
PROPERTY ADDRESS:

0C2 Hinckley Airport
12727 U.S. Highway 30
Unincorporated DeKalb County
Hinckley (P.O.), Illinois 60520

PROPERTY DESCRIPTION:

The subject property is comprised of a 74.37-acre parcel of land that is utilized as the Hinckley Airport. It is improved with seven hangar buildings and one maintenance building. It also features a 2,640-foot turf runway and fueling tanks.

ZONING:

A-1: Agricultural District with a SU: Special Use overlay

PROPERTY DESCRIPTION

Land Size:	74.37 acres (3,239,557 square feet)
Shape:	Basically rectangular
Dimensions:	1,029.50 feet and 1,172.30 feet along U.S. Highway 30; 1,279.00 feet along the west property line; 2,640.40 feet along the north property line; and 1,274.00 feet along the east property line
Positioning:	Interior
Vehicular Access:	U.S. Highway 30
Topography:	Generally level and at street grade
Flood Hazard Zone/Map:	Zone X - area of minimal flooding (outside of the Special Flood Hazard Area)/Flood Insurance Rate Map 17037C0375E (dated 1/2/2009)
Soil Conditions:	No adverse soil conditions are known to exist.
Environmental Hazards:	No potential environmental hazards/concerns are noted or reported.
Utilities:	The subject is provided electric and water/sewer via a private well and septic system. In addition, gas is provided from a liquified petroleum (LP) tank.
Zoning:	A-1: Agricultural District, which permits a variety of agricultural uses, including single-family residential homes and supporting buildings for farming/equestrian uses. The subject parcel also has a SU: Special Use overlay, which permits the airport use. The existing building and use of the subject property appear to be legal and conforming.
Easements/Encroachments:	No adverse easements or encroachments are noted or reported.

PROPERTY DESCRIPTION

Improvements: The subject property is primarily being utilized as an airport and features several supporting buildings. The improvements are summarized as follows, with a copy of the FAA Airport Master Record being retained in the Addenda.

Airport Facility:
FAA Location ID: OC2 Hinckley Airport
Elevation: 760'
Runway Size (LxW): 2,640' x 100'
Runway Surface: Turf/Grass
Runway Condition: Average
Runway Lighting: None
Traffic Control: None
Wind Indicator: Yes
Segmented Circle: No
Services: Fuel, tiedowns, and hangars
Based Aircraft: 9: Single-engine
1: Multi-engine
10 Total
Other Aircraft: 25: Gliders

Hangars/Buildings: 2,500 square foot box hangar (built in 1996)
2,500 square foot box hangar (built in 1996)
3,600 square foot box hangar (built in 1996)
3,750 square foot box hangar (built in 1996)
2,900 square foot box hangar (built in 2005)
1,850 square foot box hangar (built in 2005)
1,850 square foot box hangar (built in 2005)
1,750 square foot maintenance building (built in 2005)
Total GBA: 20,700 square feet - total

Notes: Six hangar buildings feature steel construction with concrete floors and are insulated; one hangar building features wood-frame construction, concrete floors, and is also insulated. Two hangar buildings also reportedly feature some small office build-out. The maintenance building has steel/metal-panel construction with a gravel floor.

Condition: Average overall
Other Improvements: Gravel driveway

PROPERTY DESCRIPTION

Utility & Conclusions

The subject site has a functional layout, with adequate dimensions relative to its overall size and is considered to be typical for this market. Additionally, it has typical access for this type of property with similar positioning.

