

# OBSTRUCTION DATA SHEET

ODS 6169  
SEDONA AIRPORT  
SEDONA, ARIZONA

DIGITIZED FROM

OC 6169  
SURVEYED MARCH 1988  
3RD 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:

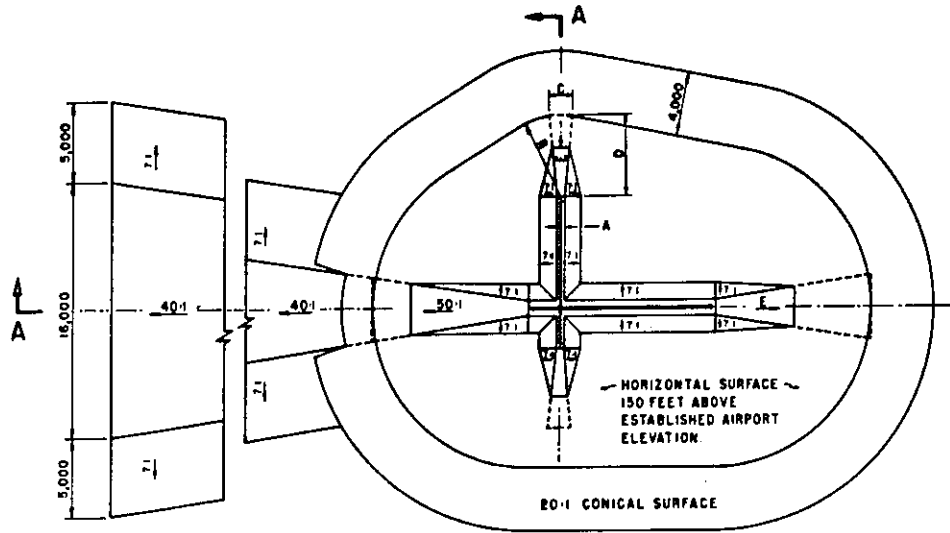
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

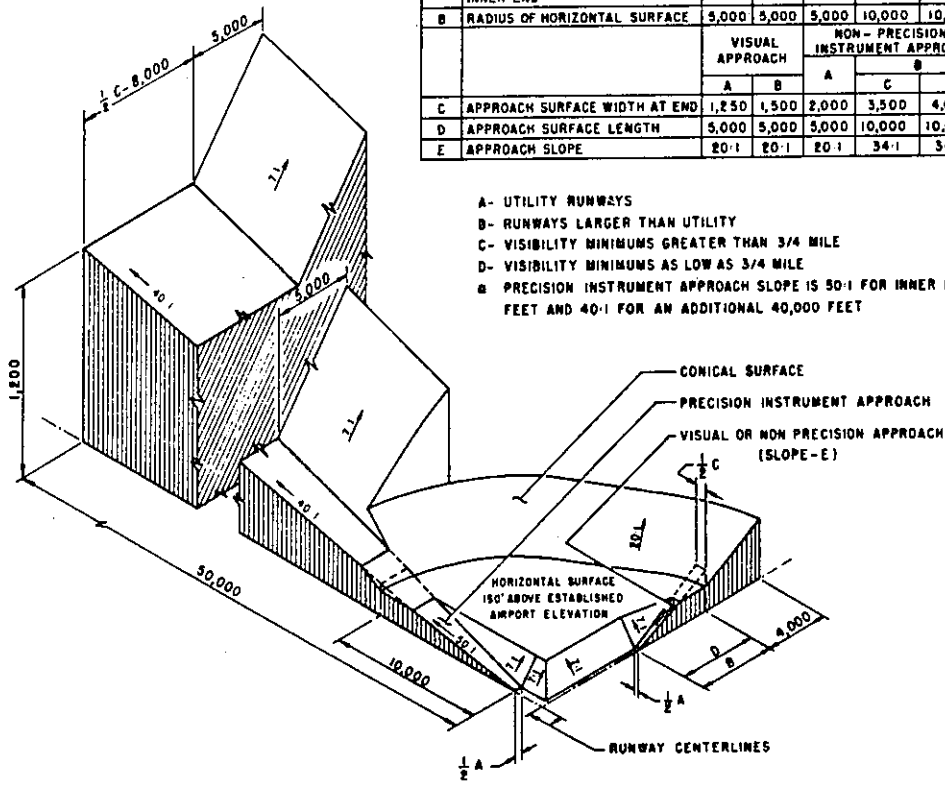
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	5,000	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 SURFACE SLOPE	5,000	5,000	5,000	10,000	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

