OBSTRUCTION DATA SHEET

ODS 5585
CANYONLANDS FIELD
MOAB, UTAH

DIGITIZED FROM

OC 5585
SURVEYED OCTOBER 1986
5TH 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.

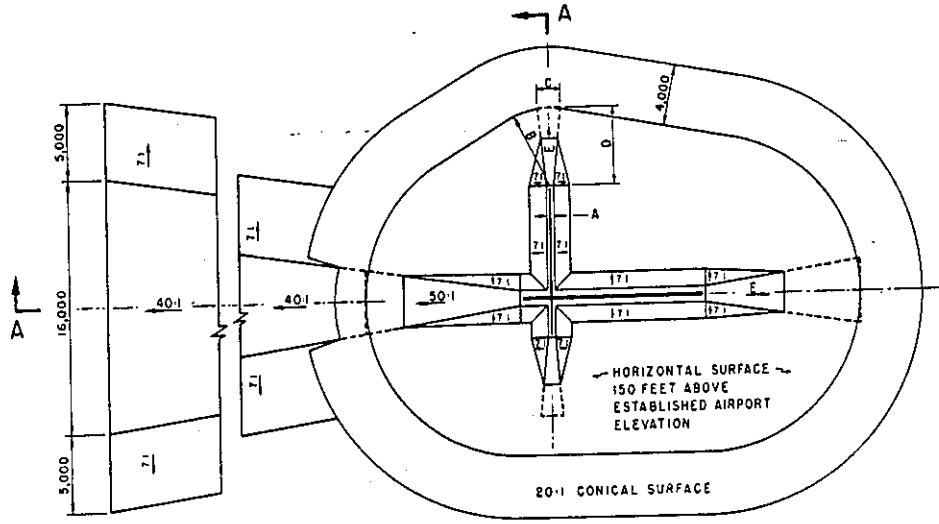ODS information is arranged as follows:

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
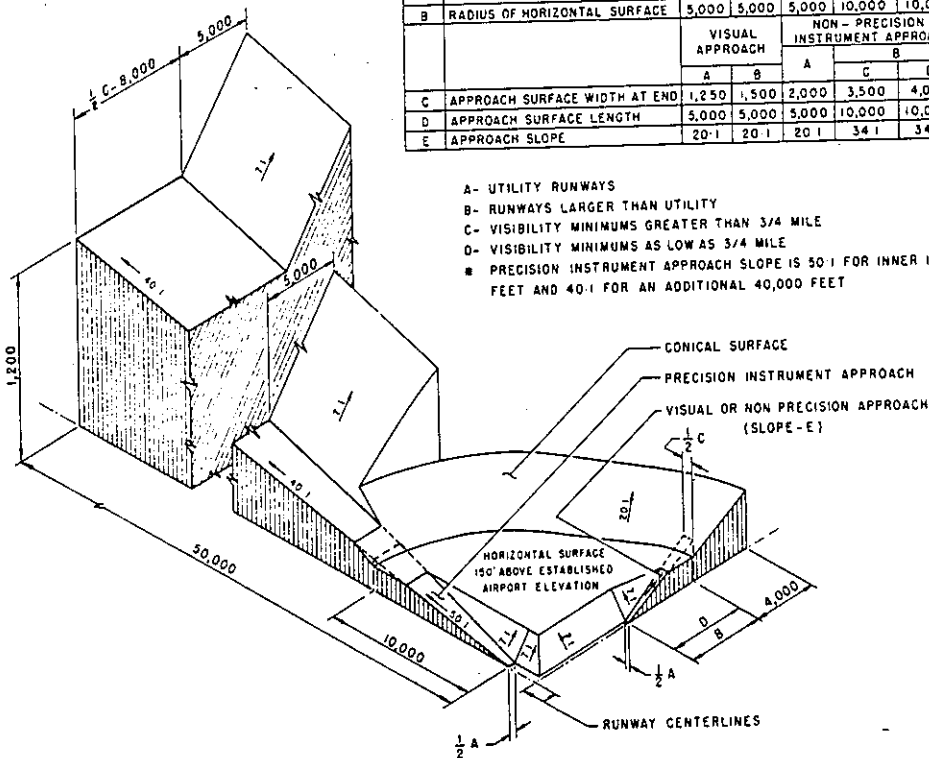SUPLC ... Supplemental C underlying a B(V)

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.

