

# OBSTRUCTION DATA SHEET

**ODS 5651  
SCOTTSDALE MUNICIPAL AIRPORT  
SCOTTSDALE, ARIZONA**

**DIGITIZED FROM**

**OC 5651  
SURVEYED NOVEMBER 1989  
4TH EDITION**



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## 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:

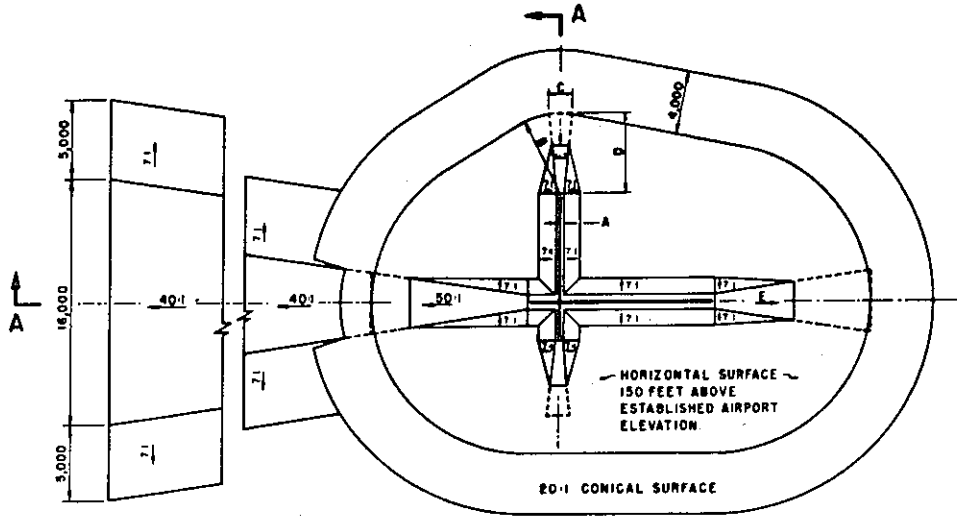
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

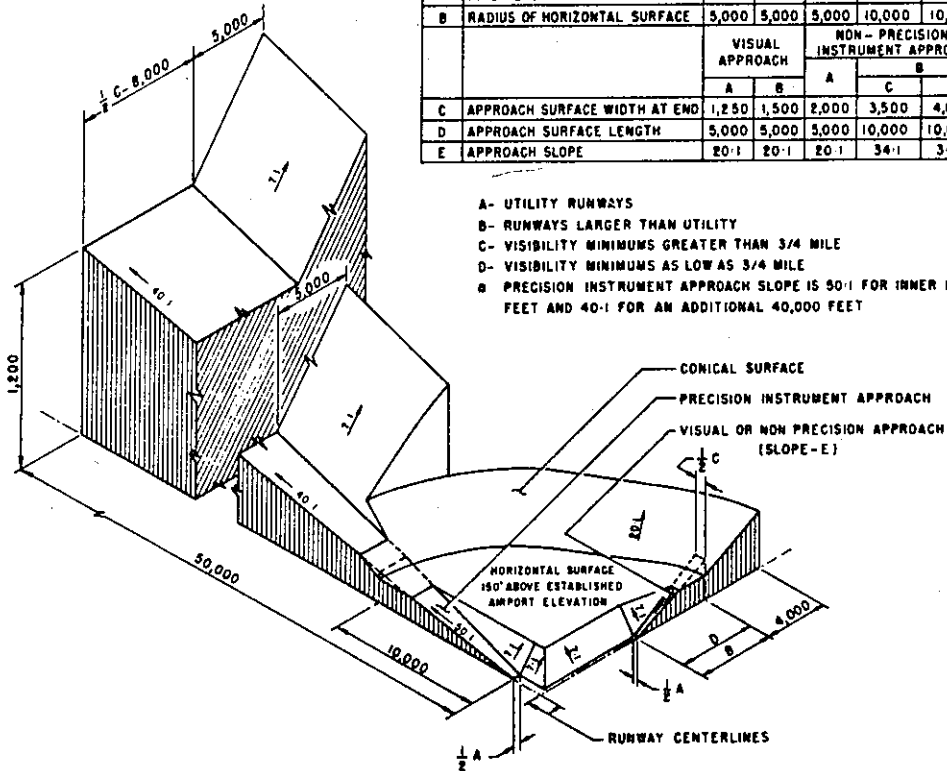
- A(V) ..... Utility runway - visual approach only
- A(NP) ..... Utility runway - nonprecision instrument approach
- B(V) ..... Nonutility runway - visual approach only
- C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D ..... Nonutility runway - 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		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	300	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	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	3,000	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
- E- 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

