

OBSTRUCTION DATA SHEET

ODS 885
TWIN FALLS-SUN VALLEY REGIONAL AIRPORT-JOSLIN FIELD
TWIN FALLS, IDAHO

DIGITIZED FROM

OC 885
SURVEYED JUNE 1993
9TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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U.S. DEPARTMENT OF COMMERCE
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ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport Obstruction Charts - Obstruction Data Sheets," for possible corrections. National Oceanic and Atmospheric Administration (NOAA) publications are available through NOAA Distribution Branch (N/CG33), National Ocean Service, Riverdale, MD 20737. Telephone: 301-436-6990.

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 No. 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 the OC depict a representation of objects that existed at the time of the OC field survey.

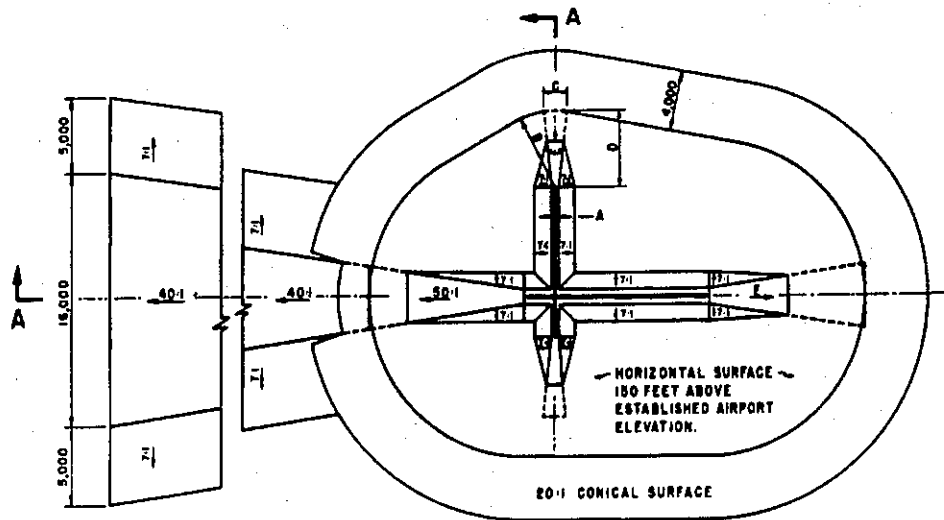
ODS information is arranged as follows:

1. Objects located in an FAR-77 approach or primary and listed with the associated runway (reference runway).
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:

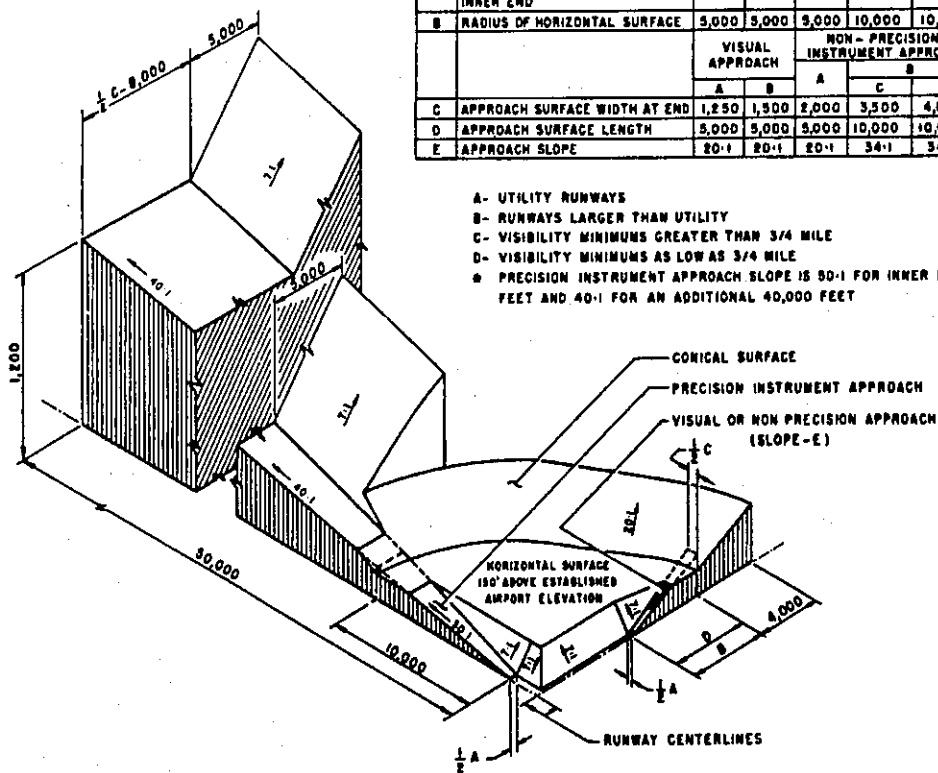
- A(V) Utility runway - visual approach only
- A(NP) Utility runway - nonprecision instrument approach
- B(V) Nonutility runway - visual approach only
- C Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D Nonutility runway- nonprecision instrument 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.



