

# OBSTRUCTION DATA SHEET

ODS 5151  
STILLWATER MUNICIPAL AIRPORT  
STILLWATER, OKLAHOMA

DIGITIZED FROM

OC 5151  
SURVEYED JUNE 1993  
8TH EDITION

HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD 29



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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.

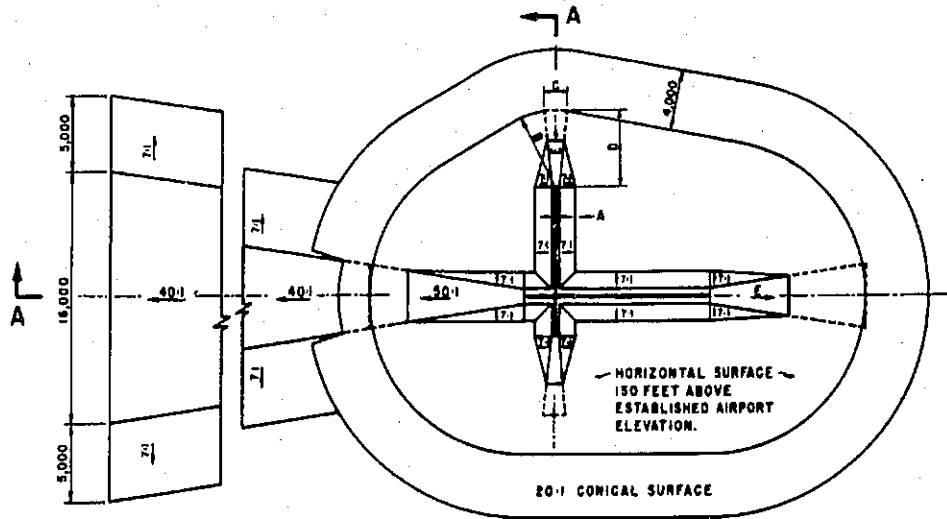
ODS information is arranged as follows:

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:

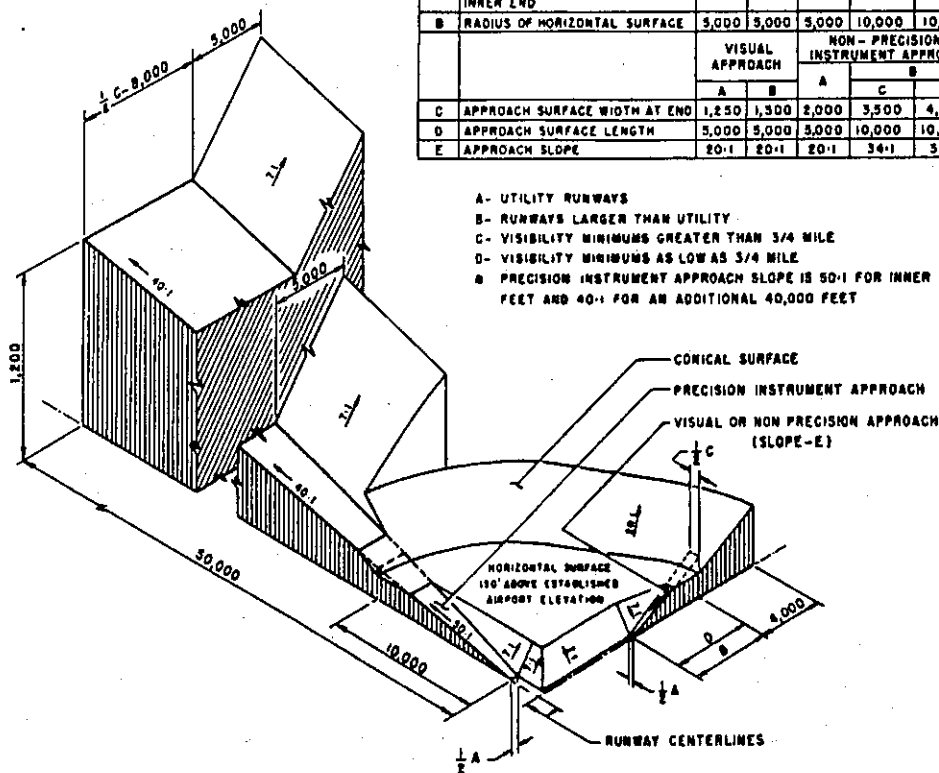
- A(V) ..... Utility runway - visual approach only
- A(NP) .... Utility runway - nonprecision instrument approach
- B(V) ..... Nonutility runway - visual approach only
- C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D ..... Nonutility runway- 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	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	15,000
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
- \* 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**