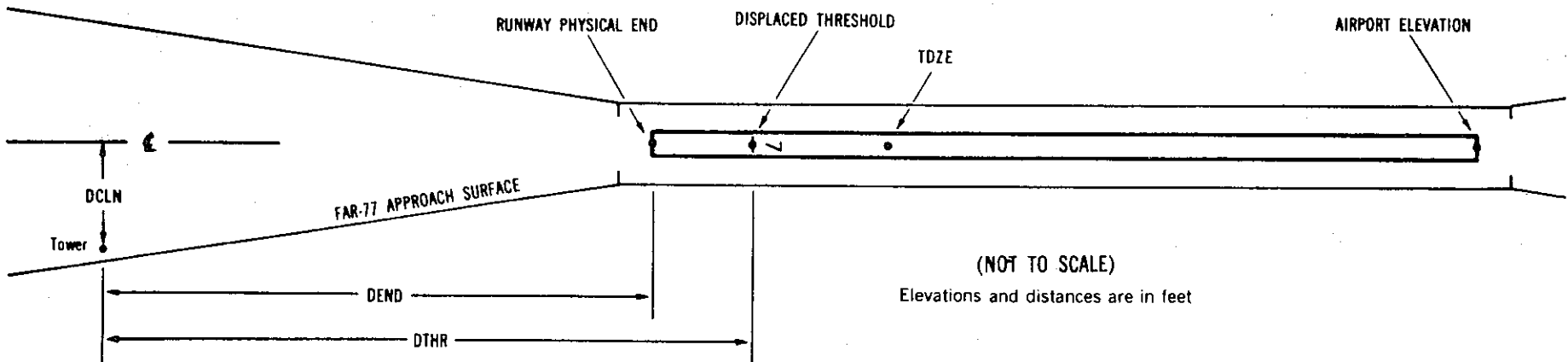
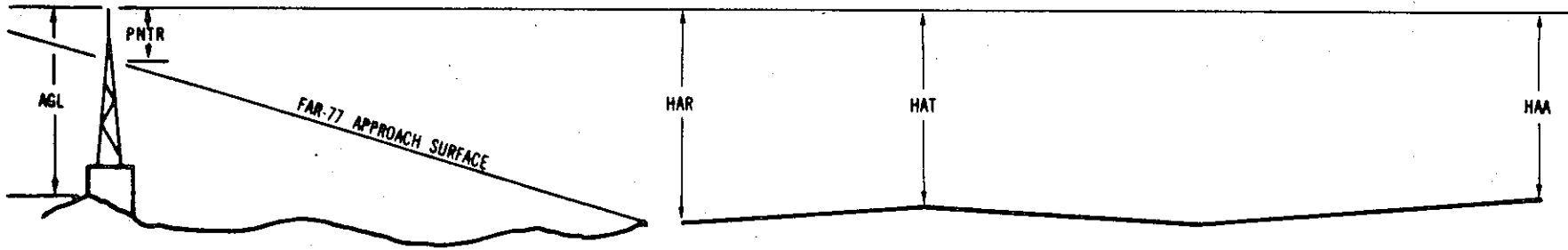
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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>
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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## EXPLANATION OF FOOTNOTES

- <sup>1</sup> 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.
- <sup>2</sup> For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- <sup>3</sup> Reference runway approach physical end elevation/touchdown zone elevation
- <sup>4</sup> Latitude and longitude of reference runway approach physical end
- <sup>5</sup> Reference runway geodetic azimuth reckoned clockwise from south
- <sup>6</sup> Reference runway displaced threshold elevation/touchdown zone elevation
- <sup>7</sup> Latitude and longitude of reference runway displaced threshold
- <sup>8</sup> Accuracy Code:
- |   | Horizontal | Vertical |
|---|------------|----------|
| 1 | = 20       | A = 2    |
| 2 | = 40       | B = 5    |
|   |            | C = 20   |
- <sup>9</sup> 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.
- <sup>10</sup> 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.
- <sup>11</sup> HAA - Height above airport  
 HAR - Height above reference runway approach physical end  
 HAT - Height above reference runway touchdown zone elevation
- <sup>12</sup> 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.
- <sup>13</sup> PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC5651

