

OBSTRUCTION DATA SHEET

ODS 6586
ST. JOHNS INDUSTRIAL AIR PARK
ST. JOHNS, ARIZONA

DIGITIZED FROM

OC 6586
SURVEYED APRIL 1988
1ST 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:

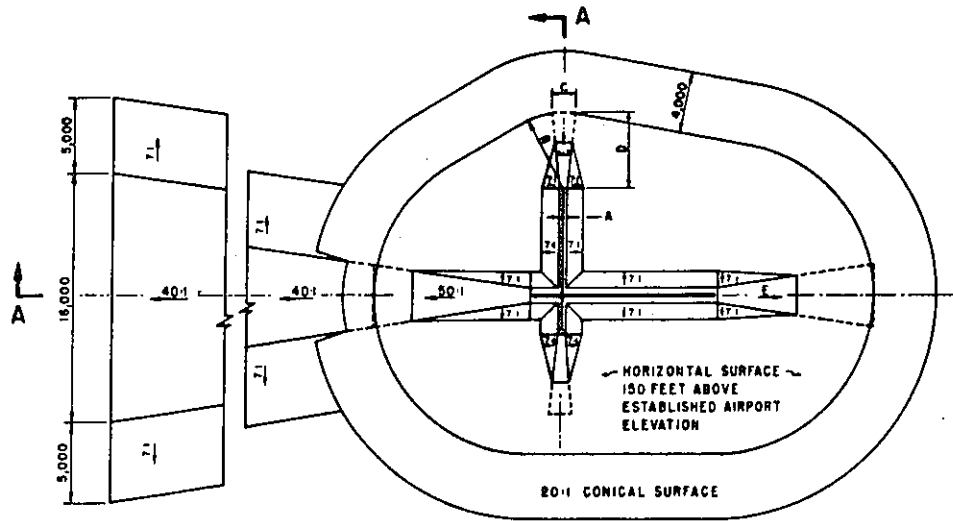
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

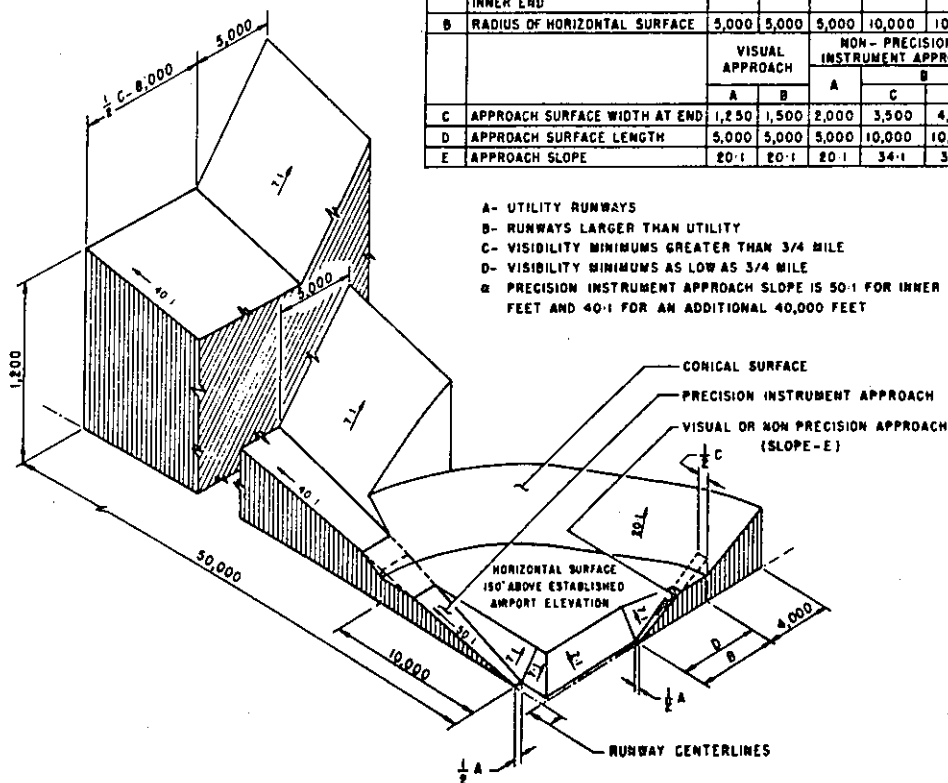
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	B		
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	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
- E- 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

