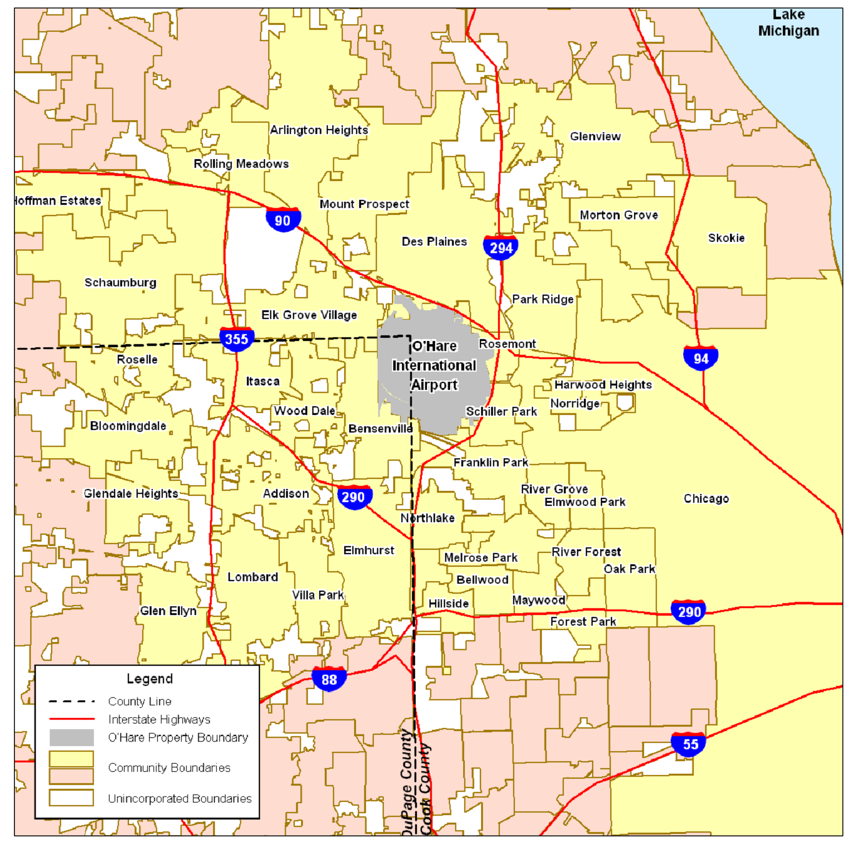
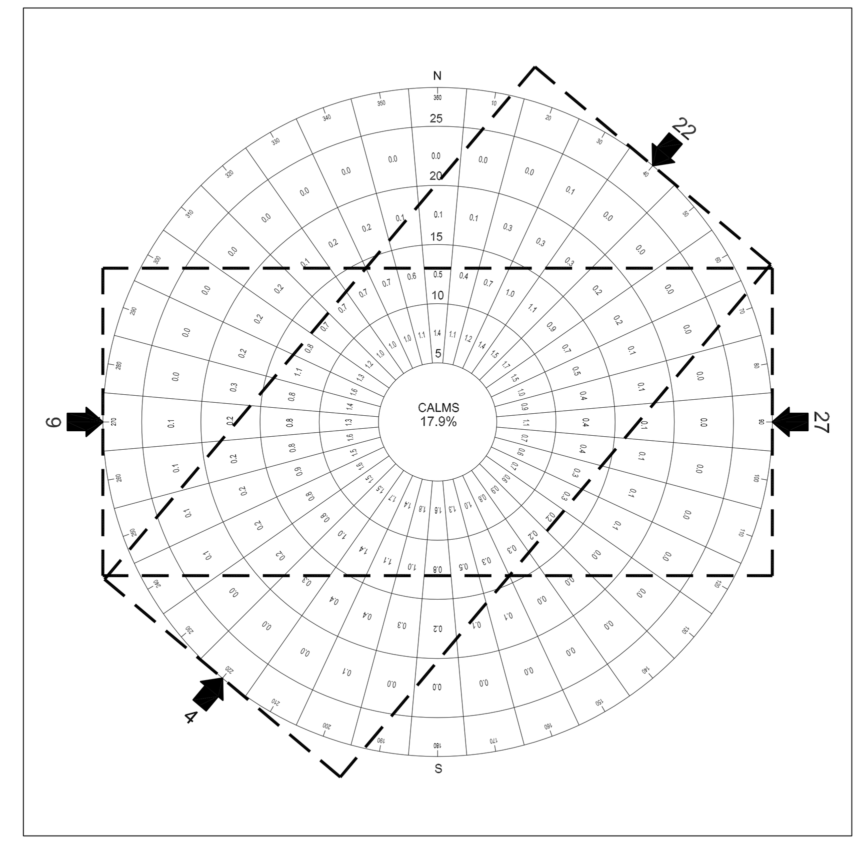
LOCATION MAP