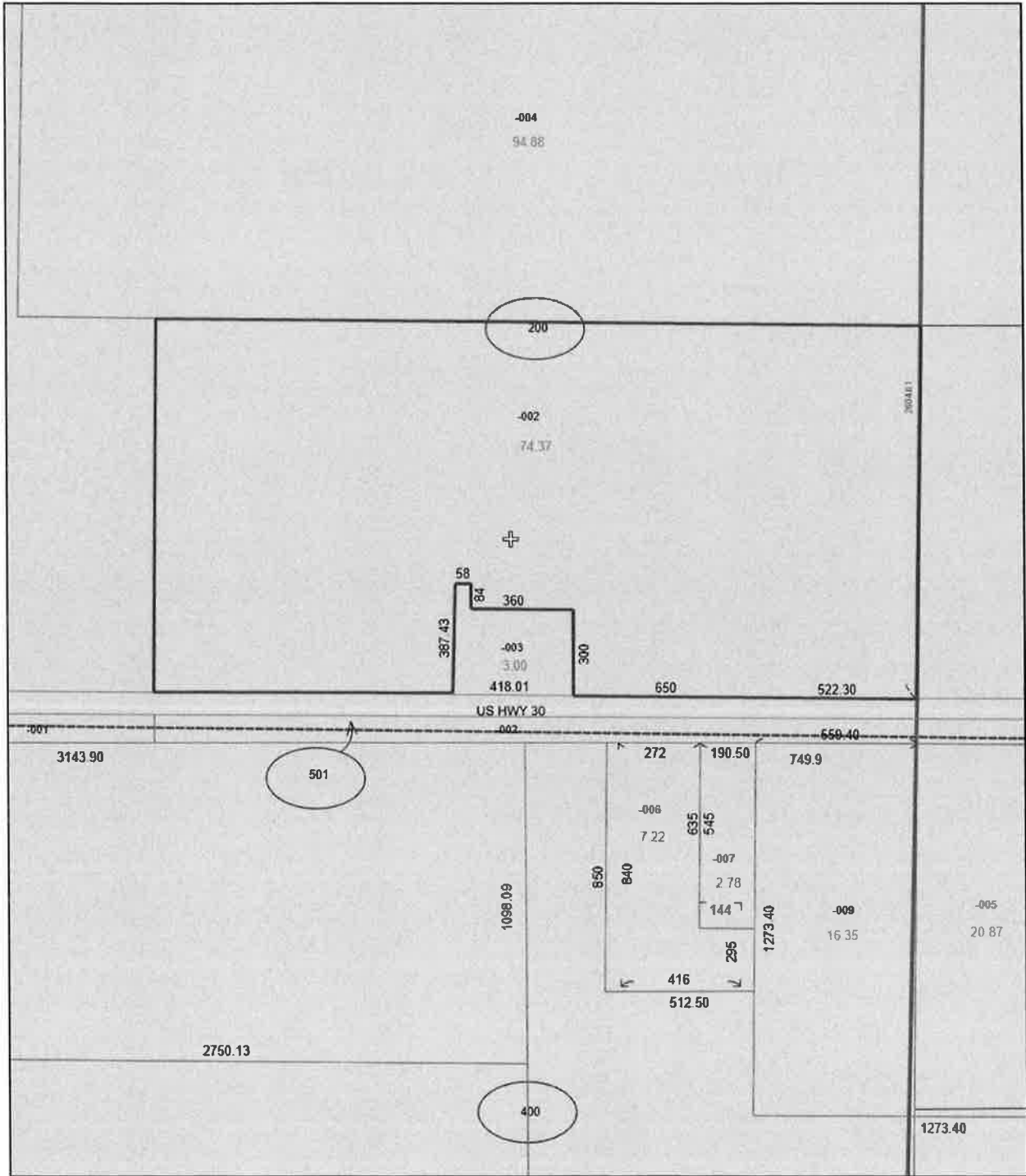
With regard to the subject's improvements and the allocated airport facility, the property features typical improvements for this type of property, which have been adequately maintained; thus, the subject property is rated in average condition overall. It is considered to have minimal airport services, such as fuel and aircraft tiedowns, yet lacks runway lighting, air traffic control, etc. In addition to the airport facility, the subject also features approximately 38.01 acres (51.1%) of tillable cropland that is bisected by the airport runway. The southeastern portion (approximately 10 acres) abuts to an adjacent farm but also has adequate frontage along U.S. Highway 30. The rear 28 acres is essentially landlocked as it lacks any roadway frontage. The placement of the airport runway directly south of this land area, combined with the lack of roadway frontage, results in a significantly diminished utility for this portion of land area.

