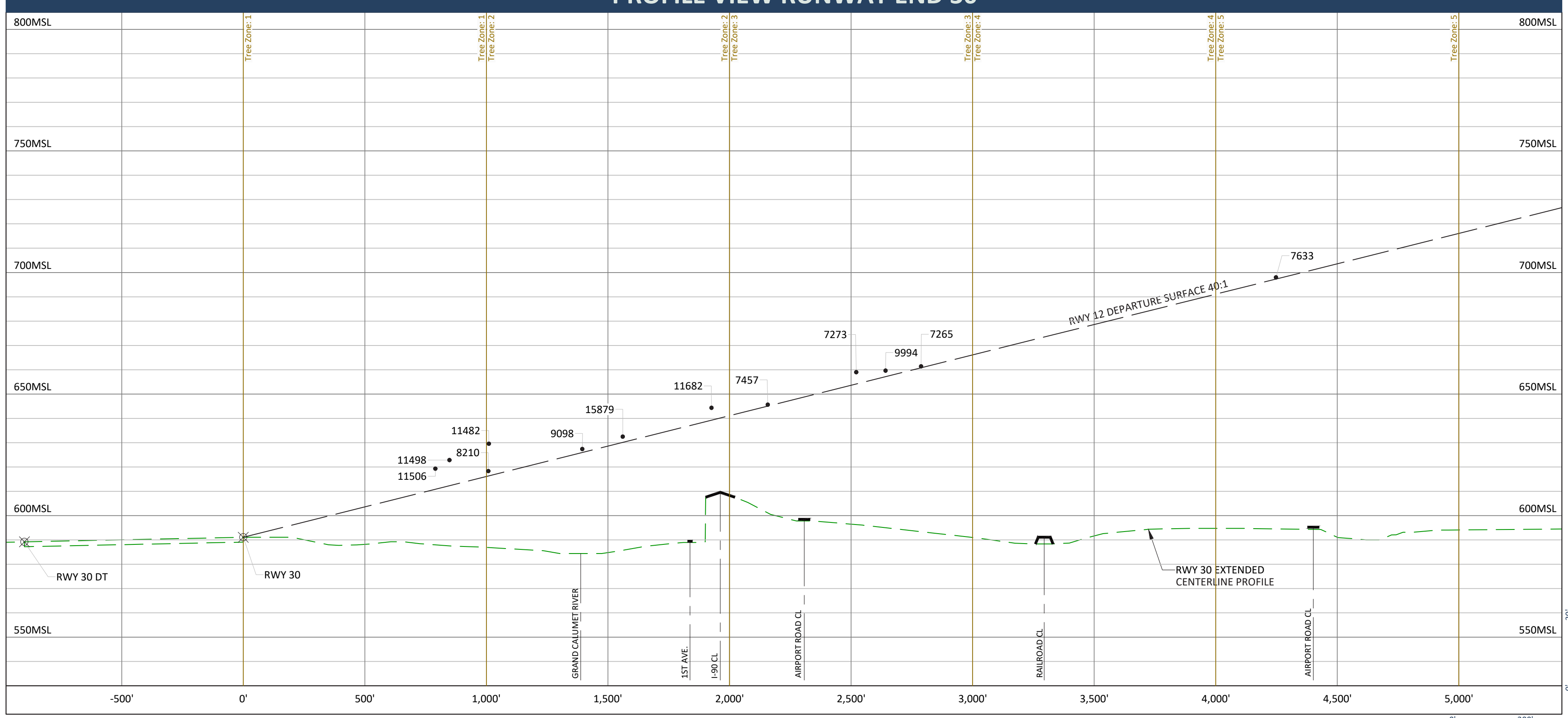
RWY 12-30 AND RWY 2-20 RUNWAY PLAN & PROFILE

Airport Layout Plan Drawing Set

PLAN VIEW RUNWAY END 30



PROFILE VIEW RUNWAY END 30



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	DEP SURF PEN	DISPOSITION	TE EDOD
7265	POLE	661.4	69.4	1	NONE	---
7273	POLE	659.0	66.0	5	NONE	---
7457	POLE UTILITY	645.6	54.3	1	NONE	---
7633	CELL TOWER	698.0	103.9	1	NONE	---
8210	BILLBOARD	618.3	27.2	2	NONE	---
9098	POLE UTILITY	627.4	37.9	1	NONE	---
9994	POLE	659.6	66.9	2	NONE	---
11482	POLE UTILITY	629.6	35.1	13	NONE	---
11498	POLE UTILITY	622.8	28.7	11	NONE	---
11506	POLE UTILITY	619.3	25.6	8	NONE	---
11682	POLE UTILITY	644.3	53.1	5	NONE	---
15879	POLE UTILITY	632.5	43.0	2	NONE	---

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

RUNWAY END 2 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	29429	649.5	49.0	33	APPLY TSS	47	NONE
2	TREES	19469	662.0	39.0	324	APPLY TSS	103	NONE
3	TREES	47270	685.5	45.0	28	TBD	150	NONE
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
	AVIGATION EASEMENT		TRAVERSE WAY POINT

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

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N
MAGNETIC DECLINATION
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March 3, 2017

GCIA
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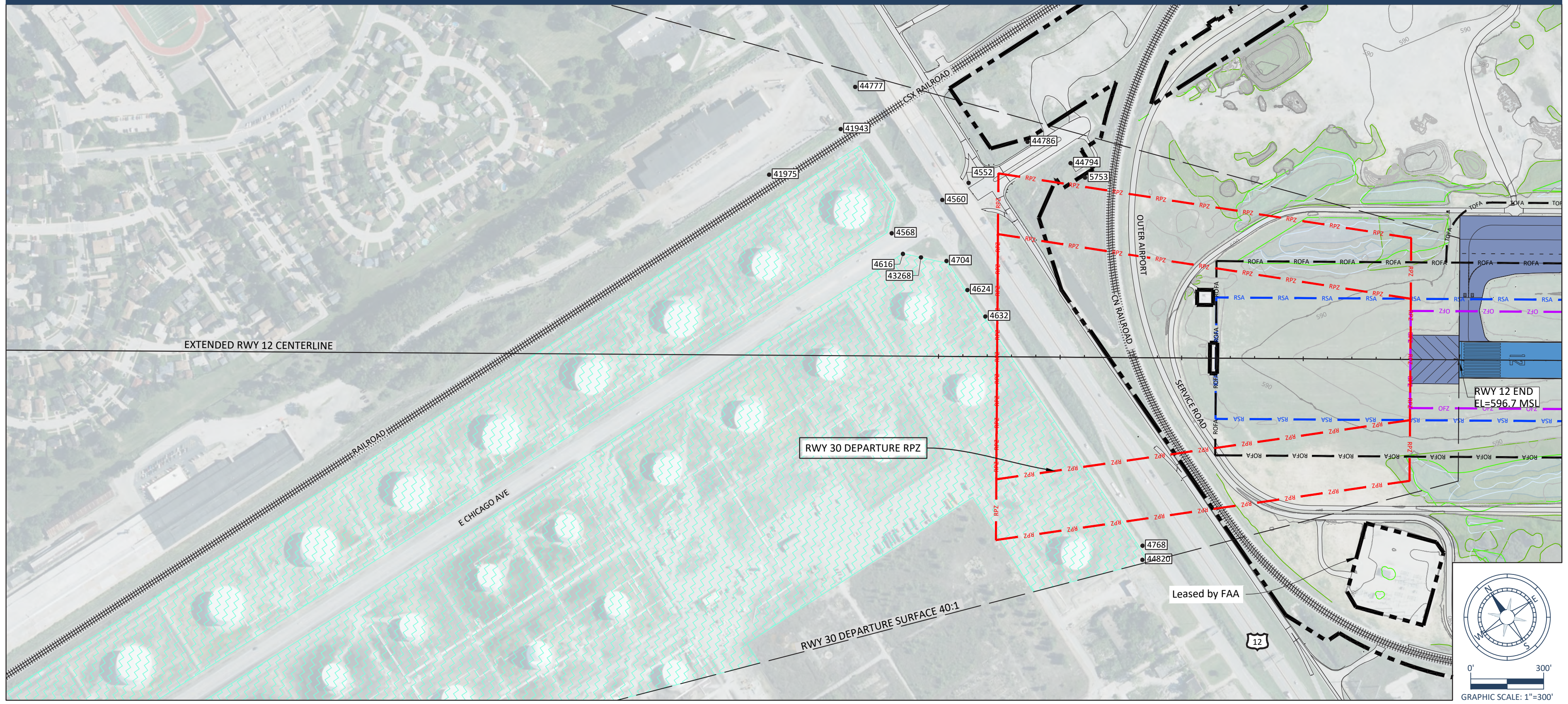
INTERNATIONAL AIRPORT

