

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

WAUSAU MUNICIPAL AIRPORT

WAUSAU, WISCONSIN

ODS 874

1st EDITION

OC 874
SURVEYED JULY 1982
6th EDITION

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

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 SURVEY (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 $\frac{3}{4}$ mile. 34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than $\frac{3}{4}$ 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
 GEODETIC AZIMUTH 168 05 12

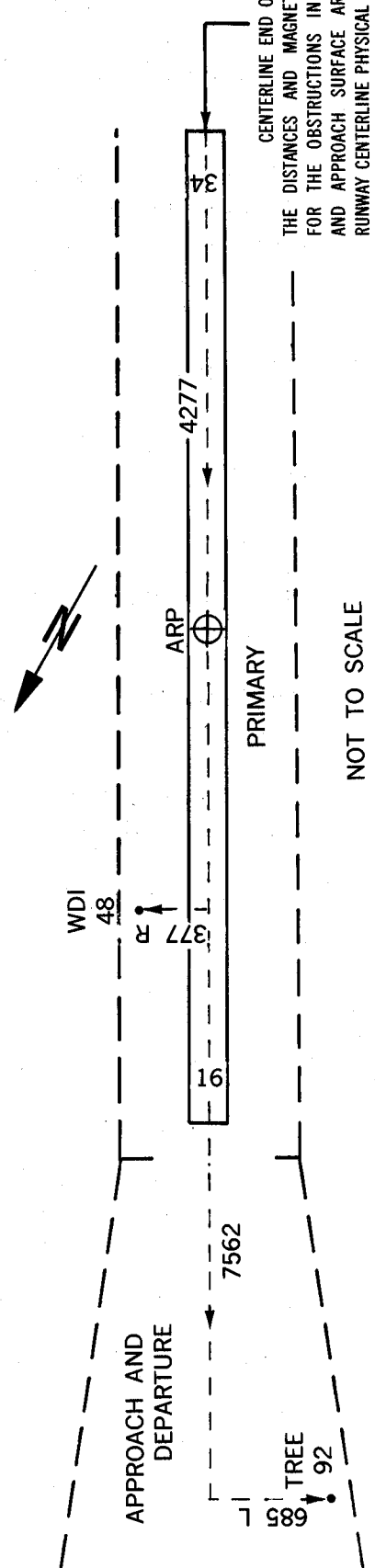
LAT 38 30 22.066N LONG 121 29 34.116W

PHYS END RWY 34 D

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			MAGNETIC BEARING		DISTANCE		
		ACCURACY	DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED		ALONG THE RUNWAY CENTERLINE EXTENDED		DISTANCE LEFT OR RIGHT OF CENTERLINE		

** ACCURACY IS CODED AS FOLLOWS
 HORIZONTAL (FT) VERTICAL (FT)
 1 = 15 A = 2
 2 = 40 B = 5
 C = 20

*** ALL DISTANCES AND ELEVATIONS ARE IN FEET
 *** 15 FT ADDED TO NON INTERSTATE ROAD
 17 FT ADDED TO INTERSTATE ROAD
 23 FT ADDED TO RAILROAD



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 55 20.924N LONG 89 37 29.425W GEODETTIC AZIMUTH 224 24 12

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1206	1A BUSH	44 55 44.189N	89 36 54.982W	45 33	3420	3417	122R
1202	1A GROUND	44 55 46.120N	89 36 57.216W	41 20	3447	3445	130L
1207	1A BUSH	44 55 45.936N	89 36 55.803W	42 47	3503	3502	44L
1224	1A TREE	44 55 46.785N	89 36 54.935W	42 33	3608	3608	60L
1223	1A TREE	44 55 48.272N	89 36 49.605W	45 4	3985	3984	109R

RUNWAY 22 CONDITION AV LAT 44 55 44.679N LONG 89 36 56.673W GEODETTIC AZIMUTH 44 24 35

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1194	1A BUSH	44 55 20.980N	89 37 31.613W	225 26	3476	3474	116R
1198	1A BUSH	44 55 20.163N	89 37 30.992W	223 57	3502	3502	27R

RUNWAY 12 CONDITION BV LAT 44 55 45.847N LONG 89 38 11.493W GEODETTIC AZIMUTH 304 2 8

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1216	1A TREE	44 55 41.585N	89 38 8.927W	155 56	470	395	254R
1241	1A TREE	44 55 15.636N	89 37 6.972W	122 29	5560	5560	64L

