

# OBSTRUCTION DATA SHEET

ODS 958  
SPRINGFIELD - BECKLEY MUNICIPAL AIRPORT  
SPRINGFIELD, OHIO

DIGITIZED FROM

OC 958  
SURVEYED JUNE 1988  
6TH EDITION



PREPARED AND DISTRIBUTED BY  
THE NATIONAL OCEAN SERVICE  
U.S. DEPARTMENT OF COMMERCE  
FOR THE FEDERAL AVIATION ADMINISTRATION

## 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:

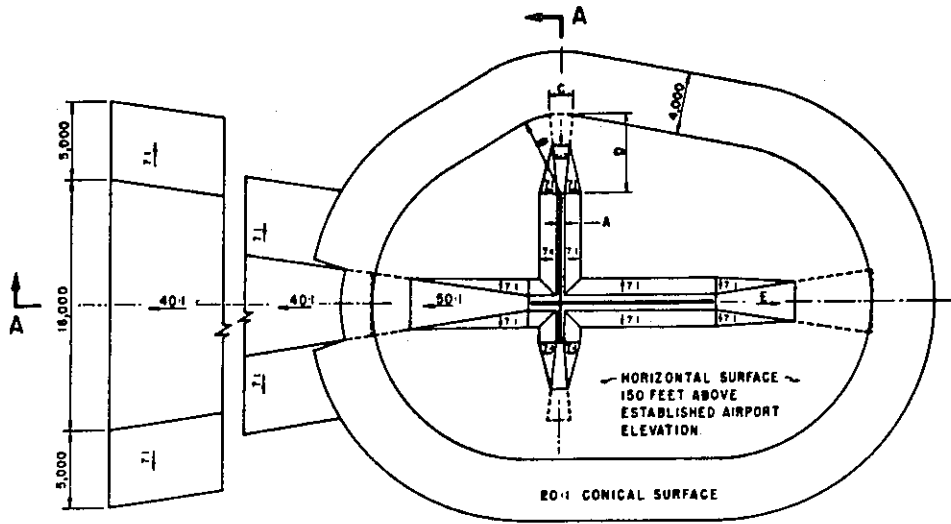
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the 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):

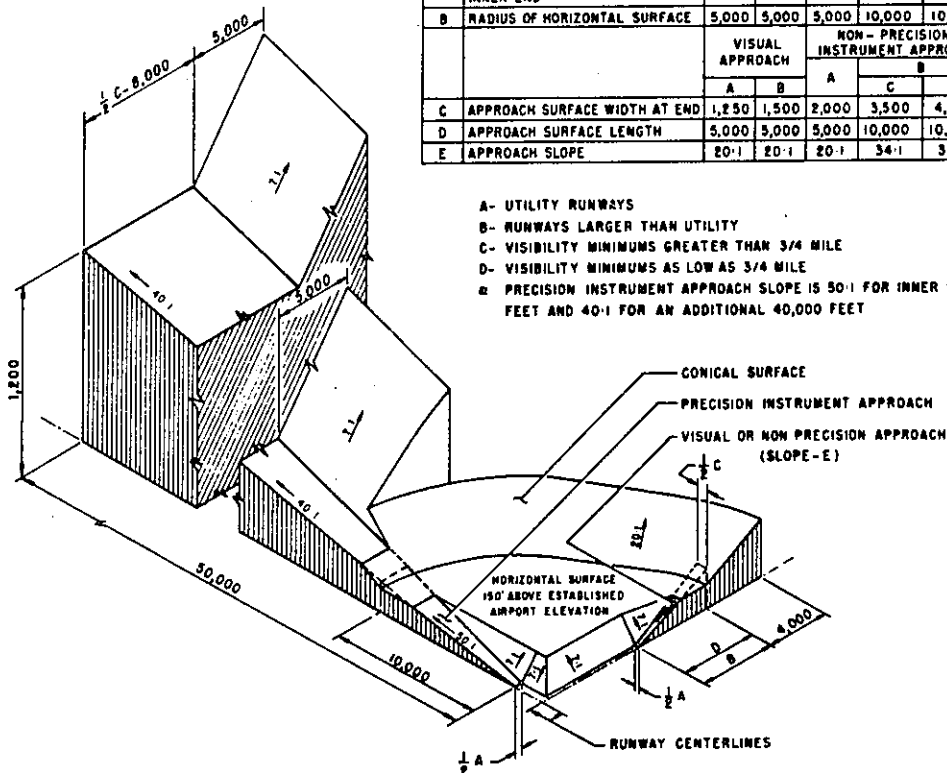
A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
 visibility minimums greater than 3/4 mile  
 D ..... Nonutility 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	
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	3,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	C	D	
D	APPROACH SURFACE LENGTH	1,250	1,500	2,000	3,500	4,000	16,000
E	APPROACH SLOPE	5,000	3,000	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

