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

September 26, 2003

Mr. Jack Cassens, Chairman
Whiteside County Airport Board
c/o David E. Murray
Post Office Box 400
Sterling, Illinois 61081

Re: Whiteside County Airport
Sterling/Rock Falls, Illinois
Airport Layout Plan Approval

Dear Mr. Cassens:

Enclosed is one "conditionally approved" copy of the Whiteside County Airport's Layout Plan dated/signed September 24, 2003. This approval cancels or supersedes all prior Airport Layout Plan approvals. The airport development plan approval is based upon recognition of and adherence to the following:

1. Approval of this Airport Layout Plan is not to be considered a determination of necessity or as a commitment of Federal and/or State funding for accomplishment of the projected development. Inclusion of the proposed development signifies a concurrence for planning purposes based on review of conformance with current standards for safety, utility, and efficiency. Actual facility development will be governed by adherence to development standards applicable at the time the development is undertaken. No design standard waivers have been issued for this plan. If any of the design critical aircraft or aircraft groups change, this Airport Layout Plan must be revaluated by the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics.

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

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

3. The Federal Aviation Administration has offered no objection to the proposed airspace utilization as depicted on the Airport Layout Plan based on considerations of safe and efficient use of airspace. The Airport Layout Plan has the status of a "Plan on File" for the purposes of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following: 14 CFR 77, 14 CFR 152 and 14 CFR 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (***Aeronautical Study Numbers 2002-AGL-693-NRA***).

This review was forwarded to the Illinois Department of Transportation through the FAA's (DFAAA) computer application program and a ***Determination To Proponent*** was issued for Airspace Case Number 2002-AGL-693-NRA on June 27, 2003. It should be noted that the Federal Aviation Administration cannot prevent erection of any structure near an airport. Airport environs may be protected through State enacted Hazard Zoning Regulations and/or local zoning ordinances, building regulations, and like requirements.

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

A. Extend Runway 25, 1,500 feet by 150 feet to the east, northeast for a total runway dimension of 6,000 by 150 feet.
B. Extend and widen the existing partial parallel taxiway to Runway 07-25 to serve the extended runway length.
C. Relocate the existing Glide Slope Antenna to serve the extended Runway 25 threshold.
D. Relocate the existing Medium Intensity Approach Light System – Runway Alignment Indicator Lights (MALSR) to serve the extended Runway 25 threshold.
E. Relocate the existing Automated Weather Observation System (AWOS), co-located with the existing Glide Slope Antenna.
F. Construct complete parallel taxiways on both sides of Runway 18-36.
G. Installation of Visual Approach Descent Indicator (VADI) lights for both ends of Runway 18-36 and relocation of VADI to serve the new Runway 25 threshold.
H. Construct additional Corporate and General Aviation aircraft parking and hangar facilities in the western airfield quadrant.
I. Land and/or Avigation Easement acquisition including relocation assistance associated with any of the aforementioned development items.

Any of the aforementioned development, requiring the use of Federal funds, shall not take place until the appropriate environmental processing has been approved by the Federal Aviation Administration and/or the Illinois Department of Transportation, Division of Aeronautics.

To avoid conflicts with future development, we recommend that you utilize the ALP when proposing leases. We further recommend you provide copies to the local and regional planning/zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Base Operators (FBO's) and airport users. The Airport and Airway Improvement Act (Section 511(a)(5)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if ARP eligible construction/ development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under ARP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with the Federal Aviation Administration and the Illinois

Department of Transportation, Division of Aeronautics. This approval does not include approval for temporary construction equipment which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction site/phasing plan for any project (unless specifically approved by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to the beginning of any project.

If development is sought without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7460-1) must be filed with the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics consistent with 14 CFR 157.

Approval of this Airport Layout Plan by the State of Illinois is authorized by the Federal Aviation Administration through the State Block Grant Program. Approval of this ALP will not terminate if the State Block Grant Program ceases to exist. We trust the foregoing provides a reasonable explanation of the conditions and terms of our approval. If you desire further clarification, please contact Mr. Terrence L. Schaefer of my staff at (217) 785-8177 (voice), by facsimile at (217) 785-4533 or by e-mail at: schaefer@dot.state.il.us.

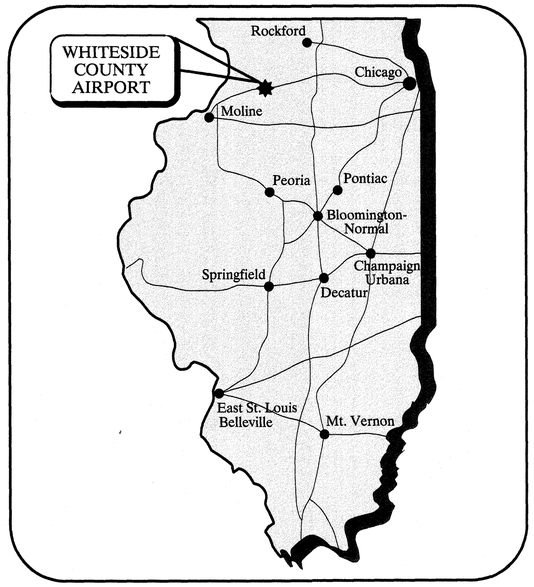
Sincerely,

Steven J. Lohr
Acting Chief Engineer

SJL/TLS
Enclosure

cc: Michael Dowell, Manager, Whiteside County Airport (1 ALP & Letter)
Bradley Hamilton, Crawford, Murphy & Tilly, Inc. w/enc. (1 ALP & Letter)
Manager, FAA-CHI-ADO; w/enc. (1 ALP & Letter)
Manager, Chicago Flight Procedures Office (w/enc.), (1 ALP & Letter)
Manager, FAA-ACL-611; w/enc. (1 ALP & Letter)
Manager, CHI-ESD; w/enc. (1 ALP & Letter)

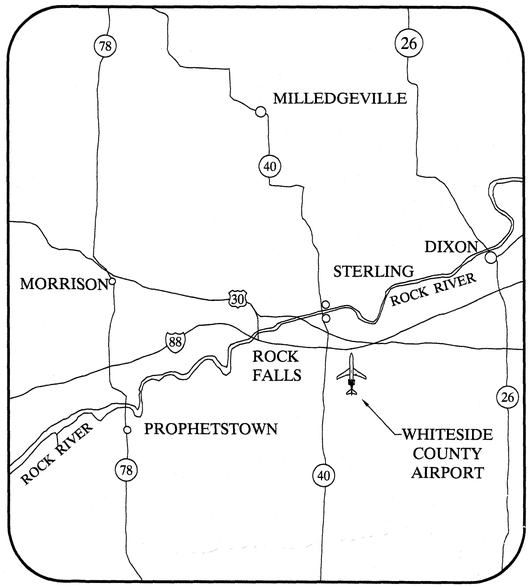
AIRPORT LAYOUT PLAN
FOR
WHITESIDE COUNTY AIRPORT
STERLING-ROCK FALLS, ILLINOIS
AIRPORT REFERENCE CODE: CIII



LOCATION MAP

INDEX TO SHEETS

1. COVER SHEET
2. EXISTING AIRPORT LAYOUT
3. FUTURE AIRPORT LAYOUT
4. AIRPORT DATA TABLES
5. TERMINAL AREA PLAN
6. AIRPORT AIRSPACE DRAWING
7. APPROACH SURFACE DRAWING-EXISTING/FUTURE RUNWAY 7
8. APPROACH SURFACE DRAWING-EXISTING/FUTURE RUNWAY 25
9. APPROACH SURFACE DRAWING-EXISTING/FUTURE RUNWAY 18
10. APPROACH SURFACE DRAWING-EXISTING/FUTURE RUNWAY 36
11. VICINITY AERIAL



VICINITY MAP

NO.	DATE	BY	DESCRIPTION

REVISIONS

Illinois Department of Transportation
DIVISION OF AERONAUTICS

APPROVED _____ CHIEF ENGINEER
DATE September 24, 2003

Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

APPROVED _____
DATE July 25, 2003
APPROVED _____
DATE 7-26-03

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

SUBMITTED BY _____
DATE August 4, 2003

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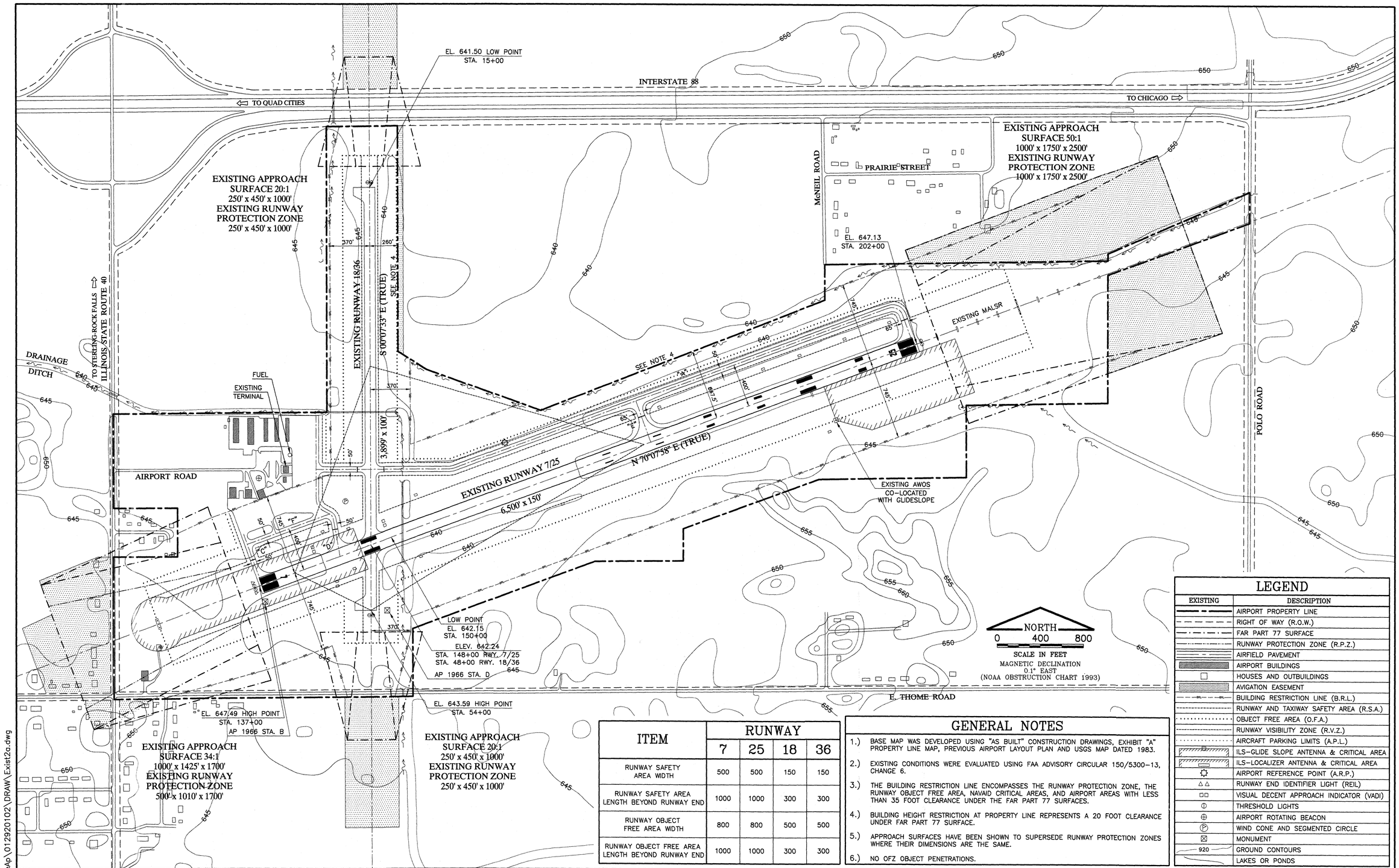