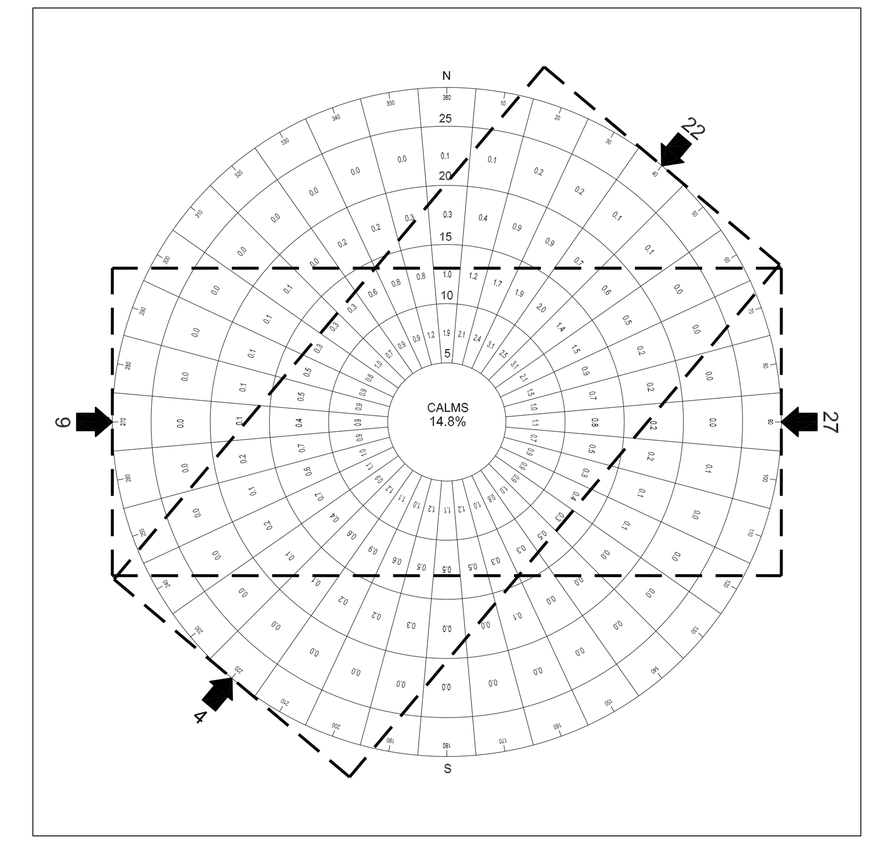
VICINITY MAP



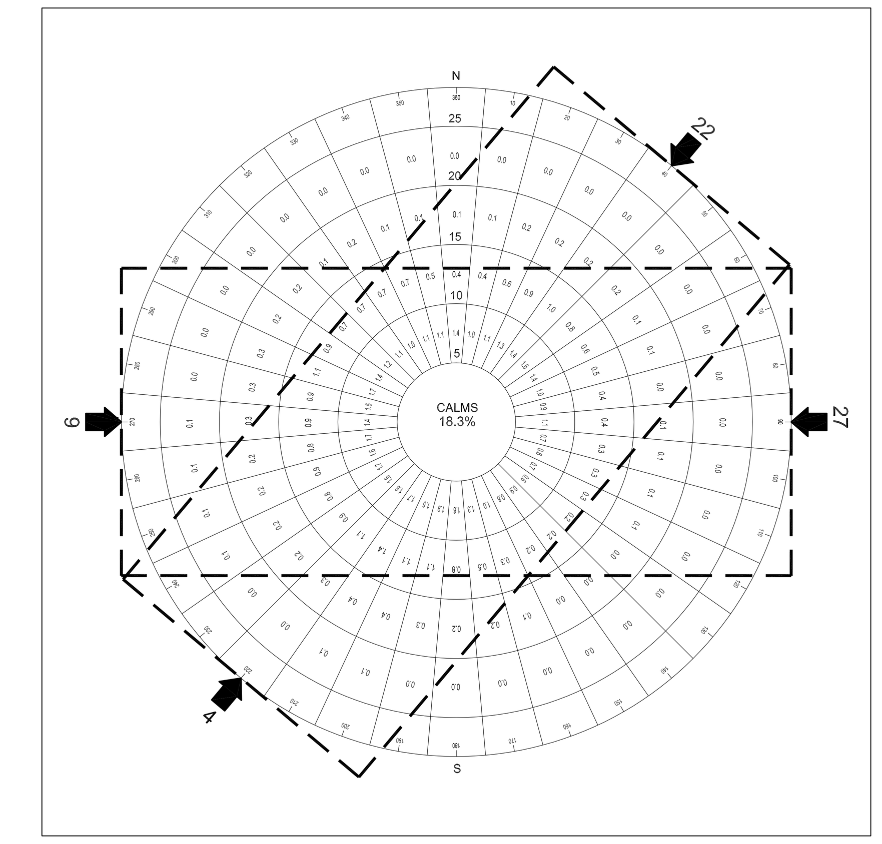
ALL WEATHER WIND ROSE



IFR WIND ROSE



VFR WIND ROSE



AIRPORT DATA TABLE

ITEM	EXISTING	FUTURE
Airport Category	Air Carrier Large Hub	Same
Operational Role	Transport	Same
Airport Reference Code (ARC)	D-V	D-VI
Airport Reference Point (NAD 83) Latitude	41° 58' 45.6"	41° 58' 37.1"
Longitude	87° 54' 16.2"	87° 54' 29.5"
Airport Elevation (NAVD 88)	668' MSL	Same
Mean Max Temperature (Hottest Month)	84° F	Same
Distance & Direction from Chicago	16 miles NW	Same
Land Owned in Fee (Acres)	6,789.0	7,265.2
Avigation Easement (Acres)	514	604
Owner	City of Chicago	Same
Critical Design Aircraft	Boeing 747-400	Airbus 380
Terminal Navigational Aids	ASR-9, VORTAC ASDE	ASR-9, VORTAC ASDE, ASDE-X
Weather Aids	TDWR, LLWAS	Same

WIND DATA SOURCE INFORMATION

Source	National Climatic Data Center US Department of Commerce Asheville, North Carolina, USA
Observation Station	O'Hare International Airport, Chicago, Illinois
Period of Record	January 1991 - December 2000
Number of Observations	87,543

ALL WEATHER WIND COVERAGE TABLE

CROSSWIND COMPONENT	RUNWAY COVERAGE 4 - 22	RUNWAY COVERAGE 9 - 27 (10 - 28)	RUNWAY COVERAGE (combined)
10.5 KTS	90.4%	87.0%	96.7%
13 KTS	96.3%	94.3%	99.0%
16 KTS	99.0%	98.3%	99.8%
20 KTS	99.9%	99.7%	100%

IFR WIND COVERAGE TABLE

CROSSWIND COMPONENT	RUNWAY COVERAGE 4 - 22	RUNWAY COVERAGE 9 - 27 (10 - 28)	RUNWAY COVERAGE (combined)
10.5 KTS	91.9%	83.1%	96.3%
13 KTS	96.9%	91.8%	98.8%
16 KTS	99.1%	97.1%	99.7%
20 KTS	99.9%	99.4%	100%