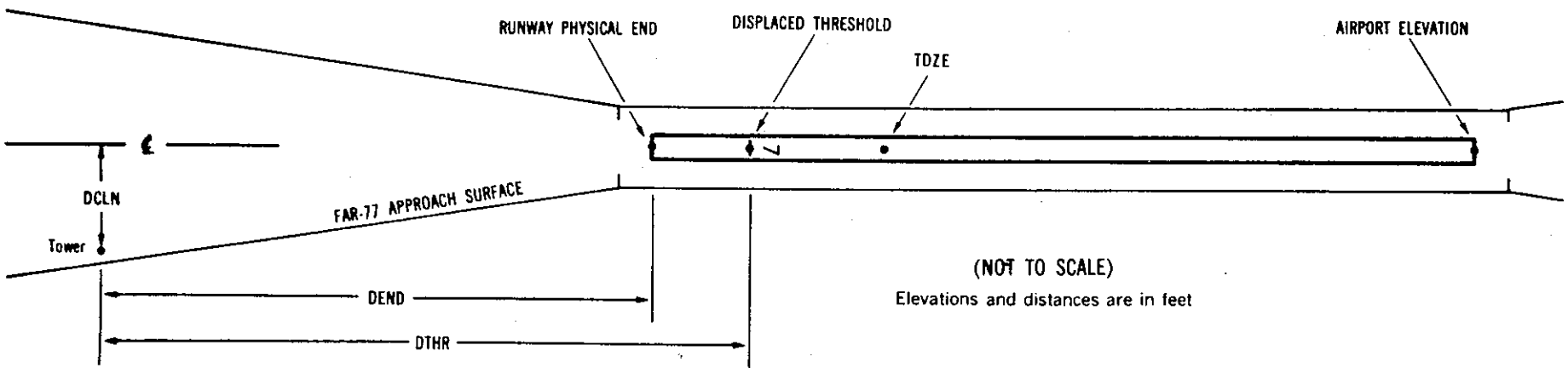
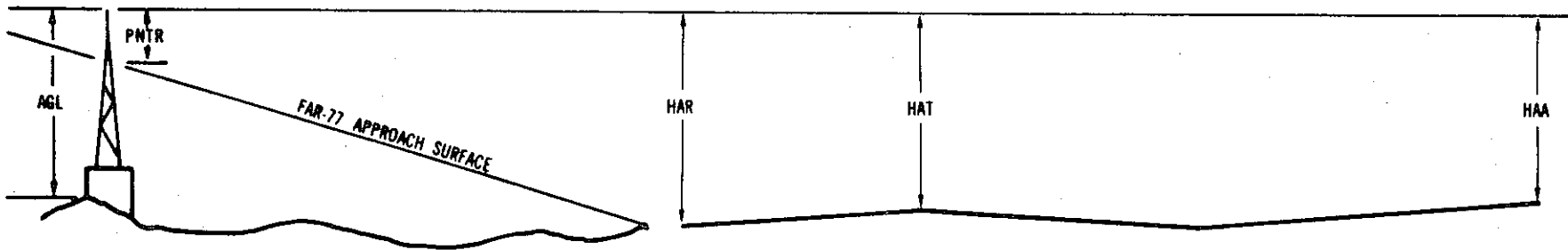
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXX.XXX <sup>7</sup>				
OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXXX.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  $\pm 10$  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).

