FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

MUSCATINE MUNICIPAL AIRPORT

MUSCATINE, IOWA

ODS 5564

1st EDITION

OC 5564
SURVEYED MAY 1984
3rd EDITION

PREPARED AND DISTRIBUTED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SERVICE (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY	SURVEYING CRITERIA.
PIR	Precision Instrument Runway. 50:1 Slope first 10,000 FT
	40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as ¾ mile.
	34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than
	¾ mile. 34:1 Slope
B(V)	Visual runway with visual approach only. 20:1 Slope
A(NP)	Utility runway with nonprecision instrument approach. 20:1 Slope
A(V)	Utility runway with visual approach only. 20:1 Slope

ANNOTATION OF SAMPLE OBSTRUCTION DATA

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS THAT FOLLOW ARE REFERENCED TO THIS POINT

FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH

PHYS END RWY 34 D LAT 38 30 22.066N LONG 121 29 34.116W GEODETIC AZIMUTH 168 05 12

ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

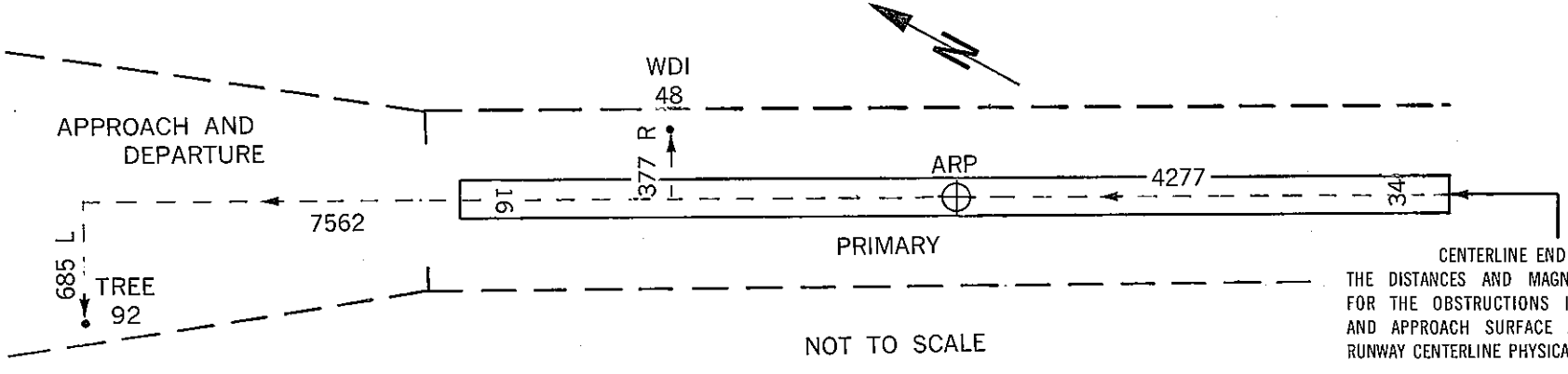
DISTANCE LEFT OR RIGHT OF CENTERLINE

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** ACCURACY IS CODED AS FOLLOWS

HORIZONTAL (FT)	VERTICAL (FT)
1 = 15	A = 2
2 = 40	B = 5
	C = 20

*** 15 FT ADDED TO NON INTERSTATE ROAD
17 FT ADDED TO INTERSTATE ROAD
23 FT ADDED TO RAILROAD



CENTERLINE END OF RUNWAY 34
THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

RUNWAY 5 CONDITION C LAT 41 21 48.297N LONG 91 9 6.495W GEODETIC AZIMUTH 238 30 2

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
545	1A	FENCE	41 22 9.666N	91 8 16.576W	57 35	4378	4376	144R
551	1A	BUSH	41 22 14.796N	91 8 12.800W	53 58	4895	4892	148L
551	1A	BUSH	41 22 14.773N	91 8 11.450W	54 38	4980	4979	92L
563	1A	TREE	41 22 11.917N	91 8 7.998W	59 0	5061	5052	292R

RUNWAY 23 CONDITION C LAT 41 22 12.556N LONG 91 8 13.938W GEODETIC AZIMUTH 58 30 37

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
545	1A	FENCE	41 22 9.666N	91 8 16.576W	211 43	355	324	144L
557	1A	TREE	41 21 48.106N	91 9 9.245W	236 48	4890	4889	93R
560	1A	BUSH	41 21 43.886N	91 9 9.727W	232 54	5149	5143	252L
580	1A	TREE	41 21 46.372N	91 9 19.262W	239 11	5642	5632	343R