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	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

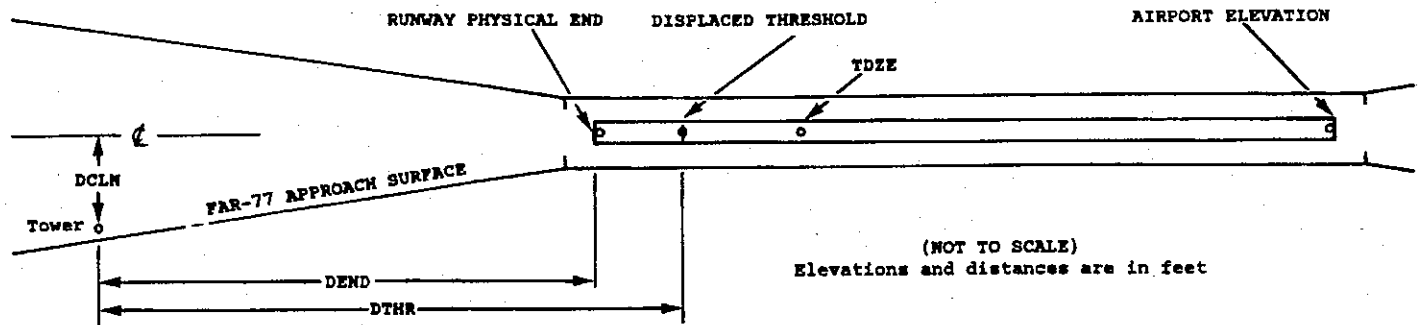
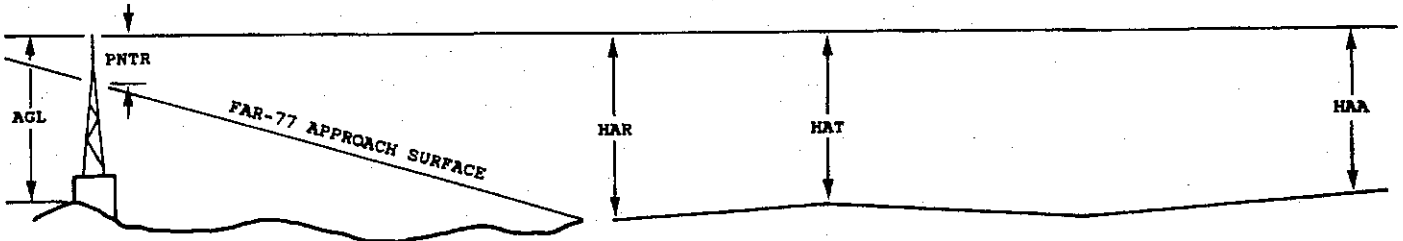
**FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES**

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	1	2	3	4	4	5	6	7	7							
	X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXXX.XXX	XXXXXXX	XXXX/XXXX	XXXXXXX.XXX	XXXXXXX.XXX							
OBJECT			LAT		LONG		A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX			XXXXXX.XXX		XXXXXXX.XXX		XX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX
XXXXXXXXXXXX			XXXXXX.XXX		XXXXXXX.XXX		XX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX



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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation
- 4 Latitude and longitude at approach end of reference runway
- 5 Geodetic azimuth of reference runway reckoned from north
- 6 Elevation at reference runway displaced threshold/touchdown zone elevation
- 7 Latitude and longitude at reference runway displaced threshold
- 8 Accuracy codes: Horizontal(Ft.) Vertical(Ft.)
 1 = 20 A = 2
 2 = 40 B = 5
 C = 20
- 9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.
- 11 HAA - Height above airport
HAR - Height above approach end of reference runway
HAT - Height above reference runway touchdown zone elevation
- 12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway
DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displaced 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 that object is in primary on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0885

AIRPORT ELEVATION 4151

12 C 4104/4141 422913.964 -1142936.917 1361629.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	422928.75	-1142957.38	1A	4141		37	0	-10	2141		74R	-20

30 C 4145/4145 422850.956 -1142907.188 3161649.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	422847.58	-1142904.52	1A	4154		9	9	3	385		92L	4
TREE	422833.38	-1142853.02	1A	4252		107	107	101	2020		462L	54
POLE	422834.60	-1142850.85	1A	4208		63	63	57	2043		260L	9
ANT	422833.38	-1142850.42	1A	4228		83	83	77	2154		321L	26
POLE	422834.48	-1142843.42	1A	4207		62	62	56	2437		134R	-3
POLE	422828.92	-1142847.38	1A	4220		75	75	69	2638		468L	4

7 C 4141/4146 422852.521 -1143011.594 911750.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WSK	422853.90	-1142828.71	1A	4165		24	19	14	-7704		315L	15
OL ON GS	422847.34	-1142829.41	1A	4182		41	36	31	-7667		350R	32
GROUND	422847.17	-1142832.22	1A	4154		13	8	3	-7456		371R	5
OL AMOM	422854.81	-1142902.77	1A	4158		17	12	7	-5150		349L	14
GROUND	422847.58	-1142904.52	1A	4154		13	8	3	-5036		386R	10
ANT ON OL POLE	422847.00	-1142921.73	1A	4193		52	47	42	-3748		474R	51
OL ON LOC	422853.03	-1143042.24	1A	4146		5	0	-5	2297		OR	-57
ANT ON BLDG	422850.46	-1143043.06	1A	4156		15	10	5	2352		261R	-48

OC0885

AIRPORT ELEVATION 4151

25 PIR 4149/4151 422850.558 -1142815.507 2711909.

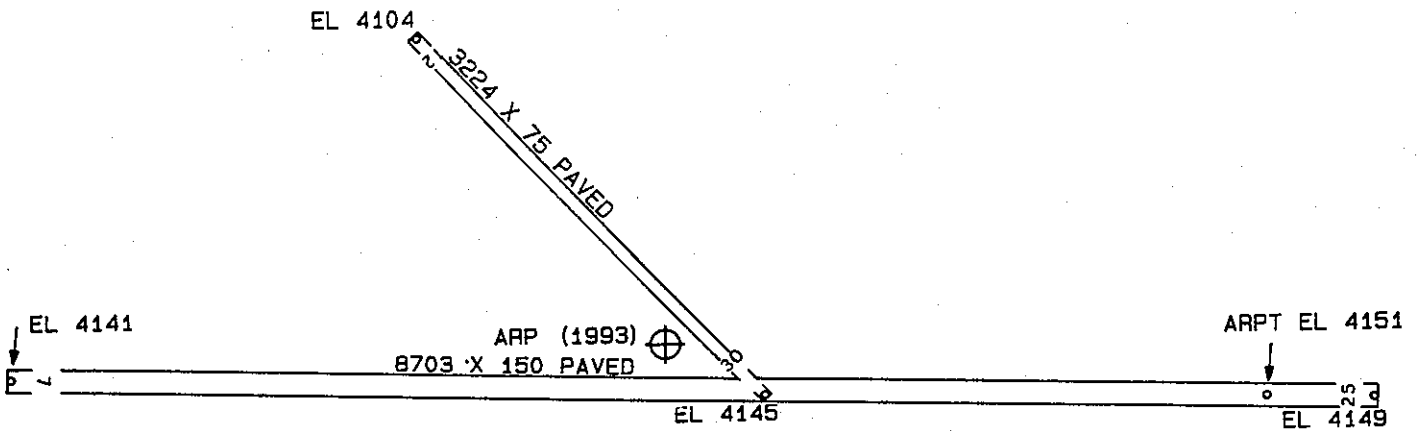
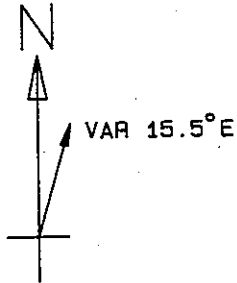
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANT ON OL POLE	422847.00	-1142921.73	1A	4193		44	42	42	-4953		474L	51
GROUND	422847.58	-1142904.52	1A	4154		5	3	3	-3665		386L	10
OL AMOM	422854.81	-1142902.77	1A	4158		9	7	7	-3551		349R	14
GROUND	422847.17	-1142832.22	1A	4154		5	3	3	-1244		371L	5
OL ON GS	422847.34	-1142829.41	1A	4182		33	31	31	-1034		350L	32
OL WSK	422853.90	-1142828.71	1A	4165		16	14	14	-997		315R	15
GROUND	422846.01	-1142811.44	1A	4151		2	0	0	316		453L	0