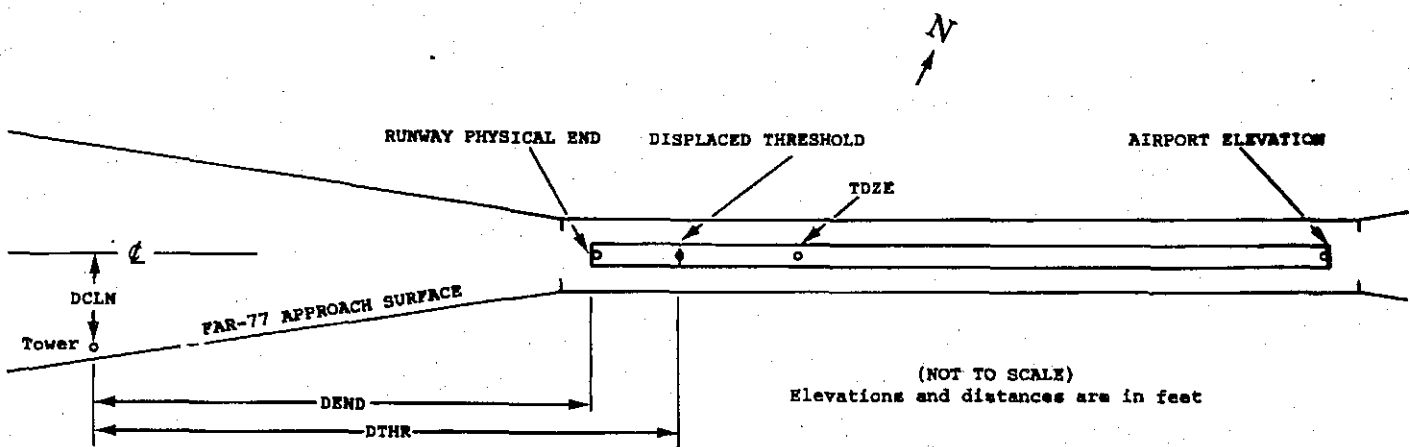
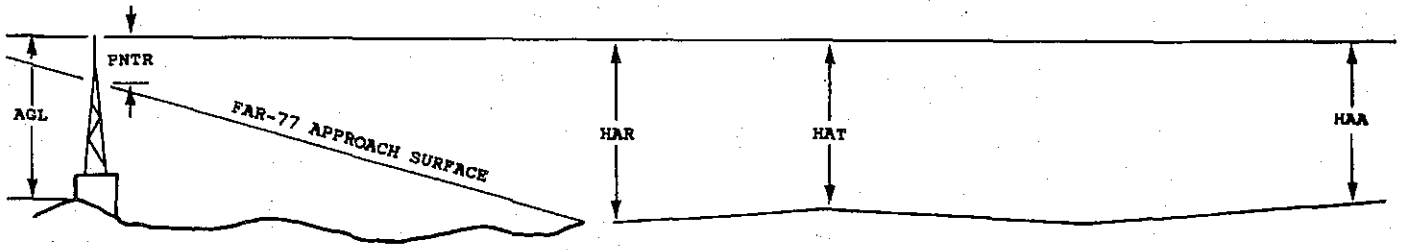
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1	2	3	4	4	5	6	7	7	8	9	10	11	11	11	12	12	12	13
X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	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 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).