Top diagram labels: 5,000 / 7:1 / A / 16,000 / A / 40:1 / 40:1 / 50:1 / 17:1 / 17:1 / 17:1 / 5,000 / 7:1 / C / 4,000 / B / E / D / A / 7:1 / 7:1 / E / 17:1 / 17:1 / 17:1

HORIZONTAL SURFACE
150 FEET ABOVE
ESTABLISHED AIRPORT
ELEVATION

20:1 CONICAL SURFACE

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 diagram labels: C-8,000 / 5,000 / 7:1 / 40:1 / 5,000 / 1,200 / 7:1 / CONICAL SURFACE / PRECISION INSTRUMENT APPROACH / VISUAL OR NON PRECISION APPROACH (SLOPE-E) / ½ C / 20:1 / 40:1 / 7:1 / 50,000 / HORIZONTAL SURFACE 150' ABOVE ESTABLISHED AIRPORT ELEVATION / 4,000 / D / B / 10,000 / ½ A / ½ A / RUNWAY CENTERLINES

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

3
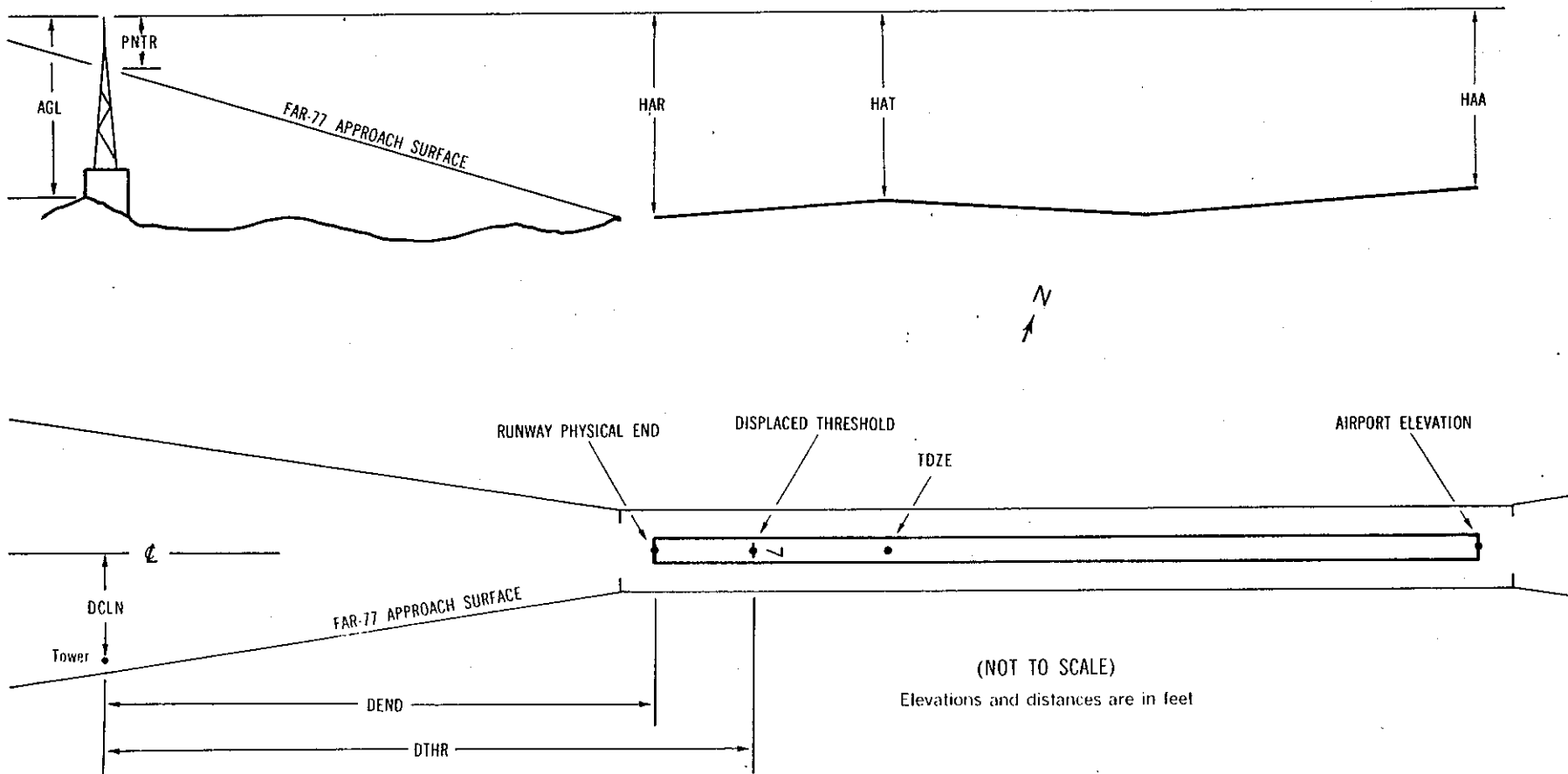
EXPLANATION OF FOOTNOTES

[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 4553

3   A(NP) 4550/4553   384455.561N   1094538.873W   2195320

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POLE	384438.10	1094602.78	1A	4602		52	49	49	2570		321L	-66
POLE	384435.57	1094600.47	1A	4625		75	72	72	2650		16L	-47

