OBSTRUCTION
DATA SHEET

ODS 493
FOUR CORNERS REGIONAL AIRPORT
FARMINGTON, NEW MEXICO

DIGITIZED FROM

OC 493
SURVEYED OCTOBER1986
9TH EDITION

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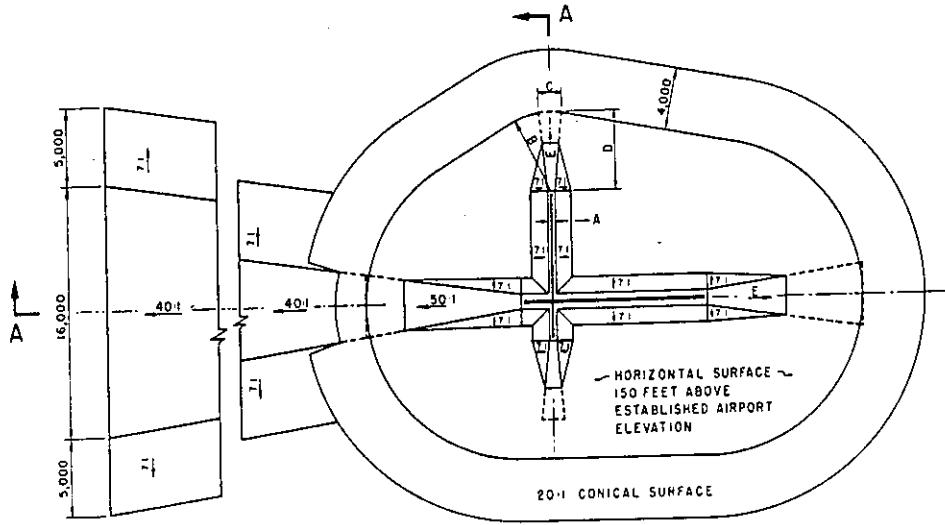
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON – PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
					B		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000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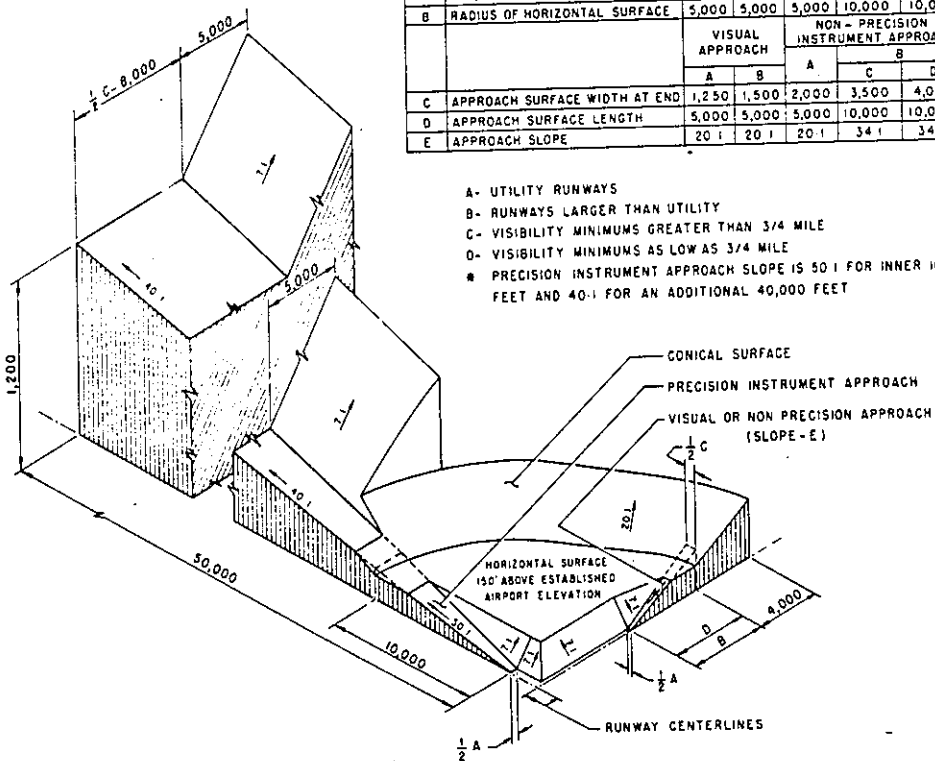
ISOMETRIC VIEW OF SECTION A-A