VFR WIND COVERAGE TABLE

CROSSWIND COMPONENT	RUNWAY COVERAGE 4 - 22	RUNWAY COVERAGE 9 - 27 (10 - 28)	RUNWAY COVERAGE (combined)
10.5 KTS	90.2%	87.4%	96.7%
13 KTS	96.2%	94.5%	99.0%
16 KTS	99.0%	98.4%	99.8%
20 KTS	99.9%	99.8%	100%

RUNWAY DATA TABLE

ITEM	4L Existing	4L Future	22R Existing	22R Future	4R Existing	4R Future	22L Existing	22L Future
Approach Visibility Minimums	1 mile	Same	1/2 mile	Same	1/2 mile	Same	1/2 mile	Same
Runway Approach Category	NPI	Same	CAT I	Same	CAT I	Same	CAT I	Same
Runway Length	7,500'	Same	7,500'	Same	8,071'	Same	8,071'	Same
Runway Width	150'	Same	150'	Same	150'	Same	150'	Same
Runway End Elevation (MSL)	655.5'	Same	648.0'	Same	661.3'	Same	654.4'	Same
Runway Threshold Elevation (MSL)	655.5'	Same	648.0'	Same	661.3'	Same	654.4'	Same
Runway Touchdown Zone Elevation (MSL)	658.7'	Same	651.3'	Same	661.3'	Same	654.4	Same
Highest Point on Runway Centerline (MSL)	658.7'	Same	658.7'	Same	661.3'	Same	661.3'	Same
Lowest Point on Runway Centerline (MSL)	647.3	Same	647.3'	Same	649.9'	Same	649.9'	Same
Displaced Threshold	None	Same	None	Same	None	Same	None	Same
Pavement Strength (x 1000 lb)	S-100 D-185 DT-350	Same	S-100 D-185 DT-350	Same	S-100 D-200 DT-350	Same	S-100 D-200 DT-350	Same
Runway Lighting	HIRL CL	Same	HIRL CL	Same	HIRL CL	Same	HIRL CL	Same
Runway Marking	Precision	Same	Precision	Same	Precision	Same	Precision	Same
Surface Composition	Conc/Asph	Same	Conc/Asph	Same	Conc/Asph	Same	Conc/Asph	Same
Surface Condition	Grooved	Same	Grooved	Same	Grooved	Same	Grooved	Same
Navigational Aids	LOC GPS	Same	ILS CAT-I RNAV (GPS) VOR	ILS CAT-I GPS	ILS CAT-I GPS	Same	ILS CAT-I GPS	Same
Visual Aids	LDIN	TDZL LDIN	TDZL, PAPI MALSR	TDZL, PAPI MALSR	TDZL MALSR	Same	TDZL MALSR	Same
Geodetic Azimuth	39° 29' 44"	Same	219° 30' 27"	Same	41° 29' 42"	Same	221° 30' 29"	Same
Critical Wingspan Aircraft Design Group	V	Same	V	Same	V	Same	V	Same
Critical Aircraft Approach Category	D	Same	D	Same	D	Same	D	Same