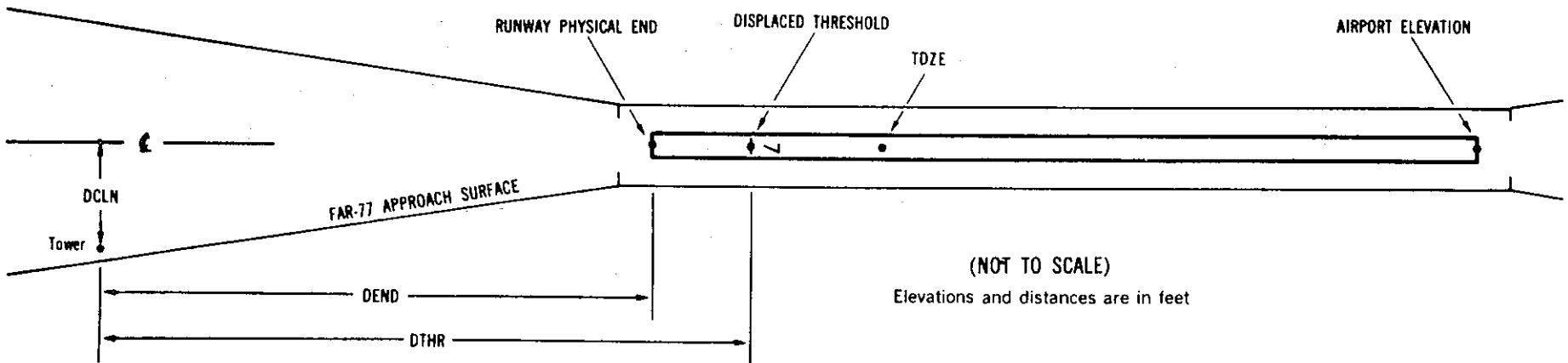
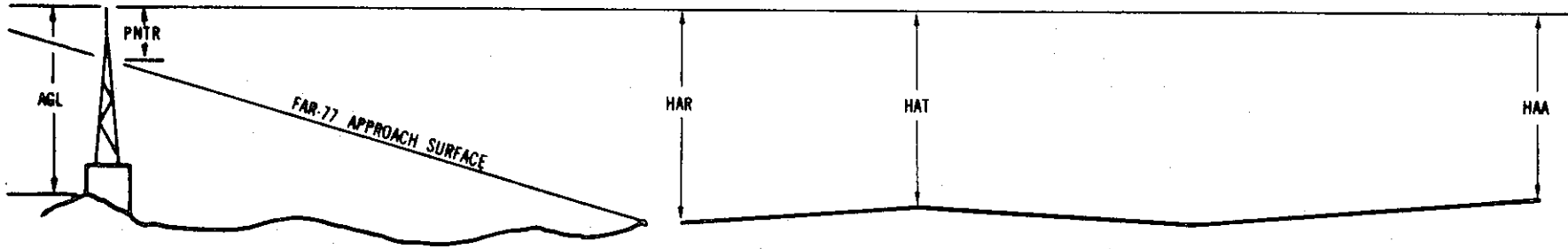
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x¹ x² XXXX/XXXX³ XXXXXX.XXX⁴ XXXXXXXX.XXX⁴ XXXXXXXX⁵ XXXX/XXXX⁶ XXXXXX.XXX⁷ XXXXXXXX.XXX⁷

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	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	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 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).

