OBSTRUCTION DATA SHEET

ODS 6635
GLOBE - SAN CARLOS REGIONAL AIR FACILITY
GLOBE, ARIZONA

DIGITIZED FROM

OC 6635
SURVEYED NOVEMBER 1990
1ST EDITION

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

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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).

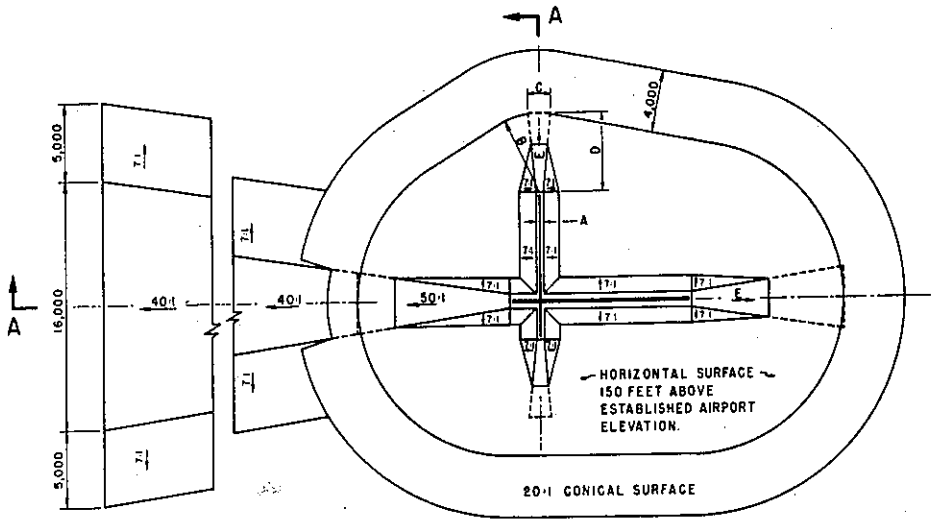
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