ITEM	9L(Future 9R) Existing	9L(Future 9R) Future	27R(Future 27L) Existing	27R(Future 27L) Future	9R(Future 10L) Existing	9R(Future 10L) Future	27L(Future 28R) Existing	27L(Future 28R) Future
Approach Visibility Minimums	1/2 mile	600'	1800'	600'	1800'	600'	1800'	600'
Runway Approach Category	CAT I	CAT II/III	CAT I	CAT II/III	CAT I	CAT II/III	CAT I	CAT II/III
Runway Length	7,966'	11,260'	7,966'	11,260'	10,141'	13,000'	10,141'	13,000'
Runway Width	150'	Same	150'	Same	150'	Same	150'	Same
Runway End Elevation (MSL)	660.1'	664.4'	650.6'	Same	665.8'	Same	651.5'	Same
Runway Threshold Elevation (MSL)	660.1'	664.4'	650.6'	Same	665.8'	Same	651.5'	Same
Runway Touchdown Zone Elevation (MSL)	660.1'	664.4'	653.6'	653.8'	665.8'	Same	651.5'	Same
Highest Point on Runway Centerline (MSL)	659.4'	664.4'	659.4'	664.4'	665.8'	Same	665.8'	Same
Lowest Point on Runway Centerline (MSL)	650.0'	Same	650.0'	Same	650.0'	Same	650.0'	Same
Displaced Threshold	None	Same	None	Same	None	Same	None	Same
Pavement Strength (x 1000 lb)	S-100 D-210 DT-350	Same	S-100 D-210 DT-350	Same	S-100 D-185 DT-350	Same	S-100 D-185 DT-350	Same
Runway Lighting	HIRL CL	Same	HIRL CL	Same	HIRL CL	Same	HIRL CL	Same
Runway Marking	Precision	Same	Precision	Same	Precision	Same	Precision	Same
Surface Composition	Conc/Asph	Same	Conc/Asph	Same	Conc/Asph	Same	Conc/Asph	Same
Surface Condition	Grooved	Same	Grooved	Same	Grooved	Same	Grooved	Same
Navigational Aids	ILS CAT-I GPS	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-I RNAV (GPS) NDB	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-I (DME), NDB RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-I (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)
Visual Aids	TDZL PAPI MALSR	TDZL, PAPI ALSF-II	TDZL PAPI MALSR	TDZL, PAPI ALSF-II	TDZL PAPI MALSR	TDZL PAPI ALSF-II	TDZL PAPI MALSR	TDZL PAPI ALSF-II
Geodetic Azimuth	89° 59' 40"	89° 59' 03"	270° 00' 51"	270° 00' 42"	89° 52' 11"	89° 51' 50"	269° 53' 41"	269° 53' 46"
Critical Wingspan Aircraft Design Group	V	Same	V	Same	V	Same	V	Same
Critical Aircraft Approach Category	D	Same	D	Same	D	Same	D	Same

ITEM	14L Existing	14L Future	32R Existing	32R Future	14R Existing	14R Future	32L Existing	32L Future	18 Existing	18 Future	36 Existing	36 Future
Approach Visibility Minimums	600'	Future: Runway to be Closed	1800'	Future: Runway to be Closed	600'	Future: Runway to be Closed	1800'	Future: Runway to be Closed	N/A	Future: Runway to be Closed	N/A	Future: Runway to be Closed
Runway Approach Category	CAT II/III		CAT I		CAT II/III		CAT I		Visual		Visual	
Runway Length	10,003'		10,003'		13,000'		13,000'		5,341'		5,341'	
Runway Width	150'		150'		150'		150'		150'		150'	
Runway End Elevation (MSL)	653.0'		649.2'		665.5'		649.2'		646.0'		652.7'	
Runway Threshold Elevation (MSL)	653.0'		649.2'		665.5'		649.2'		646.0'		652.7'	
Runway Touchdown Zone Elevation (MSL)	653.0'		652.4'		667.7'		653.7'		650.0		653.0'	
Highest Point on Runway Centerline (MSL)	653.0'		653.0'		667.7'		667.7'		653.8'		653.8'	
Lowest Point on Runway Centerline (MSL)	647.9		647.9'		648.8'		648.8'		646.0'		646.0	
Displaced Threshold	None		None		None		None		None		None	
Pavement Strength (x 1000 lb)	S-100 D-185 DT-350		S-100 D-185 DT-350		S-100 D-185 DT-350		S-100 D-185 DT-350		S-60 D-100 DT-150		S-60 D-100 DT-150	
Runway Lighting	HIRL CL		HIRL CL		HIRL CL		HIRL CL		MIRL		MIRL	
Runway Marking	Precision		Precision		Precision		Precision		Basic		Basic	
Surface Composition	Conc/Asph		Conc/Asph		Conc/Asph		Conc/Asph		Asphalt		Asphalt	
Surface Condition	Grooved		Grooved		Grooved		Grooved		Ungrooved		Ungrooved	
Navigational Aids	ILS CAT-II/III (DME), NDB RNAV (GPS)		ILS CAT-I RNAV (GPS)		ILS CAT-II/III (DME), NDB RNAV (GPS)		ILS CAT-I (DME) RNAV (GPS)		None		None	
Visual Aids	TDZL PAPI ALSF-II		TDZL MALSR		TDZL PAPI ALSF-II		TDZL MALSR		None		None	
Geodetic Azimuth	139° 58' 11"		312° 59' 08"		139° 58' 18"		319° 59' 32"		179° 59' 00"		359° 59' 00"	
Critical Wingspan Aircraft Design Group	V		V		VI		VI		III		III	
Critical Aircraft Approach Category	D		D		D		D		B		B	

