

OBSTRUCTION DATA SHEET

ODS 685
JAMESTOWN MUNICIPAL AIRPORT
JAMESTOWN, NORTH DAKOTA

DIGITIZED FROM

OC 685
SURVEYED JULY 1991
8TH 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:

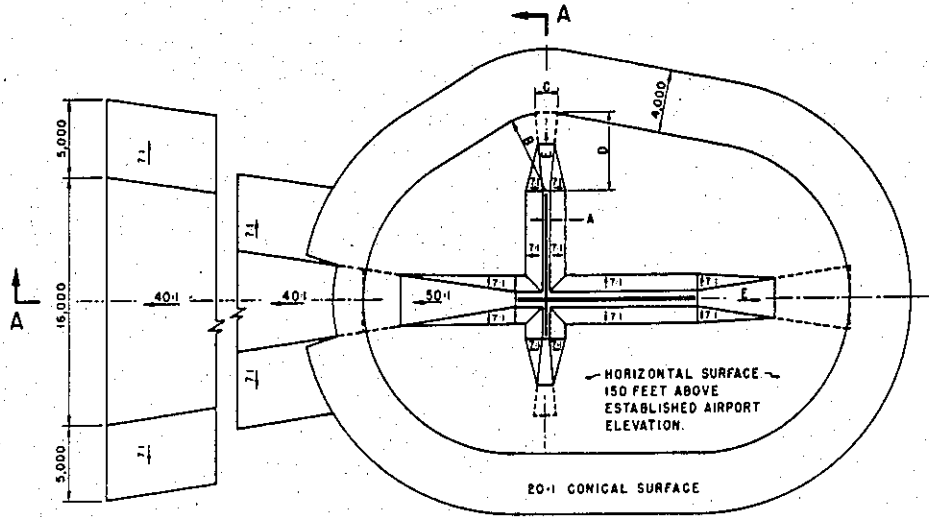
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

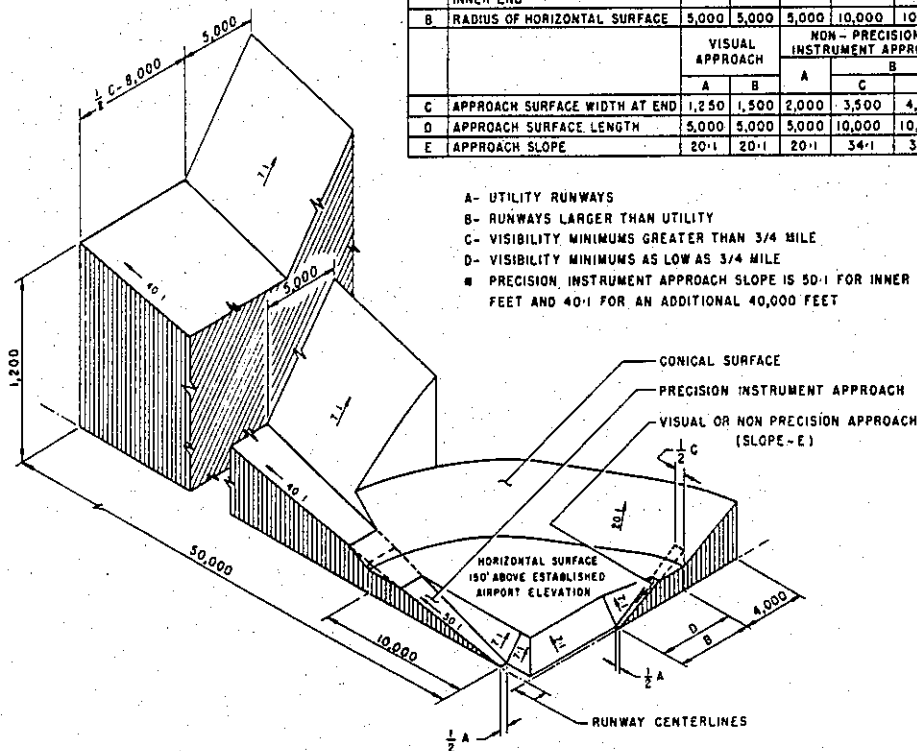
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		D
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
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	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