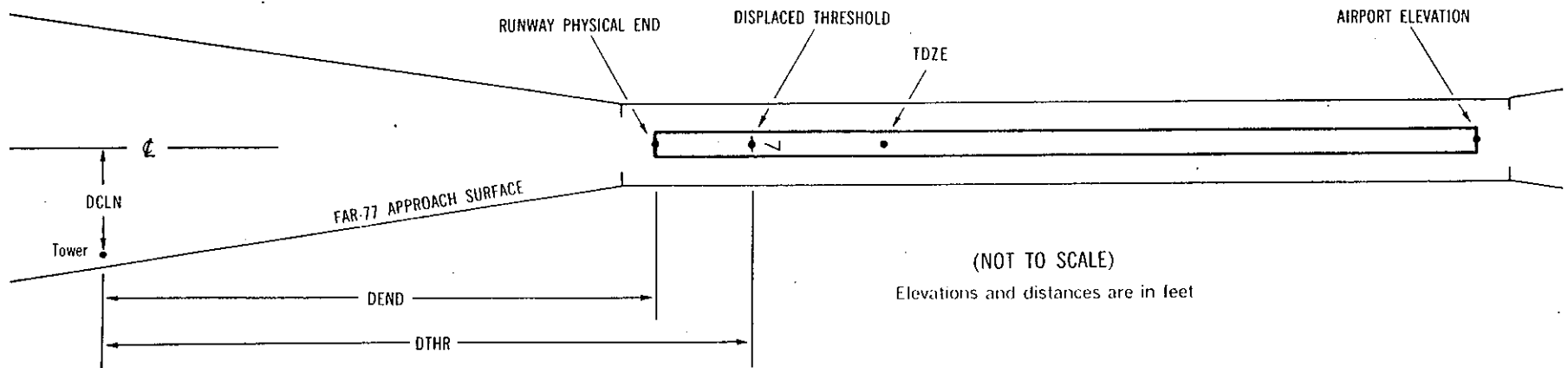FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

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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(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).

AIRPORT ELEVATION 5503

5   SUPLC 5468/   364414.295N   1081426.964W   2443812   5470/5495   364415.312N   1081424.300W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	364443.46	1081317.72	1A	5507		39	12	4	-6356	-6116	251L	7
BUSH	364443.06	1081319.28	1A	5509		41	14	6	-6224	-5984	269L	9
GROUND	364440.68	1081325.48	1A	5504		36	9	1	-5665	-5425	267L	3

23   SUPLC 5500/   364441.817N   1081314.813W   0643855   5500/5501   364441.288N   1081316.199W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	364440.68	1081325.48	1A	5504		4	3	1	-834	-709	267R	3
BUSH	364443.06	1081319.28	1A	5509		9	8	6	-275	-150	269R	9
BUSH	364443.46	1081317.72	1A	5507		7	6	4	-143	-18	251R	7
CHURCH SPIRE	364452.72	1081226.77	1A	5608		108	107	105	4005	4130	677L	-4

7   C 5473/   364427.909N   1081421.498W   2681820   5476/5497   364427.979N   1081418.542W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WINDSOCK	364425.75	1081306.79	1A	5524		51	27	21	-6072	-5831	397R	23
ROD ON OL GS	364432.97	1081314.44	1A	5547		74	50	44	-5471	-5230	351L	44
OL ON ANEMOMTR	364434.29	1081317.38	1A	5531		58	34	28	-5236	-4995	491L	29
WINDSOCK	364426.67	1081337.56	1A	5503		30	6	0	-3571	-3331	231R	4
ROD ON OL DME	364423.48	1081423.78	1A	5490		17	-7	-13	199	440	442R	17
OL LOCALIZER	364427.84	1081424.37	1A	5478		5	-19	-25	234	475	0R	4

OC0493

AIRPORT ELEVATION 5503

25 PIR 5499/ 364429.860N   1081259.212W   0881909   5500/5503 364429.806N   10813 1.491W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL DME	364423.48	1081423.78	1A	5490		-9	-13	-13	-6900	-6714	442L	17
WINDSOCK	364426.67	1081337.56	1A	5503		4	0	0	-3129	-2944	231L	4
OL ON ANEMOMTR	364434.29	1081317.38	1A	5531		32	28	28	-1465	-1279	491R	29
ROD ON OL GS	364432.97	1081314.44	1A	5547		48	44	44	-1230	-1044	351R	44
OL WINDSOCK	364425.75	1081306.79	1A	5524		25	21	21	-629	-443	397L	23
ROAD (N)	364429.99	1081254.49	1A	5405		-94	-98	-98	384	570	2R	-98