OC5151

AIRPORT ELEVATION 986

17 PIR 986/ 986 361006.512 -970512.517 1793046.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	360905.14	-970517.97	1A	975		-11	-11	-11	-6202		500R	11
FENCE	360907.88	-970517.49	1A	977		-9	-9	-9	-5925		458R	13
TREE	360912.67	-970517.00	1A	974		-12	-12	-12	-5441		414R	14
FENCE	360913.23	-970515.23	1A	964		-22	-22	-22	-5386		268R	4
ROD ON OL GS	360955.65	-970516.91	1A	1031		45	45	45	-1096		370R	55
BUSH	361008.69	-970506.80	1A	992		6	6	6	216		470L	6
BUSH	361011.50	-970508.25	1A	999		13	13	13	501		354L	7
ROD ON BLDG	361016.55	-970517.69	1A	1006		20	20	20	1018		416R	4
GROUND	361017.47	-970506.05	1A	1005		19	19	19	1104		540L	1
POLE	361026.02	-970512.58	1A	1021		35	35	35	1973		11L	0
POLE	361026.07	-970521.89	1A	1021		35	35	35	1984		752R	-1
TREE	361027.29	-970507.36	1A	1024		38	38	38	2097		441L	0
POLE	361031.23	-970515.36	1A	1027		41	41	41	2502		211R	-5
TREE	361032.73	-970502.55	1A	1043		57	57	57	2644		840L	8
TREE	361035.11	-970504.37	1A	1039		53	53	53	2886		693L	-1

35 SUPLC 964/ 964 360907.162 -970511.894 3593046.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GS	360955.65	-970516.91	1A	1031		67	67	45	-4906		370L	55
FENCE	360913.23	-970515.23	1A	964		0	0	-22	-616		268L	4
TREE	360912.67	-970517.00	1A	974		10	10	-12	-561		414L	14
FENCE	360907.88	-970517.49	1A	977		13	13	-9	-76		458L	13
FENCE	360905.14	-970517.97	1A	975		11	11	-11	200		500L	11
ANT ON BLDG AT OL ON DME	360857.30	-970508.53	1A	977		13	13	-9	999		268R	-11
OL ON LOC	360857.20	-970511.78	1A	967		3	3	-19	1008		1R	-21
TREE	360856.68	-970515.15	1A	991		27	27	5	1057		276L	2
TREE	360854.20	-970504.07	1A	999		35	35	13	1316		631R	2
TREE	360847.62	-970515.49	1A	1001		37	37	15	1973		311L	-15

4 SUPLC 960/ 964 360919.353 -970526.031 443014.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	360915.12	-970526.77	1A	967		7	3	-19	348		257R	3
FENCE	360916.83	-970529.11	1A	962		2	-2	-24	359		2L	-3
TREE	360913.54	-970537.50	1A	971		11	7	-15	1078		259L	-15

OC5151

AIRPORT ELEVATION 986

22 SUPLC 984/ 984 360954.627 -970443.275 2243039.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	360954.37	-970439.36	1A	986		2	2	0	206		247L	2
FENCE	360957.12	-970440.21	1A	990		6	6	4	356		3L	1
TREE	361001.77	-970432.18	1A	1004		20	20	18	1153		142L	-8
TREE	361006.19	-970434.57	1A	1012		28	28	26	1334		311R	-6