21   A(V) 4553/4553   384541.047N   1094450.317W   0395351

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	384553.89	1094436.54	1A	4567		14	14	14	1697		4L	-61
POLE	384552.73	1094433.17	1A	4581		28	28	28	1778		284L	-51

ARP   384518.305N   1094514.597W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING		DISTANCE
BUSH	384519.15	1094529.37	1A	4653		100	260	59	1173
OL ON VOR/DME	384322.54	1094455.01	1A	4561		8	61	22	1610
FENCE POST	384507.67	1094531.99	1A	4561		8	218	49	1748
GROUND	384534.16	1094444.43	1A	4553		0	42	56	2878
OL ON LTD WSK	384542.59	1094453.83	1A	4580		27	20	36	2957
ROD ON HANGAR	384537.20	1094438.69	1A	4590		37	42	54	3427
OL AIRPORT BCN	384537.03	1094434.42	1A	4622		69	46	2	3704
POLE	384440.45	1094608.69	1A	4623		70	215	1	5747

N

VAR 13.2°E

EL.4553

ARPT ELEV. 4553 FT.

ARP (1986)

5999 X 75 PAVED

EL.4550
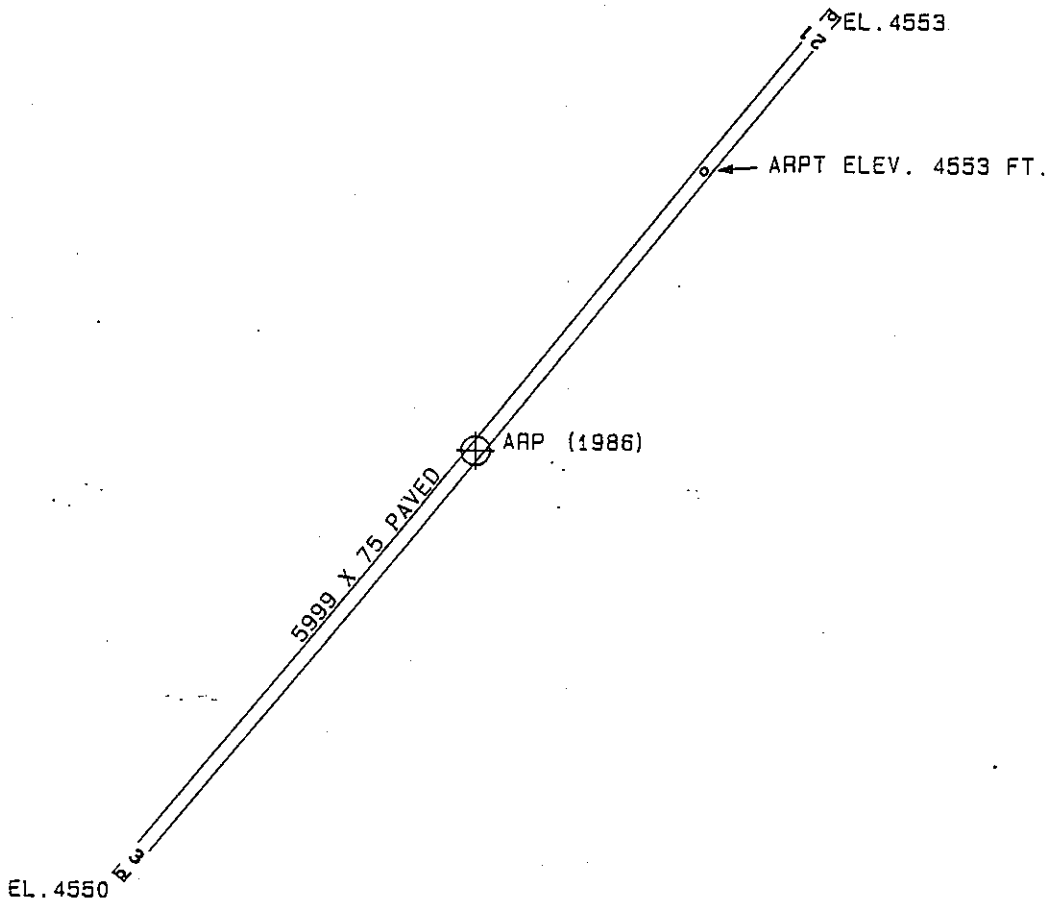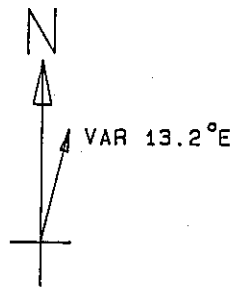
TOUCHDOWN ZONE
RUNWAY ELEVATION
3   4553
21   4553

CANYONLANDS FIELD

MOAB, UTAH

(NOT TO SCALE)