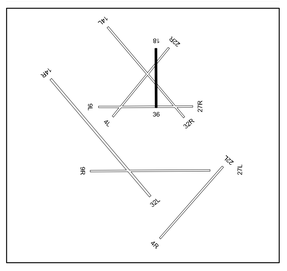
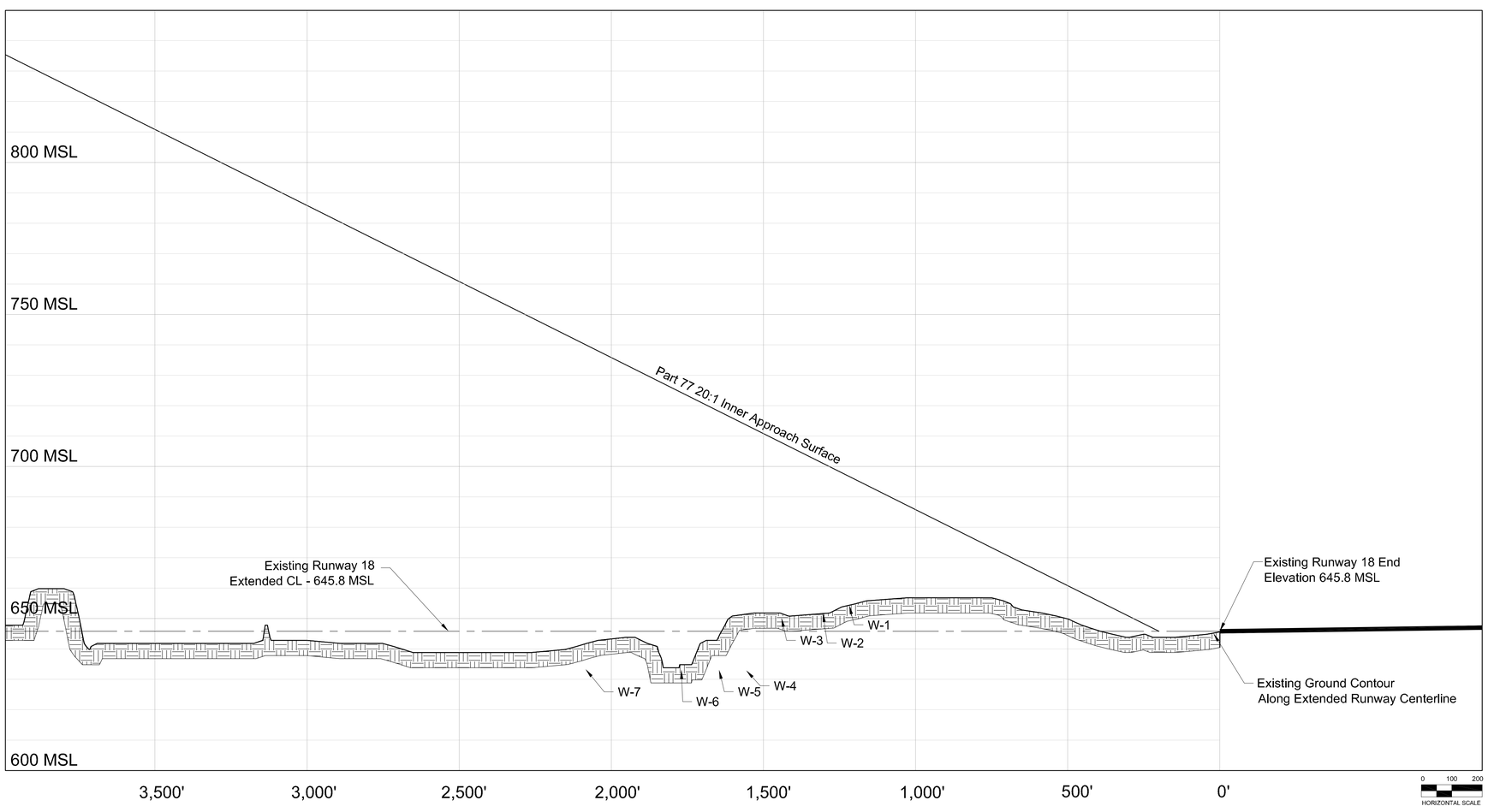
EXISTING AIRFIELD
KEY MAP



