

OBSTRUCTION DATA SHEET

**ODS 5278
GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS**

DIGITIZED FROM

**OC 5278
SURVEYED JULY 1991
1ST EDITION**



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OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

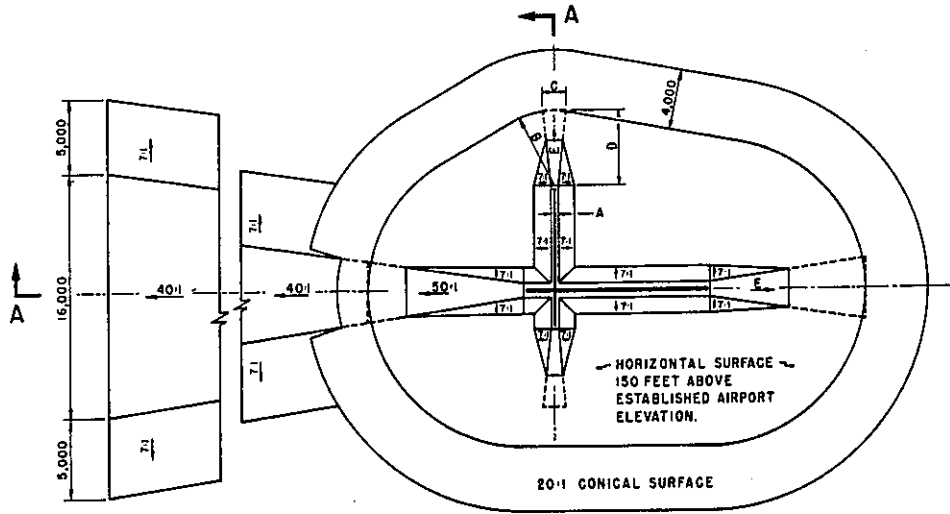
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) Utility runway - visual approach only
 A(NP) Utility runway - nonprecision instrument approach
 B(V) Nonutility runway - visual approach only
 C Nonutility runway - nonprecision instrument approach with
 visibility minimums greater than 3/4 mile
 D Nonutility runway - nonprecision instrument approach with
 visibility minimums as low as 3/4 mile
 PIR Precision instrument runway
 SUPLC ... Supplemental C underlying a B(V)

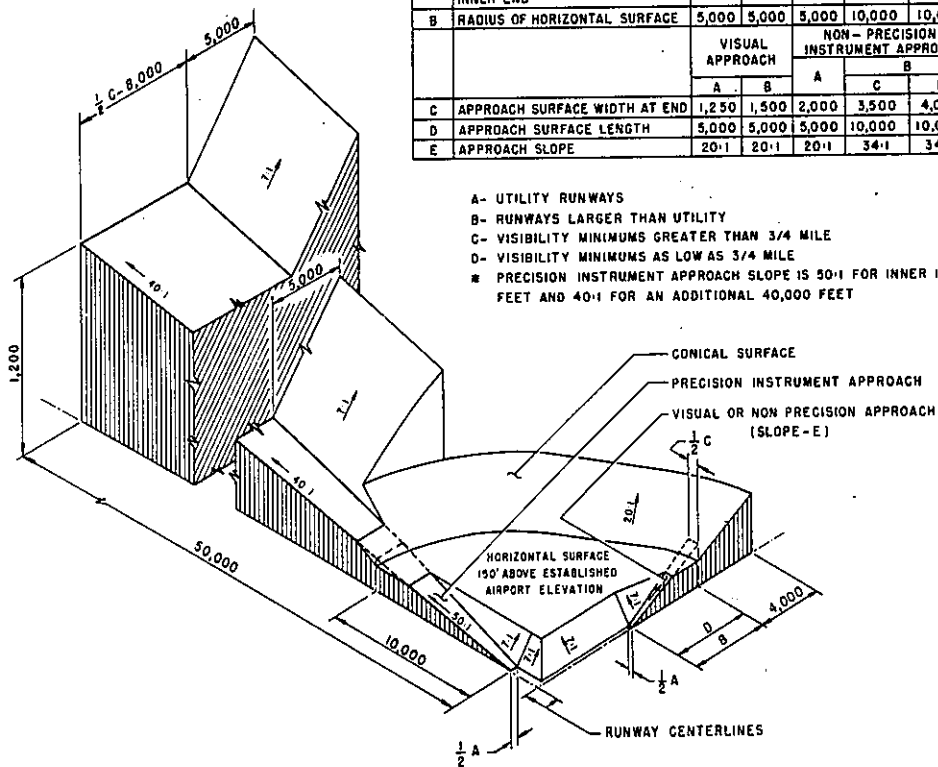
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
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	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	*

