OBSTRUCTION
DATA SHEET

ODS 901
GRIDER FIELD
PINE BLUFF, ARKANSAS

DIGITIZED FROM

OC 901
SURVEYED FEBRUARY 1988
10TH 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.
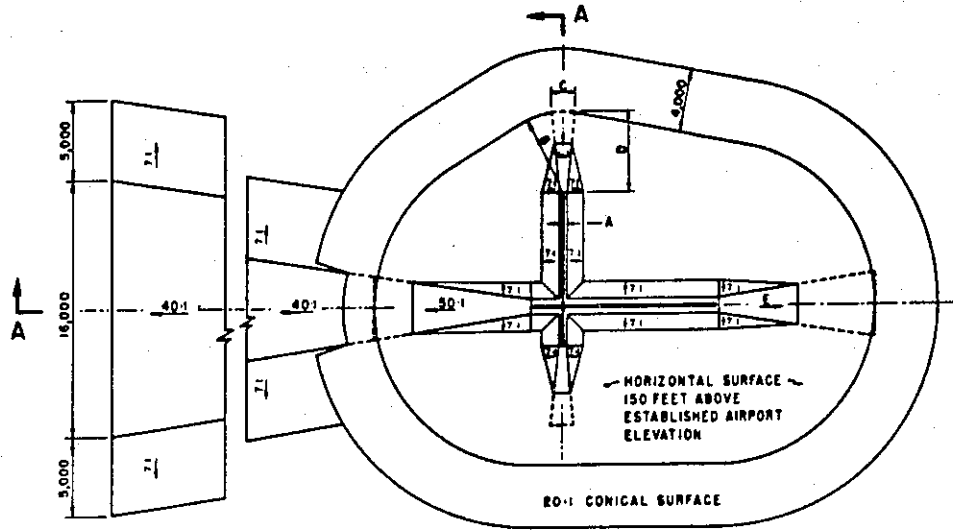
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON - PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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
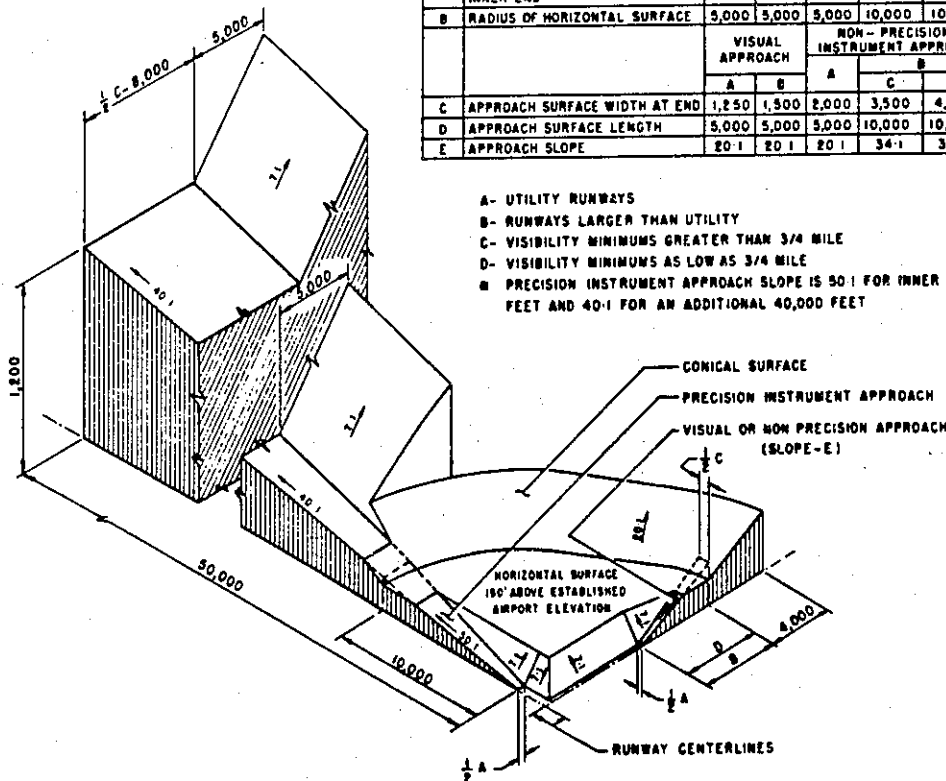
ISOMETRIC VIEW OF SECTION A-A