AIRPORT ELEVATION 5503

ARP	364431.339N	1081345.193W							

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING		DISTANCE
ANT ON OL CT TR	364421.41	1081337.10	1A	5569		66	134	32	1201
AIRPORT BEACON	364420.40	1081334.43	1A	5559		56	129	26	1412
HANGAR	364421.67	1081328.29	1A	5522		19	113	12	1688
GROUND	364418.76	1081403.72	1A	5491		-12	217	38	1973
POLE	364434.60	1081412.17	1A	5506		3	266	21	2220
OL RTR TOWER	364451.81	1081334.51	1B	5558		55	10	35	2245
DF ANTENNA	364446.88	1081323.58	1A	5530		27	36	1	2359
WINDSOCK	364422.50	1081414.78	1A	5508		5	237	26	2569
GROUND	364415.06	1081413.85	1A	5487		-16	222	35	2856
POLE	364437.28	1081307.86	1A	5525		22	66	36	3097
GROUND	364411.39	1081423.98	1A	5473		-30	225	14	3747
ROD ON MCWV TR	364400.99	1081223.92	1B	5531		28	102	41	7293
TREE	364604.72	1081303.10	1B	5695		192	7	44	10046
MICROWAVE TOWER	364549.26	1081221.84	2A	5687		184	28	31	10398
BUSH	364613.41	1081312.38	2C	5691		188	2	18	10662
TREE	364605.99	1081247.00	1B	5705		202	14	7	10679
BUILDING	364557.87	1081209.38	1B	5728		225	29	30	11721
TREE	364559.89	1081206.55	1B	5751		248	29	40	12027
BUSH	364623.07	1081253.01	2C	5751		248	8	23	12071
POLE	364549.59	1081151.45	2C	5697		194	37	16	12178
TOWER	364625.43	1081255.10	2C	5770		267	7	15	12237
GROUND	364553.17	1081148.88	2C	5661		158	36	38	12574
GROUND	364611.20	1081213.09	2C	5721		218	24	23	12577
GROUND	364557.17	1081143.68	2C	5710		207	36	31	13158
GROUND	364612.72	1081202.87	2C	5772		269	26	52	13209
GROUND	364554.97	1081136.19	2C	5713		210	38	56	13482
CHIMNEY ON BLDG	364556.33	1081136.82	2C	5740		237	38	21	13529
VENT ON TANK	364539.89	1081610.37	2C	5660		157	288	13	13699
TANK	364604.61	1081135.62	2C	5764		261	35	59	14148
ANT ON POLE	364544.88	1081050.19	2C	5802		299	50	13	16068

N

VAR 12.2°E

EL.5500
EL.5500
DSPLC THR 125 FT.

23

ARP (1986) ⊕

ARPT ELEV. 5503 FT.

EL.5499

EL.5476
EL.5473

6702 X 100 PAVED

DSPLC THR 241 FT.

6501 X 150 PAVED

25

EL.5500
DSPLC THR 186 FT.

5

EL.5470
DSPLC THR 240 FT.
EL.5468
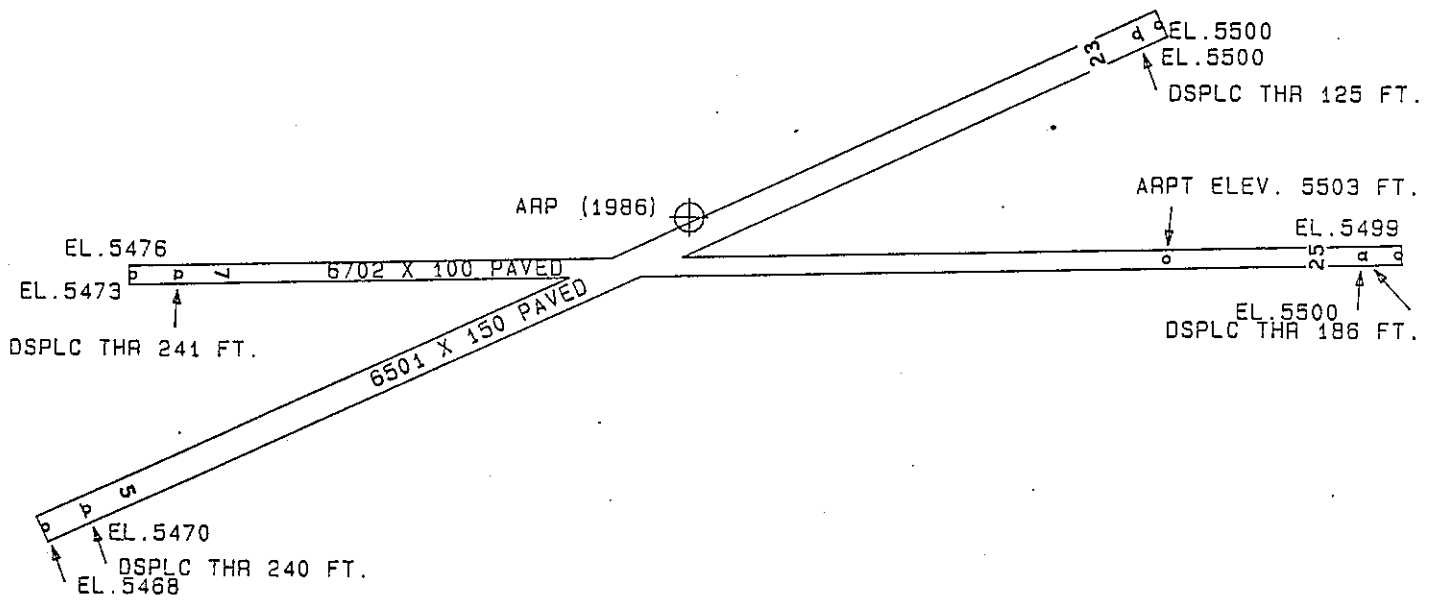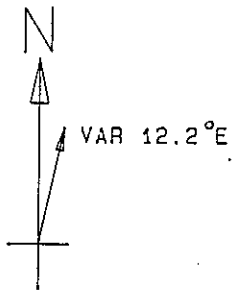
| TOUCHDOWN ZONE | |
RUNWAY	ELEVATION
5	5495
23	5501
7	5498
25	5503

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(NOT TO SCALE)