RWY 12 DEPARTURE SURFACE EXISTING & FUTURE

Airport Layout Plan

PLAN VIEW RUNWAY END 12

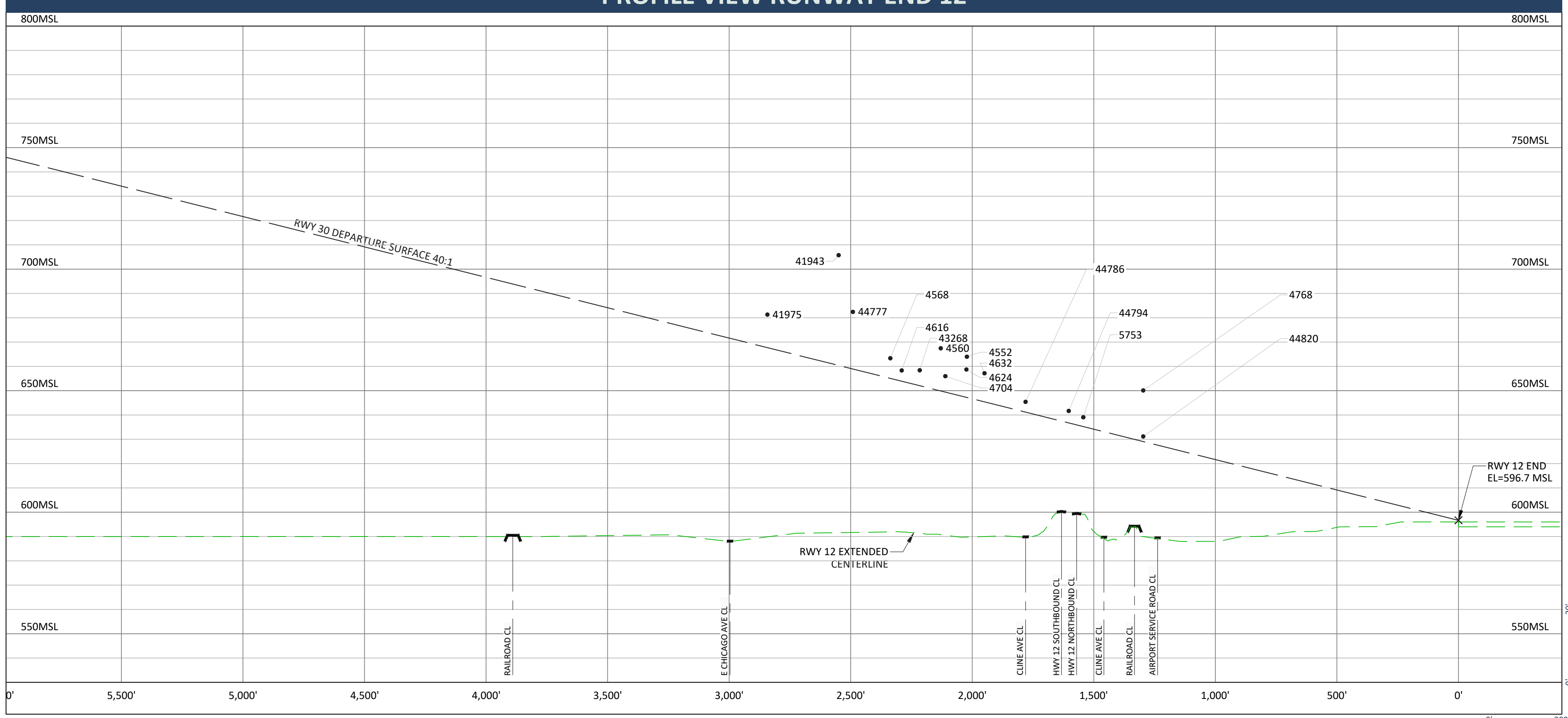


SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	DEP SURF PEN	DISPOSITION	TE EDOD
4552	POLE UTILITY	664.0	73.7	17	NONE	---
4560	POLE UTILITY	667.4	76.8	18	NONE	---
4568	POLE UTILITY	663.3	72.6	8	NONE	---
4616	POLE UTILITY	658.3	67.7	4	NONE	---
4624	POLE UTILITY	658.7	71.9	11	NONE	---
4632	POLE UTILITY	657.2	69.7	12	NONE	---
4704	POLE UTILITY	656.0	67.5	7	NONE	---
4768	POLE UTILITY	650.1	61.7	21	NONE	---
5753	ANTENNA	639.1	50.8	4	NONE	---
41943	POWER TRANSMISSION PYLON	705.7	117.3	45	NONE	---
41975	POWER TRANSMISSION PYLON	681.3	93.1	14	NONE	---
43268	POLE UTILITY	658.4	71.0	6	NONE	---
44777	POWER TRANSMISSION LINE	682.4	95.3	24	NONE	---
44786	POLE UTILITY	645.4	55.4	4	NONE	---
44794	POLE UTILITY	641.7	53.5	5	NONE	---
44820	POLE LIGHT	631.2	44.0	2	NONE	---

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

PROFILE VIEW RUNWAY END 12



LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
	AVIGATION EASEMENT		TRAVERSE WAY POINT