RUNWAY 12 CONDITION C LAT 41 22 8.041N LONG 91 9 3.270W GEODETIC AZIMUTH 305 4 45

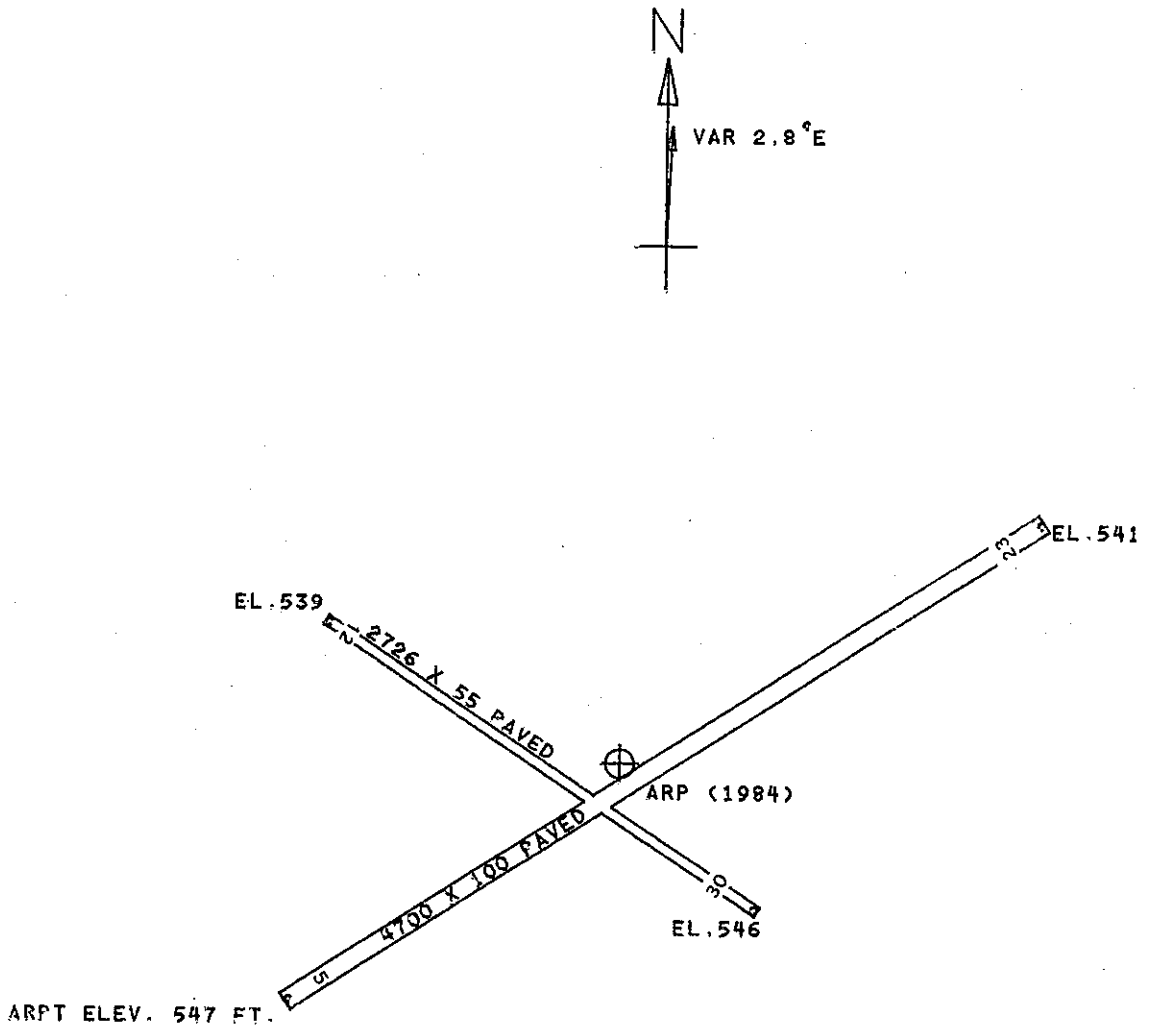
ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
563	1A	TREE	41 22 5.462N	91 9 4.168W	191 54	270	94	253R
554	1A	BUSH	41 22 4.357N	91 9 0.229W	145 20	439	404	172R
547	1A	BUSH	41 22 5.677N	91 8 55.443W	109 3	643	626	147L
569	1A	BUILDING	41 21 51.804N	91 8 38.598W	128 20	2498	2484	264R
579	1A	POLE	41 21 48.993N	91 8 33.164W	127 13	2998	2987	258R
562	1A	ROAD (N)	41 21 48.779N	91 8 32.764W	127 10	3035	3024	258R
576	1A	OL POLE	41 21 49.280N	91 8 30.900W	124 46	3114	3111	135R
561	1A	ROAD (N)	41 21 50.319N	91 8 29.872W	122 21	3115	3115	4R
580	1A	TREE	41 21 49.752N	91 8 29.627W	123 1	3163	3163	40R