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	RIGHT OF WAY (R.O.W.)
	FAR PART 77 SURFACE
	RUNWAY PROTECTION ZONE (R.P.Z.)
	AIRFIELD PAVEMENT
	AIRPORT BUILDINGS
	HOUSES AND OUTBUILDINGS
	AVIGATION EASEMENT
	BUILDING RESTRICTION LINE (B.R.L.)
	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
	OBJECT FREE AREA (O.F.A.)
	RUNWAY VISIBILITY ZONE (R.V.Z.)
	AIRCRAFT PARKING LIMITS (A.P.L.)
	ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
	ILS-LOCALIZER ANTENNA & CRITICAL AREA
	AIRPORT REFERENCE POINT (A.R.P.)
	RUNWAY END IDENTIFIER LIGHT (REIL)
	VISUAL DECENT APPROACH INDICATOR (VADI)
	THRESHOLD LIGHTS
	AIRPORT ROTATING BEACON
	WIND CONE AND SEGMENTED CIRCLE
	MONUMENT
920	GROUND CONTOURS
	LAKES OR PONDS

ITEM	RUNWAY 7	RUNWAY 25	RUNWAY 18	RUNWAY 36
RUNWAY SAFETY AREA WIDTH	500	500	150	150
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	1000	1000	300	300
RUNWAY OBJECT FREE AREA WIDTH	800	800	500	500
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	1000	1000	300	300

GENERAL NOTES

1.) BASE MAP WAS DEVELOPED USING "AS BUILT" CONSTRUCTION DRAWINGS, EXHIBIT "A" PROPERTY LINE MAP, PREVIOUS AIRPORT LAYOUT PLAN AND USGS MAP DATED 1983.

2.) EXISTING CONDITIONS WERE EVALUATED USING FAA ADVISORY CIRCULAR 150/5300-13, CHANGE 6.

3.) THE BUILDING RESTRICTION LINE ENCOMPASSES THE RUNWAY PROTECTION ZONE, THE RUNWAY OBJECT FREE AREA, NAVAID CRITICAL AREAS, AND AIRPORT AREAS WITH LESS THAN 35 FOOT CLEARANCE UNDER THE FAR PART 77 SURFACES.

4.) BUILDING HEIGHT RESTRICTION AT PROPERTY LINE REPRESENTS A 20 FOOT CLEARANCE UNDER FAR PART 77 SURFACE.

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

6.) NO OFZ OBJECT PENETRATIONS.

Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.N.W.
DRAWN BY	M.R.W.
CHECKED BY	B.M.H./L.J.S.
APPROVED BY	B.M.H.

WHITESIDE COUNTY AIRPORT
STERLING-ROCK FALLS, ILLINOIS

EXISTING AIRPORT LAYOUT

SCALE AS NOTED
DATE 7/18/2003
JOB NO. 01292-01
SHEET 2 OF 11 SHEETS

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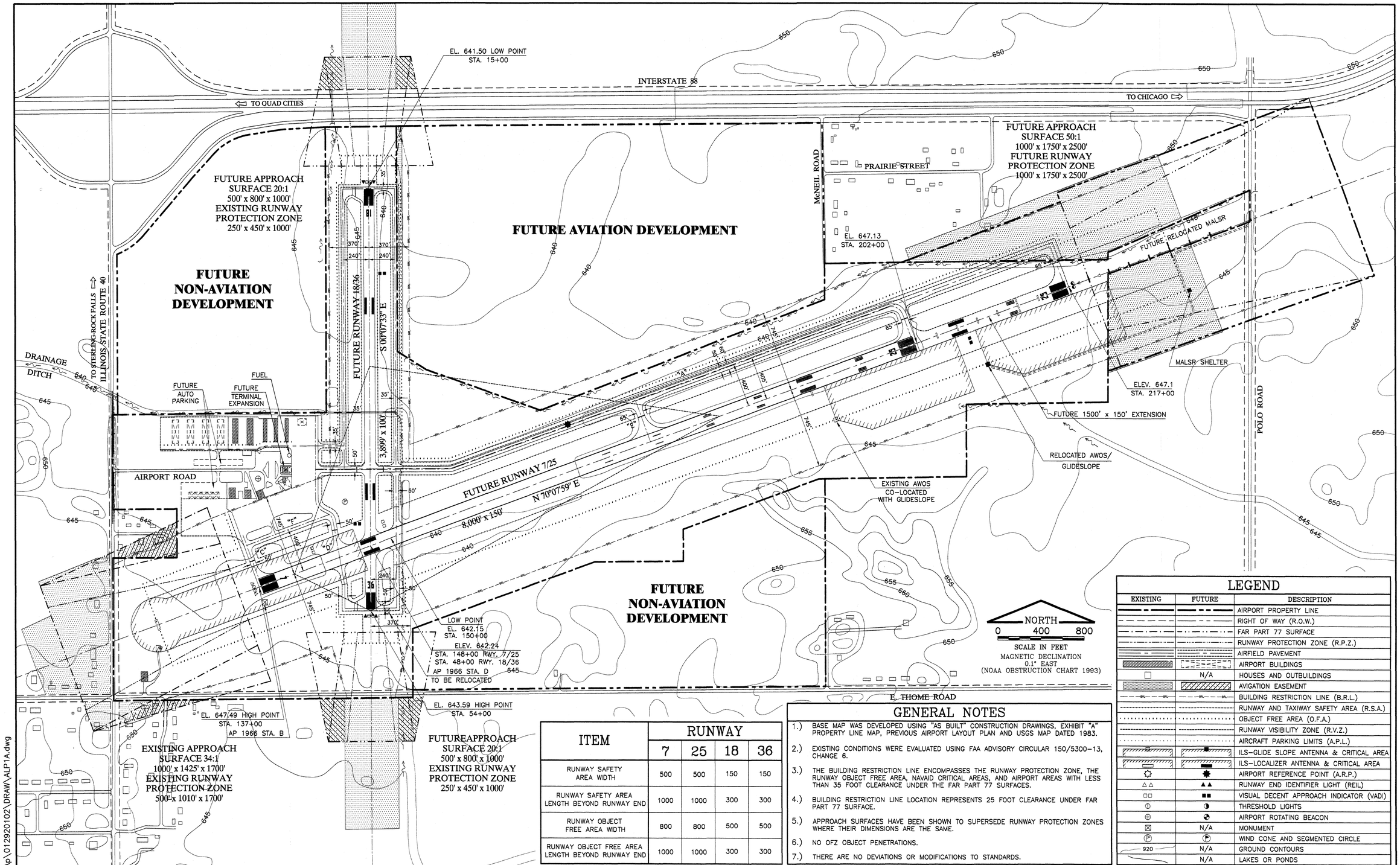

ITEM	RUNWAY			
	7	25	18	36
RUNWAY SAFETY AREA WIDTH	500	500	150	150
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	1000	1000	300	300
RUNWAY OBJECT FREE AREA WIDTH	800	800	500	500
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	1000	1000	300	300

GENERAL NOTES

1.) BASE MAP WAS DEVELOPED USING "AS BUILT" CONSTRUCTION DRAWINGS, EXHIBIT "A" PROPERTY LINE MAP, PREVIOUS AIRPORT LAYOUT PLAN AND USGS MAP DATED 1983.

2.) EXISTING CONDITIONS WERE EVALUATED USING FAA ADVISORY CIRCULAR 150/5300-13, CHANGE 6.

3.) THE BUILDING RESTRICTION LINE ENCOMPASSES THE RUNWAY PROTECTION ZONE, THE RUNWAY OBJECT FREE AREA, NAVAID CRITICAL AREAS, AND AIRPORT AREAS WITH LESS THAN 35 FOOT CLEARANCE UNDER THE FAR PART 77 SURFACES.

4.) BUILDING RESTRICTION LINE LOCATION REPRESENTS 25 FOOT CLEARANCE UNDER FAR PART 77 SURFACE.

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

6.) NO OFZ OBJECT PENETRATIONS.

7.) THERE ARE NO DEVIATIONS OR MODIFICATIONS TO STANDARDS.

LEGEND

EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		FAR PART 77 SURFACE
		RUNWAY PROTECTION ZONE (R.P.Z.)
		AIRFIELD PAVEMENT
		AIRPORT BUILDINGS
	N/A	HOUSES AND OUTBUILDINGS
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE (B.R.L.)
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		RUNWAY VISIBILITY ZONE (R.V.Z.)
		AIRCRAFT PARKING LIMITS (A.P.L.)
		ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS-LOCALIZER ANTENNA & CRITICAL AREA
		AIRPORT REFERENCE POINT (A.R.P.)
		RUNWAY END IDENTIFIER LIGHT (REIL)
		VISUAL DECENT APPROACH INDICATOR (VADI)
		THRESHOLD LIGHTS
		AIRPORT ROTATING BEACON
	N/A	MONUMENT
		WIND CONE AND SEGMENTED CIRCLE
920	N/A	GROUND CONTOURS
	N/A	LAKES OR PONDS

Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.N.W.
DRAWN BY	M.R.W.
CHECKED BY	B.M.H./L.J.S.
APPROVED BY	B.M.H.