OC6586

AIRPORT ELEVATION 5733

2 A(V) 5724/ 343045.456N 1092257.128W 2165812 5724/5733 343046.972N 1092255.749W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	343043.28	1092257.61	1A	5727		3	-6	-6	200	392	100R	3
ROAD (N)	343042.22	1092258.06	1A	5743		19	10	10	308	500	135R	14
TREE	343043.26	1092301.46	1A	5766		42	33	33	396	587	156L	32
TREE	343041.57	1092300.26	1A	5763		39	30	30	472	664	27R	25
TREE	343040.20	1092300.15	1A	5770		46	37	37	576	768	117R	27
TREE	343040.72	1092301.39	1A	5780		56	47	47	597	789	3R	36
TREE	343038.59	1092303.74	1A	5784		60	51	51	887	1079	25L	26
TREE	343037.24	1092306.34	1A	5779		55	46	46	1127	1319	116L	9
TREE	343032.55	1092308.25	1A	5798		74	65	65	1602	1794	41R	4

20 A(V) 5732/5733 343112.318N 1092232.700W 0365826

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	343043.28	1092257.61	1A	5727		-5	-6	-6	-3599		100L	3

OC6586

AIRPORT ELEVATION 5733

13 C 5731/ 343134.105N 1092255.431W 3282044 5732/5733 343132.502N 1092254.236W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	343049.28	1092219.97	1A	5741		10	8	8	-5415	-5224	148L	8
TREE	343051.74	1092221.40	1A	5760		29	27	27	-5141	-4950	177L	27
GROUND	343105.29	1092231.94	1A	5734		3	1	1	-3511	-3321	144L	1
GROUND	343108.06	1092233.30	1A	5734		3	1	1	-3213	-3023	194L	1
POST	343127.12	1092246.73	1A	5738		7	5	5	-983	-793	249L	5
POST	343134.48	1092253.00	1A	5734		3	1	1	-74	116	193L	3
ROAD (N)	343134.53	1092255.71	1A	5740		9	7	7	49	240	3L	9
POST	343134.97	1092259.87	1A	5732		1	-1	-1	270	460	271R	-1
ROAD (N)	343135.32	1092260.00	1A	5738		7	5	5	305	496	261R	4
ANTENNA ON BUILDING	343143.60	1092301.34	1A	5750		19	17	17	1077	1267	83L	-7
POLE	343143.13	1092302.92	1A	5756		25	23	23	1106	1296	55R	-2