The subject parcel is zoned A-1: Agricultural District, which permits a variety of agricultural uses, including single-family residential homes and supporting buildings for farming/equestrian uses. There are no known easements and/or private restrictions that would result in any detrimental limitations of the subject parcel. The subject parcel has a functional layout, with adequate dimensions and access. It also has a level topography and is not located in the Special Flood Hazard Area. Thus, the physical characteristics of the subject parcel are not considered to limit its legally permitted uses.

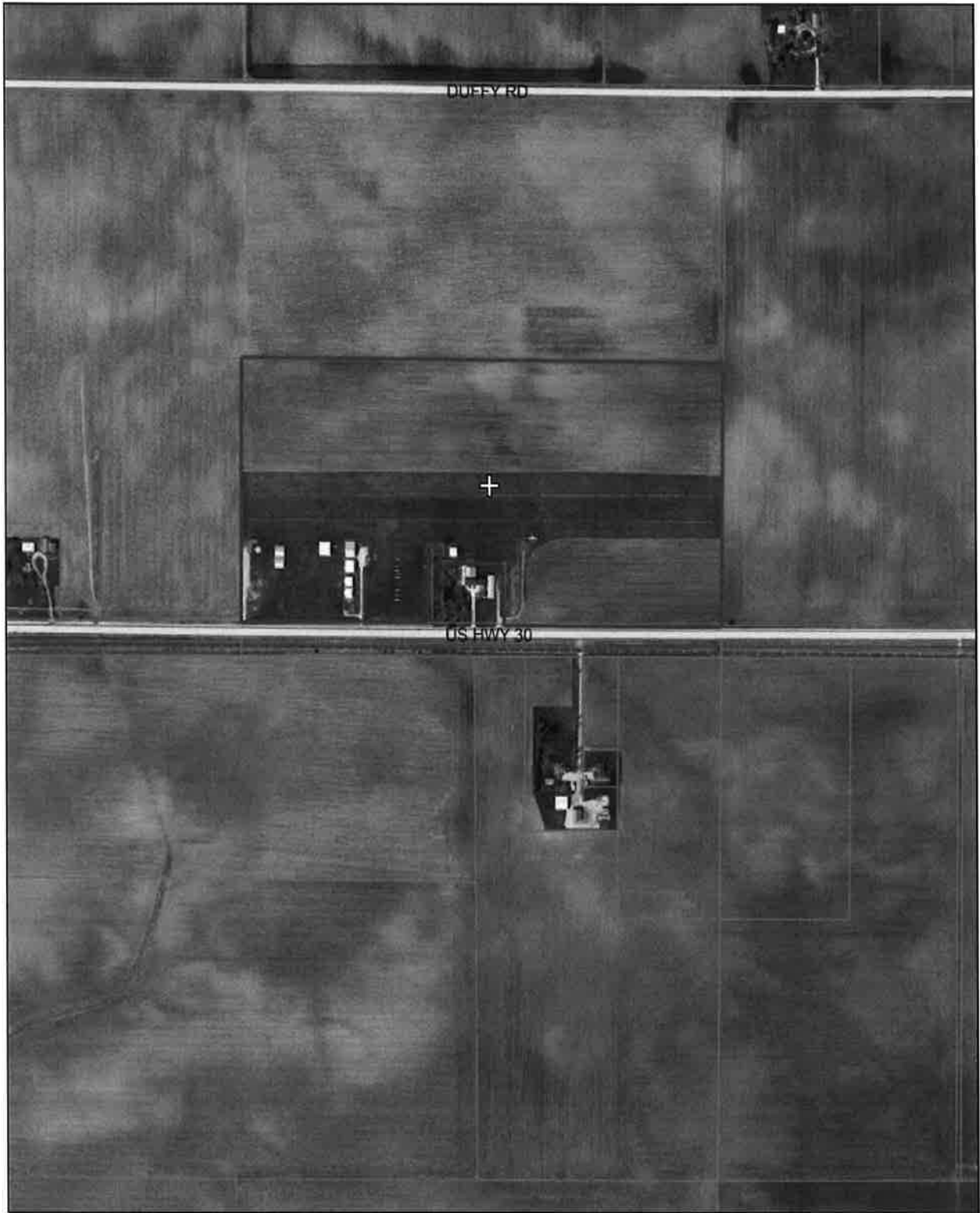
The subject property has a special use overlay zoning district, which allows for air support usage. The subject appears to be legal and conforming use, and it generally conforms with other airport properties in outlying areas. The existing improvements could continue to be utilized for airport usage, they could be converted into a variety of alternative permitted uses, or they could be razed. The possible physical uses of the existing improvements are only limited by the size and load restrictions of the building.