WHITESIDE COUNTY AIRPORT
STERLING-ROCK FALLS, ILLINOIS

FUTURE AIRPORT LAYOUT PLAN

SCALE AS NOTED
DATE 7/18/2003
JOB NO. 01292-01
SHEET 3 OF 11 SHEETS

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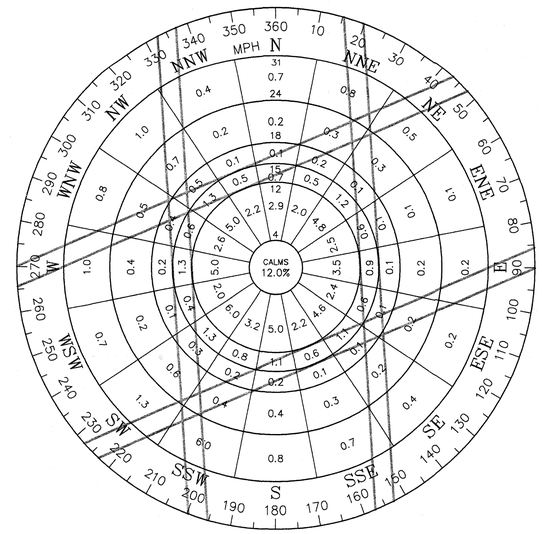
EXISTING WIND COVERAGE

RUNWAY	CROSS WIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
7/25	85.08%	89.88%	92.75%
18/36	84.45%	90.60%	-
COMBINED	94.03%	97.10%	-

FUTURE WIND COVERAGE

RUNWAY	CROSS WIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
7/25	85.08%	89.88%	92.75%
18/36	84.45%	90.60%	-
COMBINED	94.03%	97.10%	-



WIND ROSE

SOURCE
1980 WHITESIDE AIRPORT LAYOUT PLAN
DATA BASED ON STERLING-ROCKFALLS
AND ROCKFORD, IL.

EXISTING RUNWAY END COORDINATES

RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION (FT.)
7	41° 44' 21.026"	89° 41' 04.977"	647.49 '
25	41° 44' 42.841"	89° 39' 44.336"	647.13 '
18	41° 44' 57.313"	89° 40' 51.237"	641.50 '
36	41° 44' 18.793"	89° 40' 51.350"	643.59 '

SOURCE: NOAA OBSTRUCTION CHART FOR WHITESIDE COUNTY AIRPORT DATED 1992(NAD 198

FUTURE RUNWAY END COORDINATES

RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION (FT.)
7	41° 44' 21.03"	89° 41' 04.98"	647.49 '
25	41° 44' 47.88"	89° 39' 25.73"	647.10 '
18	41° 44' 57.31"	89° 40' 51.24"	641.50 '
36	41° 44' 18.79"	89° 40' 51.35"	643.59 '

ALL COORDINATES IN NORTH AMERICAN DATUM (1983(NAD83))

EXISTING CRITICAL AIRCRAFT

RUNWAY	7/25	18/36
APPROACH CATEGORY	C	B
DESIGN GROUP	III	II
DESIGN AIRCRAFT	DC - 9 - 30	KING AIR - B200
APPROACH SPEED	127 KNOTS	103 KNOTS
DESIGN AIRCRAFT	DC - 9 -30	KING AIR - B200
WINGSPAN	93.3 FEET	54.5 FEET
DESIGN AIRCRAFT	DC - 9 - 30	KING AIR - B200
TAIL HEIGHT	27.8 FEET	15.0 FEET
DESIGN AIRCRAFT	DC - 9 - 30	KING AIR - B200
STRENGTH	110,000 LBS.	12,500 LBS.
DESIGN AIRCRAFT LENGTH	DC - 9 - 30	KING AIR - B200

FUTURE CRITICAL AIRCRAFT

RUNWAY	7/25	18/36
APPROACH CATEGORY	C	B
DESIGN GROUP	III	II
DESIGN AIRCRAFT	B727-200	KING AIR - B200
APPROACH SPEED	138 KNOTS	103 KNOTS
DESIGN AIRCRAFT	B727- 200	KING AIR - B200
WINGSPAN	108.0 FEET	54.5 FEET
DESIGN AIRCRAFT	B727- 200	KING AIR - B200
TAIL HEIGHT	34.9 FEET	15.0 FEET
DESIGN AIRCRAFT	B727- 200	KING AIR - B200
STRENGTH	209,500 LBS.	12,500 LBS.
DESIGN AIRCRAFT LENGTH	B727- 200	KING AIR - B200

EXISTING AIRPORT DATA

Airport Reference Code	Normal Maximum Temperature	89° F	Township	MONTMORENCY	Airport Reference Point	
CIII	Established Elevation of Airport	647 FEET	County	WHITESIDE	Latitude N.	Longitude W.
	Airport Navaids	BEACON			41° 44' 34"	89° 40' 35"

RUNWAY DATA

Runway	Effective Length Landing (Feet)	Effective Length Takeoff (Feet)	Pavement Surface	Effective Gradient %	Runway Marking	Lighting	Pavement Loading Gross Weight-1,000 lbs. Aircraft Gear Sing.	Dual	Dual Tand	Runway Protection Zone
7	6,500'	6,500'	BIT.	0.0822	NON-PRECISION	HIRL	50	60	90	500' X 1010' X 1700'
25	6,500'	6,500'			PRECISION					1000' X 1750' X 2500'
18	3,899'	3,899'	BIT.	0.054	VISUAL	MIRL	18	-	-	250' X 450' X 1000'
36	3,899'	3,899'			VISUAL					250' X 450' X 1000'

APPROACH DATA

Runway	Navaids	Approach Visibility Minimums	Approach Surface	Approach Slope
7	LOC-BC, NDB, VASI 4, REIL	1 MILE	1000' X 1425' X 1700'	34:1
25	CAT I, ILS, MALSR	1/2 MILE	1000' X 1750' X 2500'	50:1
18	NONE	VISUAL	250' X 450' X 1000'	20:1
36	NONE	VISUAL	250' X 450' X 1000'	20:1

FUTURE AIRPORT DATA

Airport Reference Code	Normal Maximum Temperature	89° F	Township	MONTMORENCY	Airport Reference Point	
CIII	Established Elevation of Airport	647 FEET	County	WHITESIDE	Latitude N.	Longitude W.
	Airport Navaids	BEACON			41° 44' 36"	89° 40' 27"

RUNWAY DATA

Runway	Effective Length Landing	Effective Length Takeoff	Pavement Surface	Effective Gradient %	Runway Marking	Lighting	Pavement Loading Gross Weight-1,000 lbs. Aircraft Gear Sing.	Dual	Dual Tand	Runway Protection Zone
7	8,000'	8,000'	BIT.	0.067	NON-PRECISION	HIRL	-	210	-	500' X 1010' X 1700'
25	8,000'	8,000'			PRECISION					1000' X 1750' X 2500'
18	3,899'	3,899'	BIT.	0.054	NON-PRECISION	MIRL	18	-	-	250' X 450' X 1000'
36	3,899'	3,899'			NON-PRECISION					250' X 450' X 1000'

APPROACH DATA

Runway	Navaids	Approach Visibility Minimums	Approach Surface	Approach Slope
7	LOC-BC, VASI-4, REIL	1 MILE	1000' X 1425' X 1700'	34:1
25	CAT I- ILS, MALSR, PAPI	1/2 MILE	1000' X 1750' X 2500'	50:1
18	GPS, PAPI , REIL	1 MILE	500' X 800' X 1000'	20:1
36	GPS, PAPI, REIL	1 MILE	500' X 800' X 1000'	20:1

Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY S.N.W.
DRAWN BY M.R.W.
CHECKED BY B.M.H./L.J.S.
APPROVED BY B.M.H.

WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

AIRPORT DATA TABLES

SCALE AS NOTED
DATE 9/12/2002
JOB NO. 01292–01
SHEET 4 OF 11 SHEETS

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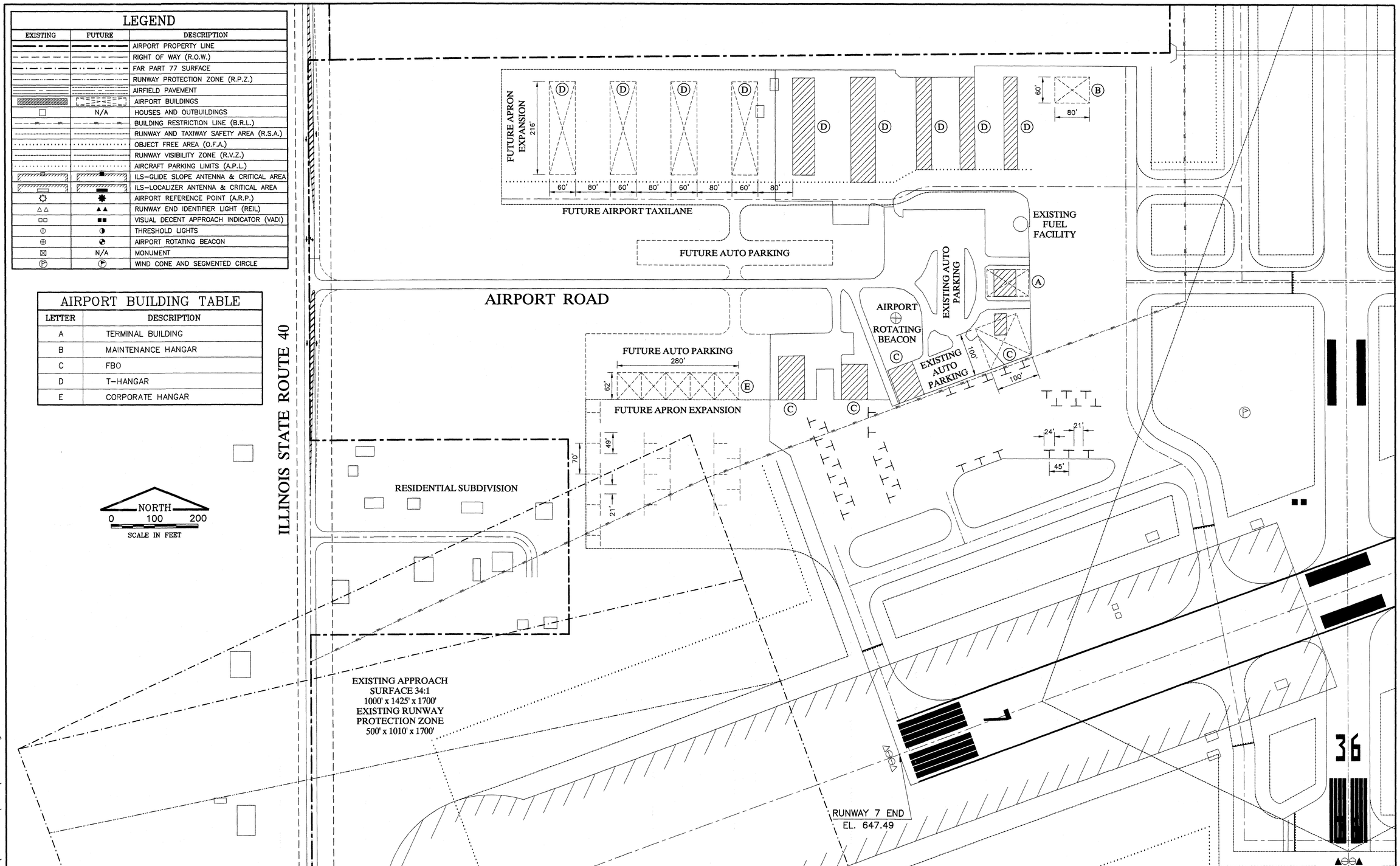
LEGEND

EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		FAR PART 77 SURFACE
		RUNWAY PROTECTION ZONE (R.P.Z.)
		AIRFIELD PAVEMENT
		AIRPORT BUILDINGS
	N/A	HOUSES AND OUTBUILDINGS
		BUILDING RESTRICTION LINE (B.R.L.)
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		RUNWAY VISIBILITY ZONE (R.V.Z.)
		AIRCRAFT PARKING LIMITS (A.P.L.)
		ILS–GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS–LOCALIZER ANTENNA & CRITICAL AREA
		AIRPORT REFERENCE POINT (A.R.P.)
		RUNWAY END IDENTIFIER LIGHT (REIL)
		VISUAL DECENT APPROACH INDICATOR (VADI)
		THRESHOLD LIGHTS
		AIRPORT ROTATING BEACON
	N/A	MONUMENT
		WIND CONE AND SEGMENTED CIRCLE

AIRPORT BUILDING TABLE

LETTER	DESCRIPTION
A	TERMINAL BUILDING
B	MAINTENANCE HANGAR
C	FBO
D	T–HANGAR
E	CORPORATE HANGAR



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Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

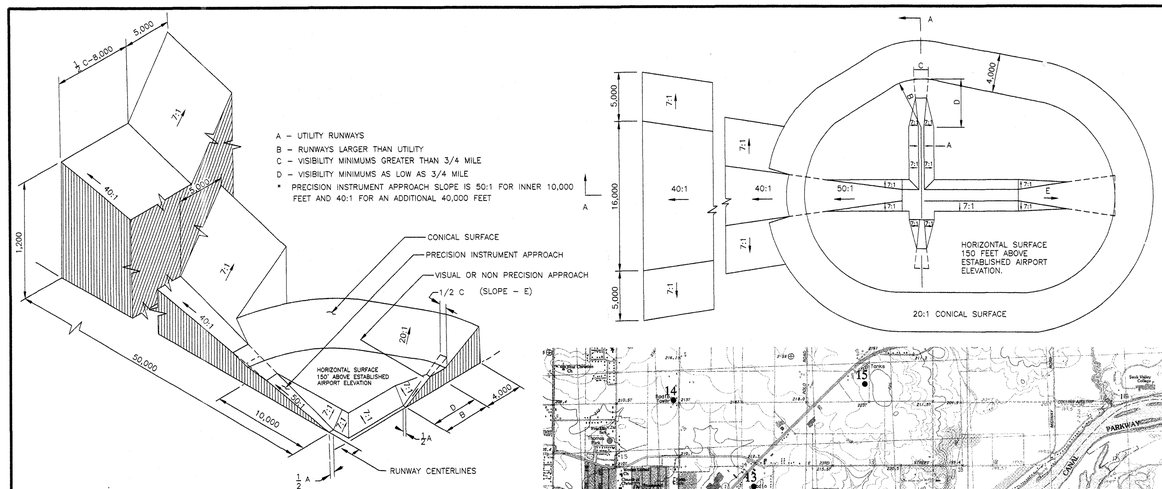
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.N.W.
DRAWN BY	M.R.W.
CHECKED BY	B.M.H./L.J.S.
APPROVED BY	B.M.H.

WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

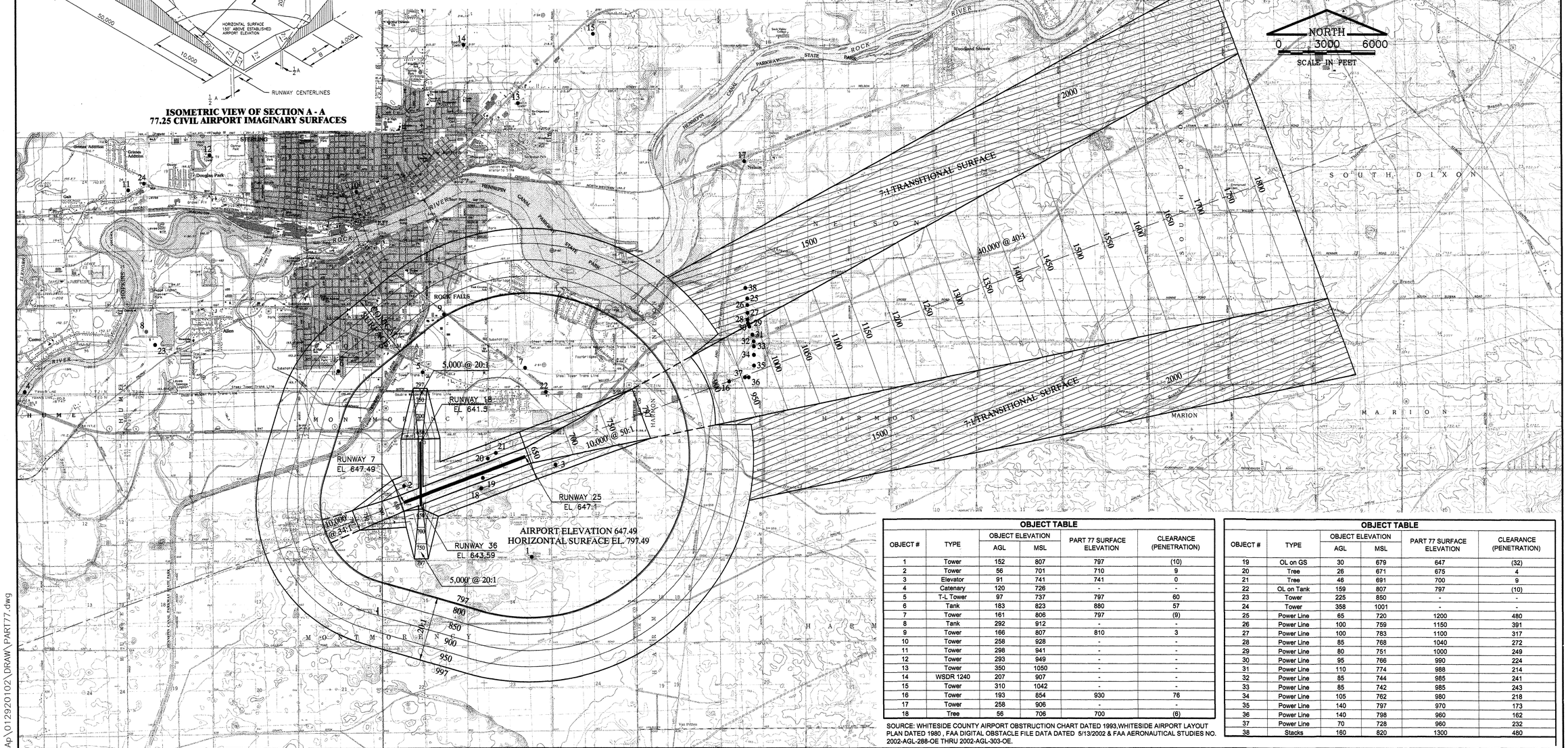
TERMINAL AREA PLAN

SCALE AS NOTED
DATE 7/19/2002
JOB NO. 01292–01
SHEET 5 OF 11 SHEETS



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

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



OBJECT TABLE					
OBJECT #	TYPE	OBJECT ELEVATION		PART 77 SURFACE ELEVATION	CLEARANCE (PENETRATION)
		AGL	MSL		
1	Tower	152	807	797	(10)
2	Tower	56	701	710	9
3	Elevator	91	741	741	0
4	Catenary	120	726	-	-
5	T-L Tower	97	737	797	60
6	Tank	183	823	880	57
7	Tower	161	806	797	(9)
8	Tank	292	912	-	-
9	Tower	166	807	810	3
10	Tower	258	928	-	-
11	Tower	298	941	-	-
12	Tower	293	949	-	-
13	Tower	350	1050	-	-
14	WSDR 1240	207	907	-	-
15	Tower	310	1042	-	-
16	Tower	193	854	930	76
17	Tower	258	906	-	-
18	Tree	56	706	700	(6)

SOURCE: WHITESIDE COUNTY AIRPORT OBSTRUCTION CHART DATED 1993,WHITESIDE AIRPORT LAYOUT PLAN DATED 1980 , FAA DIGITAL OBSTACLE FILE DATA DATED 5/13/2002 & FAA AERONAUTICAL STUDIES NO. 2002-AGL-288-OE THRU 2002-AGL-303-OE.

