OBSTRUCTION DATA SHEET

ODS 5449
KENOSHA REGIONAL AIRPORT
KENOSHA, WISCONSIN

DIGITIZED FROM

OC 5449
SURVEYED OCTOBER 1993
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HORIZONTAL DATUM NAD 83
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FOR THE FEDERAL AVIATION ADMINISTRATION

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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 No. 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 the 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 an FAR-77 approach or primary and listed with the associated runway (reference runway).

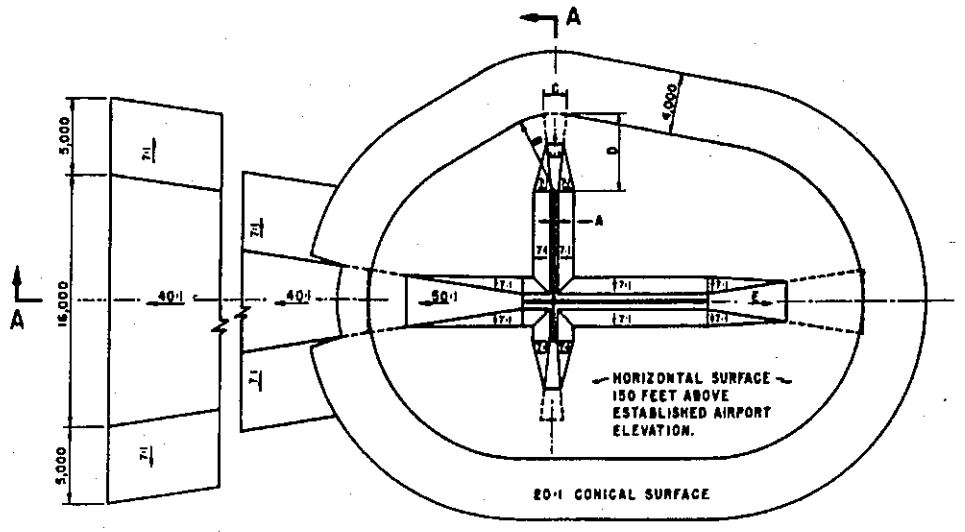
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

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:

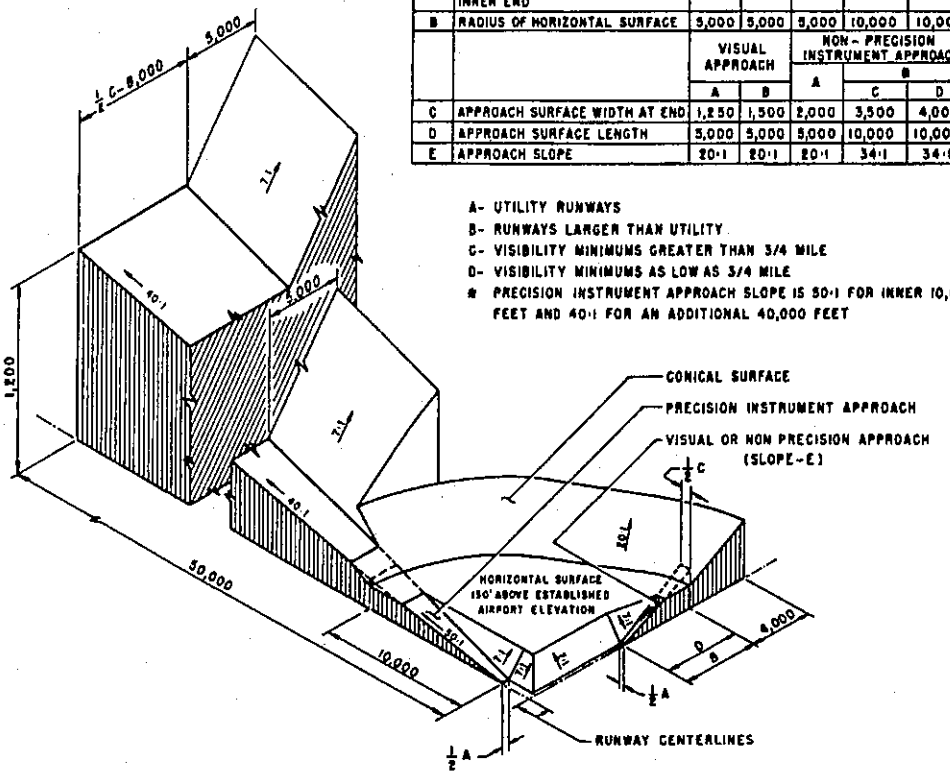
A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway- nonprecision 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.