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
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GCIA
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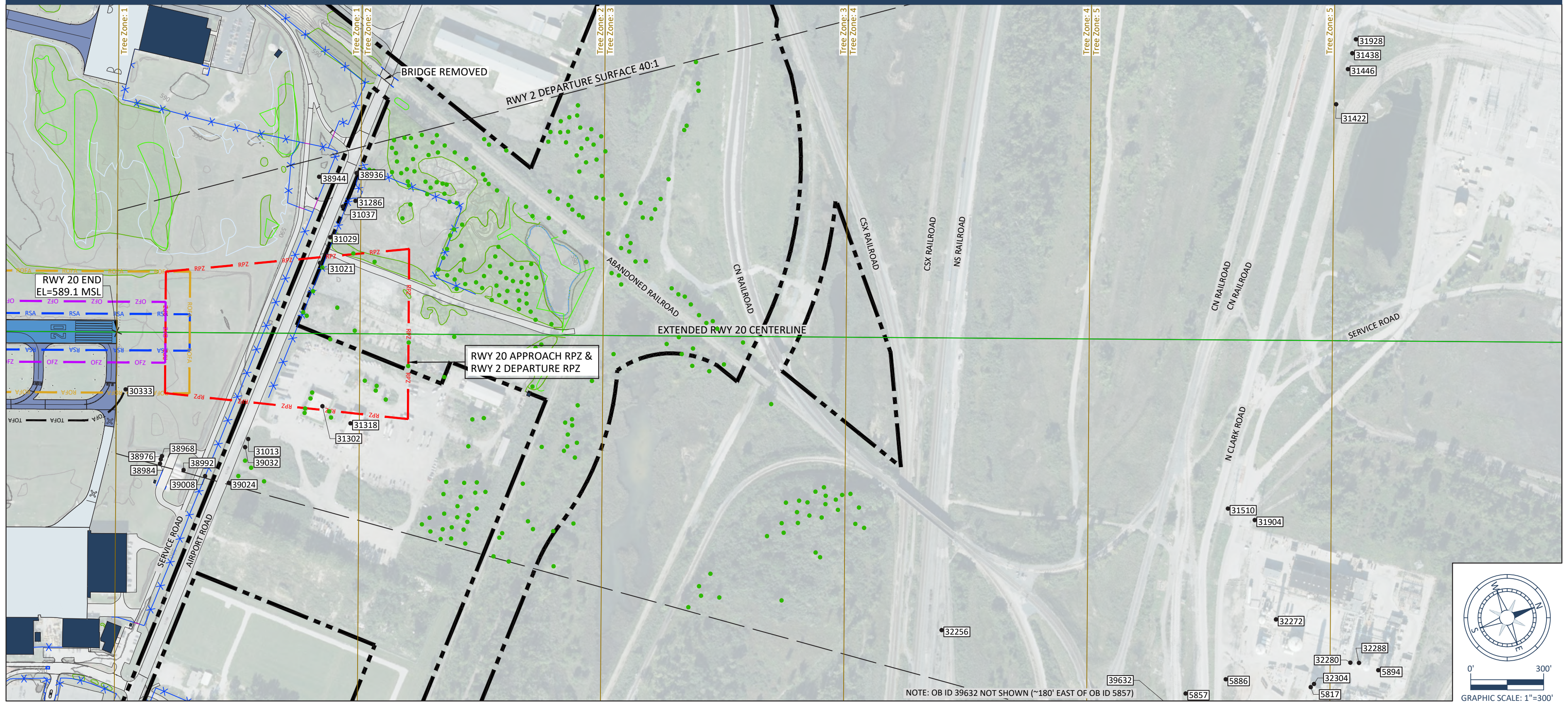
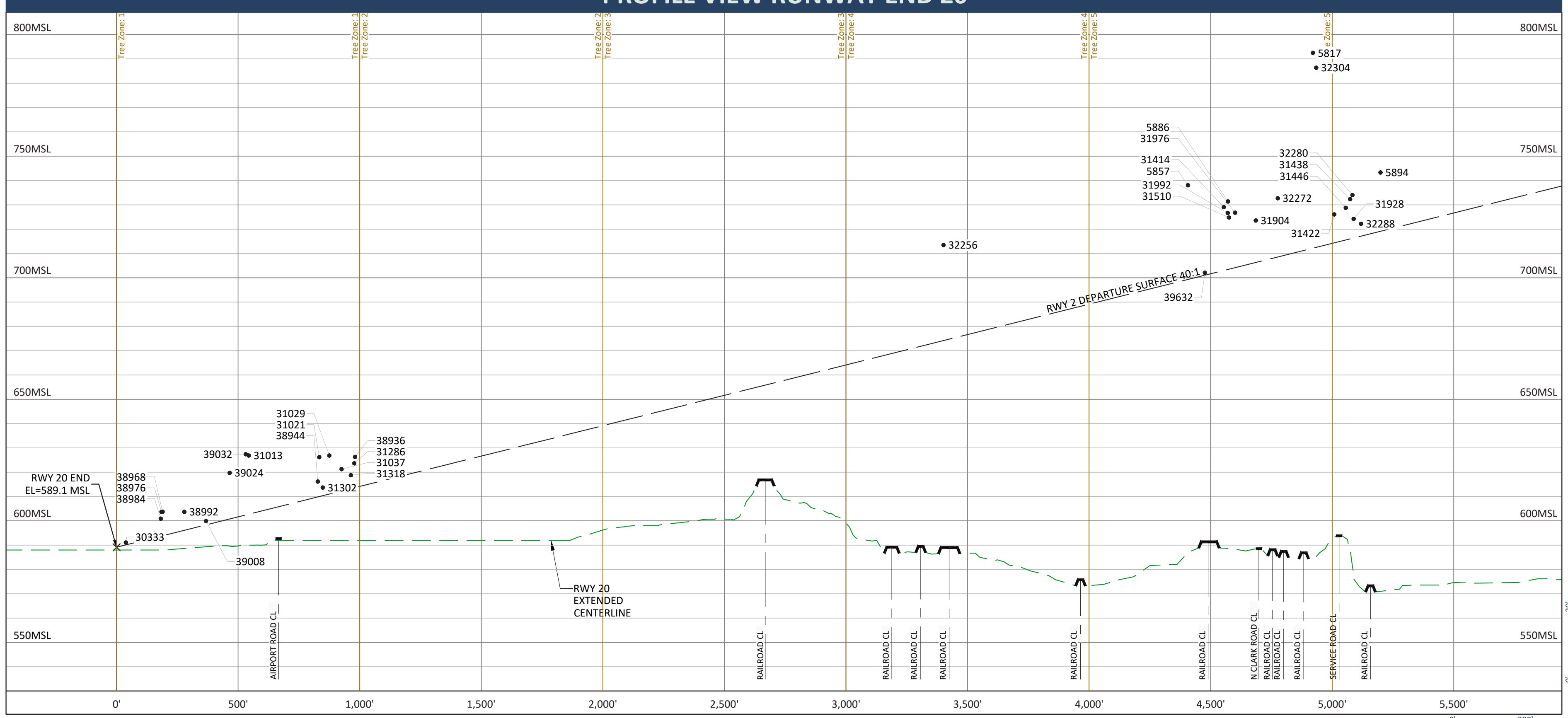
RWY 30 DEPARTURE SURFACE EXISTING & FUTURE