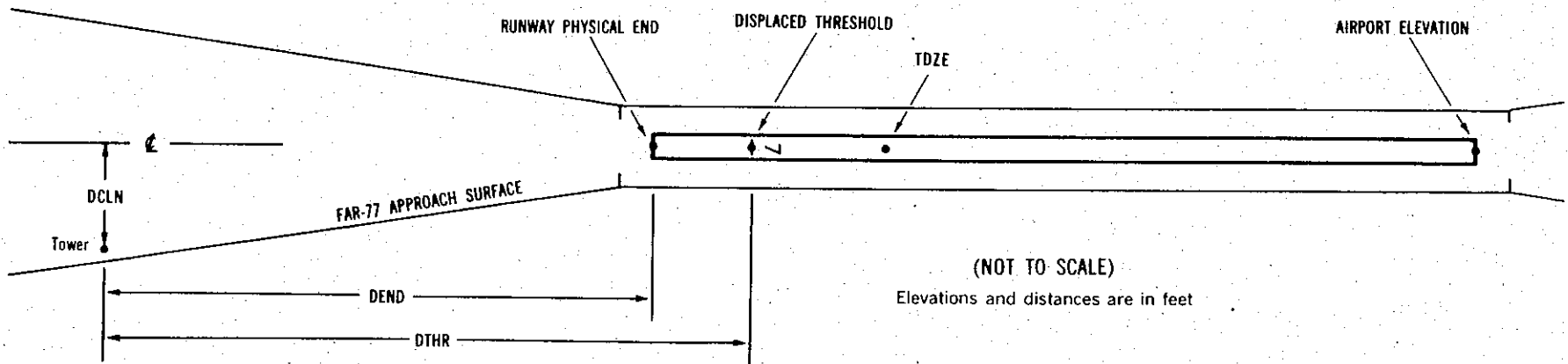
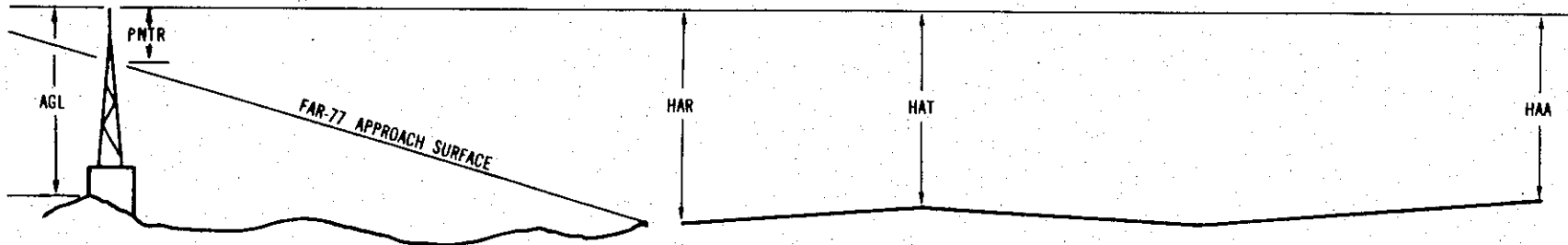
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXX.XXX ⁴	XXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXX.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
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



(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).

OC0685

AIRPORT ELEVATION 1498

4 SUPLC 1493/1495 465528.240N 0984110.578W 2243928

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	465559.77	0984019.80	1A	1508		15	13	10	-4749		261R	12
WINDSOCK	465536.95	0984102.89	1A	1502		9	7	4	-1003		241L	7
ROAD (N)	465520.47	0984129.46	1A	1506		13	11	8	1481		379L	-25
LIGHT STANDARD	465516.54	0984129.72	1A	1527		34	32	29	1777		112L	-12
POLE	465516.37	0984130.57	1A	1526		33	31	28	1831		142L	-15
ROAD (N)	465515.02	0984129.39	1A	1503		10	8	5	1871		13R	-39