OC0885

AIRPORT ELEVATION 4151

ARP 422854.494 -1142915.848

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL LT	422859.40	-1142907.49	1A	4174		23	3606	799
ANT ON HANGAR	422902.01	-1142910.98	1A	4196		45	1007	843
OL WSK	422859.21	-1142928.36	1A	4161		10	28130	1052
ROD ON OL APBN	422902.02	-1142903.60	1A	4180		29	3447	1193
ANT	422906.92	-1142913.44	1A	4192		41	35240	1271
ANT ON OL ATCT	422902.52	-1142859.23	1A	4233		82	4122	1487
GROUND	422846.92	-1142938.33	1A	4153		2	23002	1850
LIGHT	422910.76	-1142927.57	1A	4127	-24		31625	1866
TREE	422834.88	-1142928.33	1A	4242		91	18943	2195
TREE	422833.77	-1142900.96	1A	4282		131	13629	2376
POLE	422843.22	-1142830.02	1A	4197		46	9252	3619
TREE	422927.59	-1142940.70	1A	4152		1	31525	3833
TREE	422741.74	-1142911.57	1A	4326		175	16200	7372
TREE	422741.71	-1142939.05	1A	4372		221	17746	7570
POLE	422742.90	-1142951.16	1A	4334		183	18433	7716
TREE	422743.83	-1143014.21	1A	4368		217	19557	8384
POLE	422736.64	-1142957.04	1A	4346		195	18553	8465
TREE	422741.06	-1142806.07	1A	4320		169	12922	9089
POLE	422728.42	-1142956.82	1A	4363		212	18355	9239
TREE	422743.20	-1143043.41	1A	4351		200	20647	9755
POLE	422715.64	-1142846.57	1A	4363		212	15207	10244
TREE	422744.48	-1143057.36	1A	4332		181	21132	10398
POLE	422709.11	-1142955.53	1A	4384		233	18004	11075
POLE	422702.28	-1142955.95	1A	4402		251	17919	11750
TREE	422718.13	-1142736.11	1A	4309		158	12701	12290
TREE	422743.73	-1143132.21	1A	4341		190	21929	12480
TREE	422707.56	-1142748.19	1A	4351		200	13314	12662
POLE	422651.22	-1142955.06	1A	4427		276	17745	12821
POLE	422644.63	-1142955.70	1A	4454		303	17718	13481



TOUCHDOWN ZONE RUNWAY ELEVATION	
12	4141
30	4145
7	4146
25	4151

TWIN FALLS-SUN VALLEY REGIONAL AIRPORT-JOSLIN FIELD

TWIN FALLS, IDAHO

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)