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	XXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXX.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
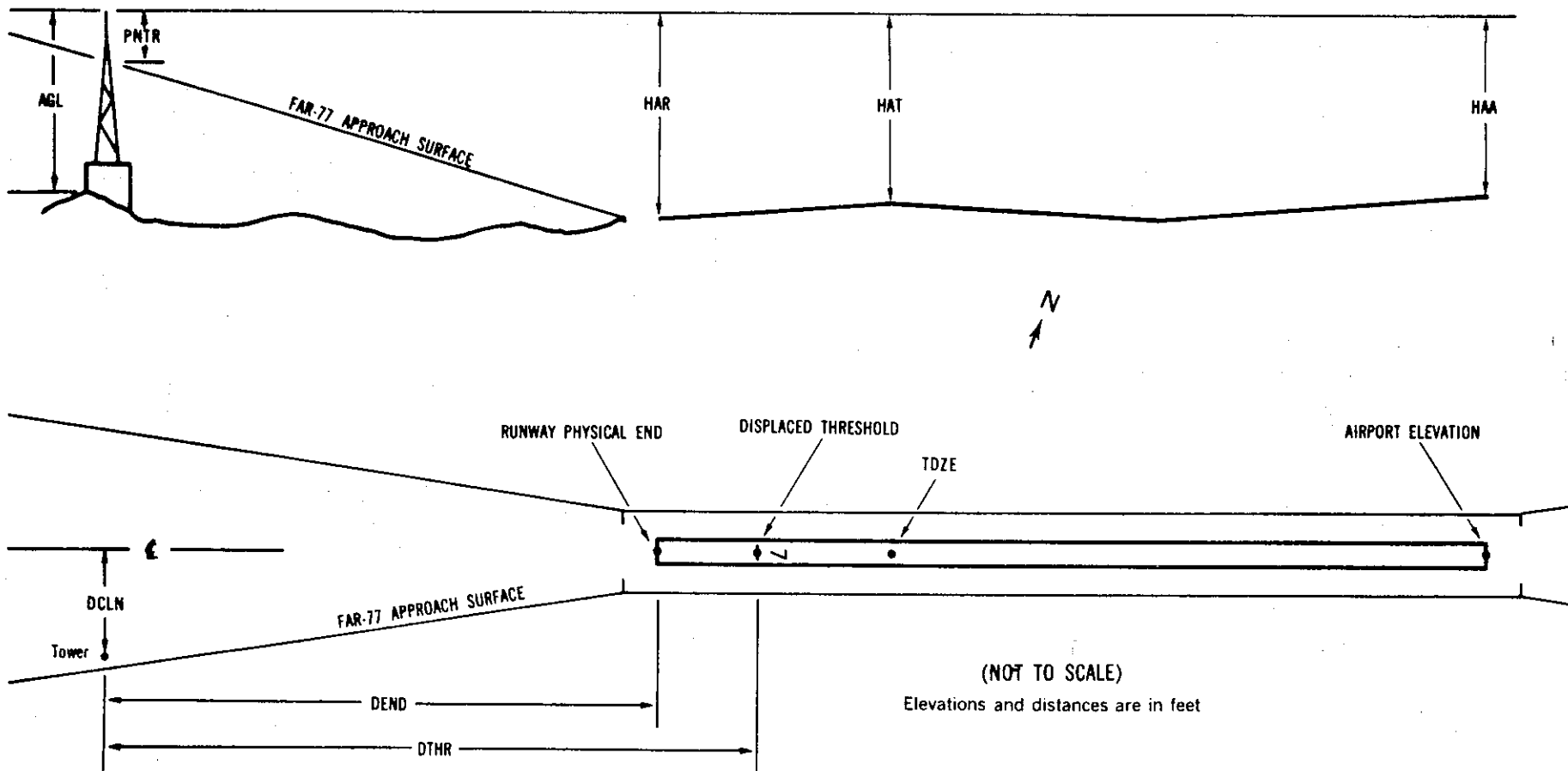
EXPLANATION OF FOOTNOTES

[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   206

17   PIR 204/206   341057.569N   09156 7.792W   3594827

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	340956.62	0915603.65	1A	213		9	7	7	-6162		327L	14
BUSH	340959.85	0915604.22	1A	207		3	1	1	-5836		281L	8
BUSH	341009.08	0915604.81	1A	206		2	0	0	-4903		234L	6
ANT ON OL GLIDE SLOPE	341047.70	0915603.47	1A	248		44	42	42	-999		360L	43
TREE	341119.20	0915611.75	1A	272		68	66	66	2188		325R	28
TREE	341120.47	0915617.63	1A	289		85	83	83	2318		818R	43
TREE	341120.66	0915604.90	1A	263		59	57	57	2333		251L	16
TREE	341121.35	0915616.01	1A	283		79	77	77	2406		682R	35
TREE	341126.10	0915613.70	1A	273		69	67	67	2886		486R	15