AIRPORT ELEVATION 1508

3 SUPLC 1442/ 333652.854N 11155 9.273W 2235804 1446/1468 333658.051N 11155 3.282W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	333654.86	1115509.49	1A	1445		3	-23	-63	-133	596	154L	2
FENCE	333648.91	1115513.88	1A	1443		1	-25	-65	558	1287	4L	-10
TREE	333642.78	1115514.64	1A	1470		28	2	-38	1048	1778	380R	3
TREE	333645.68	1115524.74	1A	1480		38	12	-28	1431	2160	438L	2
OL ON POLE	333639.49	1115529.85	1A	1483		41	15	-25	2180	2910	314L	-17
TREE	333633.12	1115522.85	1A	1502		60	34	-6	2233	2963	558R	0

21 SUPLC 1508/1508 333751.593N 11154 1.538W 0435841

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	333654.86	1115509.49	1A	1445		-63	-63	-63	-8117		154R	2
FENCE	333757.94	1115359.30	1A	1521		13	13	13	593		309R	1
ROAD (N)	333758.21	1115358.72	1A	1529		21	21	21	647		293R	8
TREE	333757.81	1115356.22	1A	1532		24	24	24	765		113R	7
DIKE	333801.34	1115355.45	1A	1548		40	40	40	1067		314R	15
DAYMARKER ON DIKE	333800.36	1115351.46	1A	1549		41	41	41	1229		2R	11
TRANSMISSION TOWER	333834.81	1115259.63	1A	1706		198	198	198	6778		733L	5
TRANSMISSION TOWER	333835.24	1115258.93	1A	1705		197	197	197	6850		745L	1
TRANSMISSION TOWER	333845.28	1115308.77	1A	1723		215	215	215	7003		558R	15
TRANSMISSION TOWER	333845.74	1115308.08	1A	1715		207	207	207	7077		549R	5

