OBSTRUCTION DATA SHEET

ODS 5674
CENTRAL WISCONSIN AIRPORT
MOSINEE, WISCONSIN

DIGITIZED FROM

OC 5674
SURVEYED SEPTEMBER 1991
5TH EDITION

ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport Obstruction Charts - Obstruction Data Sheets," for possible corrections. National Oceanic and Atmospheric Administration (NOAA) publications are available through NOAA Distribution Branch (N/CG33), National Ocean Service, Riverdale, MD 20737. Telephone: 301-436-6990

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.
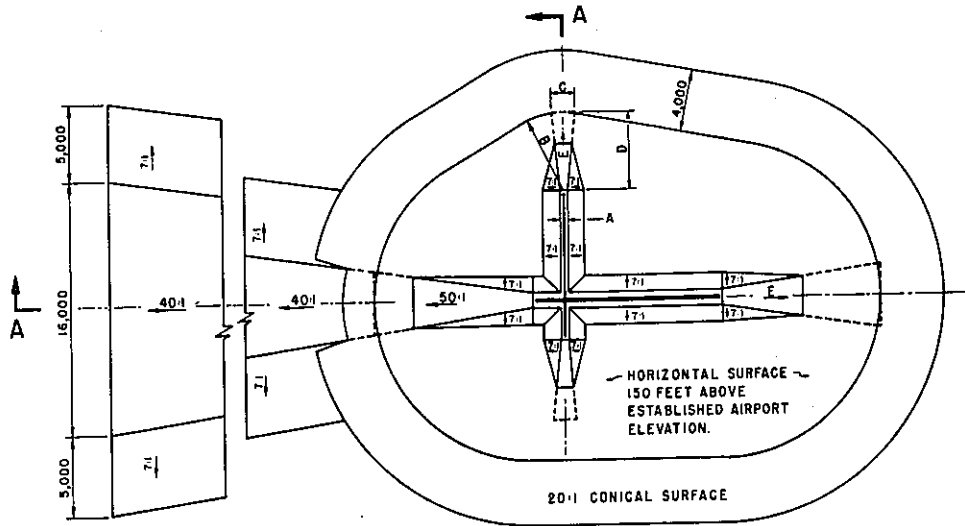
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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	*

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
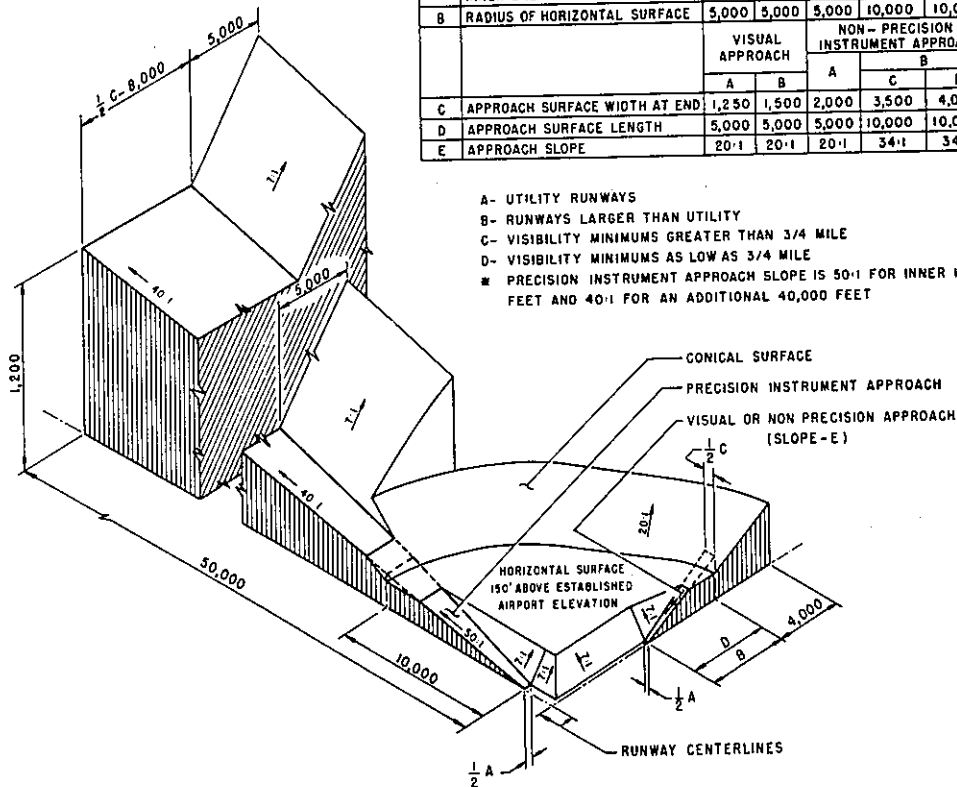
ISOMETRIC VIEW OF SECTION A-A