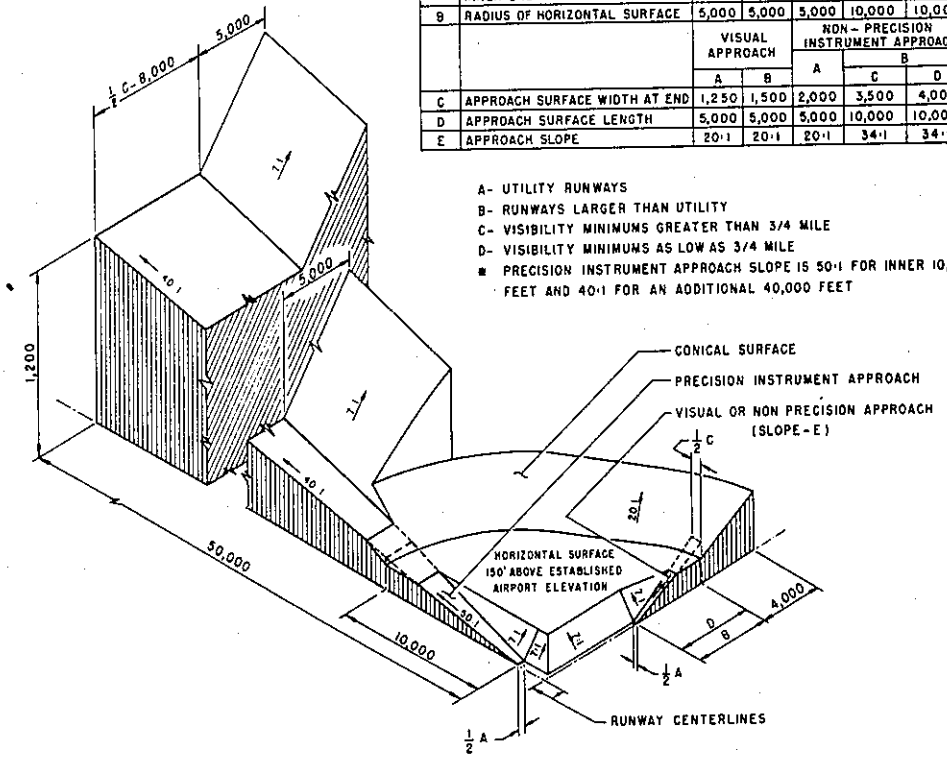
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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 C	B 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	B 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 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]
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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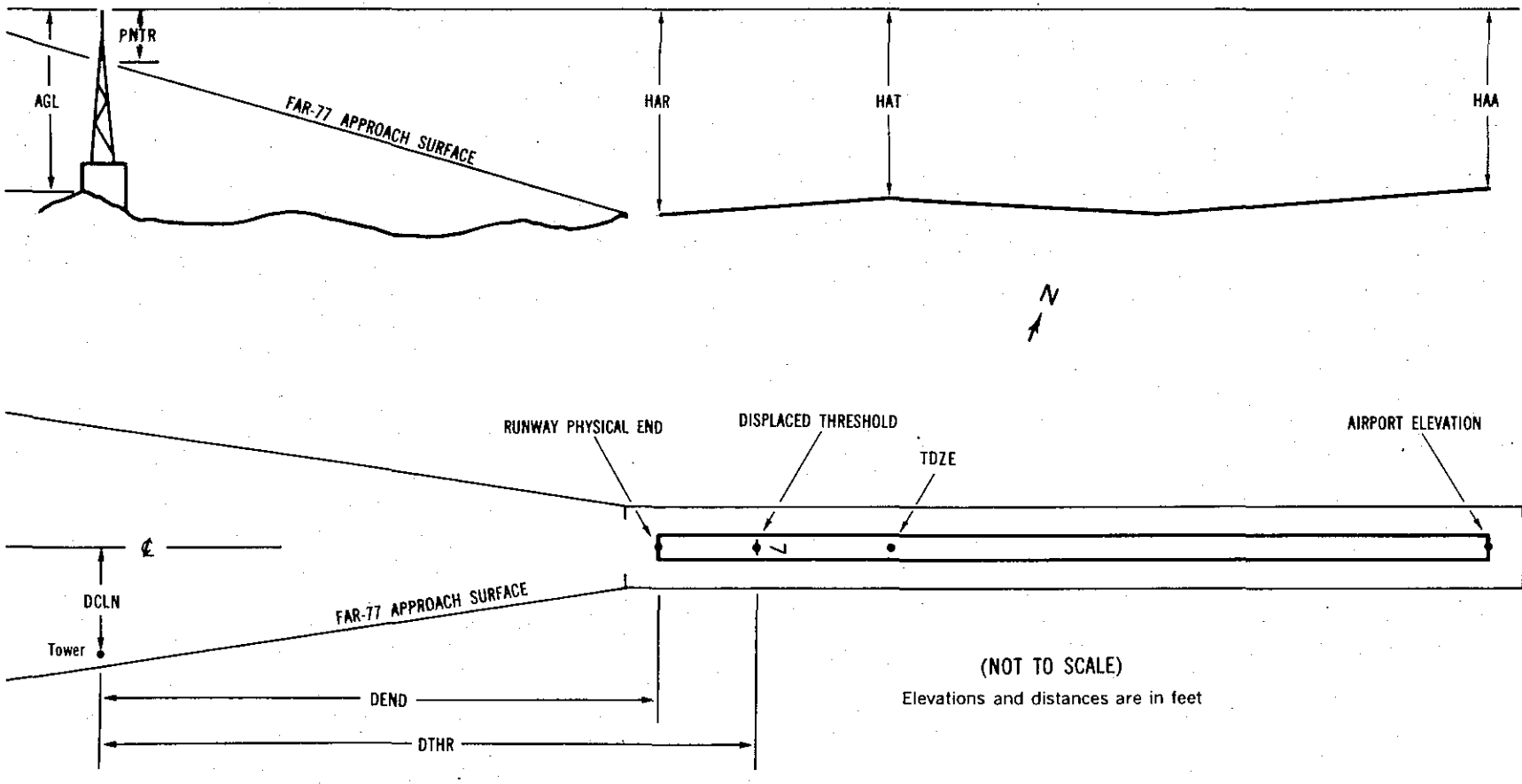

(NOT TO SCALE)

Elevations and distances are in feet

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).