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- * PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

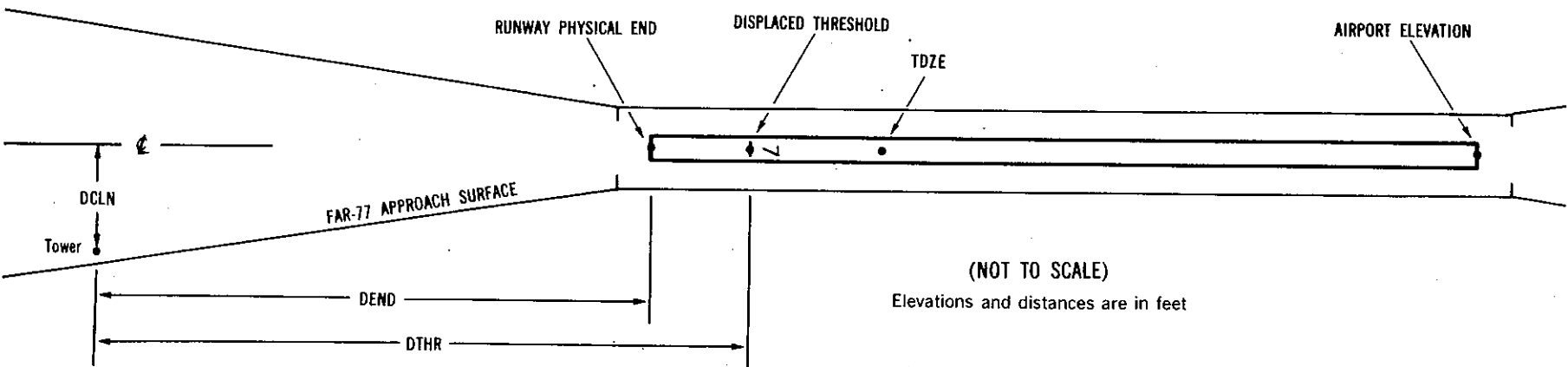
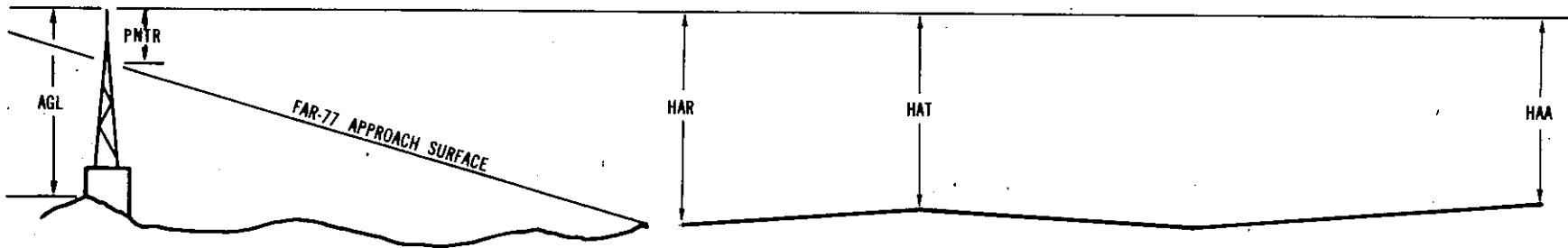
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXX.XXX ⁴	XXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXX.XXX ⁷				
OBJECT		LAT	LONG	A ⁸	ELEV ⁹	AGL ¹⁰	HAR ¹¹	HAT ¹¹	HAA ¹¹	DEND ¹²	DTHR ¹²	DCLN ¹²	PNTR ¹³
XXXXXXXXXXXX		XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX
XXXXXXXXXXXX		XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX



(NOT TO SCALE)
Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

- 1 Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.
- 2 For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- 3 Reference runway approach physical end elevation/touchdown zone elevation
- 4 Latitude and longitude of reference runway approach physical end
- 5 Reference runway geodetic azimuth reckoned clockwise from south
- 6 Reference runway displaced threshold elevation/touchdown zone elevation
- 7 Latitude and longitude of reference runway displaced threshold
- 8 Accuracy Code: Horizontal Vertical
 1 = 20 A = 2
 2 = 40 B = 5
 C = 20
- 9 Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.
- 10 Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ± 10 feet.
- 11 HAA - Height above airport
 HAR - Height above reference runway approach physical end
 HAT - Height above reference runway touchdown zone elevation
- 12 DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
 DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
 DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.
- A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 629

4 PIR 624/624 410356.753N 0875117.422W 2181930

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	410442.46	0875038.07	1A	659		35	35	30	-5498		504L	33
TREE	410436.70	0875040.51	1A	630		6	6	1	-4925		289L	8
ON ON LIGHTED WINDSOCK	410430.36	0875038.98	1A	628		4	4	-1	-4494		200R	7
TREE	410417.48	0875101.05	1A	629		5	5	0	-2423		317L	7
TREE	410406.40	0875058.84	1A	628		4	4	-1	-1649		511R	5
OL ON GLIDE SLOPE	410406.94	0875113.43	1A	653		29	29	24	-999		400L	30
OL ON LIGHTED WINDSOCK	410359.38	0875111.36	1A	629		5	5	0	-496		200R	5
ROAD (N)	410352.73	0875132.06	1A	637		13	13	8	1015		627L	-3
ROAD (N)	410344.63	0875119.71	1A	638		14	14	9	1071		623R	-3

22 C 629/629 410443.097N 0875029.009W 0382002

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	410359.38	0875111.36	1A	629		0	0	0	-5483		200L	5
OL ON GLIDE SLOPE	410406.94	0875113.43	1A	653		24	24	24	-4981		400R	30
TREE	410406.40	0875058.84	1A	628		-1	-1	-1	-4330		511L	5
TREE	410417.48	0875101.05	1A	629		0	0	0	-3556		317R	7
ON ON LIGHTED WINDSOCK	410430.36	0875038.98	1A	628		-1	-1	-1	-1485		200L	7
TREE	410436.70	0875040.51	1A	630		1	1	1	-1054		289R	8
TREE	410442.46	0875038.07	1A	659		30	30	30	-481		504R	33
ROAD (I)	410450.55	0875030.29	1A	637		8	8	8	531		545R	-2
TREE	410500.16	0875014.66	1A	666		37	37	37	2036		209R	-17
POLE	410503.54	0875019.27	1A	664		35	35	35	2086		699R	-20

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AIRPORT ELEVATION 629

16 A(V) 621/621 410433.427N 0875046.502W 3410332

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	410437.75	0875050.14	1A	635		14	14	6	504		122R	-1
BUSH	410439.43	0875048.51	1A	632		11	11	3	625		52L	-10
ROAD (I)	410440.58	0875052.34	1A	635		14	14	6	830		188R	-17