31 C 5733/5733 343049.299N 1092222.062W 1482103

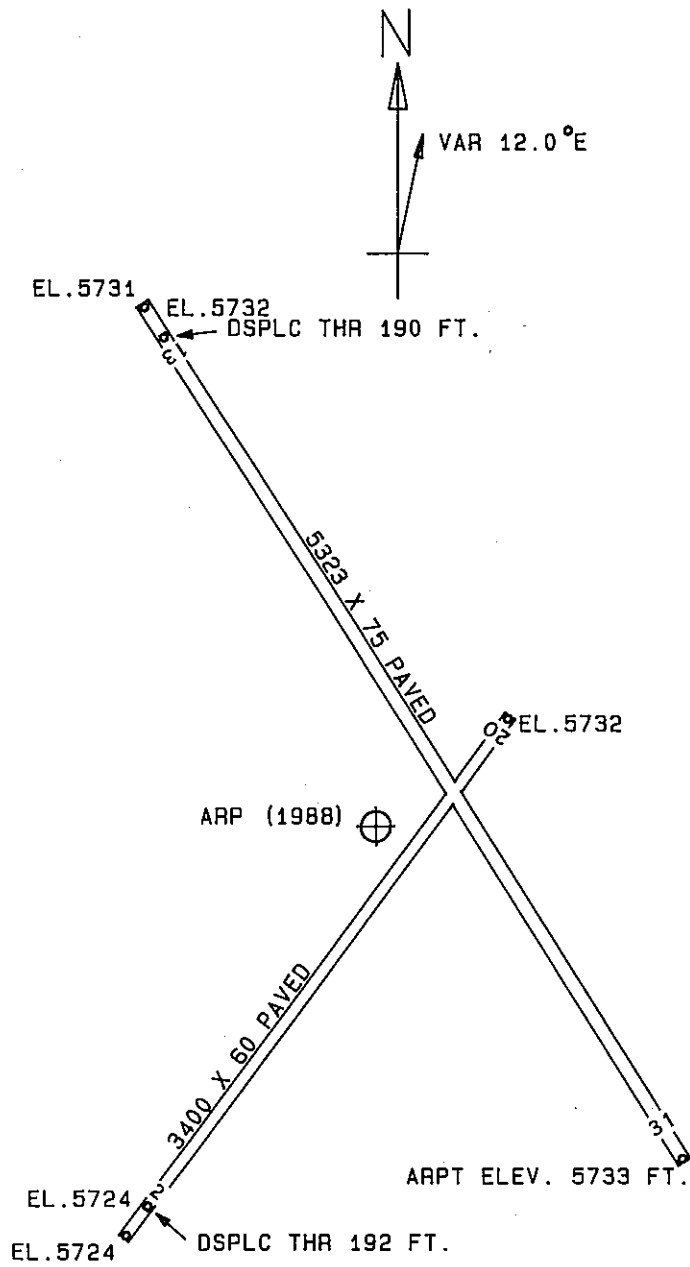
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	343134.53	1092255.71	1A	5740		7	7	7	-5370		3R	9
POST	343134.48	1092253.00	1A	5734		1	1	1	-5247		193R	3
POST	343127.12	1092246.73	1A	5738		5	5	5	-4338		249R	5
GROUND	343108.06	1092233.30	1A	5734		1	1	1	-2108		194R	1
GROUND	343105.29	1092231.94	1A	5734		1	1	1	-1810		144R	1
TREE	343051.74	1092221.40	1A	5760		27	27	27	-180		177R	27
FENCE POST	343049.28	1092219.97	1A	5741		8	8	8	94		148R	8
TREE	343045.75	1092221.16	1A	5752		19	19	19	345		125L	15
ANTENNA ON BUILDING	343046.79	1092217.97	1A	5754		21	21	21	396		158R	15
TREE	343046.40	1092215.98	1A	5748		15	15	15	517		280R	6
LIGHT POLE	343044.15	1092219.47	1A	5756		23	23	23	557		88L	13
POLE	343043.21	1092220.91	1A	5768		35	35	35	574		241L	24
POLE	343041.64	1092215.25	1A	5757		24	24	24	958		79R	2
TREE	343036.24	1092215.85	1A	5767		34	34	34	1397		250L	-1

OC6586

AIRPORT ELEVATION 5733

ARP 343106.707N 1092241.150W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON WINDSOCK	343107.15	1092231.24	1A	5757		24	74 55	831
STADIUM LIGHT	343051.33	1092233.73	1A	5783		50	146 14	1674
FENCE POST	343047.91	1092225.24	1A	5737		4	132 59	2321
ROD ON AIRPORT BEACON	343046.68	1092225.87	1A	5790		57	135 43	2394
WINDSOCK	343046.14	1092224.74	1A	5762		29	134 33	2492
TREE	343051.69	1092216.80	1A	5780		47	114 41	2541
TREE	343046.74	1092301.39	1A	5769		36	208 0	2635
LIGHT POLE	343043.72	1092223.70	1A	5768		35	135 52	2745
TREE	343041.99	1092255.28	1A	5764		31	193 20	2765
TREE	343040.70	1092305.61	1A	5796		63	205 55	3332
TREE	343039.62	1092306.40	1A	5777		44	205 40	3459
TREE	343036.14	1092301.57	1A	5786		53	196 57	3532
POLE	343040.55	1092435.41	1B	5909		176	242 33	9921
TREE	343027.24	1092432.87	2C	5944		211	234 54	10166
POLE	343030.27	1092435.56	2C	5941		208	236 58	10259
POLE	343024.79	1092435.65	2C	5957		224	234 9	10477
POLE	343018.51	1092435.75	2C	5963		230	231 5	10757



TOUCHDOWN ZONE RUNWAY ELEVATION	
2	5733
20	5733
13	5733
31	5733

ST. JOHNS INDUSTRIAL AIR PARK
 ST. JOHNS, ARIZONA
 (NOT TO SCALE)