OBJECT TABLE					
OBJECT #	TYPE	OBJECT ELEVATION		PART 77 SURFACE ELEVATION	CLEARANCE (PENETRATION)
		AGL	MSL		
19	OL on GS	30	679	647	(32)
20	Tree	26	671	675	4
21	Tree	46	691	700	9
22	OL on Tank	159	807	797	(10)
23	Tower	225	850	-	-
24	Tower	358	1001	-	-
25	Power Line	65	720	1200	480
26	Power Line	100	759	1150	391
27	Power Line	100	783	1100	317
28	Power Line	85	768	1040	272
29	Power Line	80	751	1000	249
30	Power Line	95	766	990	224
31	Power Line	110	774	988	214
32	Power Line	85	744	985	241
33	Power Line	85	742	985	243
34	Power Line	105	762	980	218
35	Power Line	140	797	970	173
36	Power Line	140	798	960	162
37	Power Line	70	728	980	232
38	Stacks	160	820	1300	480

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Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.N.W.
DRAWN BY	M.R.W.
CHECKED BY	B.M.H.
APPROVED BY	B.M.H.

WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

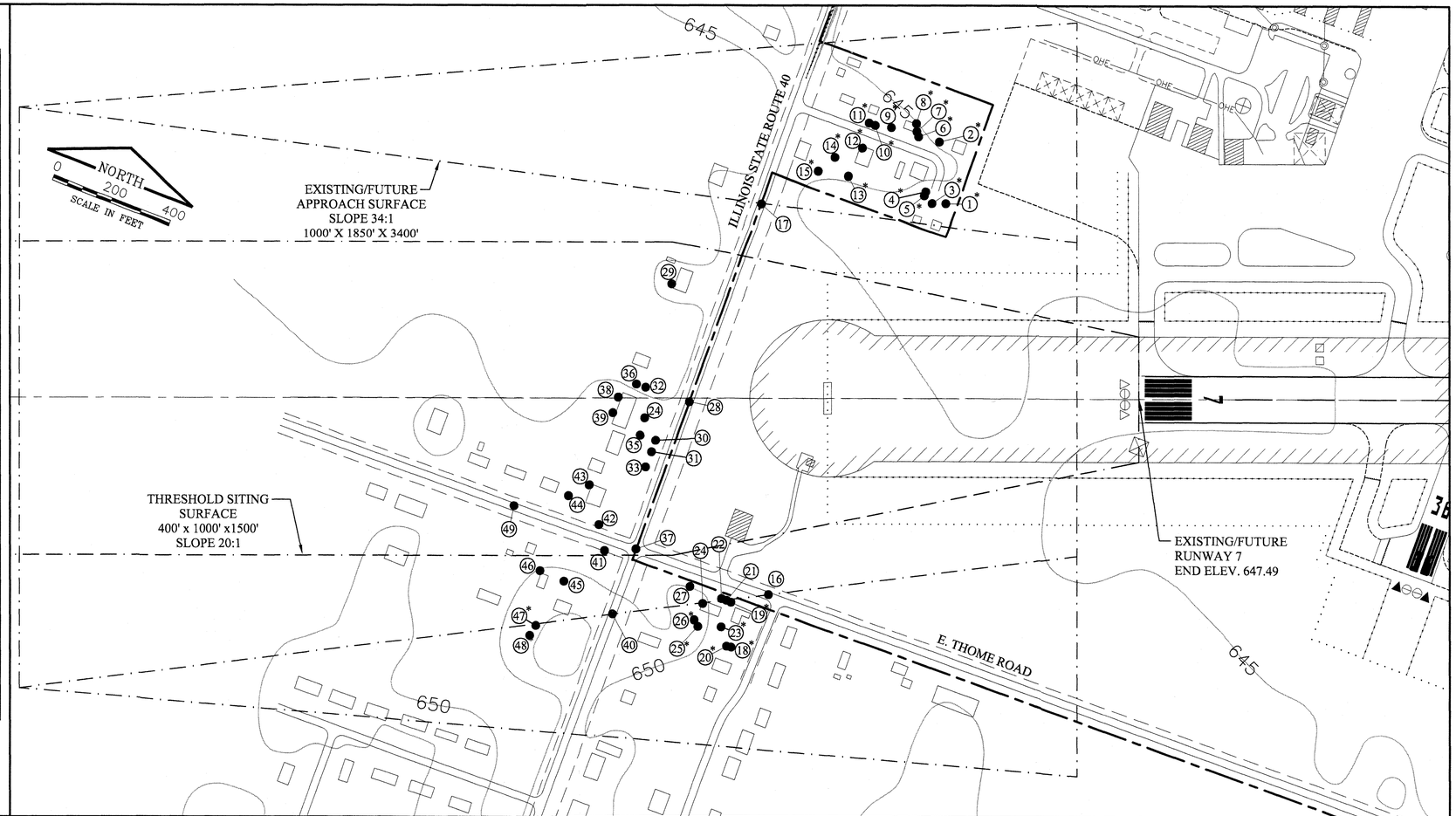
AIRPORT AIRSPACE DRAWING

SCALE AS NOTED
DATE 7/19/2002
JOB NO. 01292-01
SHEET 6 OF 11 SHEETS

EXISTING RUNWAY 7 OBSTRUCTIONS

OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
1*	TREE	703.6	670.4	33.2**	
2*	TREE	716.8	698.0	18.8**	
3*	TREE	721.8	671.0	50.8**	
4*	TREE	726.7	676.6	50.1**	
5*	TREE	717.4	674.9	42.6**	
6*	TREE	703.2	701.2	1.9**	
7*	TREE	707.9	703.6	4.3**	
8*	TREE	712.7	707.3	5.4**	
9*	TREE	710.3	706.4	3.9**	
10*	TREE	720.0	707.9	12.1**	
11*	TREE	725.0	709.3	15.8**	
12*	TREE	704.7	698.2	6.5**	
13*	TREE	703.6	686.1	17.5**	
14*	TREE	701.6	695.0	6.6**	
15*	TREE	701.9	689.5	12.4**	
16	ROAD	661.3	676.6	–15.4	
17	ROAD	660.5	677.3	–16.8	
18*	TREE	711.2	702.0	9.2**	
19*	TREE	698.6	681.5	17.1**	
20*	TREE	697.0	680.9	16.1**	
21*	TREE	713.7	701.8	11.9**	
22	TREE	700.0	681.1	18.9**	
23*	TREE	695.0	693.0	2.0**	
24*	TREE	684.6	683.2	1.4**	
25*	TREE	702.7	693.8	8.9**	
26*	TREE	696.6	690.9	5.7**	
27	TREE	693.4	684.1	9.3**	
28	ROAD	660.8	684.2	–23.4	
29	TREE	690.7	685.8	4.9**	
30	TREE	693.8	687.4	6.5**	
31	TREE	698.3	687.7	10.6**	
32	TREE	694.7	688.3	6.5**	
33	TREE	700.5	688.3	12.2**	
34	TREE	698.5	688.4	10.1**	
35	TREE	692.4	688.8	3.6**	
36	TREE	695.7	689.2	6.6**	
37	ROAD	663.3	689.2	–25.9	
38	TREE	713.9	690.8	23.1**	
39	TREE	709.1	691.4	17.8**	
40	ROAD	664.6	691.4	–26.8	
41	TREE	702.8	692.2	10.6**	
42	TREE	704.1	692.7	11.4**	
43	TREE	708.9	693.6	15.3**	
44	TREE	699.6	695.5	4.1**	
45	TREE	705.2	696.0	9.2**	
46	TREE	701.8	698.2	3.6**	
47*	TREE	709.9	699.4	10.5**	
48*	TREE	717.2	704.2	13.1**	
49	ROAD	662.8	700.7	–37.9	

* OBJECT LOCATED IN TRANSITIONAL SURFACE
** OBJECT CLEARS THRESHOLD SITING SURFACE

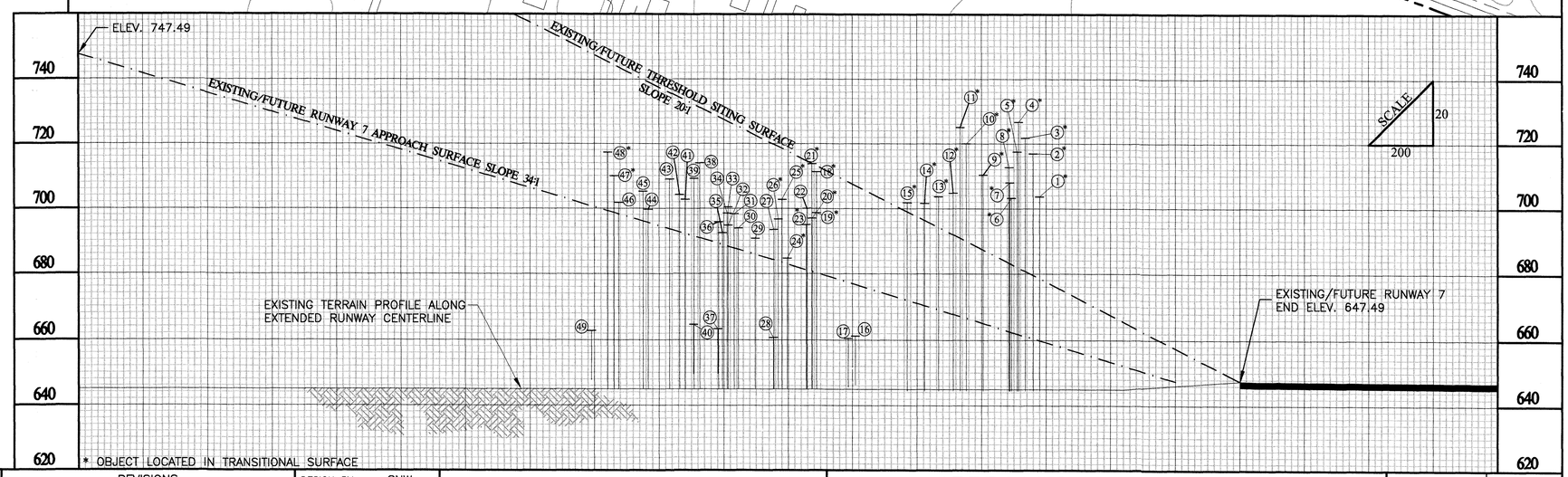


GENERAL NOTES

1. EXISTING OBSTRUCTIONS WERE TAKEN FROM A 2001 OBSTRUCTION SURVEY AND A 1993 OBSTRUCTION CHART FOR WHITESIDE COUNTY AIRPORT.
2. ROAD ELEVATIONS ARE ESTIMATED FROM PLANIMETRIC MAPPING & INCLUDE A 15 FOOT CLEARANCE PER F.A.R. PART 77 OBSTRUCTION STANDARDS.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		FAR PART 77 SURFACE
AS SHOWN		AIRFIELD PAVEMENT
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		ILS–GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS–LOCALIZER ANTENNA & CRITICAL AREA
		RUNWAY END IDENTIFIER LIGHT (REIL)
		VISUAL GLIDE SLOPE INDICATOR (VGSI)
		THRESHOLD LIGHTS
		WIND CONE
920	N/A	GROUND CONTOURS
	N/A	MONUMENT
N/A		THRESHOLD SITING SURFACE