Despite lacking the control tower and a paved runway/taxiway, there is considered to be adequate airport features, such as fueling station, tiedowns, box hangars, and maintenance building. The subject buildings have typical layouts for their respective usage as either airplane hangars or a maintenance building. In addition, the improvements are rated in average condition overall. Ongoing demand also exists for airport properties in the subject's general market area. As a result of these factors, the highest and best use of the subject, as improved, is concluded to be for the continued use of an airport. However, there is some potential for agricultural usage for the entire property, but a purchaser would need to incur the cost to demolish all buildings and airport improvements, and the cost of such is unknown.

TAX MAP



AERIAL PHOTOGRAPH



NEIGHBORHOOD MAP



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MN (3.9° W)

0 1/2 1 1 1/2 2 mi
Data Zoom 11-3

AIRPORT MASTER RECORD

Data Source: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Print Date: 02/06/2025

1 ASSOC CITY: HINCKLEY	4 STATE: IL	LOC ID: 0C2	FAA SITE NR: 04749.*A
2 AIRPORT NAME: HINCKLEY	6 REGION/ADO: AGL/CHI	5 COUNTY: DE KALB, IL	
3 CBD TO AIRPORT (NM): 3 W		7 SECT AERO CHT: CHICAGO	

<u>GENERAL</u>	<u>SERVICES</u>	<u>BASED AIRCRAFT</u>
10 OWNERSHIP: PRIVATE	70 FUEL:	90 SINGLE ENG: 9
11 OWNER: PARTNERS INVESTMENT CAP INC.		91 MULTI ENG: 1
12 ADDRESS: 170 N MAY ST. HINCKLEY, IL 60520	71 AIRFRAME RPRS:	92 JET:
13 PHONE NR: 224-330-9990	72 PWR PLANT RPRS:	93 HELICOPTERS: _____
14 MANAGER: JIM BEYER	73 BOTTLE OXYGEN: NONE	TOTAL: 10
15 ADDRESS: PO BOX 812 HINCKLEY, IL 60520	74 BULK OXYGEN: NONE	94 GLIDERS: 25
16 PHONE NR: 316-213-7093	75 TSNT STORAGE: TIE	95 MILITARY:
	76 OTHER SERVICES: GLD.INSTR.PAJA, TOW	96 ULTRA-LIGHT: VTOL:
17 ATTENDANCE SCHEDULE:		
MONTHS	DAYS	HOURS
ALL	ALL	IREG
18 AIRPORT USE: PUBLIC		
19 ARPT LAT: 41-46-15 106N ESTIMATED	80 ARPT BCN:	
20 ARPT LONG: 88-42-12 292W	81 ARPT LGT SKED:	
21 ARPT ELEV: 760.0 ESTIMATED	BCN LGT SKED:	
22 ACREAGE: 22	82 UNICOM:	
23 RIGHT TRAFFIC: NO	83 WIND INDICATOR: YES	
24 NON-COMM LANDING: NO	84 SEGMENTED CIRCLE: NONE	
25 NPIAS/FED AGREEMENTS:	85 CONTROL TWR: NO	
26 FAR 139 INDEX: /	86 FSS: KANKAKEE	
	87 FSS ON ARPT: NO	
	88 FSS PHONE NR:	
	89 TOLL FREE NR: 1-800-WX-BRIEF	
<u>OPERATIONS</u> Information on aircraft operations is available from FAA's Aviation System Performance Metrics https://aspm.faa.gov		
<u>FACILITIES</u>		

