FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

CLINTONVILLE MUNICIPAL AIRPORT

CLINTONVILLE, WISCONSIN

ODS 5280

1st EDITION

OC 5280
SURVEYED AUGUST 1985
6th EDITION

PREPARED AND DISTRIBUTED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SERVICE (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY	SURVEYING CRITERIA.
PIR	Precision Instrument Runway. 50:1 Slope first 10,000 FT
	40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as ¾ mile.
	34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than
	¾ mile. 34:1 Slope
B(V)	Visual runway with visual approach only. 20:1 Slope
A(NP)	Utility runway with nonprecision instrument approach. 20:1 Slope
A(V)	Utility runway with visual approach only. 20:1 Slope

ANNOTATION OF SAMPLE OBSTRUCTION DATA

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS THAT FOLLOW ARE REFERENCED TO THIS POINT

FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH

PHYS END RWY 34 D LAT 38 30 22.066N LONG 121 29 34.116W GEODETIC AZIMUTH 168 05 12

ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L

ELEVATION — ACCURACY — DESCRIPTION

MAGNETIC BEARING — DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

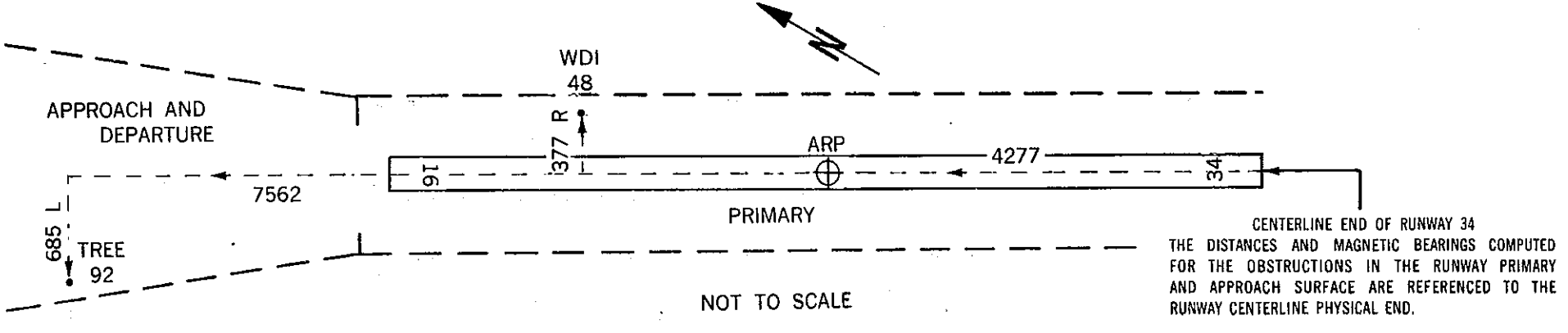
DISTANCE LEFT OR RIGHT OF CENTERLINE

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** ACCURACY IS CODED AS FOLLOWS

HORIZONTAL (FT)	VERTICAL (FT)
1 = 15	A = 2
2 = 40	B = 5
	C = 20

*** 15 FT ADDED TO NON INTERSTATE ROAD
17 FT ADDED TO INTERSTATE ROAD
23 FT ADDED TO RAILROAD



CENTERLINE END OF RUNWAY 34
THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

RUNWAY 4 CONDITION AV LAT 44 36 39.406N LONG 88 44 2.153W GEODETIC AZIMUTH 222 40 57

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
822	1A	DAY MARKER	44 36 41.567N	88 43 56.861W	61 21	441	420	133R
822	1A	BUSH	44 37 5.961N	88 43 30.598W	41 25	3527	3524	145L
816	1A	BUSH	44 37 5.277N	88 43 29.011W	43 33	3551	3551	14L
819	1A	BUSH	44 37 5.919N	88 43 28.912W	42 57	3604	3604	53L
822	1A	BUSH	44 37 5.282N	88 43 26.316W	45 47	3686	3684	129R
824	1A	TREE	44 37 7.744N	88 43 28.283W	41 35	3773	3771	145L

RUNWAY 22 CONDITION AV LAT 44 37 3.350N LONG 88 43 31.237W GEODETIC AZIMUTH 42 41 19

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
822	1A	DAY MARKER	44 36 41.567N	88 43 56.861W	221 8	2881	2878	133L

CORRECTION: Obstructions listed for RUNWAY 14 represent an A(V) Obstruction Identification Surface.

RUNWAY 14 CONDITION ANF LAT 44 37 5.697N LONG 88 44 18.309W GEODETIC AZIMUTH 316 57 7

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
823	1A	BUSH	44 36 39.012N	88 43 48.334W	142 21	3465	3455	260R
832	1A	BUSH	44 36 35.179N	88 43 41.465W	140 19	4081	4078	162R
827	1A	TREE	44 36 35.710N	88 43 35.341W	135 26	4346	4341	199L
822	1A	BUSH	44 36 31.446N	88 43 35.827W	139 33	4634	4633	122R
835	1A	TREE	44 36 33.649N	88 43 31.479W	134 52	4691	4684	261L
817	1A	BUSH	44 36 32.060N	88 43 31.554W	136 18	4800	4798	147L
850	1A	TREE	44 36 26.395N	88 43 32.722W	141 27	5169	5160	307R
838	1A	TREE	44 36 26.797N	88 43 31.352W	140 19	5202	5198	206R

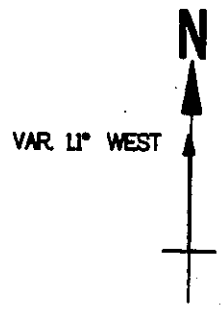
CORRECTION: Obstructions listed for RUNWAY 32 represent an A(NP) Obstruction Identification Surface.