* OBJECT LOCATED IN TRANSITIONAL SURFACE

Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	SNW
DRAWN BY	BWN
CHECKED BY	BMH
APPROVED BY	BMH

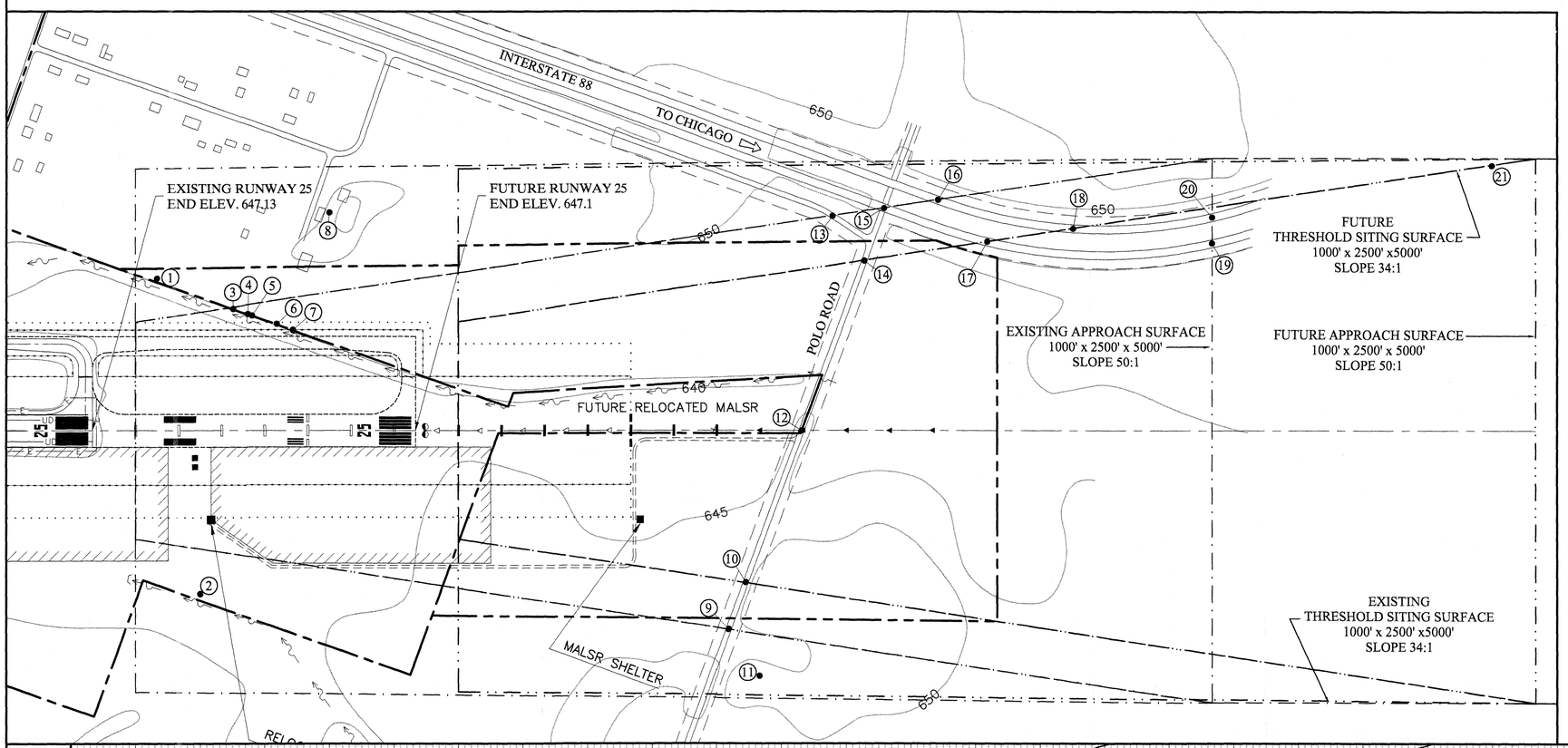
WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

APPROACH SURFACE DRAWING
EXISTING/FUTURE RUNWAY 7

SCALE SHOWN
DATE 7/19/2002
JOB NO. 01292–01
SHEET 7 OF 11 SHEETS

GENERAL NOTES

1. EXISTING OBSTRUCTIONS WERE TAKEN FROM A 2001 OBSTRUCTION SURVEY AND A 1993 FAA OBSTRUCTION CHART FOR WHITESIDE COUNTY AIRPORT.
2. ROAD ELEVATIONS ARE ESTIMATED FROM PLANIMETRIC MAPPING & INCLUDE A 15 FOOT CLEARANCE PER F.A.R. PART 77 OBSTRUCTION STANDARDS.



EXISTING RUNWAY 25 OBSTRUCTIONS

OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
1*	TREE	684.0	675.2	8.8**	
2*	TREE	690.0	682.1	7.9**	
3	TREE	675.6	655.9	19.7	TO BE TRIMMED/REMOVED
4	TREE	673.3	657.3	16.0	TO BE TRIMMED/REMOVED
5	TREE	681.0	657.7	23.3	TO BE TRIMMED/REMOVED
6	TREE	671.7	660.0	11.7	TO BE TRIMMED/REMOVED
7	TREE	675.3	661.4	13.8	TO BE TRIMMED/REMOVED
8*	ANTENNA	718.0	717.0	1.0**	
9	ROAD	664.0	702.0	–38.0	
11*	OIL TANK	741.0	732.0	9.0**	TO BE LIT
12	ROAD	660.0	708.7	–48.7	
13	ROAD	664.0	711.6	–47.6	
15	ROAD	680.0	716.3	–36.3	
16	ROAD	675.0	721.3	–46.3	
19	ROAD	696.0	746.8	–50.8	
20	ROAD	674.0	746.8	–72.8	

* OBJECT LOCATED IN TRANSITIONAL SURFACE
** OBJECT CLEARS THRESHOLD SITING SURFACE

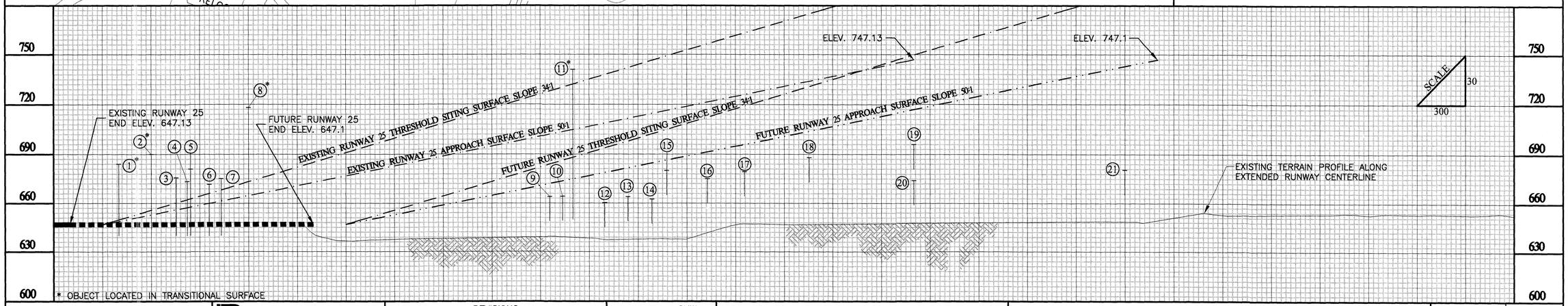
FUTURE RUNWAY 25 OBSTRUCTIONS

OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
10	ROAD	664.2	673.5	–9.3	
11*	OIL TANK	741.0	734.1	6.9**	TO BE LIT
12	ROAD	660.2	678.7	–18.5	
14	ROAD	662.5	684.5	–22.1	
17	ROAD	679.3	695.9	–16.6	
18	ROAD	688.0	703.9	–15.9	
21	ROAD	680.6	742.8	–62.2	

* OBJECT LOCATED IN TRANSITIONAL SURFACE
** OBJECT CLEARS THRESHOLD SITING SURFACE

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		FAR PART 77 SURFACE
AS SHOWN		AIRFIELD PAVEMENT
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		ILS–GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS–LOCALIZER ANTENNA & CRITICAL AREA
		RUNWAY END IDENTIFIER LIGHT (REIL)
		VISUAL GLIDE SLOPE INDICATOR (VGSI)
		THRESHOLD LIGHTS
		WIND CONE
920	N/A	GROUND CONTOURS
N/A		THRESHOLD SITING SURFACE



* OBJECT LOCATED IN TRANSITIONAL SURFACE

Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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