Airport Layout Plan

PLAN VIEW RUNWAY END 20



PROFILE VIEW RUNWAY END 20



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	DEP SURF PEN	DISPOSITION	TE EDOD
5817	TANK	792.5	202.3	80	OBS LIGHT	TBD
5857	POWER TRANSMISSION PYLON	738.0	142.4	39	NONE	---
5886	POWER TRANSMISSION PYLON	731.4	139.0	28	NONE	---
5894	TANK	743.3	153.2	24	NONE	---
30333	GUIDANCE SIGN	591.1	3.4	1	FBF	---
31013	POLE UTILITY	626.9	33.6	24	NONE	---
31021	POLE UTILITY	626.2	32.9	16	NONE	---
31029	POLE UTILITY	626.9	33.7	16	NONE	---
31037	POLE UTILITY	621.3	28.4	9	NONE	---
31286	POLE LIGHT	623.7	31.7	10	NONE	---
31302	BUILDING	613.7	20.0	3	NONE	---
31318	BUILDING	618.7	25.8	6	NONE	---
31414	POWER TRANSMISSION PYLON	729.0	138.5	26	NONE	---
31422	POWER TRANSMISSION PYLON	726.0	139.9	12	NONE	---
31438	POWER TRANSMISSION PYLON	732.3	145.9	16	NONE	---
31446	POWER TRANSMISSION PYLON	728.7	142.7	13	NONE	---
31510	POWER TRANSMISSION PYLON	724.8	135.8	21	NONE	---
31904	POWER TRANSMISSION PYLON	723.5	134.9	17	NONE	---
31928	POWER TRANSMISSION PYLON	724.2	136.9	8	NONE	---
31976	POWER TRANSMISSION PYLON	726.7	136.4	23	NONE	---
31984	POWER TRANSMISSION PYLON	726.7	136.7	23	NONE	---
31992	POWER TRANSMISSION PYLON	726.6	137.4	23	NONE	---
32256	POLE LIGHT	713.4	125.5	39	NONE	---
32272	TANK	732.7	142.4	24	NONE	---
32280	TANK	734.0	143.8	18	NONE	---
32288	TANK	722.2	132.1	5	NONE	---
32304	TANK	786.4	196.1	74	NONE	---
38936	POLE UTILITY	626.3	33.8	13	NONE	---
38944	POLE UTILITY	616.2	25.2	6	NONE	---
38968	TANK	603.7	14.6	10	NONE	---
38976	TANK	603.7	14.6	10	NONE	---
38984	TANK	600.9	12.2	7	NONE	---
38992	TANK	603.7	14.7	8	NONE	---
39008	FENCE	599.9	10.0	2	NONE	---
39024	POLE LIGHT	619.7	27.3	19	NONE	---
39032	POLE UTILITY	627.4	34.5	25	NONE	---
39632	POWER TRANSMISSION LINE	702.0	111.3	1	NONE	---

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

RUNWAY END 20 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	32840	620.3	11	15	TBR	70	N/A
2	TREES	39336	672.8	50	181	TBR	131	N/A
3	TREES	37280	682.8	21	67	TBR	58	N/A
4	TREES	37360	679.6	15	4	TBR	6	N/A
5	TREES	-	-	-	-	-	-	-

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
			TRAVERSE WAY POINT

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: SRG
Approved: JD
Date: 03-23-2022
Project No.: 09-112-16-00

No.	Date	Revisions

Abbreviations
- ELEV - ELEVATION
- OB ID - OBSTACLE IDENTIFIER
- DESC - DESCRIPTION OF OBSTACLE
- PEN - SURFACE PENETRATION
- TE EDOD - TRIGGERING EVENT/EXPECTED DATE OF DISPOSITION
- MSL - MEAN SEA LEVEL
- AGL - ABOVE GROUND LEVEL
- FBF - FIXED BY FUNCTION
- TBR - TO BE REMOVED
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Notes
1. DUE TO THE RELATIVE FLATNESS OF THE TERRAIN WITHIN THE AIRPORT AIRSPACE, THE EXISTING GRADE PROFILE REPRESENTS THE EXTENDED CENTERLINE GRADE USING AIRPORT SURVEY DATA AND CONTOURS PROVIDED BY U.S.G.S.
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Sources

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RAIL INFORMATION: WWW.OPENRAILWAYMAP.ORG

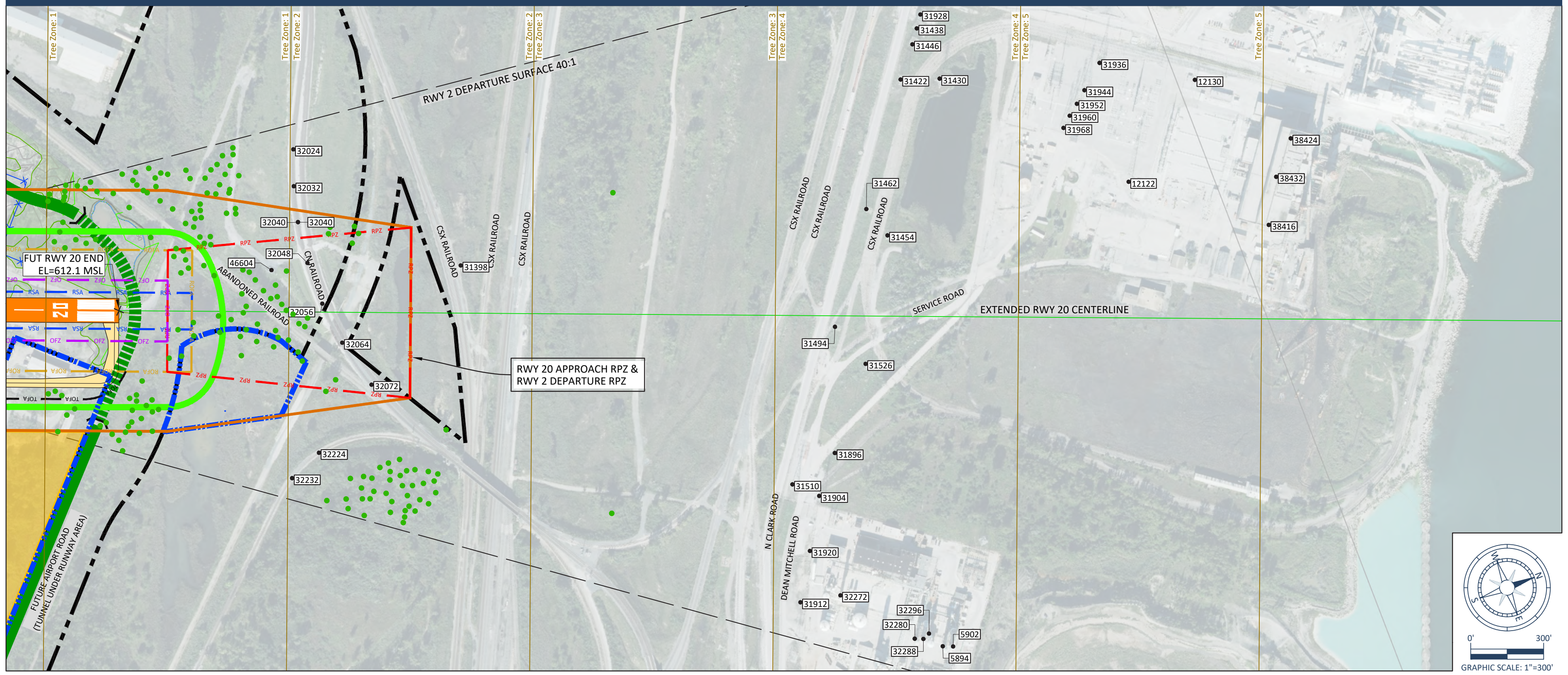
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA GARY/CHICAGO INTERNATIONAL AIRPORT