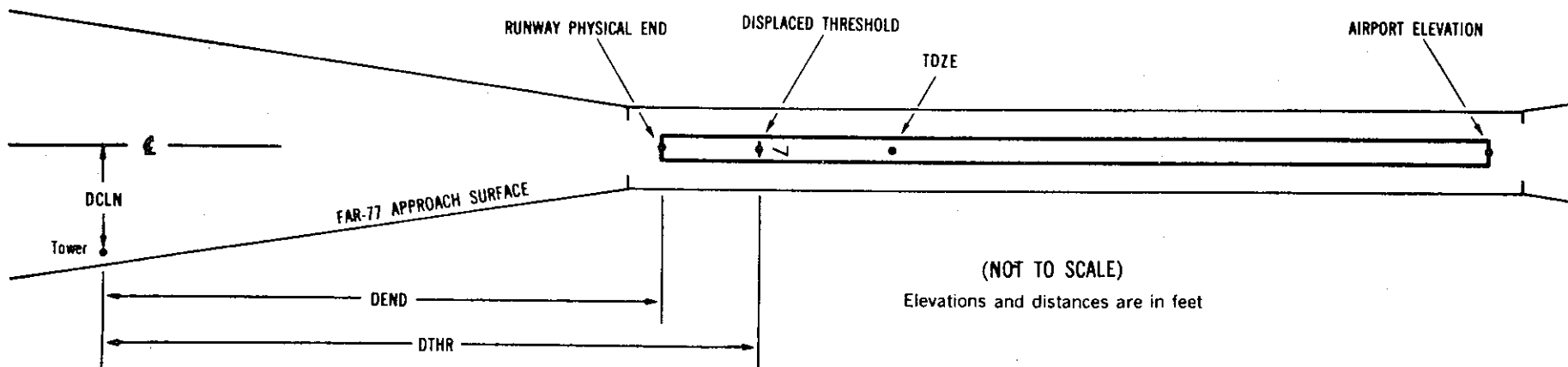
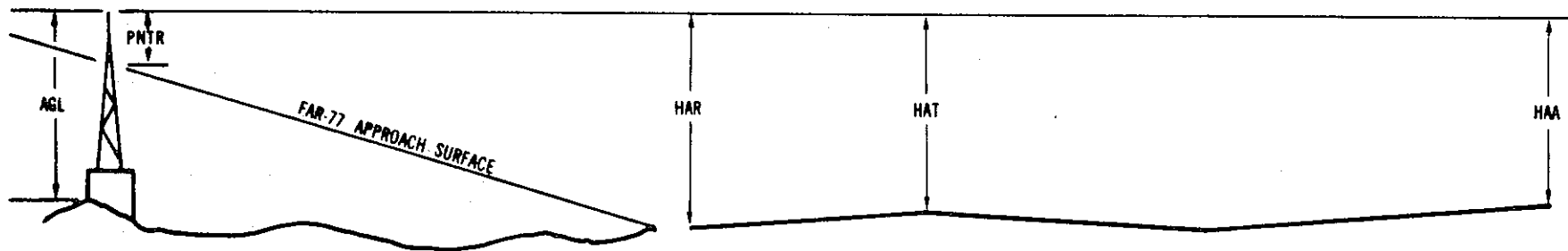
# ANNOTATION OF ODS DATA FORMAT

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

- 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).