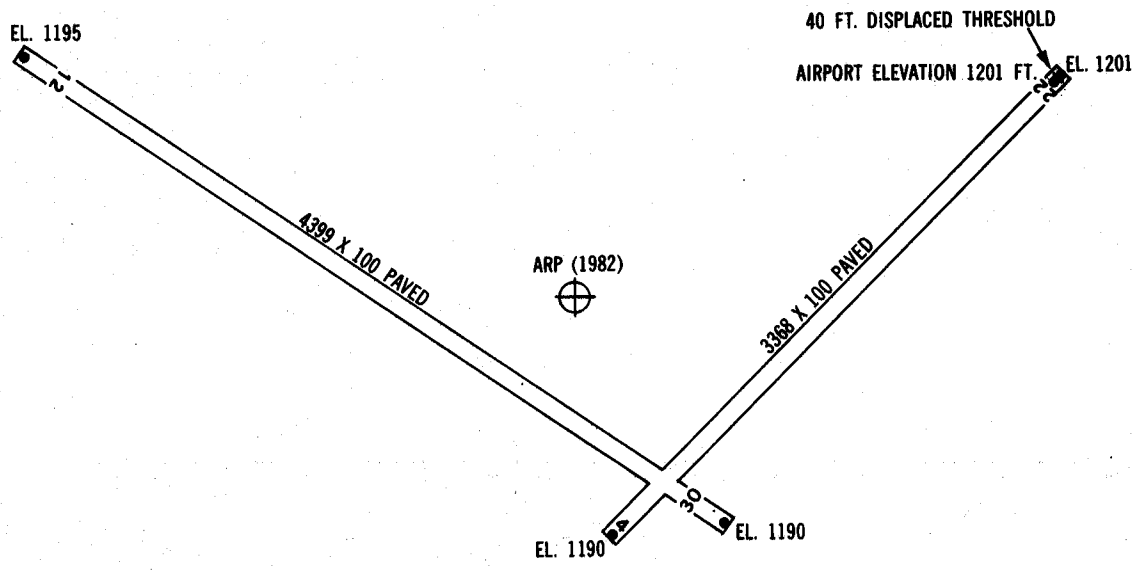
RUNWAY 30 CONDITION C LAT 44 55 21.535N LONG 89 37 20.834W GEODETIC AZIMUTH 124 2 44

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
1216	1A	TREE	44 55 41.585N	89 38 8.927W	299	31	4012	4004	254L
1196	1A	GROUND	44 55 46.660N	89 38 13.244W	303	7	4549	4549	2L
1224	1A	TREE	44 55 48.029N	89 38 24.929W	299	18	5335	5323	358L
1225	1A	TREE	44 55 53.992N	89 38 20.526W	306	32	5408	5399	320K
1232	1A	TREE	44 55 50.721N	89 38 28.037W	300	33	5667	5661	257L

ARP 1982

LAT 44 55 33.306N LONG 89 37 31.804W GEODETIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
1206	1A TREE	44 55 27.709N	89 37 41.366W	229 37	892
1218	1A TREE	44 55 26.973N	89 37 16.423W	119 12	1279
1237	1A TREE	44 55 29.185N	89 37 13.037W	106 17	1413
1224	1A TREE	44 55 34.453N	89 37 5.924W	85 32	1866
1222	1A TREE	44 55 16.162N	89 37 17.313W	148 7	2025
1227	1A TREE	44 55 14.985N	89 37 16.242W	147 59	2167
1204	1A BUSH	44 55 38.060N	89 38 2.128W	281 33	2234
1226	1A TREE	44 55 49.977N	89 36 53.499W	57 36	3232
1247	1A TREE	44 55 51.239N	89 38 12.138W	301 9	3423
1221	1A TREE	44 55 45.090N	89 38 20.035W	288 5	3670
1227	1A TREE	44 55 46.464N	89 38 22.769W	289 5	3902
1360	1B TREE	44 56 20.264N	89 36 3.751W	52 12	7921
1370	1B TREE	44 56 22.766N	89 35 58.243W	52 26	8390
1416	1B TREE	44 56 6.080N	89 35 43.331W	66 3	8481
1414	1A ANTENNA	44 56 7.376N	89 35 40.229W	65 50	8737
1477	1B POLE	44 56 43.202N	89 36 12.206W	38 4	9105
1397	1B STACK	44 57 2.343N	89 38 8.285W	342 53	9391
1456	1B POLE	44 56 43.387N	89 36 3.624W	40 53	9519
1399	1B TREE	44 56 35.531N	89 35 52.326W	47 43	9536
1465	2C TREE	44 56 44.659N	89 36 1.856W	40 56	9700
1537	1B TREE	44 54 44.597N	89 39 37.893W	240 35	10328
1448	2C POLE	44 56 43.510N	89 35 46.576W	45 53	10385
1642	1B TREE	44 54 52.120N	89 39 57.038W	247 21	11252
1498	2C TREE	44 56 47.234N	89 35 26.885W	49 17	11697
1446	2C TREE	44 56 35.635N	89 35 13.898W	56 37	11759
1502	2C TREE	44 56 50.644N	89 35 26.332W	48 8	11951
1718	2C TREE	44 55 5.728N	89 40 27.902W	256 41	12975
1873	2A MCWV TOWER	44 55 11.448N	89 40 44.950W	260 4	14073
1773	2C TREE	44 53 21.830N	89 38 58.336W	204 11	14700
1923	2C TREE	44 55 15.347N	89 41 22.954W	262 53	16731



TOUCHDOWN ZONE

RUNWAY	ELEVATION
12	1195
30	1195

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(NOT TO SCALE)