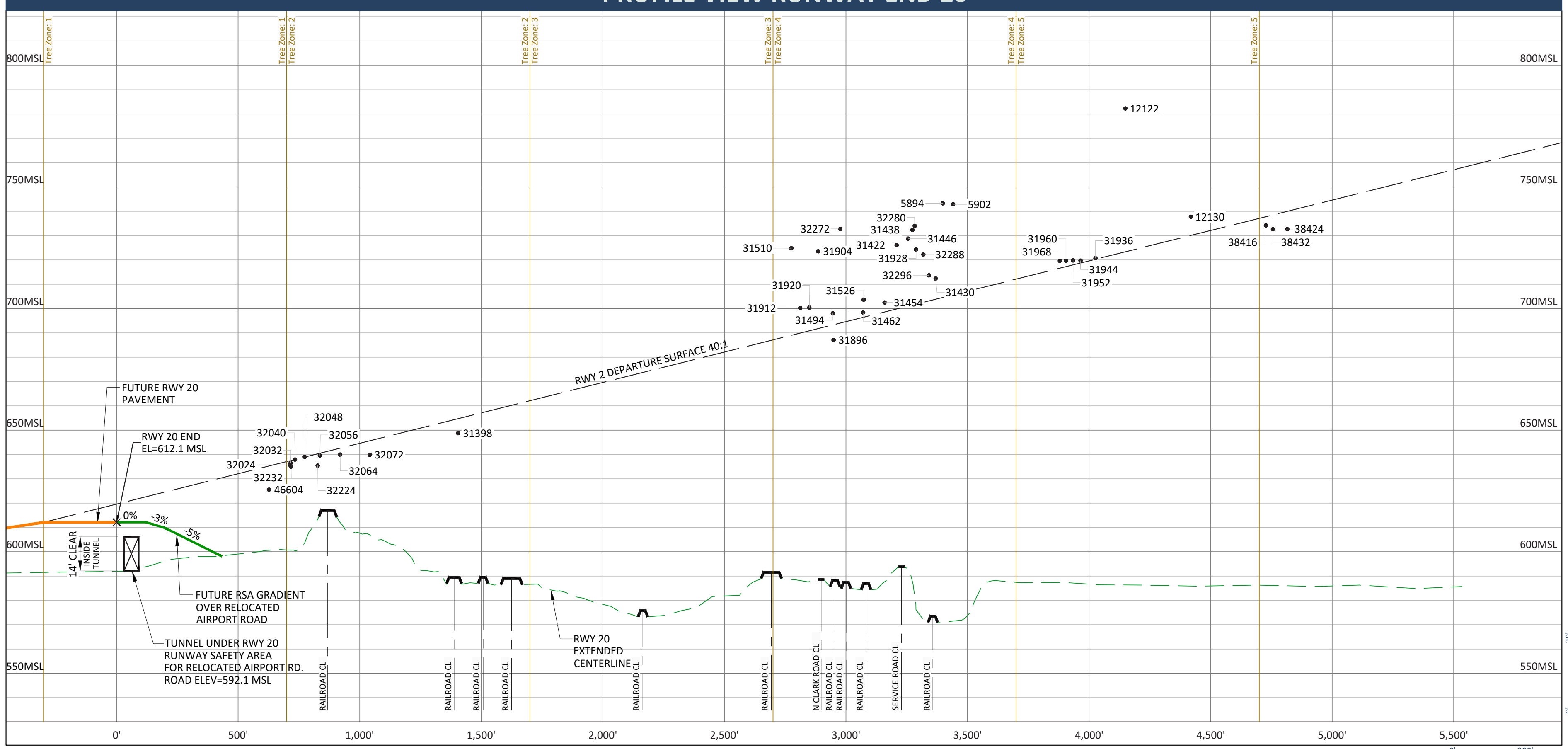
RWY 2 DEPARTURE SURFACE EXISTING

Airport Layout Plan

PLAN VIEW RUNWAY END 20



PROFILE VIEW RUNWAY END 20



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	DEP SURF PEN	DISPOSITION	TE EDOD
5894	TANK	743.3	153.2	46.3	NONE	---
5902	TANK	742.9	153.1	44.8	NONE	---
12122	ANNTENA	782.3	195.1	66.4	OBS LIGHT	WITH RWY XTN
12130	TOWER NON-COMMUNICATION	737.7	151.0	15.2	NONE	---
31398	ANNTENA	648.7	57.8	1.6	NONE	---
31422	POWER TRANSMISSION PYLON	726.0	139.9	33.7	NONE	---
31430	POWER TRANSMISSION PYLON	712.3	125.3	16.0	NONE	---
31438	POWER TRANSMISSION PYLON	732.3	145.9	38.4	NONE	---
31446	POWER TRANSMISSION PYLON	728.7	142.7	35.3	NONE	---
31454	POWER TRANSMISSION PYLON	702.5	115.3	11.4	NONE	---
31462	POWER	698.4	111.4	9.5	NONE	---
31494	POWER TRANSMISSION PYLON	698.1	110.1	12.3	NONE	---
31510	POWER TRANSMISSION PYLON	724.8	135.8	43.3	NONE	---
31526	POWER TRANSMISSION PYLON	703.7	116.1	14.8	NONE	---
31896	POWER TRANSMISSION LINE	687.0	97.1	1.1	NONE	---
31904	POWER TRANSMISSION PYLON	723.5	134.9	39.2	NONE	---
31912	POWER TRANSMISSION LINE	700.2	111.4	17.8	NONE	---
31920	POWER TRANSMISSION LINE	700.4	111.4	17.1	NONE	---
31928	POWER TRANSMISSION PYLON	724.2	136.9	30.0	NONE	---
31936	POWER TRANSMISSION PYLON	720.7	134.2	7.9	NONE	---
31944	POWER TRANSMISSION PYLON	719.7	133.2	8.5	NONE	---
31952	POWER TRANSMISSION PYLON	719.8	132.9	9.3	NONE	---
31960	POWER TRANSMISSION PYLON	719.7	133.1	9.9	NONE	---
31968	POWER TRANSMISSION PYLON	719.6	133.1	10.5	NONE	---
32024	RAILROAD	635.7	23.0	5.8	NONE	---
32032	RAILROAD	636.5	23.0	6.4	NONE	---
32040	RAILROAD	637.9	23.0	7.5	NONE	---
32048	RAILROAD	639.0	23.0	7.6	NONE	---
32056	RAILROAD	639.6	23.0	6.6	NONE	---
32064	RAILROAD	639.9	23.0	4.8	NONE	---
32072	RAILROAD	639.8	23.0	1.7	NONE	---
32224	RAILROAD	635.4	23.0	2.7	NONE	---
32232	RAILROAD	635.0	23.0	4.9	NONE	---
32272	TANK	732.7	142.4	46.2	OBS LIGHT	WITH RWY XTN
32280	TANK	734.0	143.8	39.8	OBS LIGHT	WITH RWY XTN
32288	TANK	722.2	132.1	27.1	OBS LIGHT	WITH RWY XTN
32296	TANK	713.7	123.4	18.0	OBS LIGHT	WITH RWY XTN
38416	BUILDING	734.2	148.0	3.9	NONE	---
38424	BUILDING	732.6	146.7	0.2	NONE	---
38432	BUILDING	732.6	19.2	1.6	NONE	---
46604	DIRT PILE	625.5	7.7	N/A	TBR	WITH RWY XTN

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

FUTURE RUNWAY END 20 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	36016	678.7	52.6	113.0	TBR	21	N/A
2	TREES	37280	682.78	43.1	34.0	TBR	32	N/A
3	TREES	37600	673.48	10.6	4.0	TBR	27	N/A
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	1	N/A

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
595	EXISTING GROUND CONTOUR		FUTURE BUILDING
	EXISTING AIRPORT PROPERTY LINE		FUTURE RUNWAY PAVEMENT & MARKINGS
	PROPERTY TO BE ACQUIRED		FUTURE TAXIWAY PAVEMENT
	EXISTING ROAD		FUTURE AERONAUTICAL DEVELOPMENT
	EXISTING FENCE		FUTURE NON-AERONAUTICAL DEVELOPMENT
	EXISTING CREEK / RIVER	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FOREST / TREE CLUSTER	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
650 MSL	PART 77 SURFACE CONTOUR	RSA	RUNWAY SAFETY AREA (RSA)
	BUILDING RESTRICTION LINE (BRL)	OFZ	OBJECT FREE ZONE (OFZ)
	FUTURE PUBLIC ROAD	RPZ	RUNWAY PROTECTION ZONE (OFZ)
	FUTURE PUBLIC ROAD (BELOW GROUND)		TRAVERSE WAY POINT
			FUTURE VEHICLE SERVICE ROAD