OC6169

AIRPORT ELEVATION 4827

3 C 4733/4790 345037.238N 1114737.992W 2254526

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	345113.72	1114651.58	1A	4834		101	44	7	-5345		56R	7
BUSH	345111.88	1114652.08	1A	4836		103	46	9	-5185		160R	9
BUSH	345113.66	1114655.56	1A	4831		98	41	4	-5103		171L	4
BUSH	345109.91	1114654.62	1A	4834		101	44	7	-4894		156R	9
OL ON WINDSOCK	345058.95	1114707.36	1A	4825		92	35	-2	-3361		209R	28
BUSH	345050.67	1114719.35	1A	4783		50	-7	-44	-2061		111R	11
BUSH	345051.06	1114722.26	1A	4778		45	-12	-49	-1914		86L	9
BUSH	345045.90	1114728.85	1A	4763		30	-27	-64	-1157		96L	8
TREE	345036.56	1114734.95	1A	4753		20	-37	-74	-134		226R	17
TREE	345038.95	1114738.57	1A	4740		7	-50	-87	-86		158L	5
WINDSOCK	345036.32	1114735.49	1A	4761		28	-29	-66	-85		212R	26
BUSH	345035.77	1114736.30	1A	4748		15	-42	-79	3		205R	15
BUSH	345034.78	1114737.59	1A	4740		7	-50	-87	150		201R	7

OC6169

AIRPORT ELEVATION 4827

21 C 4827/4827 345112.635N 1114653.902W 0454551

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	345034.78	1114737.59	1A	4740		-87	-87	-87	-5279		201L	7
BUSH	345035.77	1114736.30	1A	4748		-79	-79	-79	-5132		205L	15
WINDSOCK	345036.32	1114735.49	1A	4761		-66	-66	-66	-5045		212L	26
TREE	345038.95	1114738.57	1A	4740		-87	-87	-87	-5043		158R	5
TREE	345036.56	1114734.95	1A	4753		-74	-74	-74	-4995		226L	17
BUSH	345045.90	1114728.85	1A	4763		-64	-64	-64	-3972		96R	8
BUSH	345051.06	1114722.26	1A	4778		-49	-49	-49	-3215		86R	9
BUSH	345050.67	1114719.35	1A	4783		-44	-44	-44	-3069		111L	11
OL ON WINDSOCK	345058.95	1114707.36	1A	4825		-2	-2	-2	-1769		209L	28
BUSH	345109.91	1114654.62	1A	4834		7	7	7	-235		156L	9
BUSH	345113.66	1114655.56	1A	4831		4	4	4	-27		171R	4
BUSH	345111.88	1114652.08	1A	4836		9	9	9	56		160L	9
BUSH	345113.72	1114651.58	1A	4834		7	7	7	215		56L	7
TREE	345113.31	1114648.28	1A	4851		24	24	24	383		278L	19

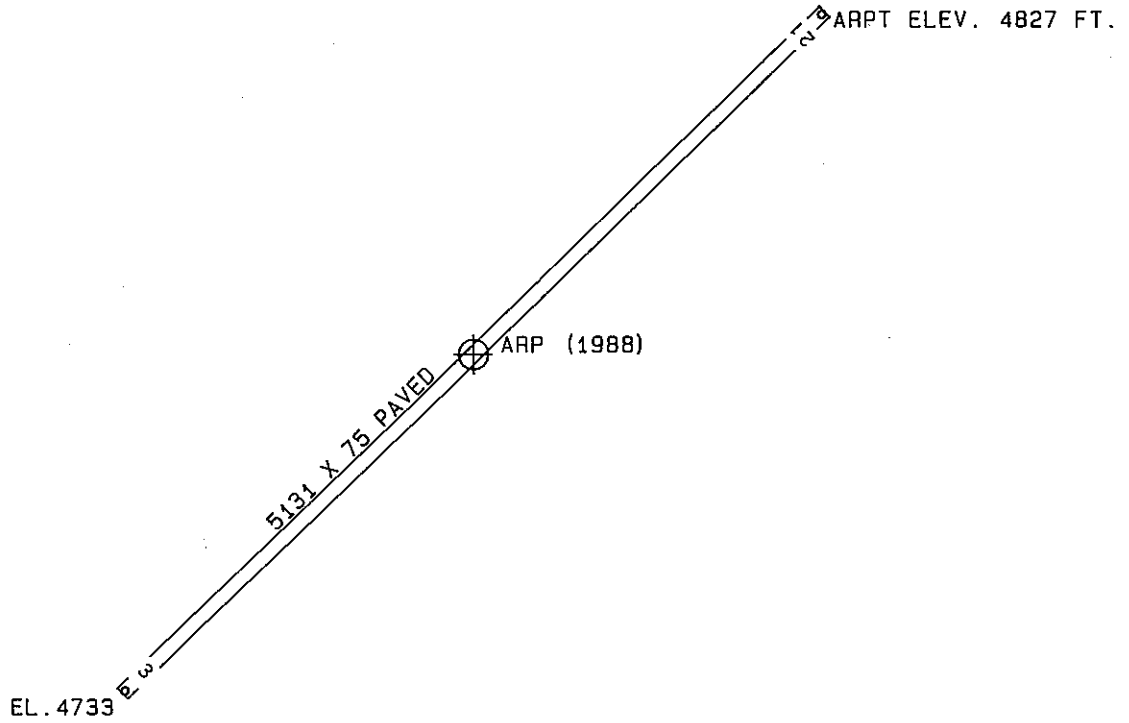
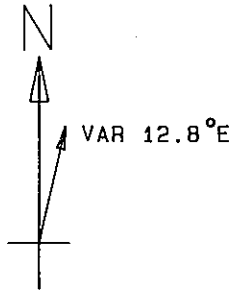
OC6169