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

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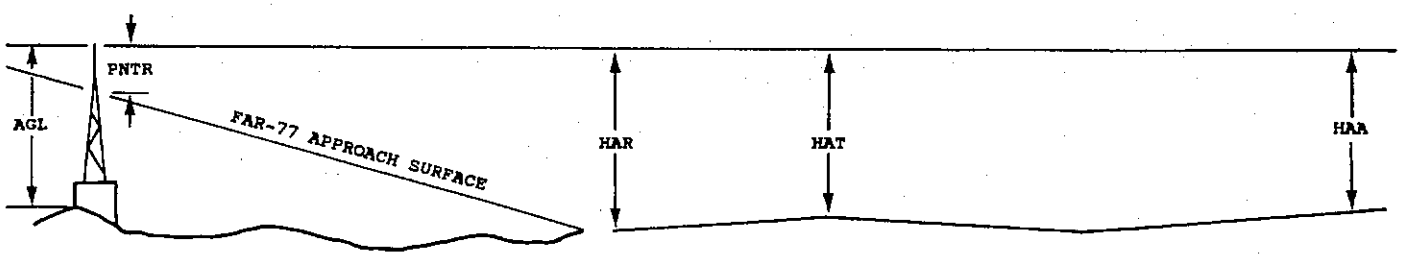

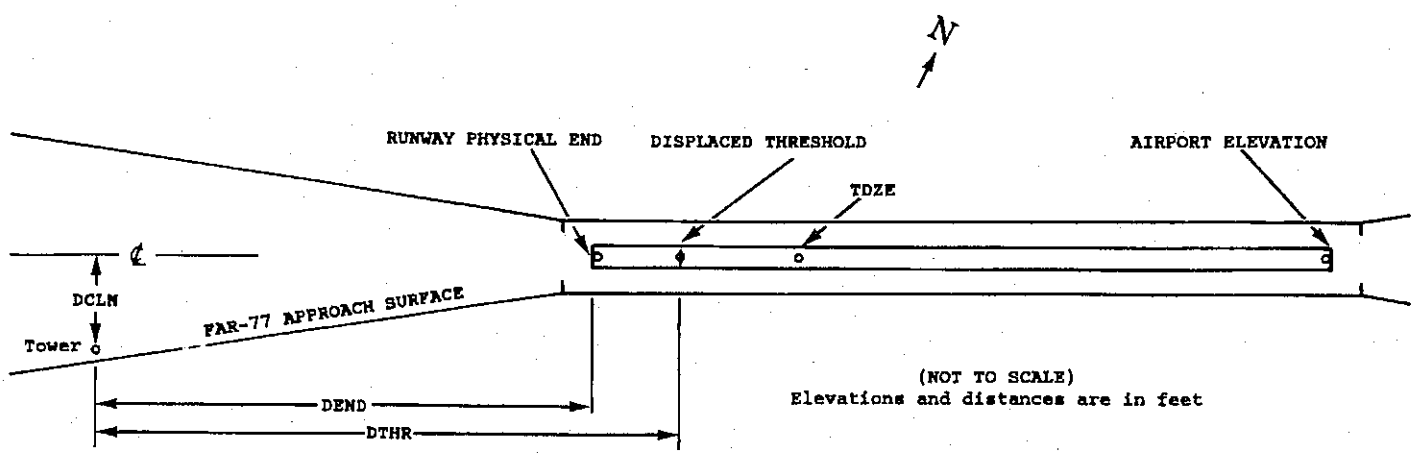

EXPLANATION OF FOOTNOTES

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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation

4 Latitude and longitude at approach end of reference runway

5 Geodetic azimuth of reference runway reckoned from north

6 Elevation at reference runway displaced threshold/touchdown zone elevation

7 Latitude and longitude at reference runway displaced threshold

8 Accuracy codes:

Horizontal(Ft.)	Vertical(Ft.)
1 = 20	A = 2
2 = 40	B = 5
	C = 20

9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.