ITEM	Future 9L Future	Future 27R Future	Future 9C Future	Future 27C Future	Future 10C Future	Future 28C Future	Future 10R Future	Future 28L Future
Approach Visibility Minimums	600'	600'	600'	600'	600'	600'	600'	600'
Runway Approach Category	CAT II/III	CAT II/III	CAT II/III	CAT II/III	CAT II/III	CAT II/III	CAT II/III	CAT II/III
Runway Length	7,500'	7,500'	11,245'	11,245'	10,600'	10,600'	7,500'	7,500'
Runway Width	150'	150'	200'	200'	200'	200'	150'	150'
Runway End Elevation (MSL)	660.0'	657.0'	664.4'	652.4'	665.8'	650.0'	662.7'	658.0'
Runway Threshold Elevation (MSL)	660.0'	657.0'	664.4'	652.4'	665.8'	650.0'	662.7'	658.0'
Runway Touchdown Zone Elevation (MSL)	660.0'	657.0'	664.4'	653.8	665.8	650.0'	662.7'	659.9'
Highest Point on Runway Centerline (MSL)	660.0'	660.0'	664.4'	664.4'	665.8	665.8'	662.7	662.7'
Lowest Point on Runway Centerline (MSL)	650.3'	650.3'	650.0'	650.0'	650.0'	650.0'	658.0	658.0
Displaced Threshold	None	None	None	None	None	None	None	None
Pavement Strength (x 1000 lb)	S-100 D-210 DT-350	S-100 D-210 DT-350	ADG VI (To be defined)	ADG VI (To be defined)	ADG VI (To be defined)	ADG VI (To be defined)	S-100 D-210 DT-350	S-100 D-210 DT-350
Runway Lighting	HIRL CL	HIRL CL	HIRL CL	HIRL CL	HIRL CL	HIRL CL	HIRL CL	HIRL CL
Runway Marking	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision
Surface Composition	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete
Surface Condition	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved
Navigational Aids	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)	ILS CAT-II/III (DME) RNAV (GPS)
Visual Aids	TDZL ALSF-II	TDZL ALSF-II	TDZL, PAPI ALSF-II	TDZL, PAPI ALSF-II	TDZL ALSF-II	TDZL ALSF-II	TDZL ALSF-II	TDZL ALSF-II
Geodetic Azimuth	89° 59' 41"	270° 00' 47"	89° 59' 05"	270° 00' 44"	89° 52' 00"	269° 53' 34"	89° 51' 50"	269° 52' 57"
Critical Wingspan Aircraft Design Group	V	V	VI	VI	VI	VI	V	V
Critical Aircraft Approach Category	D	D	D	D	D	D	D	D

Note: Runway 10L Landing Distance Available (LDA) = 12,249 feet
Runway 10C Landing Distance Available (LDA) = 10,543 feet