22 SUPLC 1498/1498 465608.596N 0984012.358W 0444010

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	465536.95	0984102.89	1A	1502		4	4	4	-4745		241R	7
OL ON LIGHTED WINDSOCK	465559.77	0984019.80	1A	1508		10	10	10	-999		261L	12
GROUND	465610.62	0984004.45	1A	1499		1	1	1	532		246L	-9
FENCE POST	465615.29	0983957.68	1A	1505		7	7	7	1198		248L	-22
FENCE POST	465619.04	0984003.11	1A	1502		4	4	4	1204		287R	-26

0C0685

AIRPORT ELEVATION 1498

13 C 1498/1498 465608.398N 0984112.195W 3144653

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
METAL STAKE	465520.76	0984009.27	1A	1497		-1	-1	-1	-6500		348R	2
METAL STAKE	465525.72	0984002.26	1A	1498		0	0	0	-6491		351L	3
OL ON GLIDE SLOPE	465532.64	0984011.44	1A	1524		26	26	26	-5545		400L	30
OL ON LIGHTED WINDSOCK	465529.03	0984019.38	1A	1505		7	7	7	-5412		248R	11
FENCE POST	465551.10	0984044.00	1A	1496		-2	-2	-2	-2623		135L	3
OL ON LIGHTED WINDSOCK	465601.73	0984057.57	1A	1503		5	5	5	-1196		236L	10
OL ON LOCALIZER	465615.34	0984122.41	1A	1503		5	5	5	999		0L	-18
OL ON DME	465614.90	0984125.17	1A	1516		18	18	18	1103		167R	-9
ROAD (N)	465620.18	0984129.73	1A	1511		13	13	13	1705		9R	-31
TREE	465624.00	0984133.28	1A	1549		51	51	51	2152		92L	-6