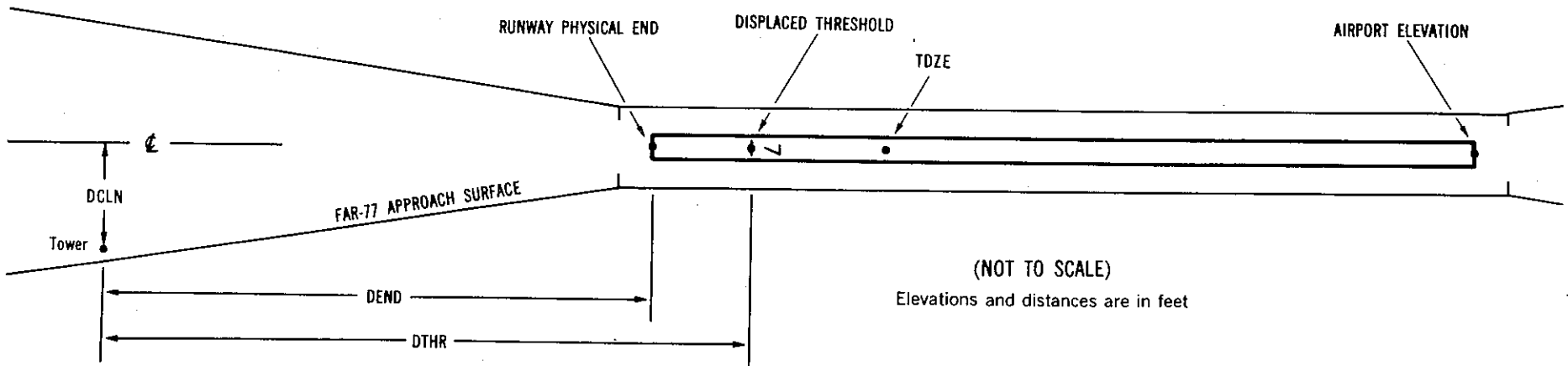FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

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}
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

****

(NOT TO SCALE)
Elevations and distances are in feet

3

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).

OC5674

AIRPORT ELEVATION 1277

8   PIR 1273/1274   444647.679N   0894031.479W   2572200

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	444708.96	0893849.54	1A	1263		-10	-11	-14	-7646		496L	3
TREE	444652.69	0893931.04	1A	1282		9	8	5	-4365		458R	21
OL ON GLIDE SLOPE	444646.13	0894015.89	1A	1300		27	26	23	-1063		399R	27
ROAD (N)	444644.99	0894048.07	1A	1285		12	11	8	1227		4R	-9
APPROACH LIGHT	444644.65	0894050.45	1A	1293		20	19	16	1402		0L	-4
TREE	444649.34	0894113.26	1A	1327		54	53	50	2904		823L	-1
TREE	444642.48	0894124.72	1A	1345		72	71	68	3863		326L	-1

26   C 1260/1260   444704.176N   0893848.056W   0772312

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	444646.13	0894015.89	1A	1300		40	40	23	-6582		399L	27
TREE	444652.69	0893931.04	1A	1282		22	22	5	-3279		458L	21
FENCE	444708.96	0893849.54	1A	1263		3	3	-14	1		496R	3
ANT & OL DME ON BUILDING	444706.85	0893843.62	1A	1269		9	9	-8	372		195R	4
OL ON LOCALIZER	444705.04	0893842.64	1A	1261		1	1	-16	400		0L	-5
TREE	444710.79	0893842.05	1A	1275		15	15	-2	569		559R	4
TREE	444700.49	0893838.28	1A	1276		16	16	-1	606		518L	4

17   C 1277/1277   444651.885N   0894031.513W   3500238

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	444653.39	0894035.63	1A	1280		3	3	3	201		266R	3
ROAD (N)	444710.24	0894035.54	1A	1295		18	18	18	1882		35L	-31
TREE	444711.99	0894041.02	1A	1303		26	26	26	2124		324R	-31
TREE	444715.59	0894042.53	1A	1346		69	69	69	2502		367R	1

AIRPORT ELEVATION 1277

35 C 1232/1256 444556.452N 0894017.855W 1700247

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	444653.39	0894035.63	1A	1280		48	24	3	-5901		266L	3

ARP   444642.364N   0893958.953W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING		DISTANCE
TREE	444647.84	0893948.51	1A	1300		23	54	9	935
TREE	444645.95	0893942.13	1A	1314		37	73	49	1267
WINDSOCK	444658.92	0894008.97	1A	1292		15	337	12	1826
CONTROL TOWER	444703.01	0894006.22	1A	1352		75	346	26	2155
ANTENNA ON BUILDING	444702.45	0894014.44	1A	1353		76	331	44	2321
OL ON LIGHTED WINDSOCK	444657.58	0894026.77	1A	1303		26	308	2	2530
LIGHT STANDARD	444702.09	0894020.83	1A	1327		50	322	12	2546
LIGHTED WIND TEE	444657.96	0894026.75	1A	1285		8	308	44	2552
ROD ON POLE	444638.42	0894043.72	1A	1310		33	263	28	3254
OL ON LIGHTED WINDSOCK	444655.68	0893858.79	1A	1269		-8	73	14	4545
TREE	444656.78	0893852.48	1A	1283		6	73	34	5012
OL ON LIGHTED WINDSOCK	444552.89	0894026.89	1A	1257		-20	202	25	5400
POLE	444711.07	0893850.08	1A	1281		4	60	9	5756
OL ON TANK	444721.32	0894058.08	1B	1376		99	313	16	5810
OL ON WATER TANK	444742.43	0893951.86	1B	1422		145	5	18	6105
TREE	444753.09	0893729.86	1B	1403		126	56	49	12920
ROD ON MICROWAVE TOWER	444829.65	0893800.22	1B	1433		156	38	44	13834