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AIRPORT ELEVATION 1052

6 C 1052/1052 395006.075N 08351 5.208W 2341040

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	395054.38	0834927.08	1A	1064		12	12	12	-9067		515R	26
OL WINDSOCK	395056.96	0834938.72	1A	1058		6	6	6	-8484		228L	18
ROD ON OL GLIDE SLOPE	395047.96	0834940.03	1A	1085		33	33	33	-7868		451R	43
WIND TEE	395025.79	0835037.01	1A	1051		-1	-1	-1	-2951		330L	4
OL WINDSOCK	395007.84	0835106.99	1A	1071		19	19	19	8		226L	19
TREE	394957.19	0835118.93	1A	1092		40	40	40	1394		102R	5
TREE	394953.67	0835116.39	1A	1109		57	57	57	1442		507R	20
TREE	394954.93	0835119.92	1A	1102		50	50	50	1591		243R	9
TREE	394955.18	0835123.32	1A	1107		55	55	55	1791		67R	8
TREE	394953.60	0835131.46	1A	1104		52	52	52	2400		175L	-13

24 PIR 1038/1049 395058.115N 0834931.657W 0541140

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WINDSOCK	395007.84	0835106.99	1A	1071		33	22	19	-9007		226R	19
WIND TEE	395025.79	0835037.01	1A	1051		13	2	-1	-6048		330R	4
ROD ON OL GLIDE SLOPE	395047.96	0834940.03	1A	1085		47	36	33	-1131		451L	43
OL WINDSOCK	395056.96	0834938.72	1A	1058		20	9	6	-515		228R	18
TREE	395054.38	0834927.08	1A	1064		26	15	12	68		515L	26
ROAD (N)	395108.29	0834926.78	1A	1055		17	6	3	911		613R	3
ROAD (N)	395107.61	0834914.59	1A	1057		19	8	5	1642		OR	-10
TREE	395120.77	0834905.76	1A	1112		74	63	60	2980		678R	18
TREE	395114.61	0834854.35	1A	1108		70	59	56	3336		349L	7
TREE	395124.64	0834851.57	1A	1107		69	58	55	4106		348R	-9

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AIRPORT ELEVATION 1052

15 SUPLC 1042/1048 395035.004N 0835055.929W 3241114

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	395047.64	0835101.87	1A	1074		32	26	22	1308		372L	-1
TREE	395046.71	0835106.28	1A	1071		29	23	19	1433		38L	-7
ANTENNA	395048.16	0835105.23	1A	1074		32	26	22	1504		190L	-6
TREE	395049.02	0835115.47	1A	1086		44	38	34	2042		406R	-10

33 SUPLC 1041/1047 394950.934N 0835014.688W 1441140

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	394940.59	0835004.95	1A	1054		13	7	2	1293		4R	-19
TREE	394934.41	0835005.73	1A	1092		51	45	40	1765		411L	5
TREE	394932.64	0834951.97	1A	1111		70	64	59	2538		354R	1
TREE	394930.31	0834952.89	1A	1127		86	80	75	2688		159R	13