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AIRPORT ELEVATION 3235

9 A(NP) 3235/ 332116.061N 1104022.408W 2815041 3233/3233 332115.675N 1104020.213W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	332105.66	1103913.63	1A	3175		-60	-58	-60	-5926	-5735	170L	8
TREE	332102.22	1103915.41	1A	3189		-46	-44	-46	-5849	-5659	202R	22
TREE	332102.15	1103916.40	1A	3198		-37	-35	-37	-5768	-5578	226R	31
BUSH	332104.37	1103925.59	1A	3185		-50	-48	-50	-4959	-4769	167R	8
BUSH	332109.23	1103952.61	1A	3209		-26	-24	-26	-2616	-2426	157R	6
BUSH	332110.75	1103958.40	1A	3217		-18	-16	-18	-2103	-1913	107R	8
GROUND	332110.52	1104006.31	1A	3223		-12	-10	-12	-1451	-1261	268R	6
BUSH	332110.80	1104007.20	1A	3234		-1	1	-1	-1372	-1182	255R	16
BUSH	332113.20	1104016.62	1A	3246		11	13	11	-540	-350	182R	17
BUSH	332116.77	1104017.67	1A	3241		6	8	6	-379	-188	153L	10
TREE	332113.44	1104020.60	1A	3260		25	27	25	-205	-14	228R	27
TREE	332114.12	1104022.26	1A	3261		26	28	26	-52	138	189R	27
TREE	332115.17	1104023.63	1A	3259		24	26	24	83	274	110R	24
TREE	332117.14	1104026.46	1A	3260		25	27	25	359	549	36L	17
TREE	332116.53	1104027.01	1A	3262		27	29	27	392	582	34R	17
TREE	332118.98	1104028.19	1A	3258		23	25	23	541	731	188L	6

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AIRPORT ELEVATION 3235

27 A(NP) 3167/3200 332104.272N 1103915.459W 1015118

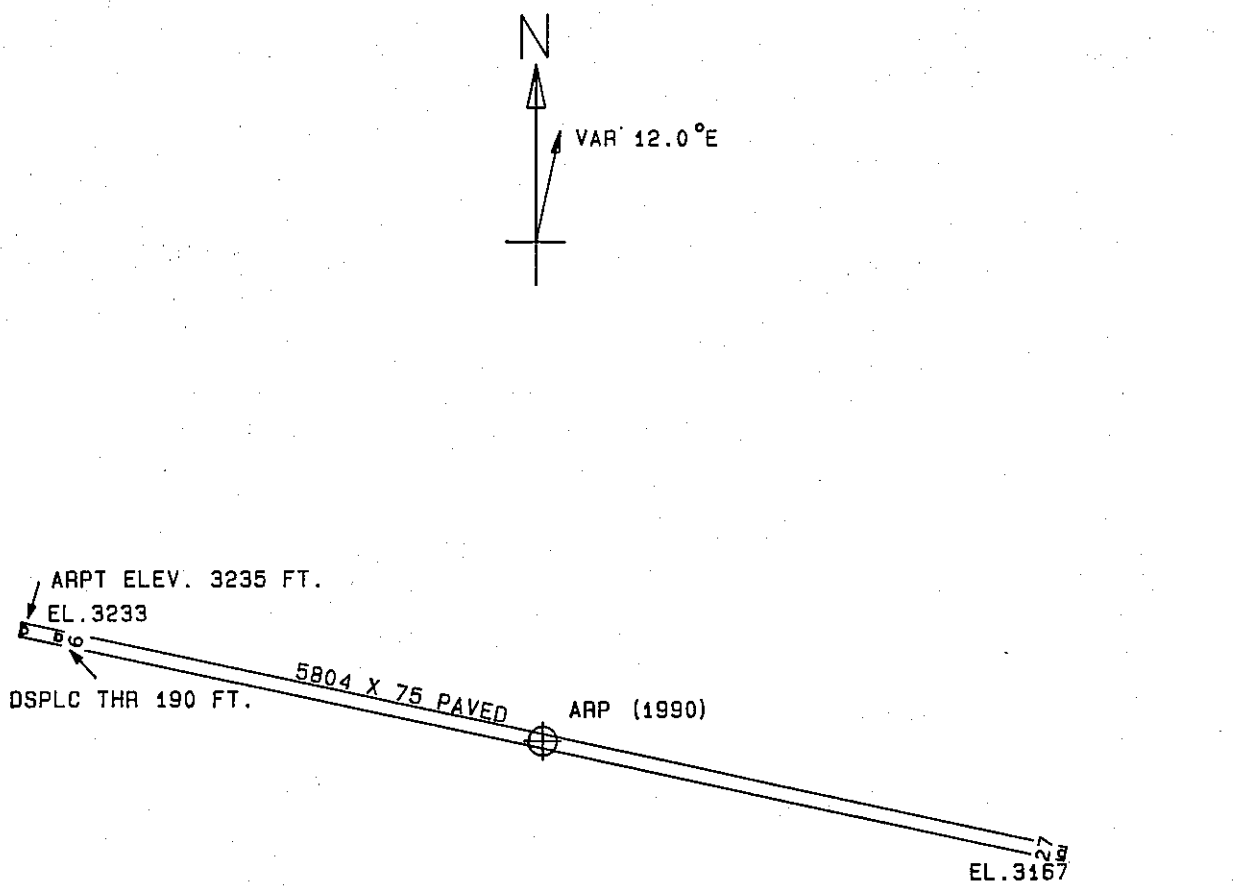
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	332115.17	1104023.63	1A	3259		92	59	24	-5886		110L	24
TREE	332114.12	1104022.26	1A	3261		94	61	26	-5751		189L	27
TREE	332113.44	1104020.60	1A	3260		93	60	25	-5598		228L	27
BUSH	332116.77	1104017.67	1A	3241		74	41	6	-5424		153R	10
BUSH	332113.20	1104016.62	1A	3246		79	46	11	-5263		182L	17
BUSH	332110.80	1104007.20	1A	3234		67	34	-1	-4431		255L	16
GROUND	332110.52	1104006.31	1A	3223		56	23	-12	-4352		268L	6
BUSH	332110.75	1103958.40	1A	3217		50	17	-18	-3699		107L	8
BUSH	332109.23	1103952.61	1A	3209		42	9	-26	-3187		157L	6
BUSH	332104.37	1103925.59	1A	3185		18	-15	-50	-843		167L	8
TREE	332102.15	1103916.40	1A	3198		31	-2	-37	-34		226L	31
TREE	332102.22	1103915.41	1A	3189		22	-11	-46	46		202L	22
BUSH	332105.66	1103913.63	1A	3175		8	-25	-60	123		170R	8
TREE	332101.67	1103912.41	1A	3194		27	-6	-41	308		205L	22
TREE	332102.80	1103911.97	1A	3176		9	-24	-59	320		85L	3
TREE	332102.23	1103908.20	1A	3183		16	-17	-52	645		75L	-6