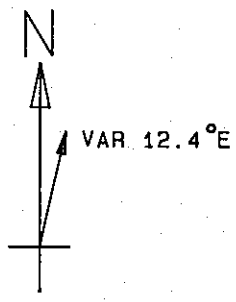
OC5651

AIRPORT ELEVATION 1508

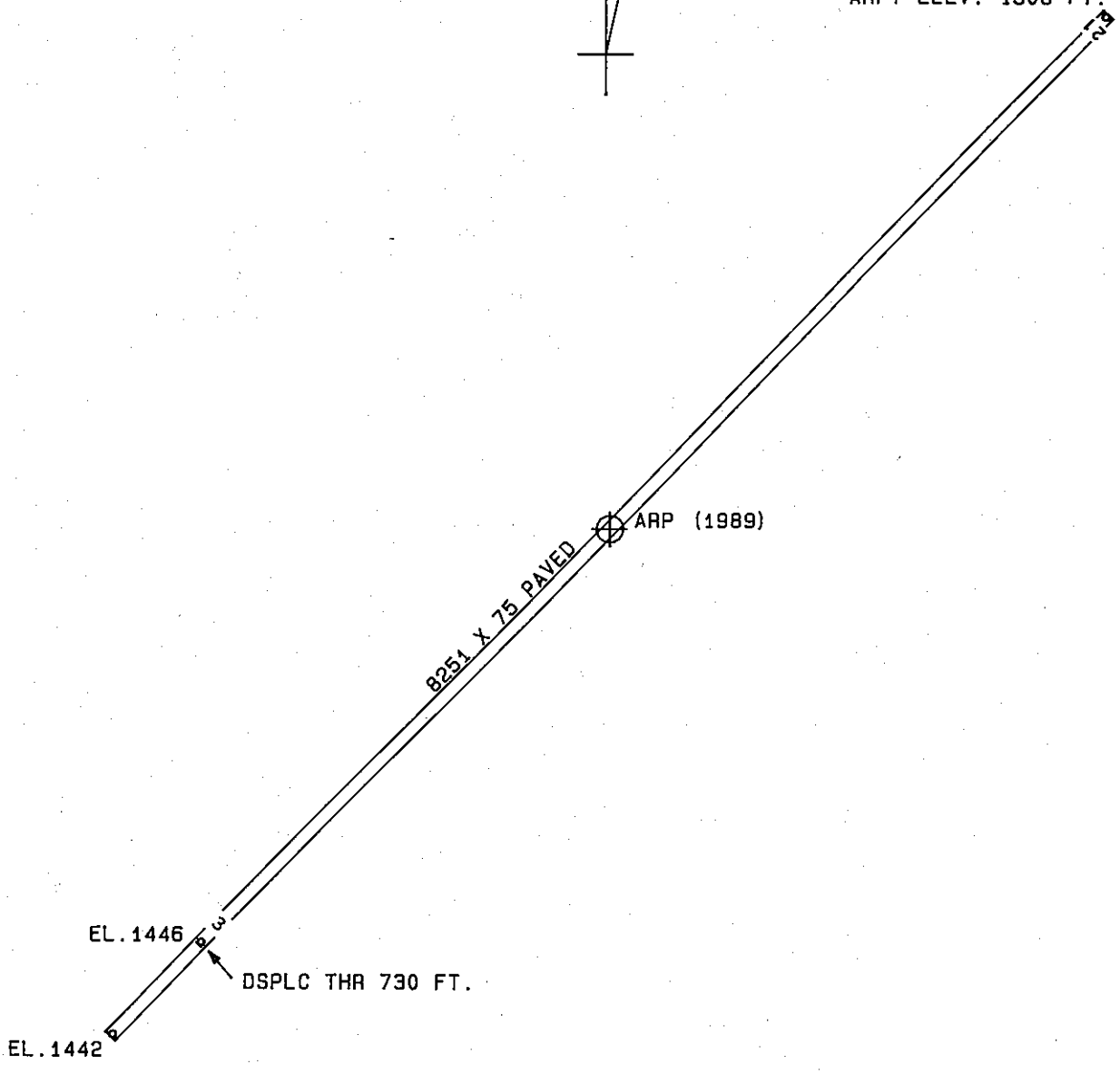
ARP 333722.225N 1115435.408W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ROD ON OL ANEMOMETER	333721.85	1115430.13	1A	1497		-11	82 26	448
ANTENNA ON OL CONTROL TR	333717.52	1115433.83	1A	1574		66	151 57	494
OL ON LIGHTED WINDSOCK	333722.66	1115429.56	1A	1500		-8	72 31	497
BUILDING	333730.57	1115433.25	1A	1503		-5	359 48	863
PIPE ON HANGAR	333725.82	1115423.77	1A	1518		10	57 19	1049
ANTENNA ON OL BUILDING	333720.42	1115450.71	1A	1539		31	249 33	1307
OL ON POLE	333710.28	1115444.00	1A	1480		-28	198 38	1409
BUILDING	333735.28	1115427.47	1A	1510		2	14 34	1481
ROD ON OL AIRPORT BEACON	333718.45	1115455.45	1A	1525		17	244 55	1737
TREE	333705.18	1115449.11	1A	1488		-20	201 31	2076
NONDIRECTIONAL BEACON	333744.62	1115425.65	1A	1544		36	7 38	2409
LIGHT STANDARD	333701.94	1115452.98	1A	1475		-33	203 33	2532
TREE	333659.35	1115455.65	1A	1485		-23	204 7	2877
LIGHT STANDARD	333745.53	1115415.84	1A	1519		11	22 41	2879
HANGAR	333655.36	1115458.48	1A	1480		-28	203 18	3344
BUILDING	333703.47	1115508.66	1A	1487		-21	223 37	3392
WINDSOCK	333744.21	1115404.71	1A	1518		10	37 2	3417
WINDSOCK	333655.07	1115501.49	1A	1459		-49	206 23	3522
ANTENNA ON POLE	333647.08	1115445.31	1A	1587		79	180 52	3650
FLOODLIGHT	333657.84	1115511.42	1A	1478		-30	218 37	3918
LIGHT STANDARD	333650.34	1115504.77	1A	1470		-38	205 13	4069
FENCE	333749.28	1115358.61	1A	1511		3	36 17	4143
LIGHT STANDARD	333755.09	1115404.80	1A	1532		24	25 31	4212
BUILDING	333654.30	1115516.43	1A	1467		-41	218 28	4472
LIGHT STANDARD	333759.55	1115401.90	1A	1554		46	24 30	4718
HOIST ON DIKE	333802.88	1115400.56	1A	1561		53	23 15	5057
LIGHT STANDARD	333755.84	1115349.55	1A	1552		44	36 23	5156
TREE	333648.16	1115521.69	1A	1492		-16	216 16	5213
ANTENNA ON OL WATER TANK	333636.50	1115504.37	1A	1578		70	195 31	5230
OL ON POLE	333643.15	1115529.89	1A	1481		-27	217 0	6069
TRANSMISSION TOWER	333856.24	1115317.17	2C	1732		224	22 26	11579





ARPT ELEV. 1508 FT.



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
3	1468
21	1508

SCOTTSDALE MUNICIPAL AIRPORT  
 SCOTTSDALE, ARIZONA  
 (NOT TO SCALE)