35   C 199/202   340958.234N   09156 7.552W   1794827

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANT ON OL GLIDE SLOPE	341047.70	0915603.47	1A	248		49	46	42	-4999		360R	43
BUSH	341009.08	0915604.81	1A	206		7	4	0	-1096		234R	6
BUSH	340959.85	0915604.22	1A	207		8	5	1	-162		281R	8
TREE	340956.62	0915603.65	1A	213		14	11	7	164		327R	14
TREE	340956.00	0915613.54	1A	212		13	10	6	224		504L	12
OL ON LOCALIZER	340951.33	0915607.51	1A	207		8	5	1	698		1R	-7
BUILDING	340951.24	0915609.91	1A	211		12	9	5	706		201L	-3

OC0901

AIRPORT ELEVATION   206

ARP   341029.647N   0915604.469W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANTENNA ON OL CONTROL TR	341028.04	0915617.31	1A	269		63	258 3	1091
OL ON HANGAR	341036.46	0915616.71	1A	249		43	300 24	1238
OL WINDSOCK	341044.82	0915600.25	1A	233		27	9 37	1574
ROD ON OL AIRPORT BEACON	341043.50	0915619.33	1A	261		55	314 53	1876
WINDSOCK ON HANGAR	341047.45	0915616.91	1A	240		34	326 27	2082
OL VENT	341048.79	0915614.93	1A	218		12	332 10	2126
HANGAR	341054.84	0915617.43	1A	229		23	333 27	2770
HANGAR	341056.33	0915616.51	1A	236		30	336 3	2880
TREE	341101.20	0915558.26	1A	243		37	5 53	3232
TREE	341101.44	0915615.58	1A	244		38	340 25	3347
TREE	340956.53	0915600.45	1A	238		32	170 50	3365
TREE	340956.89	0915617.29	1A	256		50	194 37	3482
TREE	340939.39	0915618.04	1A	289		83	189 15	5207

N

VAR 3.4°E

EL.204

17

ARPT ELEV. 206 FT.

5998 X 150 PAVED

ARP (1988)

35

EL.199
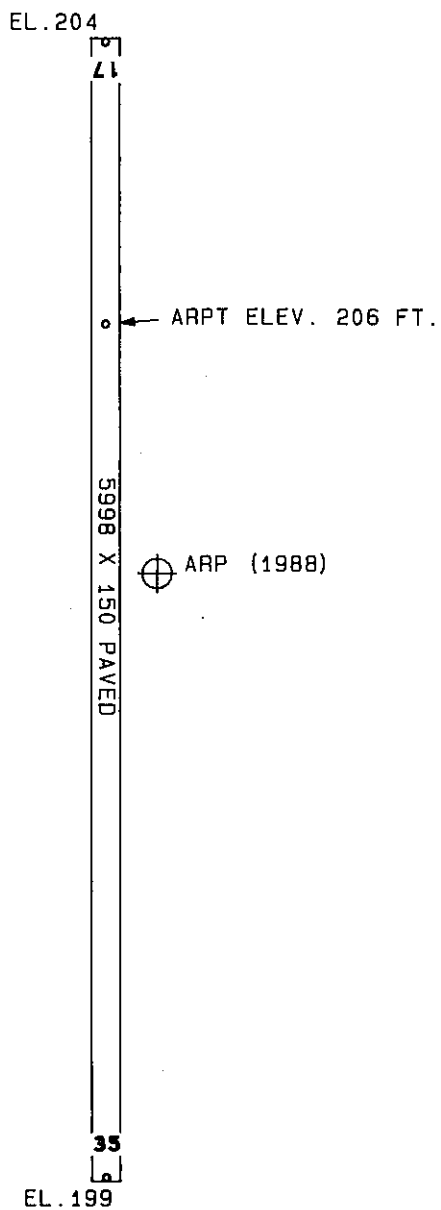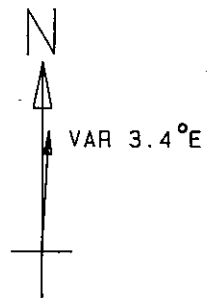
TOUCHDOWN ZONE
RUNWAY ELEVATION
17   206
35   202

GRIDER FIELD

PINE BLUFF, ARKANSAS

(NOT TO SCALE)