OC6635

AIRPORT ELEVATION 3235

ARP 332110.167N 1103948.933W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	332107.13	1103948.11	1A	3212		-23	155 14	315
TOWER AND AIRPORT BEACON	332113.81	1103942.56	1A	3241		6	43 44	654
TREE	332105.75	1103940.14	1A	3206		-29	108 53	869
NDB	332116.18	1103957.06	1A	3243		8	299 22	919
OL ON LIGHTED WINDSOCK	332115.20	1103958.86	1A	3230		-5	289 8	984
TREE	332111.16	1104011.21	1A	3244		9	261 3	1893
BUSH	332049.43	1103947.98	1B	3397		162	165 48	2098
WINDSOCK	332108.69	1103921.84	1A	3195		-40	81 43	2303
TREE	332102.74	1103923.11	1A	3194		-41	96 55	2315
BUSH	332057.97	1104019.81	1B	3375		140	232 48	2895
ANTENNA ON POLE	332111.09	1103913.40	1A	3245		10	76 13	3015
TREE	332101.06	1103914.33	1A	3195		-40	95 24	3077
POLE	332127.58	1103918.43	1B	3275		40	43 46	3129
BUSH	332042.94	1104014.21	1B	3571		336	205 56	3489
BUSH	332038.79	1104006.13	1B	3455		220	192 42	3491
BUSH	332155.24	1103954.85	1B	3368		133	341 43	4583
BUSH	332023.45	1104037.65	2C	3437		202	209 12	6275
BUSH	332100.25	1104118.65	1B	3406		171	250 30	7677
BUSH	332050.96	1104132.67	2C	3456		221	245 34	9012
BUSH	332051.26	1104137.30	2C	3478		243	246 16	9389



TOUCHDOWN ZONE RUNWAY	ELEVATION
9	3233
27	3200

GLOBE-SAN CARLOS REGIONAL AIR FACILITY

GLOBE, ARIZONA

(NOT TO SCALE)