RUNWAY 30 CONDITION C LAT 41 21 52.559N LONG 91 8 34.012W GEODETIC AZIMUTH 125 5 4

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
569	1A	BUILDING	41 21 51.804N	91 8 38.598W	254	52	358	242	264L
547	1A	BUSH	41 22 5.677N	91 8 55.443W	306	18	2106	2100	147R
554	1A	BUSH	41 22 4.357N	91 9 0.229W	298	3	2329	2322	172L
563	1A	TREE	41 22 5.462N	91 9 4.168W	296	48	2644	2632	253L
553	1A	TRUCK	41 22 7.659N	91 9 4.416W	300	36	2777	2776	82L
553	1A	ROAD (N)	41 22 8.442N	91 9 3.973W	302	20	2793	2793	2R
586	1A	TREE	41 22 10.581N	91 9 1.994W	307	44	2807	2794	266R
582	1A	TREE	41 22 15.665N	91 9 10.991W	306	53	3663	3652	293R
585	1A	TREE	41 22 15.823N	91 9 15.576W	303	49	3948	3947	105R
584	1A	TREE	41 22 15.854N	91 9 17.935W	302	21	4096	4096	5R

ARP 1984 LAT 41 22 0.381N LONG 91 8 43.310W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST
573	1A	OL ON WINDSOCK	41 21 53.167N	91 8 47.183W	199 14	788
633	1A	ANT OL AIR BCN	41 21 48.431N	91 8 40.046W	165 34	1235
562	1A	TREE	41 22 11.375N	91 8 23.408W	50 57	1882
591	1A	TREE	41 22 15.434N	91 9 6.763W	307 38	2349
573	1A	TREE	41 21 49.673N	91 9 10.745W	239 49	2356
570	1A	TREE	41 22 14.821N	91 8 18.189W	49 51	2409
612	1A	TREE	41 22 13.099N	91 9 27.210W	288 14	3586
812	2C	TREE	41 22 23.816N	91 11 17.764W	278 36	12013
788	1A	TREE	41 20 52.092N	91 10 54.389W	232 33	12153
821	2C	TREE	41 22 45.614N	91 11 12.406W	289 9	12255
770	1A	TREE	41 21 3.683N	91 11 6.325W	239 28	12324
827	2C	TREE	41 22 11.423N	91 11 24.951W	272 24	12376
810	2C	TREE	41 22 36.924N	91 11 23.024W	284 7	12727
843	2C	TREE	41 21 52.444N	91 11 30.538W	263 37	12777
830	2C	TREE	41 23 18.746N	91 10 59.166W	304 39	13046
796	2C	TREE	41 20 53.455N	91 11 10.680W	236 8	13122
823	2C	TREE	41 21 33.704N	91 11 35.082W	255 34	13374
802	2C	TREE	41 21 6.995N	91 11 25.141W	243 34	13472
841	2C	TREE	41 23 14.110N	91 11 11.174W	300 43	13519
858	2C	TREE	41 23 4.808N	91 11 20.082W	295 50	13616
804	2C	TREE	41 21 2.071N	91 11 24.855W	241 37	13660
887	2A	MICROWAVE TWR	41 22 50.975N	91 11 35.037W	288 35	14059
849	2C	TREE	41 23 36.134N	91 10 57.059W	310 45	14067



TOUCHDOWN ZONE RUNWAY	ELEVATION
5	547
23	545

MUSCATINE MUNICIPAL AIRPORT

MUSCATINE, IOWA

(NOT TO SCALE)