11 HAA - Height above airport
HAR - Height above approach end of reference runway
HAT - Height above reference runway touchdown zone elevation

12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway
DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displaced 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 that object is in primary 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 743

14 C 717/ 721 423606.836 -875550.426 1434359.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	423548.96	-875536.60	1A	723		6	2	-20	-2071		237R	3
TREE	423617.92	-875603.75	1A	775		58	54	32	1494		140R	20
TREE	423621.22	-875600.53	1A	774		57	53	31	1622		252L	15
TREE	423634.76	-875614.03	1A	806		89	85	63	3323		249L	-3

32 SUPLC 715/ 721 423531.476 -875515.316 3234422.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	423548.96	-875536.60	1A	723		8	2	-20	-2369		237L	3
ROAD (N)	423521.44	-875510.80	1A	721		6	0	-22	1019		328L	-19

6L PIR 743/ 743 423534.801 -875630.179 634458.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WSK	423553.99	-875528.42	1A	727		-16	-16	-16	-5002		301R	11
GROUND	423548.96	-875536.60	1A	723		-20	-20	-20	-4228		487R	3
OL ON GS	423542.68	-875618.55	1A	784		41	41	41	-1133		330L	46
OL ON LTD WSK	423536.47	-875616.54	1A	748		5	5	5	-989		300R	9
LIGHT	423522.47	-875644.97	1A	761		18	18	18	1545		630R	-9
TREE	423522.38	-875720.51	1A	792		49	49	49	3933		538L	-26
TRMSN TWR	423501.60	-875800.87	1A	888		145	145	145	7571		13R	-2
TRMSN TWR	423452.52	-875800.45	1A	890		147	147	147	7950		851R	-8

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AIRPORT ELEVATION 743

24R C 713/ 733 423558.821 -875524.237 2434542.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LTD WSK	423536.47	-875616.54	1A	748		35	15	5	-4510		300L	9
OL ON GS	423542.68	-875618.55	1A	784		71	51	41	-4366		330R	46
GROUND	423548.96	-875536.60	1A	723		10	-10	-20	-1271		487L	3
OL ON WSK	423553.99	-875528.42	1A	727		14	-6	-16	-497		301L	11
OL ON LOC	423603.19	-875512.24	1A	711		-2	-22	-32	1000		0R	-26
ROD ON BLDG	423600.64	-875510.38	1A	717		4	-16	-26	1010		293L	-20
TREE	423603.36	-875507.27	1A	733		20	0	-10	1341		149L	-14
TREE	423611.72	-875453.02	1A	762		49	29	19	2672		139R	-24

6R AV 730/ 730 423527.363 -875541.064 634528.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	423543.36	-875500.86	1A	707		-23	-23	-36	-3414		123L	1
GROUND	423526.76	-875544.23	1A	732		2	2	-11	240		50L	0
GROUND	423525.71	-875545.59	1A	739		9	9	-4	378		1R	0
ROAD(N)	423521.82	-875550.61	1A	753		23	23	10	889		188R	-11

24L AV 706/ 728 423541.772 -875501.499 2434555.