31 PIR 1495/1495 465523.205N 09840 5.737W 1344741

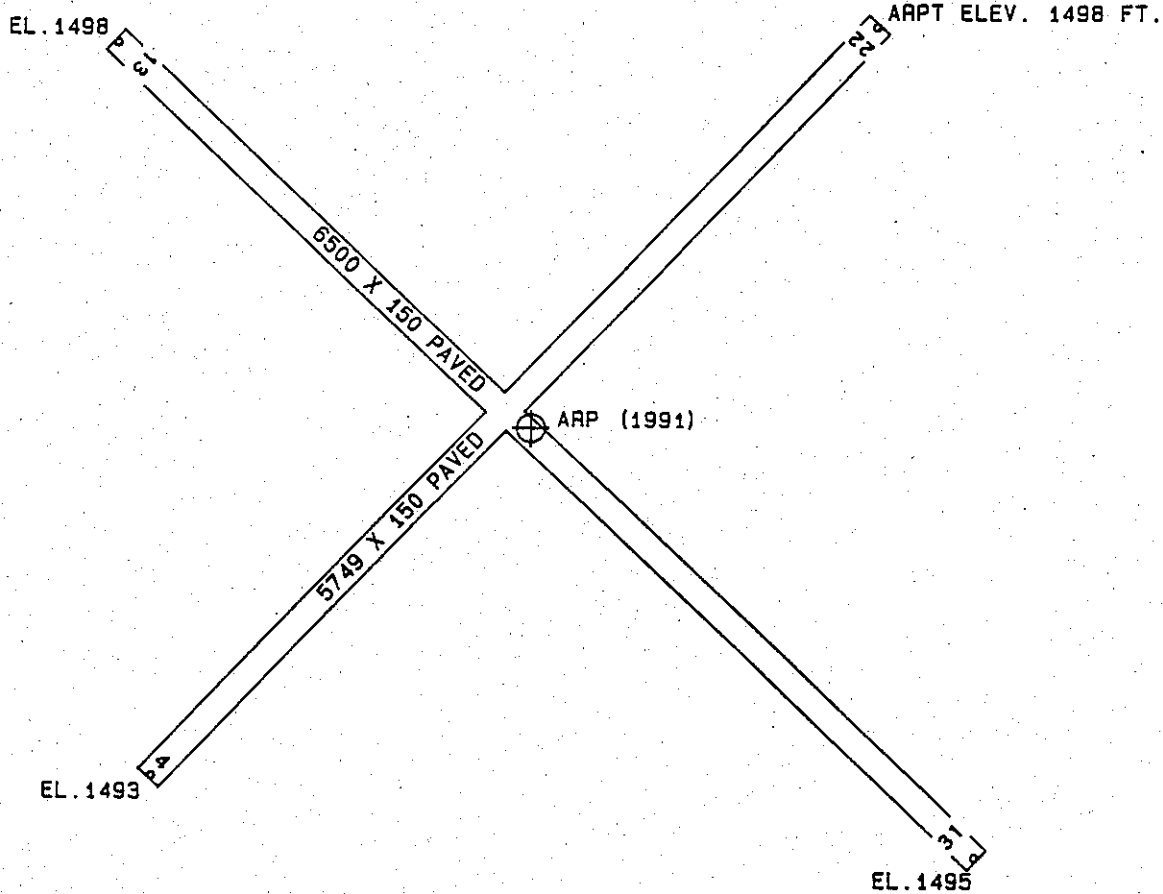
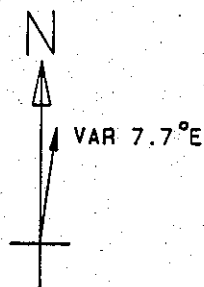
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	465601.73	0984057.57	1A	1503		8	8	5	-5303		236R	10
FENCE POST	465551.10	0984044.00	1A	1496		1	1	-2	-3876		135R	3
OL ON LIGHTED WINDSOCK	465529.03	0984019.38	1A	1505		10	10	7	-1088		248L	11
OL ON GLIDE SLOPE	465532.64	0984011.44	1A	1524		29	29	26	-954		400R	30
METAL STAKE	465525.72	0984002.26	1A	1498		3	3	0	-8		351R	3
METAL STAKE	465520.76	0984009.27	1A	1497		2	2	-1	0		348L	2
GROUND	465514.95	0983947.44	1A	1509		14	14	11	1491		301R	-12
ROAD (N)	465505.29	0983954.62	1A	1514		19	19	16	1827		744L	-14

0C0685

AIRPORT ELEVATION 1498

ARP 465547.031N 0984040.140W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL VOR/DME	465558.38	0984042.21	1A	1522		24	345 11	1159
LIGHTED WIND TEE	465537.61	0984050.53	1A	1500		2	209 22	1197
OL MONITOR ANTENNA	465558.93	0984042.69	1A	1536		38	343 58	1218
ROD ON OL DIRECTION FINDER	465535.20	0984043.83	1A	1548		50	184 21	1225
ANTENNA ON RTR TOWER	465534.97	0984044.53	1A	1561		63	186 18	1260
WINDSOCK	465532.74	0984046.73	1A	1528		30	189 49	1519
ANEMOMETER	465546.62	0984102.10	1A	1515		17	260 44	1525
WINDSOCK ON HANGAR	465531.94	0984035.04	1A	1518		20	159 17	1570
AIRPORT BEACON	465530.19	0984044.88	1A	1546		48	183 13	1737
TREE	465559.58	0984114.60	1A	1539		41	290 18	2709
TREE	465523.43	0984019.61	1A	1542		44	141 30	2784
TREE	465520.26	0984014.12	1A	1534		36	138 38	3258
VENT ON BUILDING	465604.68	0984121.73	1A	1536		38	294 5	3395
ANTENNA ON OL WATER TANK	465500.38	0984130.38	1A	1630		132	208 44	5874
ANT ON OL GRAIN ELEVATOR	465424.81	0984137.68	1A	1645	221	147	197 56	9238



TOUCHDOWN ZONE RUNWAY ELEVATION	
4	1495
22	1498
13	1498
31	1495

JAMESTOWN MUNICIPAL AIRPORT
JAMESTOWN, NORTH DAKOTA
(NOT TO SCALE)