34 A(V) 617/620 410352.325N 0875027.866W 1610344

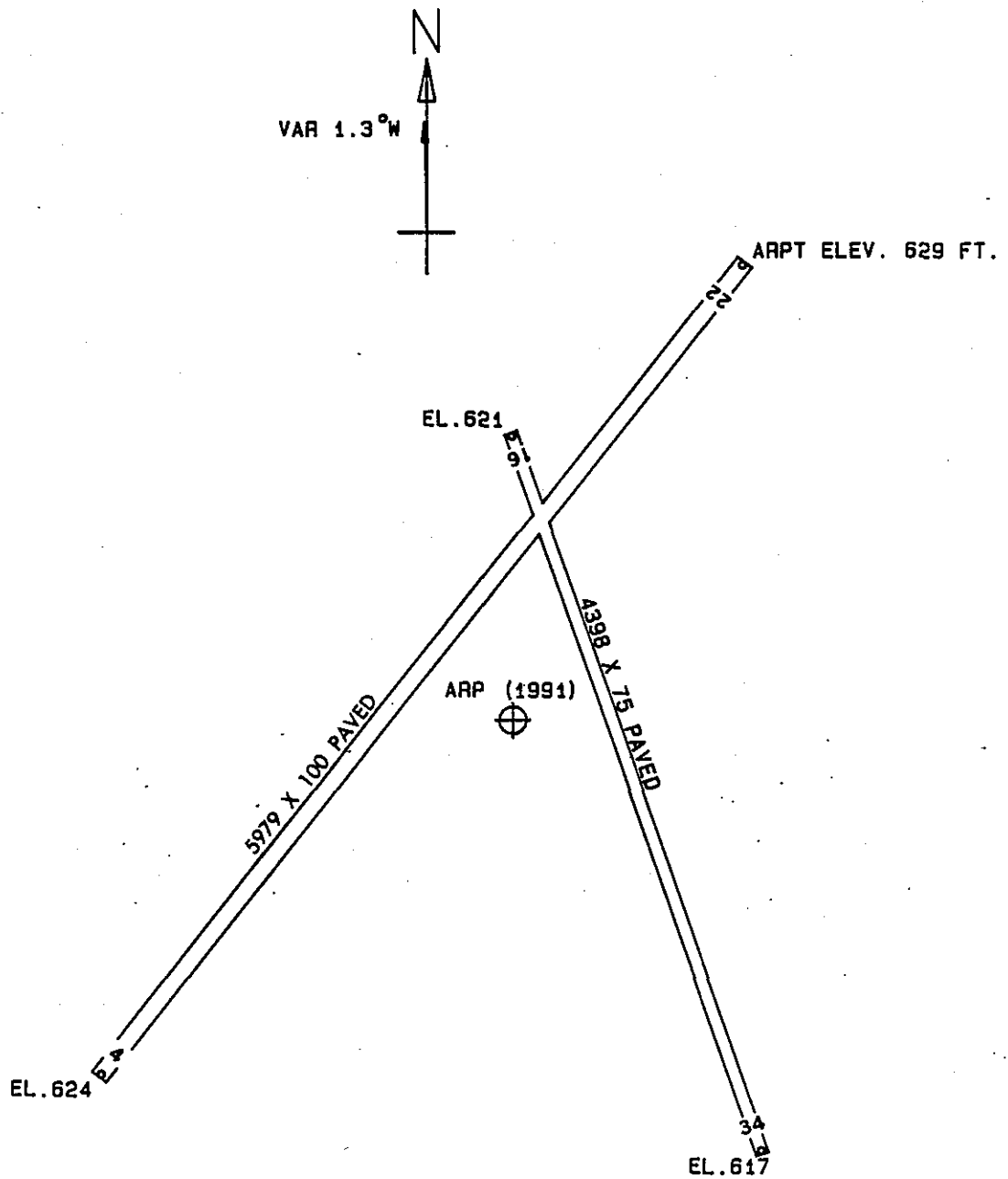
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	410344.92	0875027.01	1A	630		13	10	1	730		181L	-13
ROAD (N)	410344.65	0875022.53	1A	628		11	8	-1	868		134R	-22

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AIRPORT ELEVATION 629

ARP 410416.938N 0875046.422W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	410420.62	0875043.68	1A	627		-2	30 41	427
TREE	410413.78	0875050.79	1A	628		-1	227 37	463
TREE	410411.95	0875039.52	1A	629		0	134 56	731
TREE	410424.88	0875038.59	1A	626		-3	38 0	1003
VOR	410427.78	0875059.09	1A	635		6	319 48	1465
TREE	410417.56	0875105.72	1A	641		12	273 44	1480
WINDSOCK	410404.24	0875059.23	1A	642		13	218 39	1617
ROD ON OL AIRPORT BEACON	410359.39	0875057.11	1A	683		54	206 3	1956
TREE	410439.89	0875046.63	1A	650		21	0 55	2323
HANGAR	410357.36	0875104.45	1A	643		14	216 11	2416
HANGAR	410350.69	0875111.41	1A	648		19	217 4	3275
TREE	410450.13	0875033.47	1A	652		23	17 45	3503
HANGAR	410356.41	0875128.62	1A	640		11	238 34	3843
POLE	410344.28	0875116.89	1A	649		20	216 32	4046
OL ON WATER TANK	410517.04	0875215.74	1B	747		118	312 57	9154
OL ON WATER TANK	410451.80	0875246.55	1B	753		124	292 18	9854
WATER TANK	410511.45	0874838.54	1B	743		114	61 54	11241
WATER TANK	410450.76	0874821.28	1B	743		114	74 10	11632
STACK	410607.14	0875205.23	2A	836	214	207	332 53	12681



TOUCHDOWN ZONE RUNWAY ELEVATION	
4	624
22	629
16	621
34	620

GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 (NOT TO SCALE)