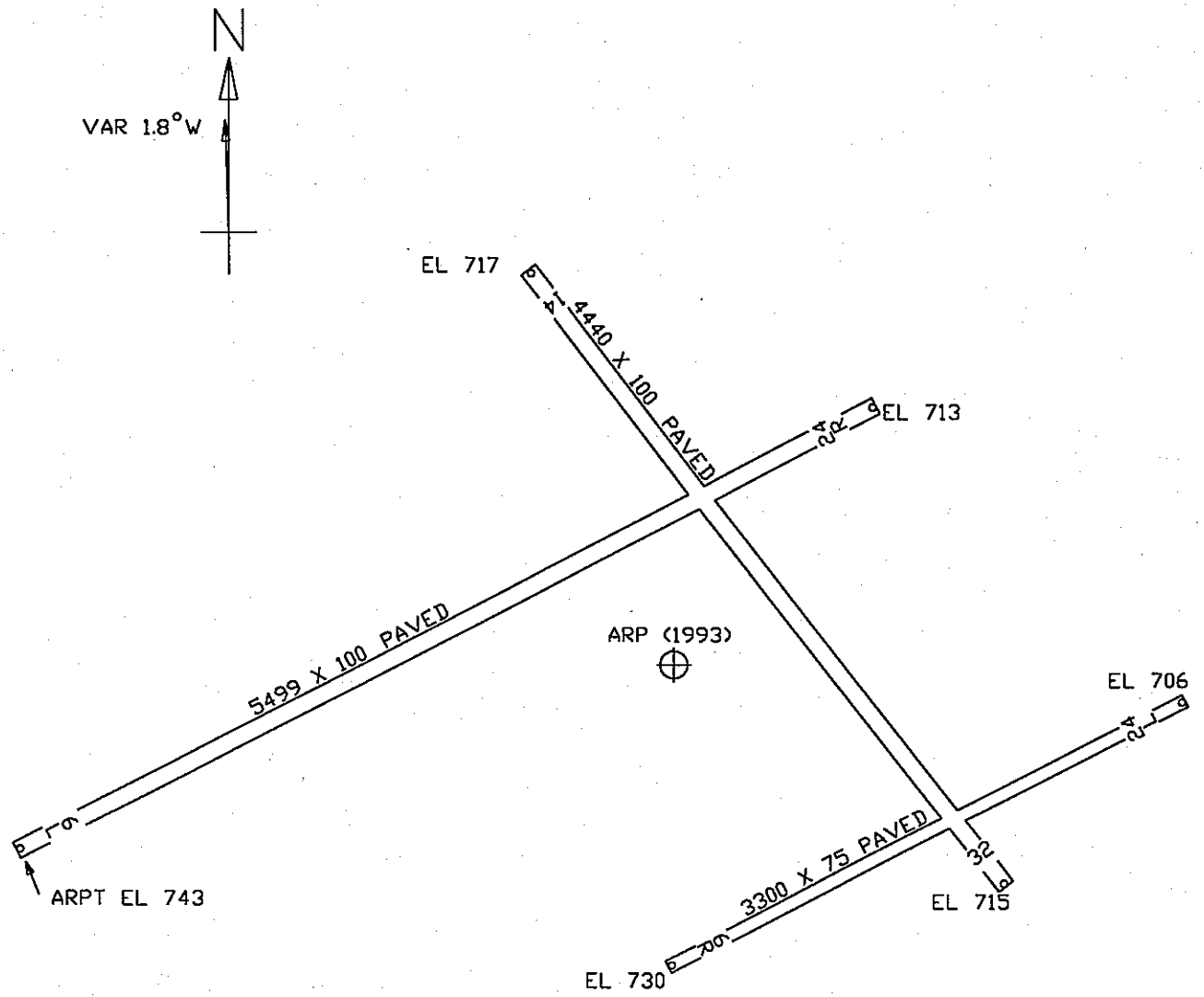
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	423543.36	-875500.86	1A	707		1	-21	-36	114		123R	1
ROAD(N)	423542.77	-875454.24	1A	717		11	-11	-26	532		150L	-6
SILO	423549.18	-875447.91	1A	728		22	0	-15	1243		224R	-30

OC5449

AIRPORT ELEVATION 743

ARP 423544.547 -875540.092

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON LTD WSK	423545.82	-875538.32	1A	747		4	4739	185
HANGAR	423529.94	-875545.60	1A	759		16	19722	1535
VOR	423556.68	-875554.02	1A	765		22	32129	1610
POLE	423556.77	-875554.67	1A	772		29	32025	1649
TREE	423550.80	-875605.24	1A	776		33	29024	1985
OL ON WSK	423604.60	-875543.24	1A	722		-21	35510	2044
FLGPL	423527.58	-875521.04	1A	752		9	14206	2232
AMOM ON APBN	423526.38	-875523.10	1A	777		34	14709	2236
TREE	423548.31	-875610.70	1A	772		29	28114	2321
TREE	423611.60	-875544.11	1A	771		28	35532	2756
TREE	423616.11	-875553.73	1A	756		13	34405	3355
TREE	423548.05	-875453.58	1A	757		14	8558	3497
TREE	423613.66	-875606.13	1A	785		42	32820	3533
TREE	423612.37	-875509.46	1A	761		18	4055	3631
TREE	423615.20	-875610.01	1A	810		67	32600	3826
TREE	423621.89	-875554.31	1A	784		41	34605	3927
TREE	423538.68	-875640.68	1A	753		10	26420	4571
OL ON TANK	423439.47	-875539.72	1A	889		146	18133	6588
TRMSN TWR	423559.85	-875802.39	1A	891		148	28005	10755
TRMSN TWR	423521.92	-875801.90	1A	894		151	25937	10852
TRMSN TWR	423618.91	-875802.61	1A	891		148	28953	11213
ROD ON OL TANK	423544.77	-875309.45	1A	848		105	9140	11268
OL ON TANK	423411.13	-875738.66	1A	892		149	22458	12966
OL TWR	423454.25	-875224.43	1A	1021	321	278	11057	15497



TOUCHDOWN ZONE RUNWAY	ELEVATION
14	721
32	721
6L	743
24R	733
6R	730
24L	728

KENOSHA REGIONAL AIRPORT

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(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)