RUNWAY DATA

30 RUNWAY IDENT:

31 LENGTH: 2,640

32 WIDTH: 100

33 SURF TYPE-COND: TURF-G

34 SURF TREATMENT: NONE

35 GROSS WT: S

36 (IN THSDS) D

37 2D

38 2D/2DS

39 PCN / PCR:

LIGHTING/APCH AIDS

40 EDGE INTENSITY:

42 RWY MARK TYPE-COND: NONE / NONE-

43 VGS: /

44 THR CROSSING HGT: /

45 VISUAL GLIDE ANGLE: /

46 CNTRLN-TDZ: N - N / N - N

47 RVR-RVV: - N / - N

48 REIL: N / N

49 APCH LIGHTS: /

OBSTRUCTION DATA

50 FAR 77 CATEGORY: A(V) / A(V)

51 DISPLACED THR: /

52 CTLG OBSTN: /

53 OBSTN MARKED/LGTD: /

54 HGT ABOVE RWY END: /

55 DIST FROM RWY END: 0 / 0

56 CNTRLN OFFSET: /

57 OBSTN CLNC SLOPE: 20:1 / 20:1

58 CLOSE-IN OBSTN: N / N

DECLARED DISTANCES

60 TAKE OFF RUN AVBL (TORA): /

61 TAKE OFF DIST AVBL (TODA): /

62 ACLT STOP DIST AVBL (ASDA): /

63 LNDG DIST AVBL (LDA): /

110 REMARKS:

A 052 RWY 09 RYS 09 & 27 8 FT CROPS OFF RY ENDS DURING GROWING SEASON.

A 110-001 SOARING CONDUCTED AT ARPT.

A 110-002 GLIDER OPNS SFC-17,500 FT.

A 110-004 ARPT MAY BE UNUSBL UNDER VERY WET CONDS.

A 110-005 RY 09/27 NOT PLOWED; USE AT OWN RISK

A 110-006 FOR CD CTC CHICAGO APCH AT 847-289-0926.

111 INSPECTOR: (S) 112 LAST INSP: 06/29/2022 113 LAST INFO RES:

SALES COMPARISON

Improved Sale 4

1560 W. Church Street (US-34)
Sandwich, Illinois
(IS65 Woodlake Landing
Airport)

Date of Sale
August 2023

Sale Price
\$550,000

Price/Acre
\$22,376



Land Size (Ac):	24.58	GBA:	19,780
Runway Size:	2,988' x 50' & 1,750' x 150'	Year Built:	1947
Runway Surface:	Asphalt & Turf	Condition:	Average to above-average
Runway Lighting:	Yes	Property Rights:	Leased fee
Traffic Control:	None reported	Financing Terms:	Cash to seller
Fuel:	Yes	Conditions of Sale:	Arm's-length
Tiedowns:	Yes	County:	DeKalb
Based Aircraft:	35: single-engine 2: multi-engine	PIN(s):	et. al. 19-34-277-005

This airport facility is located in an outlying area, approximately 55 miles west of Chicago, IL and 50 miles southeast of Rockford, IL. Additional features include fuel service. The GBA includes a maintenance building, an office, and 16 T-hangars. The marketing time was approximately three and one-half months. The property appears to have been purchased for continued use as an airport facility. It was reported that the sale included a tractor and other FF&E, which was not allocated separately. PINs: 19-34-278-003, 19-34-278-019, 19-35-103-018, 19-34-278-001, 19-34-277-005, 19-34-274-005, 19-34-400-010, 19-34-403-006, 19-34-277-031, 19-34-277-022, 19-34-404-023

Verification: CoStar, offering memorandum, county GIS, FAA records, and public records