AIRPORT ELEVATION 4827

ARP 345054.937N 1114715.948W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANEMOMETER ON BUILDING	345101.73	1114715.39	1A	4813		-14	351 3	689
LIGHT STANDARD	345104.18	1114711.95	1A	4828		1	6 48	992
WINDSOCK ON HANGAR	345105.35	1114708.07	1A	4830		3	19 9	1241
DECOMMISSIONED AIRPORT BCN	345105.58	1114708.40	1A	4833		6	17 30	1247
WINDSOCK ON HANGAR	345110.03	1114702.59	1A	4844		17	23 19	1889
TREE	345112.26	1114659.62	1A	4838		11	25 3	2218
TREE	345113.89	1114658.67	1A	4840		13	24 7	2397
TREE	345007.78	1114556.63	1B	5374		547	112 59	8151
GROUND	344956.79	1114525.54	1B	5552		725	109 46	10921
GROUND	344904.22	1114731.66	1B	5012		185	173 53	11270
GROUND	344947.10	1114524.00	1B	5162		335	113 30	11581
GROUND	344944.74	1114522.10	1B	5131		304	113 59	11850
GROUND	345140.28	1114458.26	1B	5252		425	55 25	12357
GROUND	345238.15	1114843.14	2C	5180		353	312 21	12716
GROUND	345251.81	1114814.61	2C	5130		303	324 44	12787
GROUND	345304.67	1114729.31	2C	5415		588	342 21	13163
GROUND	345255.07	1114817.95	2C	5438		611	324 9	13199
GROUND	345140.86	1114444.42	2C	5293		466	57 0	13456
GROUND	344928.99	1114502.12	2C	5418		591	115 6	14141
GROUND	345136.13	1114432.78	2C	5288		461	60 10	14223
GROUND	344958.08	1114435.63	1B	5240		413	100 28	14547
GROUND	345133.25	1114426.74	2C	5255		428	61 50	14625
TREE	345309.82	1114822.24	2C	6359		1532	325 9	14713
GROUND	345322.63	1114649.27	2C	5272		445	355 40	15096
GROUND	345323.12	1114751.14	2C	5995		1168	336 8	15266
GROUND	345127.08	1114416.95	2C	5381		554	64 54	15268
GROUND	345326.45	1114637.48	2C	5305		478	359 1	15650
GROUND	345121.90	1114405.14	2C	5413		586	67 28	16135
GROUND	345220.55	1114426.65	2C	5251		424	45 39	16552





TOUCHDOWN ZONE	
RUNWAY ELEVATION	
3	4790
21	4827

SEDONA AIRPORT  
 SEDONA, ARIZONA  
 (NOT TO SCALE)