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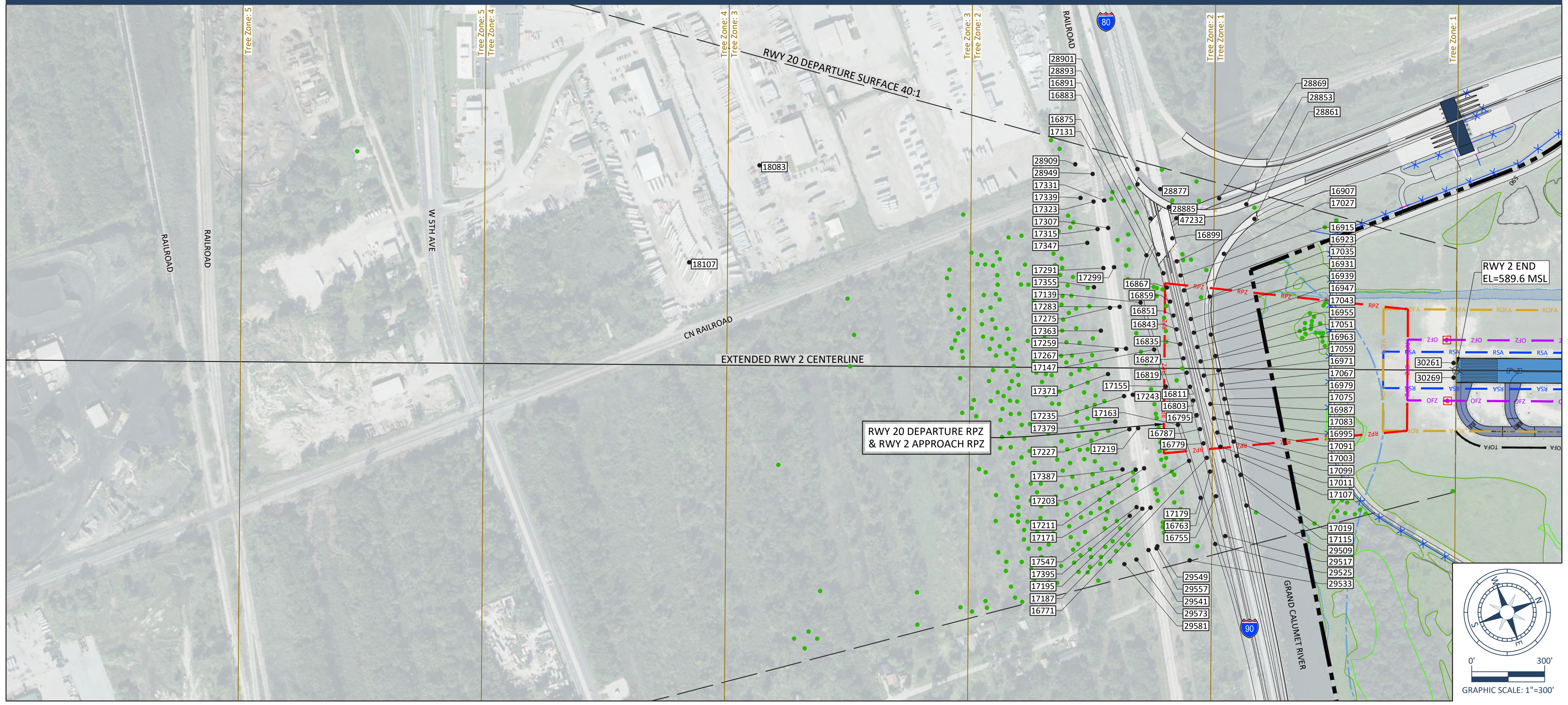
N
MAGNETIC DECLINATION
4.02° W ± 0.37°
March 3, 2017