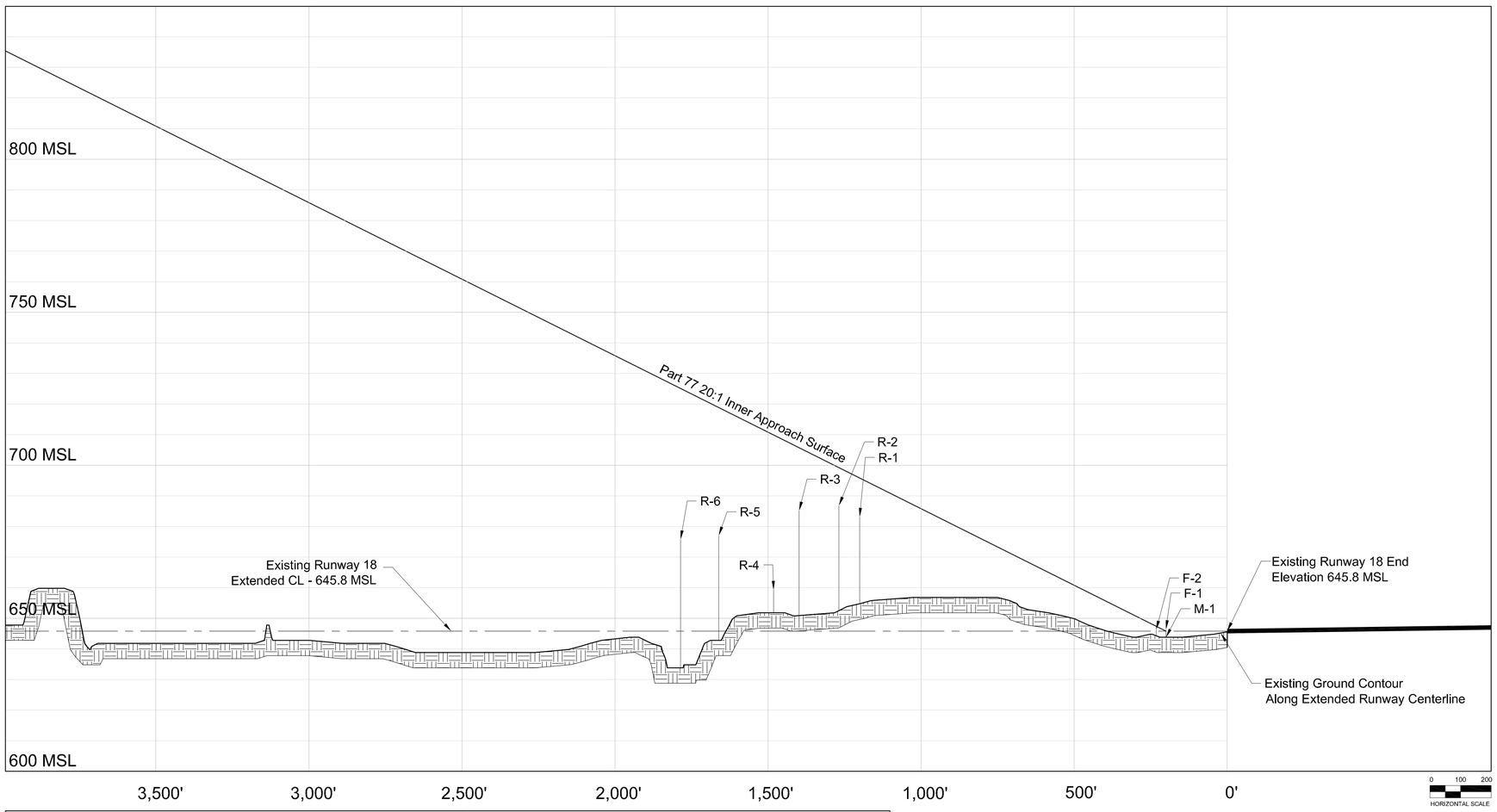
Transitional Surface Obstructions

No.	Object	Top EL. (MSL)	Part 77 Penetration	Resolution
TR-1	Road	662.11	-46.71	N/A
TR-2	Road	661.32	-4.37	N/A
TR-3	Road	662.25	-83.09	N/A
TR-4	Road	662.90	-82.85	N/A
TR-5	Road	686.94	-50.30	N/A
TR-6	Road	684.72	-80.93	N/A
TR-7	Road	681.43	-45.01	N/A
TR-8	Road	680.62	-31.15	N/A
TR-9	Road	663.68	-82.06	N/A
TR-10	Road	659.65	-86.08	N/A
TR-11	Road	665.67	-80.08	N/A
TR-12	Road	665.79	-80.00	N/A
TW-1	Waterway	637.40	-40.24	N/A
TW-2	Waterway	637.40	-61.18	N/A
TW-3	Waterway	641.56	-5.05	N/A
TW-4	Waterway	641.56	-21.06	N/A
TW-5	Waterway	643.23	-27.44	N/A
TW-6	Waterway	641.56	-15.87	N/A
TW-7	Waterway	644.62	-68.06	N/A
TW-8	Waterway	644.12	-40.15	N/A
TW-9	Waterway	645.98	-46.69	N/A
TW-10	Waterway	645.53	-100.25	N/A
TW-11	Waterway	644.12	-83.10	N/A
TW-12	Waterway	648.83	-63.94	N/A
TW-13	Waterway	637.38	-51.38	N/A
TW-14	Waterway	654.69	-91.10	N/A
TW-15	Waterway	652.70	-93.09	N/A
TW-16	Waterway	632.78	-112.97	N/A
TW-17	Waterway	633.33	-112.43	N/A