N

VAR 0.5°W

EL.1260

26

7645 X 150 PAVED

ARPT ELEV. 1277 FT.

17

8

EL. 1273

ARP (1991)

5700 X 150 PAVED

35

EL.1232
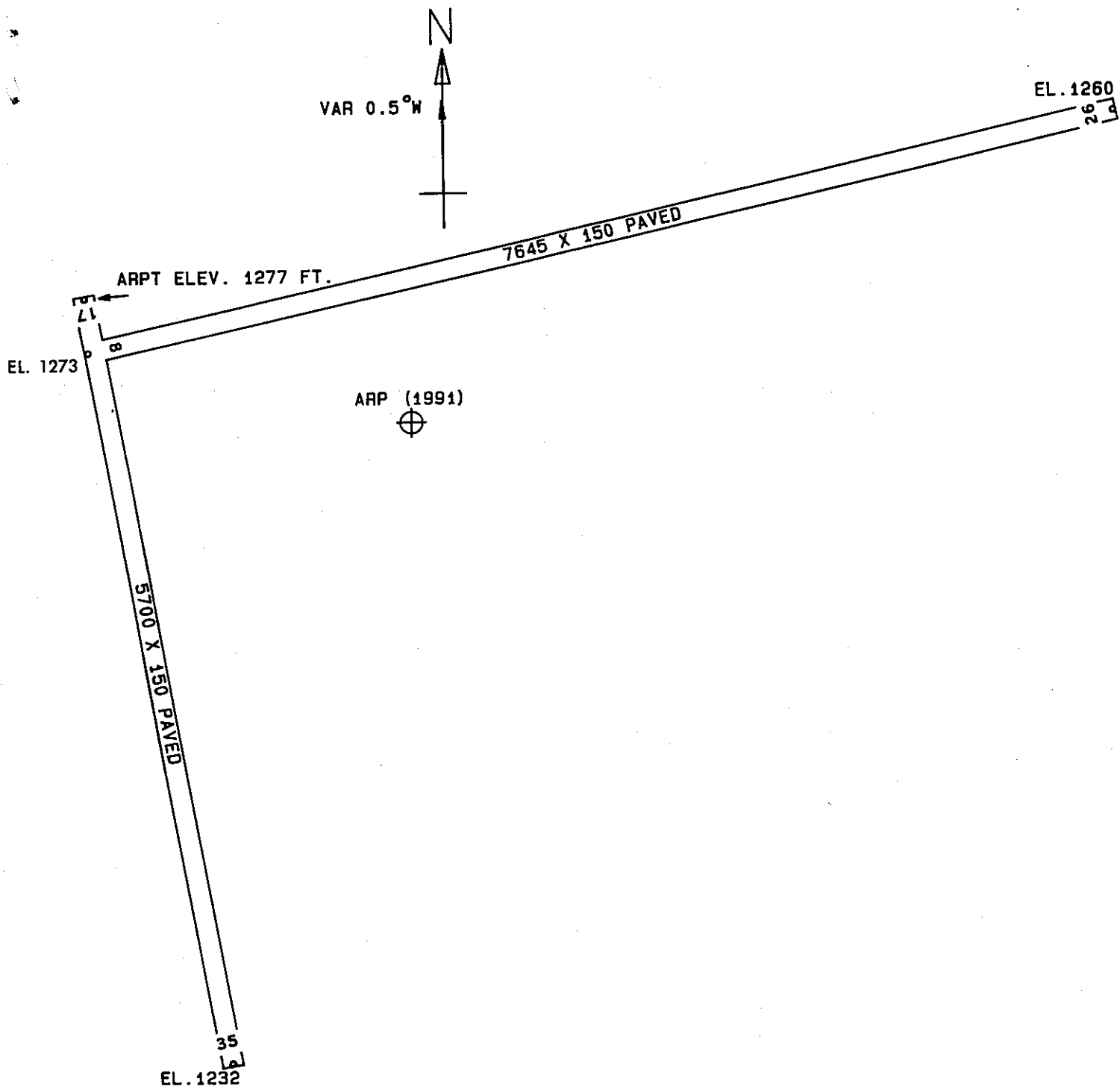
TOUCHDOWN ZONE RUNWAY	ELEVATION
8	1274
26	1260
17	1277
35	1256

CENTRAL WISCONSIN AIRPORT

MOSINEE, WISCONSIN

(NOT TO SCALE)