GCIA
GARY/CHICAGO
INTERNATIONAL AIRPORT

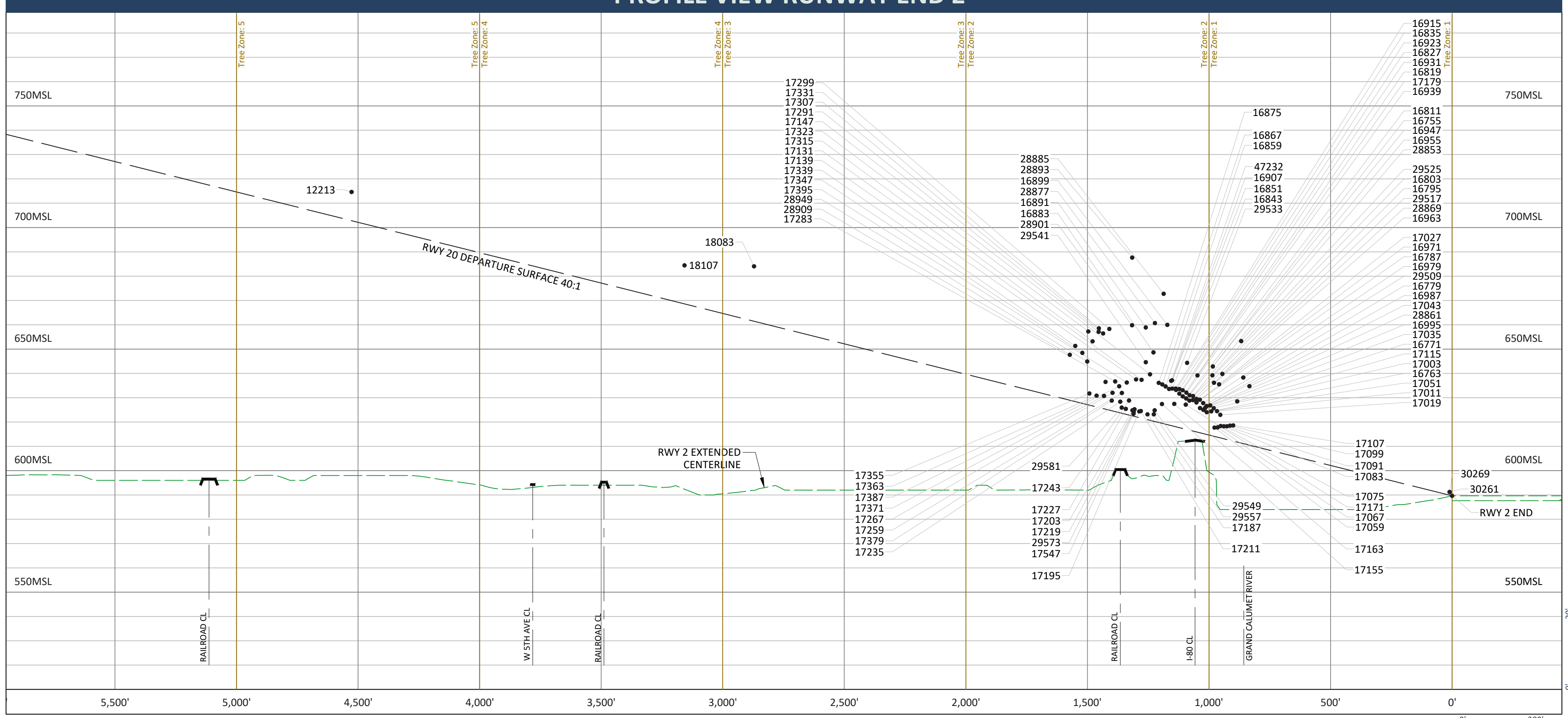
RWY 2 DEPARTURE SURFACE FUTURE

Airport Layout Plan

PLAN VIEW RUNWAY END 2



PROFILE VIEW RUNWAY END 2



SURFACE OBSTRUCTION TABLE

OB ID	DESC	TOP ELEV MSL	AGL	DEP SURF PEN	DISPOSITION	TE EDOD
12213	CELL TOWER	714.6	115.6	12	NONE	—
16755	POLE LIGHT	642.9	43.0	29	NONE	—
16763	POLE LIGHT	624.0	22.2	9	NONE	—
16771	POLE LIGHT	625.0	22.4	10	NONE	—
16779	POLE LIGHT	625.7	21.7	10	NONE	—
16787	POLE LIGHT	628.0	23.0	12	NONE	—
16795	POLE LIGHT	629.0	23.0	13	NONE	—
16803	POLE LIGHT	628.8	21.8	12	NONE	---
16811	POLE LIGHT	629.7	21.7	13	NONE	---
16819	POLE LIGHT	630.6	21.5	13	NONE	—
16827	POLE LIGHT	631.7	21.7	14	NONE	—
16835	POLE LIGHT	633.2	21.8	15	NONE	—
16843	POLE LIGHT	633.7	22.1	15	NONE	—
16851	POLE LIGHT	633.6	20.5	15	NONE	—
16859	POLE LIGHT	634.6	20.8	16	NONE	—
16867	POLE LIGHT	635.4	20.5	16	NONE	—
16875	POLE LIGHT	636.1	20.6	16	NONE	---
16883	POLE LIGHT	648.6	28.3	28	NONE	—
16891	POLE LIGHT	658.9	42.0	38	NONE	—
16899	POLE LIGHT	660.0	38.6	41	NONE	---
16907	POLE LIGHT	637.1	20.7	19	NONE	—
16915	POLE LIGHT	633.8	18.0	16	NONE	—
16923	POLE LIGHT	633.6	19.0	16	NONE	—
16931	POLE LIGHT	633.0	19.5	16	NONE	—
16939	POLE LIGHT	632.1	18.4	15	NONE	—
16947	POLE LIGHT	631.0	18.6	14	NONE	—
16955	POLE LIGHT	630.7	19.3	14	NONE	—
16963	POLE LIGHT	629.5	18.1	14	NONE	—
16971	POLE LIGHT	629.1	19.2	14	NONE	—
16979	POLE LIGHT	627.8	18.8	13	NONE	---
16987	POLE LIGHT	626.6	18.7	12	NONE	---
16995	POLE LIGHT	626.8	20.6	12	NONE	—
17003	POLE LIGHT	625.7	20.5	12	NONE	—
17011	POLE LIGHT	624.5	20.6	11	NONE	—
17019	POLE LIGHT	622.9	19.6	9	NONE	—
17027	POLE LIGHT	635.5	38.5	22	NONE	—
17035	POLE LIGHT	625.8	28.3	11	NONE	—
17043	POLE LIGHT	626.5	27.8	12	NONE	—
17051	POLE LIGHT	624.4	24.6	10	NONE	—
17059	POLE LIGHT	617.7	18.1	4	NONE	---
17067	POLE LIGHT	617.8	17.6	4	NONE	---
17075	POLE LIGHT	618.3	18.4	5	NONE	—
17083	POLE LIGHT	618.2	18.1	5	NONE	—
17091	POLE LIGHT	618.3	17.8	5	NONE	---
17099	POLE LIGHT	618.5	17.8	6	NONE	---
17107	POLE LIGHT	618.6	17.8	6	NONE	—
17115	POLE LIGHT	628.5	28.0	17	NONE	—
17131	POLE LIGHT	637.3	39.7	16	NONE	—
17139	POLE LIGHT	637.5	40.1	15	NONE	—
17147	POLE LIGHT	639.6	43.3	19	NONE	—
17155	POLE LIGHT	627.4	30.5	8	NONE	—
17163	POLE LIGHT	627.5	30.1	9	NONE	—
17171	POLE LIGHT	627.1	29.6	10	NONE	—
17179	POLE LIGHT	639.2	41.8	23	NONE	—
17187	POLE UTILITY	623.1	31.9	2	NONE	—
17195	POLE UTILITY	624.3	32.5	3	NONE	—
17203	POLE UTILITY	624.8	32.3	2	NONE	—
17211	POLE UTILITY	624.5	32.0	3	NONE	—
17219	POLE UTILITY	625.2	31.2	3	NONE	—
17227	POLE UTILITY	625.4	31.6	2	NONE	—
17235	POLE UTILITY	628.4	32.6	5	NONE	—
17243	POLE UTILITY	628.8	31.3	6	NONE	—
17259	POLE UTILITY	631.9	30.6	8	NONE	—
17267	POLE UTILITY	632.0	32.0	7	NONE	—
17275	POLE UTILITY	636.5	32.4	11	NONE	—
17283	POLE UTILITY	636.7	31.1	12	NONE	—
17291	POLE UTILITY	657.1	49.0	31	NONE	—
17299	POLE UTILITY	658.3	46.6	33	NONE	—
17307	POLE UTILITY	656.4	41.5	31	NONE	—
17315	POLE UTILITY	653.2	41.6	27	NONE	—
17323	POLE UTILITY	657.2	42.7	30	NONE	—
17331	POLE UTILITY	658.5	41.6	33	NONE	—
17339	POLE UTILITY	651.3	57.7	23	NONE	—
17347	POLE UTILITY	648.4	56.9	21	NONE	—
17355	POLE UTILITY	631.7	40.9	5	NONE	—
17363	POLE UTILITY	630.9	40.1	5	NONE	—
17371	POLE UTILITY	630.7	39.9	5	NONE	—
17379	POLE UTILITY	628.8	38.3	4	NONE	—
17387	POLE UTILITY	634.7	44.3	11	NONE	—
17395	POLE UTILITY	636.2	45.7	13	NONE	—
17547	POLE UTILITY	623.4	30.2	1	NONE	—
18083	POLE LIGHT	684.0	91.8	23	OBS LIGHT	TBD
18107	POLE LIGHT	684.4	89.6	16	OBS LIGHT	TBD
28853	POLE LIGHT	653.3	27.6	42	NONE	—
28861	POLE LIGHT	634.7	38.3	24	NONE	—
28869	POLE LIGHT	636.1	38.2	22	NONE	—
28877	POLE LIGHT	660.7	41.9	40	OBS LIGHT	TBD
28885	POLE LIGHT	672.7	27.8	53	OBS LIGHT	TBD
28893	POLE LIGHT	687.6	37.9	65	OBS LIGHT	TBD
28901	POLE LIGHT	659.8	38.5	37	NONE	—
28909	POLE UTILITY	647.7	56.4	19	NONE	—
28949	POLE	644.9	30.0	18	NONE	---
29509	POLE LIGHT	638.3	38.9	27	NONE	—
29517	POLE LIGHT	639.8	40.3	26	NONE	—
29525	POLE LIGHT	639.2	42.3	25	NONE	—
29533	BILLBOARD	644.3	55.1	27	NONE	—
29541	POLE UTILITY	644.6	53.4	23	NONE	—
29549	POLE UTILITY	624.8	34.8	5	NONE	—
29557	POLE UTILITY	623.1	33.1	3	NONE	—
29573	POLE UTILITY	624.2	33.1	2	NONE	—
29581	POLE UTILITY	625.9	34.3	2	NONE	—
30261	RWY LIGHT	591.2	2.4	1	FBF	—
30269	RWY LIGHT	591.2	2.3	1	FBF	—
47232	POLE LIGHT	637.0	41.5	18	NONE	—