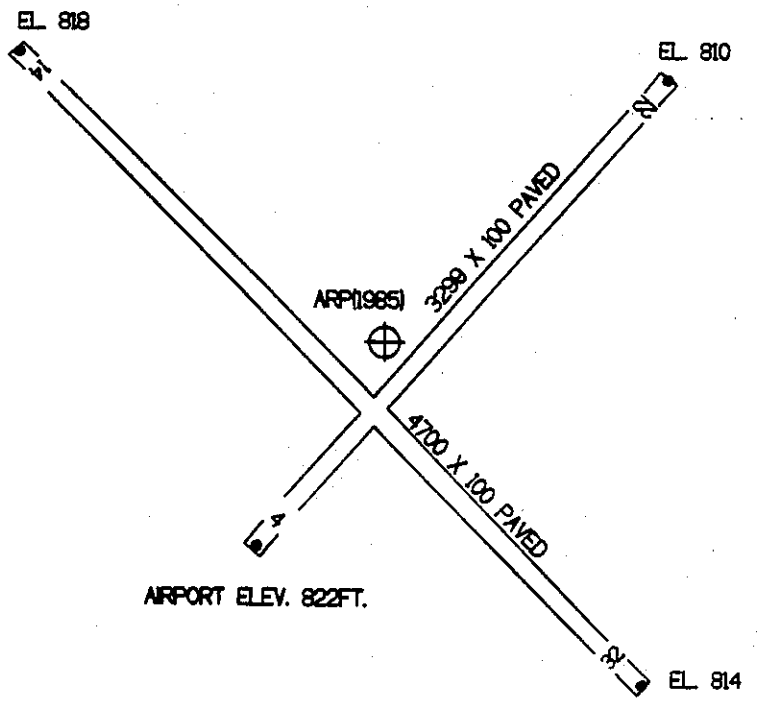
RUNWAY 32 CONDITION AVP LAT 44 36 31.783N LONG 88 43 33.968W GEODETIC AZIMUTH 136 57 39

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
835	1A	TREE	44 36 33.649N	88 43 31.479W	44 44	261	15	261R
822	1A	BUSH	44 36 31.446N	88 43 35.827W	256 51	139	67	122L
827	1A	TREE	44 36 35.710N	88 43 35.341W	347 5	410	358	199R
832	1A	BUSH	44 36 35.179N	88 43 41.465W	303 29	642	621	162L
823	1A	BUSH	44 36 39.012N	88 43 48.334W	306 16	1271	1244	260L
828	1A	BUSH	44 37 4.513N	88 44 20.433W	315 42	4721	4717	194L
833	1A	TREE	44 37 10.652N	88 44 19.748W	321 2	5144	5137	266R
850	1A	TREE	44 37 10.789N	88 44 24.668W	318 14	5390	5390	16R
877	1A	TREE	44 37 12.886N	88 44 32.485W	315 37	5937	5931	252L

ARP 1985 LAT 44 36 49.829N LONG 88 43 52.243W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST
821	1A	BUSH	44 36 51.415N	88 43 49.685W	50 8	245
845	1A	TREE	44 36 50.622N	88 43 42.487W	84 36	710
824	1A	BUSH	44 36 44.109N	88 43 44.376W	136 36	812
854	1A	TREE	44 36 56.224N	88 43 44.733W	41 5	845
824	1A	BUSH	44 36 54.416N	88 43 39.100W	65 3	1058
857	1A	TREE	44 36 53.141N	88 43 38.262W	72 45	1066
830	1A	BUSH	44 36 59.809N	88 43 40.034W	42 15	1342
841	1A	TREE	44 36 54.701N	88 44 10.543W	291 33	1413
867	1A	TREE	44 36 53.499N	88 44 11.764W	285 51	1460
861	1A	TREE	44 36 35.442N	88 44 0.840W	204 13	1584
826	1A	BUSH	44 37 1.807N	88 43 36.765W	43 48	1651
820	1A	TREE	44 36 37.993N	88 43 36.493W	137 33	1654
858	1A	TREE	44 36 58.268N	88 43 32.479W	60 14	1666
828	1A	BUSH	44 36 59.391N	88 43 33.042W	56 13	1693
862	1A	TREE	44 36 34.194N	88 43 43.031W	158 16	1718
842	1A	TREE	44 36 57.077N	88 44 13.990W	296 7	1736
859	1A	TREE	44 37 3.820N	88 43 36.522W	39 51	1817
857	1A	TREE	44 36 33.594N	88 44 5.200W	210 47	1893
850	1A	TREE	44 36 36.612N	88 43 32.159W	133 45	1975
858	1A	TREE	44 37 2.222N	88 43 27.134W	56 27	2208
873	1A	TREE	44 37 3.174N	88 43 23.670W	57 55	2470
867	1A	TREE	44 36 28.265N	88 43 35.824W	152 33	2486
842	1A	TREE	44 37 5.059N	88 43 24.325W	53 44	2541
862	1A	TREE	44 36 32.456N	88 43 26.621W	134 36	2556
847	1A	TREE	44 37 10.290N	88 44 16.658W	320 40	2723
831	1A	TREE	44 37 9.800N	88 44 18.051W	318 24	2752





TOUCHDOWN ZONE

RUNWAY	ELEVATION
4	822
22	820
14	821
32	821

CLINTONVILLE MUNICIPAL AIRPORT

CLINTONVILLE, WISCONSIN

(NOT TO SCALE)