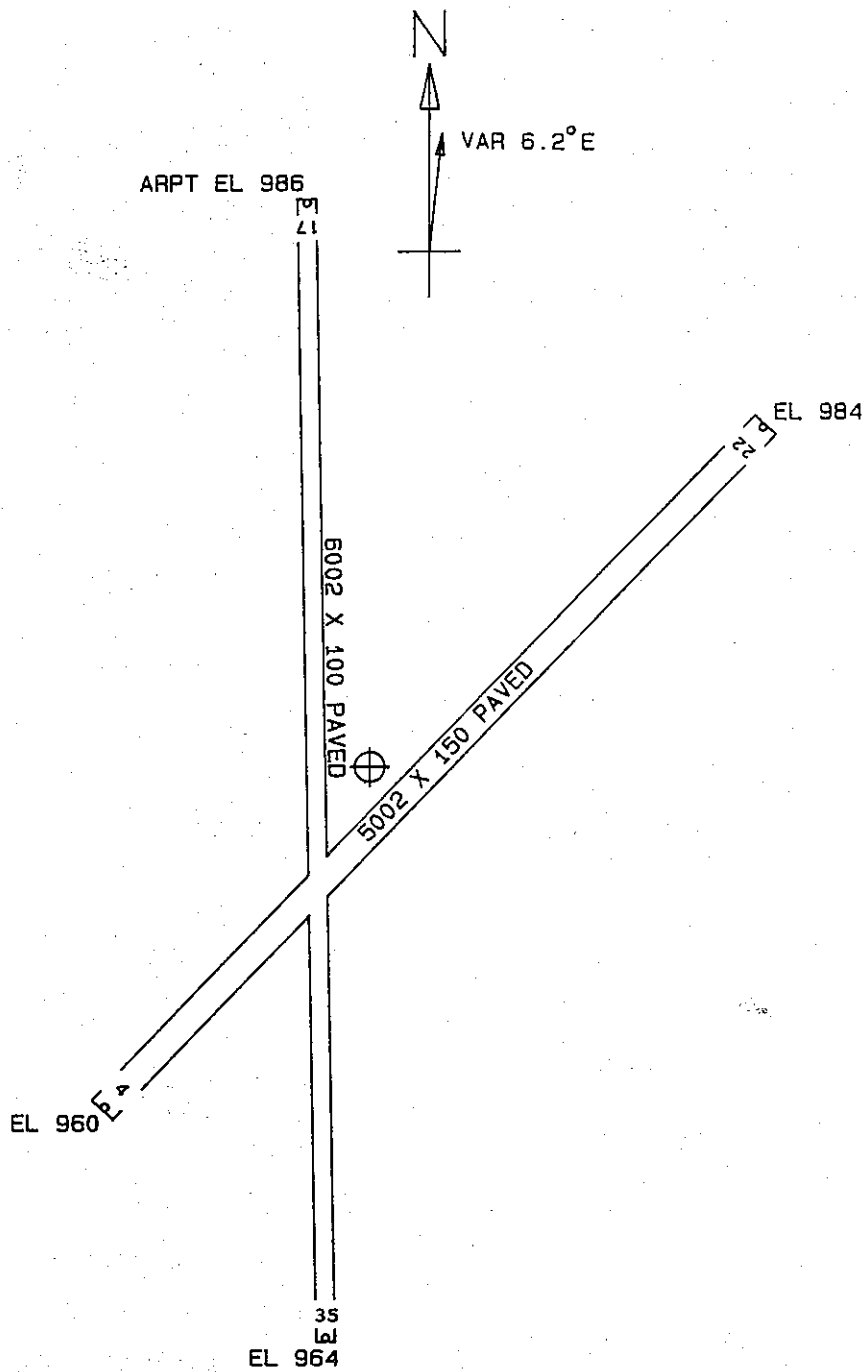


OC5151

AIRPORT ELEVATION 986

ARP 360936.907 -970508.773

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG	BEARING	DISTANCE
OL ON LTD WSK	360931.99	-970505.13	1A	979		-7	14245		580
LTD WTET	360932.20	-970503.87	1A	975		-11	13336		623
FENCE	360941.79	-970503.54	1A	966		-20	3448		654
ANT ON OL BLDG	360928.28	-970501.93	1A	1015		29	14102		1037
ROD ON OL POLE	360944.70	-970521.45	1A	996		10	30056		1305
WSK ON OL APBN	360926.98	-970458.50	1A	1018		32	13347		1310
FENCE	360927.33	-970520.97	1A	959		-27	21942		1392
POLE	360955.90	-970521.54	1A	1003		17	32512		2187
FENCE	360920.10	-970529.68	1A	963		-23	21903		2414
FENCE	360915.96	-970525.67	1A	965		-21	20659		2531
FENCE	360957.86	-970444.01	1A	991		5	3734		2935
BUSH	360906.17	-970505.20	1A	967		-19	16824		3122
TREE	360905.68	-970501.63	1A	1002		16	16317		3212
TREE	360955.85	-970436.14	1A	1006		20	4812		3290
TREE	361004.46	-970440.69	1A	1020		34	3322		3615
TREE	361013.11	-970503.47	1A	1033		47	34		3687
POLE	361012.79	-970521.90	1A	1022		36	33716		3785
POLE	361015.56	-970521.78	1A	1023		37	33832		4052
TREE	360856.51	-970504.22	1A	994		8	16834		4102



TOUCHDOWN ZONE	RUNWAY ELEVATION
17	986
35	964
4	964
22	984

STILLWATER MUNICIPAL AIRPORT  
 STILLWATER, OKLAHOMA  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)