

KENW - Kenosha - Kenosha Regl

Airport details

| | |
|-------------|--------------------------|
| State | Wisconsin |
| Country | United States of America |
| Region | K5 |
| Elevation | 743ft (226m) |
| Timezone | GMT -6 |
| Coordinates | 42.59570, -87.92780 |
| Type | land |
| ICAO code | KENW |
| IATA code | ENW |
| FAA code | ENW |

Runway info

| | |
|----------------|-----------------------|
| Runway 7L / 25 | |
| length | 9841843m (32289511ft) |
| bearing | 116° / 296° |
| width | 30m (100ft) |
| surface | concrete |
| Runway 15 / 33 | |
| length | 1346m (4416ft) |
| bearing | 135° / 315° |
| width | 30m (100ft) |
| surface | concrete |
| Runway 7R / 25 | |
| length | 9840720m (32285827ft) |
| bearing | 116° / 296° |
| width | 23m (75ft) |
| surface | asphalt |

Communication

| | |
|---------------------|---------|
| Kenosha Regl ATIS | 127.175 |
| Kenosha Regl ATIS | 127.175 |
| Kenosha Regl ATIS | 127.175 |
| Kenosha Regl ATIS | 127.175 |
| Kenosha Regl UNICOM | 122.950 |
| Kenosha Regl CTAF | 118.600 |
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| Kenosha Regl CTAF | 118.600 |

| | |
|--------------------------------|---------|
| Kenosha Regl GND | 121.875 |
| Kenosha Regl GND | 121.875 |
| Kenosha Regl GND | 121.875 |
| Kenosha Regl GND | 121.875 |
| Kenosha Regl TWR | 118.600 |
| Kenosha Regl TWR | 118.600 |
| Kenosha Regl TWR | 118.600 |
| Kenosha Regl TWR | 118.600 |
| Kenosha Regl MILWAUKEE APP/DEP | 135.875 |
| Kenosha Regl MILWAUKEE APP/DEP | 135.875 |
| Kenosha Regl MILWAUKEE APP/DEP | 135.875 |
| Kenosha Regl MILWAUKEE APP/DEP | 135.875 |

Approach frequencies

| | | | |
|-----------|-----|--------|---------|
| ILS-cat-I | 07L | 109.35 | 18.00mi |
| 3° GS | 07L | 109.35 | 18.00mi |

Nearby beacons

| code | identifier | dist | bearing | frequency |
|------|------------------------------|------|---------|-----------|
| ENW | DME | 0.2 | 311.1° | 109.20 |
| RA | PASER (RACINE) NDB | 5.3 | 18° | 206 |
| UG | WAUKE (CHICAGO/WAUKEGAN) NDB | 9.6 | 136.1° | 379 |
| HRK | (RACINE) DME | 11.1 | 34.1° | 117.70 |
| BUU | (BURLINGTON) DME | 17.4 | 284° | 114.50 |
| OBK | NORTHBROOK VOR/DME | 22.5 | 183.6° | 113 |
| LJT | (MILWAUKEE) DME | 31.2 | 347.9° | 115.65 |
| BAE | BADGER (MILWAUKEE) VOR/DME | 35 | 325.6° | 116.40 |
| GCO | DME | 36.1 | 177.5° | 108.25 |
| DPA | DUPAGE (CHICAGO) VOR/DME | 46.3 | 210.9° | 108.40 |
| RYV | ROCK RIVER (WATERTOWN) NDB | 49.3 | 305.9° | 371 |
| BJB | WEST BEND VOR | 50.3 | 346.5° | 109.80 |
| MX | KEDZI (CHICAGO) NDB | 52.3 | 164.4° | 248 |
| UNU | JUNEAU NDB | 60.5 | 317° | 344 |

Departure and arrival routes

| | |
|---------------------|---------|
| Transition altitude | 18000ft |
| Transition level | 18000ft |

| SID end points | distance | outbound direction |
|----------------|----------|--------------------|
| ALL | | |
| UECKR6 | 42.4 | 143° |
| ACCRA5 | 39.9 | 188° |

| STAR starting points | distance | inbound direction |
|-----------------------------|-----------------|--------------------------|
| ALL | | |
| GOPAC2 | 25.3 | 114° |

Holding patterns

| STAR name | hold at | type | turn | heading* | altitude | leg | speed limit |
|------------------|----------------|-------------|-------------|-----------------|-----------------|------------|--------------------|
| GOPAC2 | LEEDN | VHF | right | 181 (1)° | | DME 10.0mi | ICAO rules |
| GOPAC2 | ZOWRO | VHF | right | 273 (93)° | | DME 10.0mi | ICAO rules |

*) magnetic outbound (inbound) holding course

Disclaimer

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To be used with X-Plane simulation only