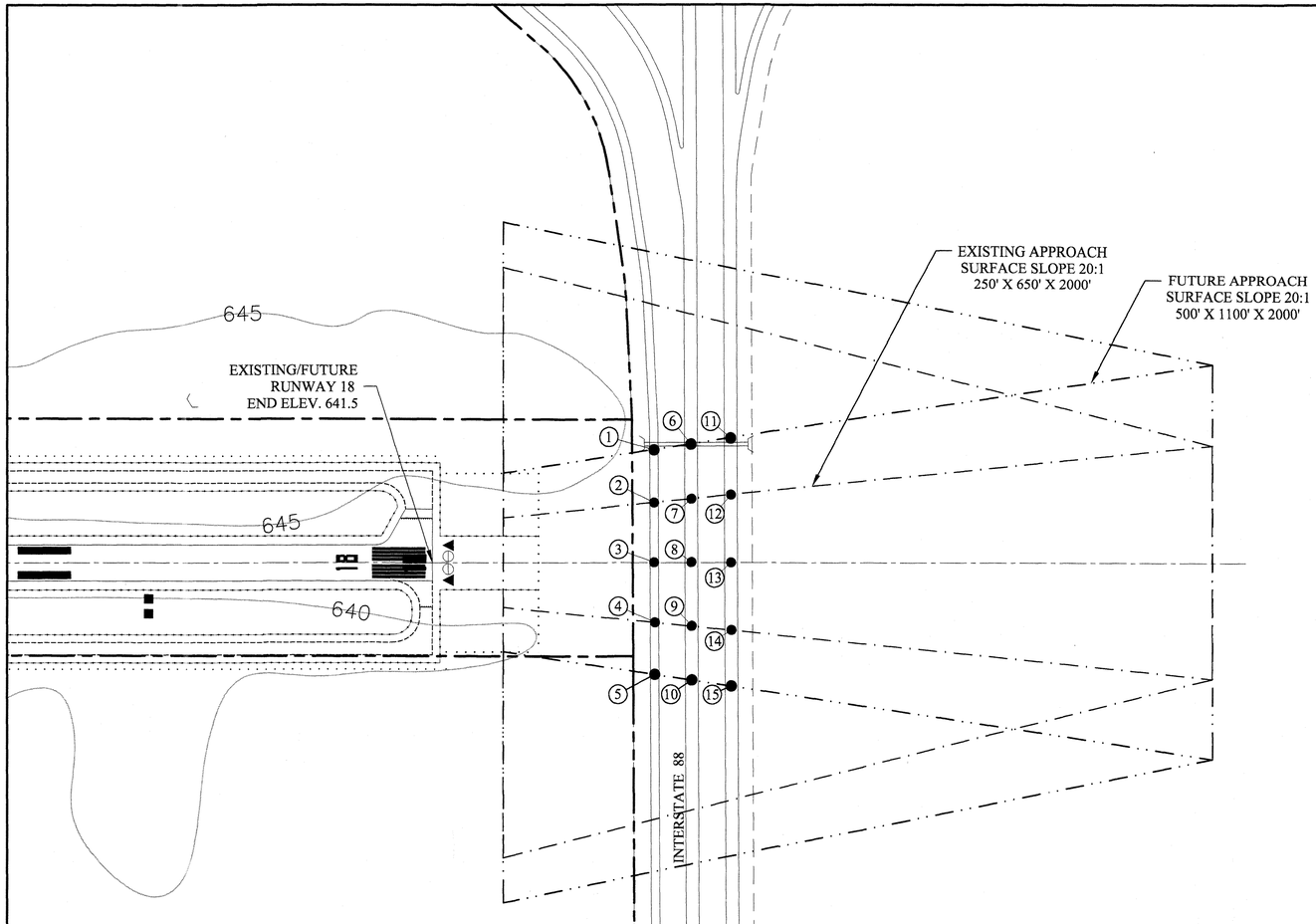
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	SNW
DRAWN BY	BWN
CHECKED BY	BMH
APPROVED BY	BMH

WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

APPROACH SURFACE DRAWING
EXISTING/FUTURE RUNWAY 25

SCALE SHOWN
DATE 7/19/2002
JOB NO. 01292–01
SHEET 8 OF 11 SHEETS



EXISTING RUNWAY 18 OBSTRUCTIONS

OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
2	ROAD	655.3	662.9	–7.6	
3	ROAD	655.4	662.9	–7.5	
4	ROAD	655.7	663.0	–7.3	
7	ROAD	657.7	668.1	–10.4	
8	ROAD	658.2	668.1	–10.0	
9	ROAD	658.7	668.2	–9.5	
12	ROAD	657.7	673.7	–16.0	
13	ROAD	658.1	673.7	–15.6	
14	ROAD	658.6	673.8	–15.2	

FUTURE RUNWAY 18 OBSTRUCTIONS

OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
1	ROAD	655.2	662.8	–7.6	
3	ROAD	655.4	662.9	–7.5	
5	ROAD	656.0	662.9	–6.9	
6	ROAD	657.5	668.0	–10.5	
8	ROAD	658.2	668.1	–9.9	
10	ROAD	659.1	668.1	–9.0	
11	ROAD	657.5	673.6	–16.1	
13	ROAD	658.1	673.7	–15.6	
15	ROAD	659.0	673.7	–14.8	

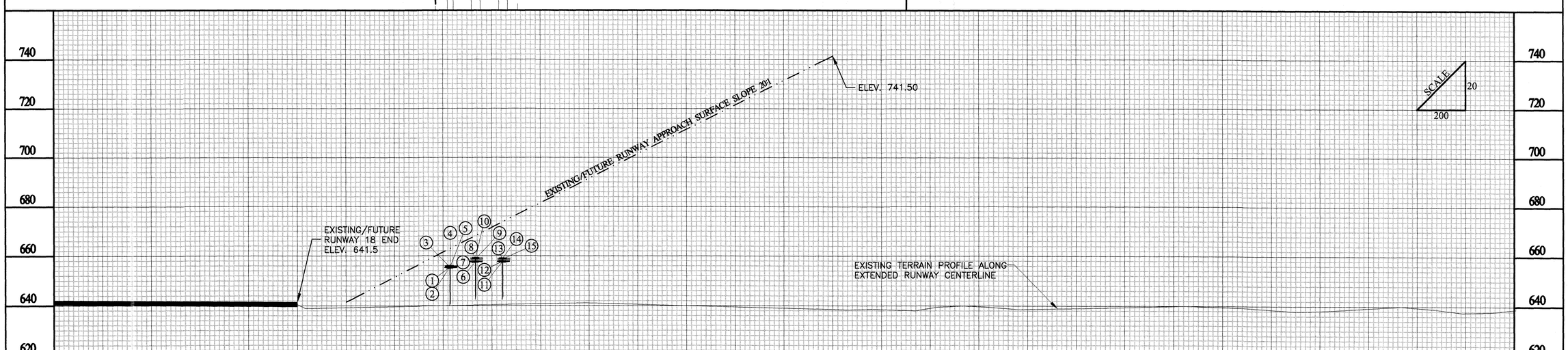
NORTH
0 200 400
SCALE IN FEET

GENERAL NOTES

1. EXISTING OBSTRUCTIONS WERE TAKEN FROM A 2001 OBSTRUCTION SURVEY AND A 1993 FAA OBSTRUCTION CHART FOR WHITESIDE COUNTY AIRPORT.
2. ROAD ELEVATIONS ARE ESTIMATED FROM PLANIMETRIC MAPPING & INCLUDE A 15 FOOT CLEARANCE PER F.A.R. PART 77 OBSTRUCTION STANDARDS.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		FAR PART 77 SURFACE
AS SHOWN		AIRFIELD PAVEMENT
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		ILS–GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS–LOCALIZER ANTENNA & CRITICAL AREA
△△	▲▲	RUNWAY END IDENTIFIER LIGHT (REIL)
□□	■■	VISUAL GLIDE SLOPE INDICATOR (VGSI)
		THRESHOLD LIGHTS
		WIND CONE
920	N/A	GROUND CONTOURS



Whiteside County AIRPORT
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SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	SNW
DRAWN BY	BWN
CHECKED BY	BMH
APPROVED BY	BMH

WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

APPROACH SURFACE DRAWING
EXISTING/FUTURE RUNWAY 18

SCALE SHOWN	JOB NO. 01292–01
DATE 7/19/2002	
SHEET 9 OF 11 SHEETS	

EXISTING RUNWAY 36 OBSTRUCTIONS

OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
2	ROAD	658.9	671.9	–13.0	
3	ROAD	659.2	671.9	–12.7	
4	ROAD	659.6	671.9	–12.3	

NORTH

0 200 400

SCALE IN FEET

FUTURE RUNWAY 36 OBSTRUCTIONS

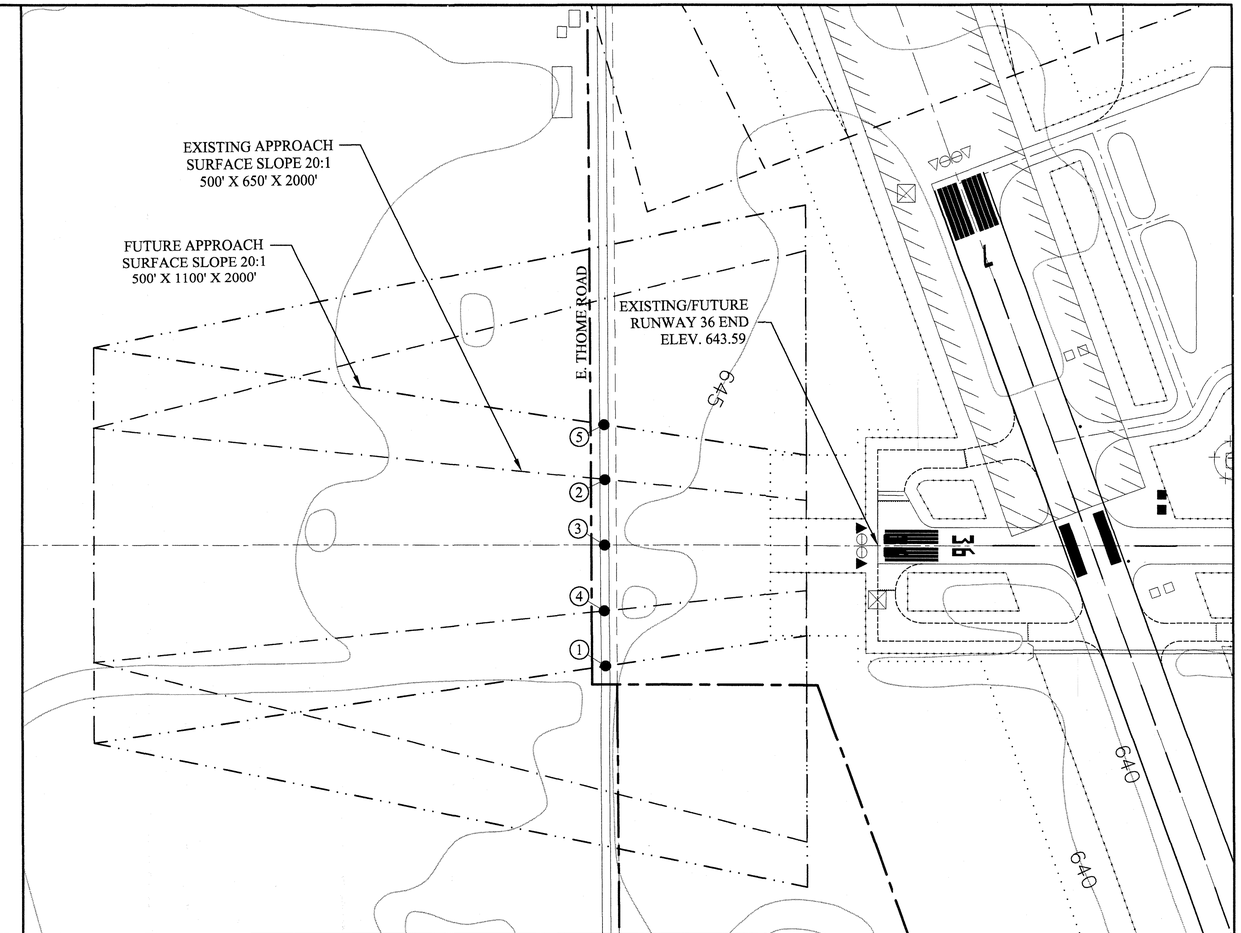
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (–) PENETRATION	ACTION
1	ROAD	644.9	671.8	–26.9	
3	ROAD	659.2	671.9	–12.8	
5	ROAD	658.6	672.0	–13.4	