Approach Surface Obstructions

No.	Object	Top EL. (MSL)	Part 77 Penetration	Resolution
W-1	Waterway	654.40	-42.32	N/A
W-2	Waterway	651.89	-49.16	N/A
W-3	Waterway	650.24	-57.61	N/A
W-4	Waterway	632.95	-80.68	N/A
W-5	Waterway	633.14	-84.96	N/A
W-6	Waterway	633.20	-91.11	N/A
W-7	Waterway	633.34	-106.70	N/A



Approach Surface Obstructions

No.	Object	Top EL. (MSL)	Part 77 Penetration	Resolution
F-1	Fence	646.35	0.55	N/A
F-2	Fence	646.26	-1.15	N/A
M-1	Misc	643.72	-2.09	N/A
R-1	Road	683.09	-12.76	N/A
R-2	Road	686.82	-12.41	N/A
R-3	Road	685.12	-20.60	N/A
R-4	Road	659.25	-50.66	N/A
R-5	Road	677.03	-41.85	N/A
R-6	Road	675.71	-49.39	N/A

NOTES

1) WITH THE EXCEPTION OF ROAD, RAIL, AND WATER, ONLY OBJECTS WITH TOP ELEVATIONS LOCATED 10FT BELOW THE PART 77 SURFACE AND HIGHER ARE IDENTIFIED. FUTURE OBJECTS AND ROAD, RAIL AND WATER OBJECT EVALUATION POINTS ARE IDENTIFIED REGARDLESS OF CLEARANCE HEIGHT TO THE PART 77 SURFACE.
2) OBJECTS UNDER THE PART 77 TRANSITIONAL SURFACES ARE ONLY IDENTIFIED IN THE PLAN VIEW. THEY DO NOT APPEAR IN THE APPROACH SURFACE PROFILE VIEW.
3) ALL TOP ELEVATIONS OF ROAD AND RAIL OBJECT EVALUATION POINTS INCLUDE MOBILE OBJECT CLEARANCE HEIGHTS AS DEFINED BY 14 CFR PART 77.
4) RUNWAY 18/36 IS CURRENTLY TEMPORARILY OUT OF SERVICE AND IS BEING OPERATED AS TEMPORARY TAXIWAY GG.
5) IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREAS (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATE THE PART 77 50:1 SURFACE HAVE THE OPTION TO BE TRIMMED OR REMOVED AND ARE LISTED AS "TRIM/REMOVE". GENERALLY, BUILDINGS WITHIN THE RUNWAY PROTECTION ZONES (RPZ) AND WITHIN AIRPORT PROPERTY ARE ALSO SLATED TO BE REMOVED. ALL OTHER OBJECTS WITHIN AIRPORT PROPERTY THAT DO NOT PENETRATE THE APPROACH SURFACE MAY BE REMOVED FOR OTHER PURPOSES, HOWEVER FOR PURPOSES OF THE APPROACH DRAWINGS THEY ARE LISTED AS NOT APPLICABLE "N/A". THE RESOLUTION FOR OBJECTS OUTSIDE AIRPORT PROPERTY THAT PENETRATE THE PART 77 50:1 SURFACE IS THE PLACEMENT OF AN OBSTRUCTION LIGHT (OL) ON THE OBJECT.
6) SOURCE: O'HARE INTERNATIONAL AIRPORT PHOTOGRAMMETRY, MARTINEZ CORPORATION, NOVEMBER 20, 2001.

Rosemarie S. Andolino
Executive Director

John A. Roberson
Commissioner

EXISTING RUNWAY 18
INNER APPROACH SURFACE

No	Revisions	Date

O'Hare International Airport

TRUE NORTH
MAGNETIC NORTH
DECLINATION = 2.8° W
(AUGUST 1, 2005)
GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

DRAWN BY: MNT
CHECKED BY: FG
PREPARED BY:
Ricondo & Associates, Inc.
September 2005
Sheet 44 of 56

Drawing: Z:\Chicago\ORD\OMP\ALP-DrawingSet-FINAL-2005 \ALP Set\44-18-Obstructions.dwg_Layout: 18_Sep 19, 2005, 3:30pm