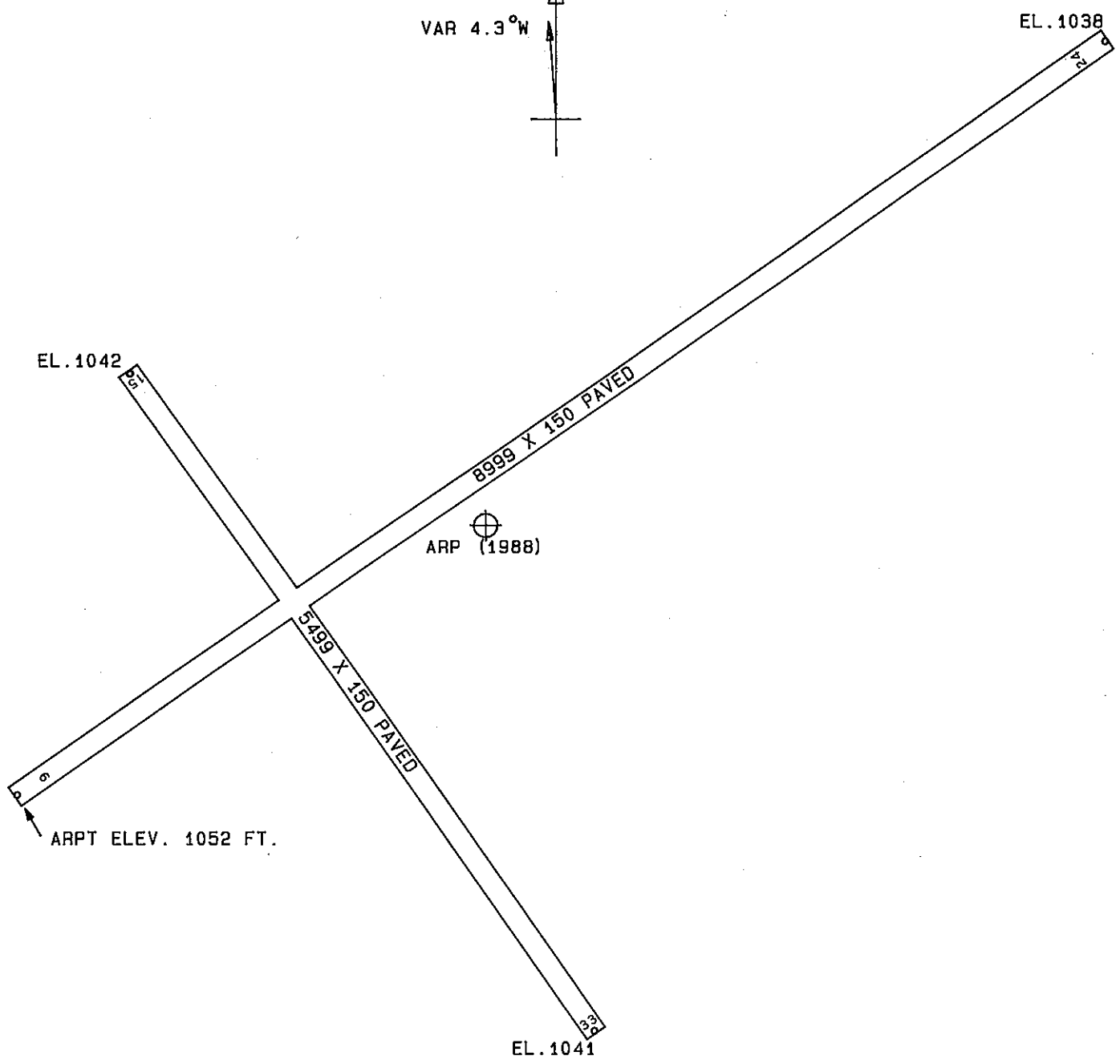
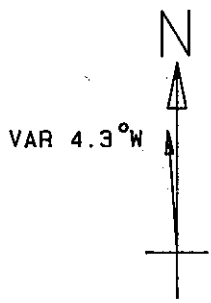
OC0958

AIRPORT ELEVATION 1052

ARP 395024.843N 0835024.836W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TACAN	395017.12	0835026.42	1A	1064		12	193 16	791
OL AIRPORT BEACON	395035.32	0835034.89	1A	1101		49	327 49	1319
ROD ON POLE	395032.57	0835040.82	1A	1082		30	306 22	1472
OL VOR/DME	395011.20	0835042.30	1A	1072		20	228 55	1939
TREE	395004.29	0835031.51	1A	1075		23	198 22	2143
ANTENNA ON OL CONTROL TR	395046.55	0835016.56	1A	1128		76	20 41	2289
TREE	394959.90	0835032.06	1A	1082		30	196 54	2586
TREE	395038.98	0835052.75	1A	1066		14	307 36	2605
OL TANK	395051.80	0835024.74	1A	1163		111	4 28	2728
TREE	395020.99	0835101.08	1A	1131		79	266 27	2854
TREE	394955.77	0835023.55	1A	1065		13	182 21	2943
TREE	395009.35	0835116.82	1A	1112		60	253 10	4348
TREE	394943.80	0834957.75	1A	1121		69	157 20	4660
TREE	395107.15	0834929.93	1A	1076		24	49 18	6055
TREE	395120.70	0834911.01	1A	1133		81	49 49	8069
TREE	395105.89	0834855.04	1A	1095		43	63 37	8143
TREE	395124.98	0834904.89	1A	1128		76	50 0	8713





TOUCHDOWN ZONE RUNWAY ELEVATION	
6	1052
24	1049
15	1048
33	1047

SPRINGFIELD - BECKLEY MUNICIPAL AIRPORT  
 SPRINGFIELD, OHIO  
 (NOT TO SCALE)