NOTES: N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

RUNWAY END 2 DEPARTURE 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	29429	649.5	49.0	33	APPLY TSS	47	NONE
2	TREES	19469	662.0	39.0	324	APPLY TSS	103	NONE
3	TREES	47270	685.5	45.0	28	TBD	150	NONE
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR		STRUCTURES ON AIRPORT
250 MSL	PART 77 SURFACE CONTOUR		RUNWAY PAVEMENT & MARKINGS
	AIRPORT PROPERTY LINE		TAXIWAY PAVEMENT
	EXISTING ROAD	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	FENCE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	CREEK / RIVER	RSA	RUNWAY SAFETY AREA (RSA)
	POND / BASIN	OFZ	OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	RUNWAY PROTECTION ZONE (OFZ)
			TRAVERSE WAY POINT

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RWY 20 DEPARTURE SURFACE EXISTING & FUTURE

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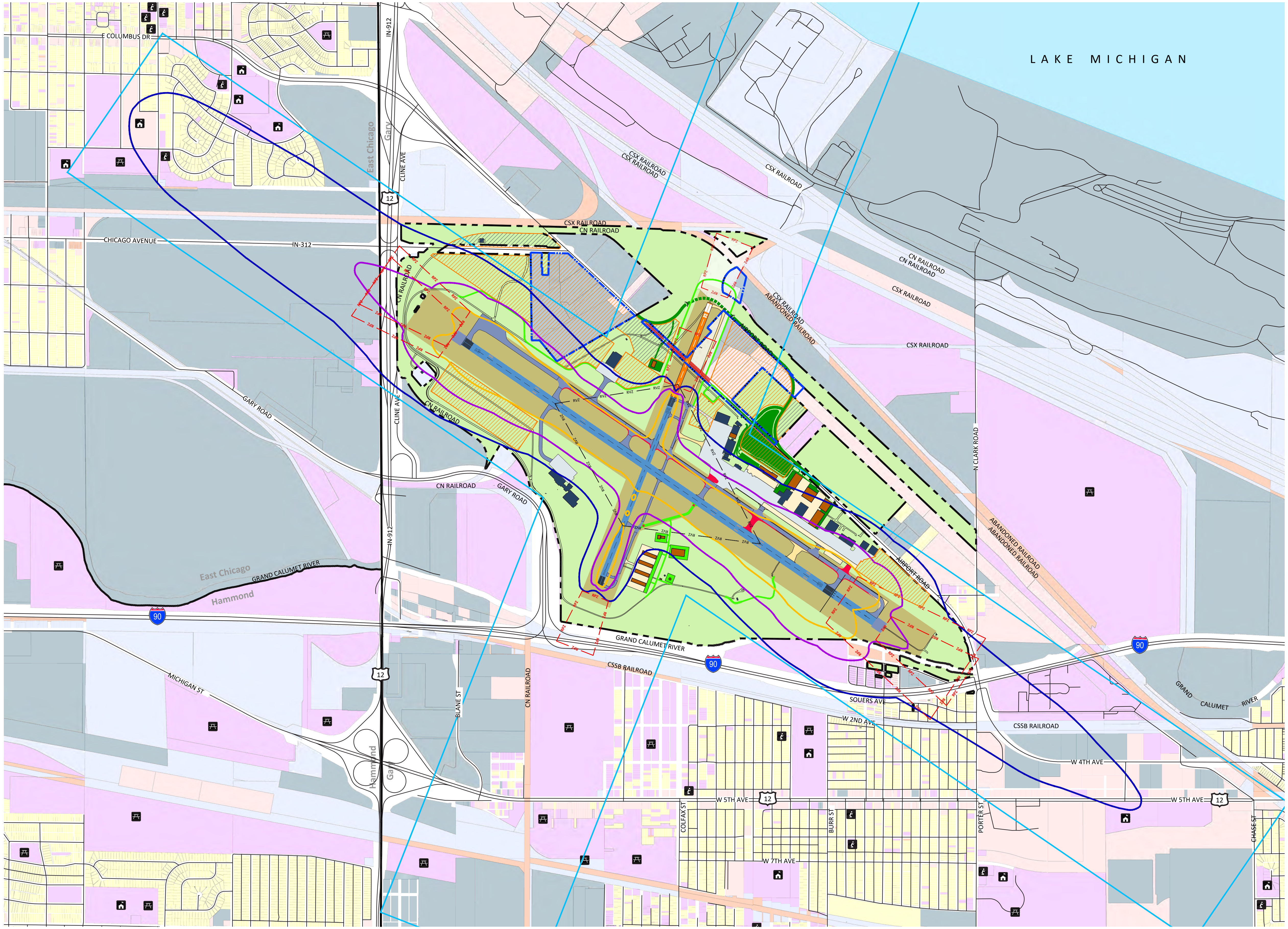

0' 800' 1600'

GRAPHIC SCALE: 1" = 800'

LEGEND

ITEM	DESCRIPTION
	PARKS
	HOSPITALS
	SCHOOLS
	PLACE OF WORSHIP
	65 NOISE CONTOUR
	70 NOISE CONTOUR
	75 NOISE CONTOUR
	EXISTING AIRPORT PROPERTY BOUNDARY
	PROPERTY TO BE ACQUIRED
RPZ	RUNWAY PROTECTION ZONE (RPZ)
RVZ	RUNWAY VISIBILITY ZONE (RVZ)
	MUNICIPAL LIMITS
	WATER
	FUTURE PUBLIC ROAD / PARKING
	FUTURE VEHICLE SERVICE ROAD
	PAVEMENT DEMOLITION
	FUTURE BUILDING
	FUTURE RUNWAY PAVEMENT
	FUTURE APRON PAVEMENT / NON-MOVEMENT AREA
	FUTURE AIRPORT DEVELOPMENT
	STRUCTURES ON AIRPORT PROPERTY
	RUNWAY PAVEMENT & MARKINGS
	TAXIWAY PAVEMENT
	EXISTING APRON PAVEMENT / NON-MOVEMENT AREA
	NOISE SENSITIVE AREA

ON AIRPORT LAND USE

ITEM	DESCRIPTION
	AIRFIELD MOVEMENT AREA
	UNDEVELOPED
	EXISTING APRON PAVEMENT / NON-MOVEMENT AREA
	FUTURE APRON PAVEMENT / NON-MOVEMENT AREA

OFF AIRPORT LAND USE

ITEM	DESCRIPTION
	COMMERCIAL / OFFICE
	EXEMPT
	INDUSTRIAL
	RESIDENTIAL
	TRANSPORTATION
	UTILITIES
	OTHER

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Notes

Sources
1. NOISE CONTOURS OBTAINED FROM *MASTER PLAN UPDATE GARY/CHICAGO AIRPORT*, DATED NOVEMBER, 2001.
2. LAND USE AREAS OBTAINED FROM LAKE COUNTY, INDIANA GIS PORTAL, https://portico.mygisonline.com/portals/lakein/.

N
MAGNETIC DECLINATION
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GCIA
GARY/CHICAGO
INTERNATIONAL AIRPORT

LAND USE PLAN
AIRPORT LAYOUT PLAN