FUTURE RUNWAY END COORDINATES

RUNWAY	LATITUDE	LONGITUDE	NORTHING	EASTING
4L	41° 58' 53.88"	87° 54' 50.19"	1936176.73	1098278.92
22R	41° 59' 51.21"	87° 53' 46.85"	1942003.03	1103033.36
4R	41° 57' 11.90"	87° 53' 58.00"	1925872.78	1102272.77
22L	41° 58' 11.76"	87° 52' 47.03"	1931960.49	1107603.10
9L	42° 00' 10.20"	87° 55' 36.70"	1943884.26	1094729.90
27R	42° 00' 10.19"	87° 53' 57.36"	1943920.58	1102229.84
9C	41° 59' 17.89"	87° 55' 53.75"	1938583.82	1093467.13
27C	41° 59' 17.89"	87° 53' 24.91"	1938639.49	1104707.20
9R	41° 59' 02.02"	87° 55' 53.66"	1936976.87	1093481.13
27L	41° 59' 02.02"	87° 53' 24.55"	1937032.80	1104742.68
10L	41° 58' 08.38"	87° 55' 53.50"	1931548.04	1093519.19
28R	41° 58' 08.65"	87° 53' 01.39"	1931639.91	1106519.80
10C	41° 57' 56.53"	87° 55' 53.45"	1930348.02	1093528.19
28C	41° 57' 56.75"	87° 53' 33.14"	1930422.98	1104127.92
10R	41° 57' 25.93"	87° 55' 40.30"	1927255.13	1094536.41
28L	41° 57' 26.09"	87° 54' 01.04"	1927308.40	1102036.22

EXISTING RUNWAY END COORDINATES

RUNWAY	LATITUDE	LONGITUDE	NORTHING	EASTING
4L	41° 58' 53.88"	87° 54' 50.19"	1936176.73	1098278.92
22R	41° 59' 51.21"	87° 53' 46.85"	1942003.03	1103033.36
4R	41° 57' 11.90"	87° 53' 58.00"	1925872.78	1102272.77
22L	41° 58' 11.76"	87° 52' 47.03"	1931960.49	1107603.10
9L	41° 59' 02.03"	87° 55' 06.16"	1936995.01	1097068.80
27R	41° 59' 02.04"	87° 53' 20.38"	1937036.17	1105057.22
9R	41° 58' 08.45"	87° 55' 15.70"	1931568.00	1096374.15
27L	41° 58' 08.65"	87° 53' 01.39"	1931639.91	1106519.80
14L	42° 00' 08.86"	87° 54' 55.45"	1943764.15	1097844.56
32R	41° 58' 52.99"	87° 53' 30.05"	1936116.98	1104332.12
14R	41° 59' 25.64"	87° 55' 59.38"	1939366.52	1093037.89
32L	41° 57' 47.12"	87° 54' 08.53"	1929434.72	1101459.60

Note: (Geographic Coordinates are listed in NAD 83, NAVD 88, US Survey Feet)
(State Plane Coordinates are listed in Illinois East 1201, NAVD 88, US Survey Feet)

NATIONAL AIRSPACE SYSTEM EQUIPMENT PLATFORMS AND OTHER AIRPORT RELATED ABBREVIATIONS

TERM	ITEM
ADG	Aircraft Design Group
ALSF-II	High Intensity Approach Lighting System with Sequenced Flashing Lights in ILS CAT-II
ASDE	Airport Surface Detection Equipment
ASR-9	Airport Surveillance Radar - Model 9
CAT	Category
DME	Distance Measuring Equipment
GPS	Global Positioning System
HIRL - CL	High Intensity Runway Lights - Centerline Lights
ILS	Instrument Landing System
LAAS	Local Area Augmentation System

TERM	ITEM
LDIN	Lead-In Lighting System
LLWAS	Low Level Wind Shear Alert System
LOC	Localizer
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MIRL	Medium Intensity Runway Lights
NDB	Nondirectional Beacon
PAPI	Precision Approach Path Indicator
TDWR	Terminal Doppler Weather Radar
TDZL	Touchdown Zone Lighting
VORTAC	Very High-Frequency (VHF) Omni-Directional Range / Tactical Air Navigation

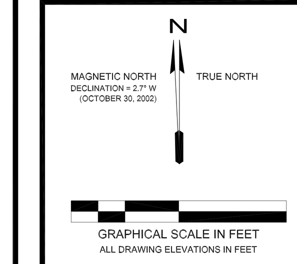
AIRPORT DATA SHEET

DRAWN BY: MRR
CHECKED BY: FG

PREPARED BY:
Ricondo & Associates, Inc.

December 2002

Sheet 4 of 38



O'Hare International Airport

No	Revisions	Date