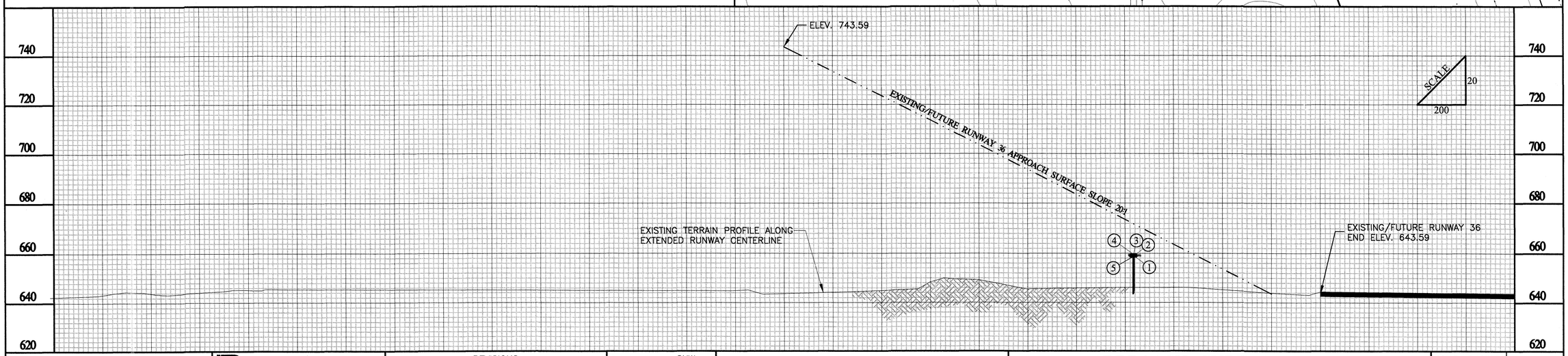
LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AIRPORT PROPERTY LINE
		RIGHT OF WAY (R.O.W.)
		FAR PART 77 SURFACE
AS SHOWN		AIRFIELD PAVEMENT
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		ILS–GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS–LOCALIZER ANTENNA & CRITICAL AREA
△△	▲▲	RUNWAY END IDENTIFIER LIGHT (REIL)
□□	■■	VISUAL GLIDE SLOPE INDICATOR (VGSI)
		THRESHOLD LIGHTS
		WIND CONE
920	N/A	GROUND CONTOURS
	N/A	MONUMENT

GENERAL NOTES

1. EXISTING OBSTRUCTIONS WERE TAKEN FROM A 2001 OBSTRUCTION SURVEY AND A 1993 FAA OBSTRUCTION CHART FOR WHITESIDE COUNTY AIRPORT
2. ROAD ELEVATIONS ARE ESTIMATED FROM PLANIMETRIC MAPPING & INCLUDE A 15 FOOT CLEARANCE PER F.A.R. PART 77 OBSTRUCTION STANDARDS.





Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

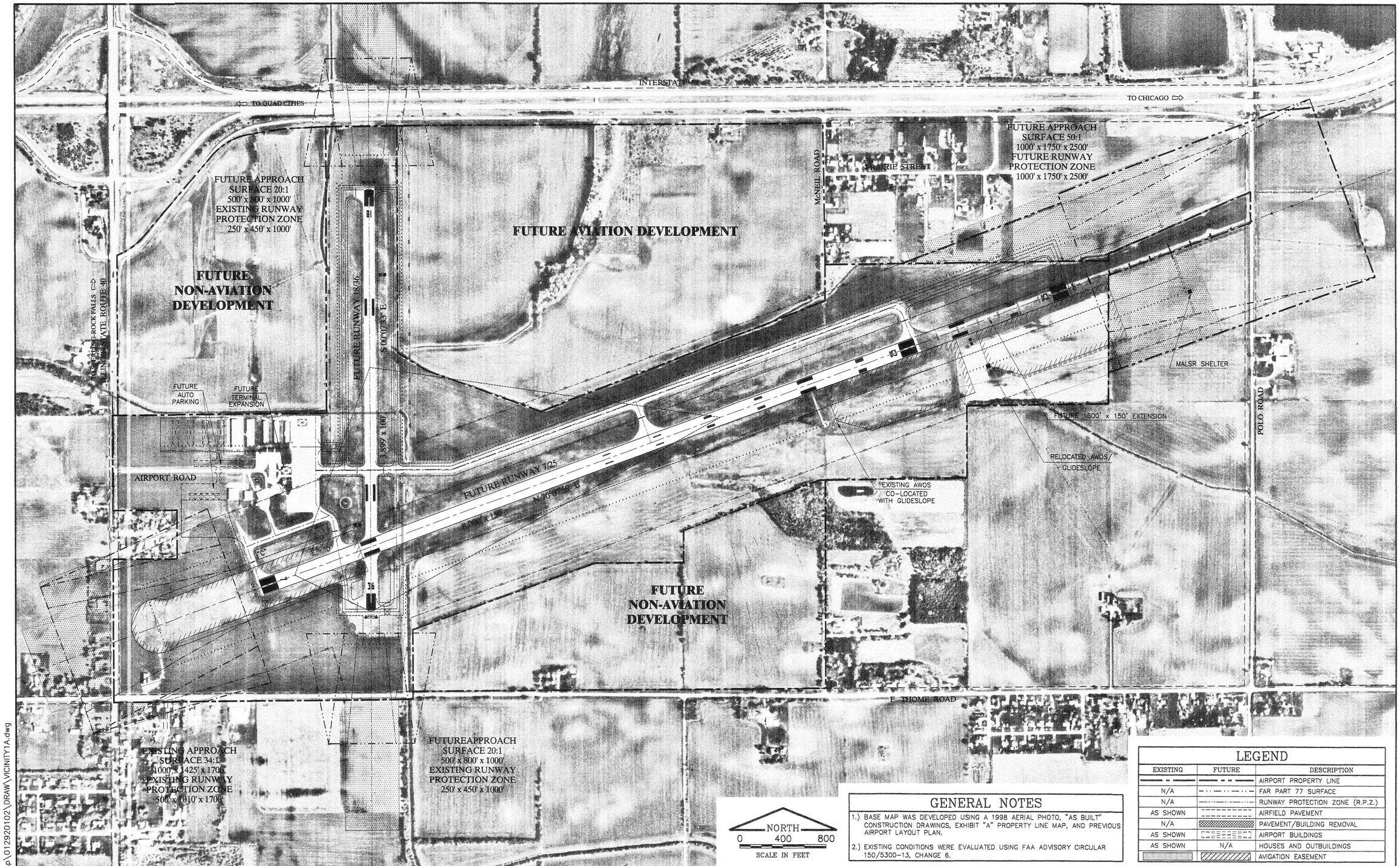
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	SNW
DRAWN BY	BWN
CHECKED BY	BMH
APPROVED BY	BMH

WHITESIDE COUNTY AIRPORT
STERLING–ROCK FALLS, ILLINOIS

APPROACH SURFACE DRAWING
EXISTING/ FUTURE RUNWAY 36

SCALE SHOWN
DATE 7/19/2002
JOB NO. 01292–01
SHEET 10 OF 11 SHEETS



GENERAL NOTES

1.) BASE MAP WAS DEVELOPED USING A 1998 AERIAL PHOTO, "AS BUILT" CONSTRUCTION DRAWINGS, EXHIBIT "A" PROPERTY LINE MAP, AND PREVIOUS AIRPORT LAYOUT PLAN.

2.) EXISTING CONDITIONS WERE EVALUATED USING FAA ADVISORY CIRCULAR 150/5300-13, CHANGE 6.

LEGEND

EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
N/A		FAR PART 77 SURFACE
N/A		RUNWAY PROTECTION ZONE (R.P.Z.)
AS SHOWN		AIRFIELD PAVEMENT
N/A		PAVEMENT/BUILDING REMOVAL
AS SHOWN		AIRPORT BUILDINGS
AS SHOWN	N/A	HOUSES AND OUTBUILDINGS
		AVIGATION EASEMENT

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Whiteside County AIRPORT
JOSEPH H. BITTORF FIELD

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CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.N.W.
DRAWN BY	M.R.W.
CHECKED BY	B.M.H./L.J.S.
APPROVED BY	B.M.H.

WHITESIDE COUNTY AIRPORT
STERLING-ROCK FALLS, ILLINOIS

VICINITY AERIAL

SCALE AS NOTED
DATE 7/19/2002
JOB NO. 01292-01
SHEET 11 OF 11 SHEETS