OBSTRUCTION DATA SHEET

ODS 6647
FALCON FIELD
MESA, ARIZONA

DIGITIZED FROM

OC 6647
SURVEYED DECEMBER 1991
2ND EDITION

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THE NATIONAL OCEAN SERVICE
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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).

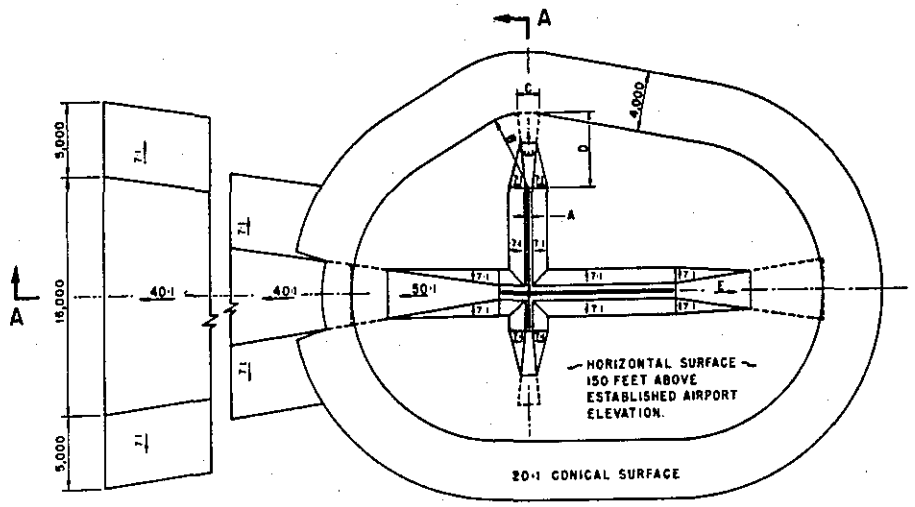
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

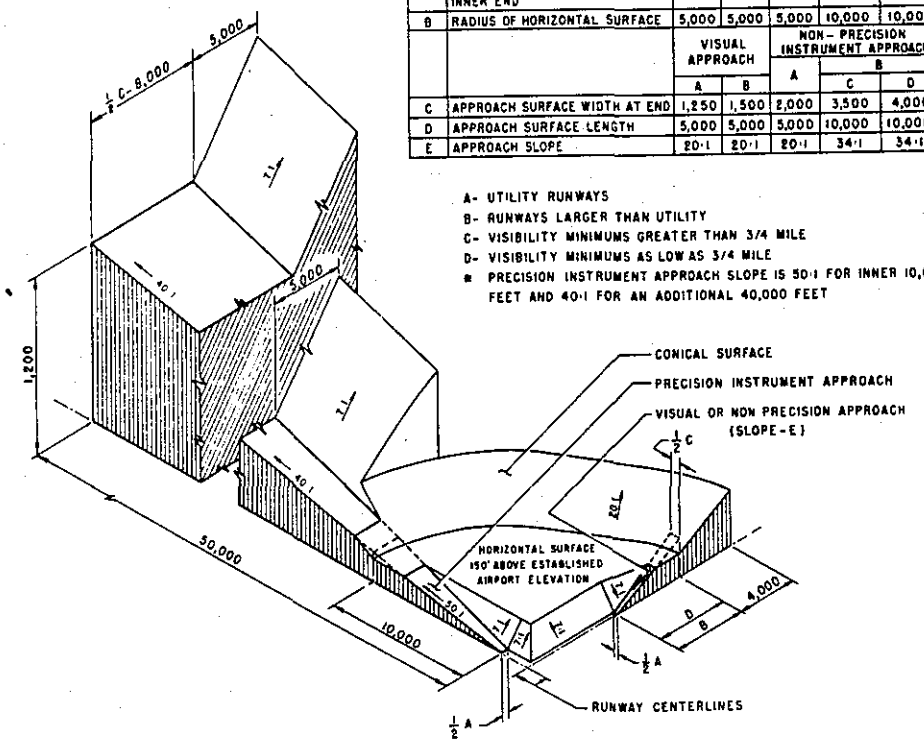
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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]
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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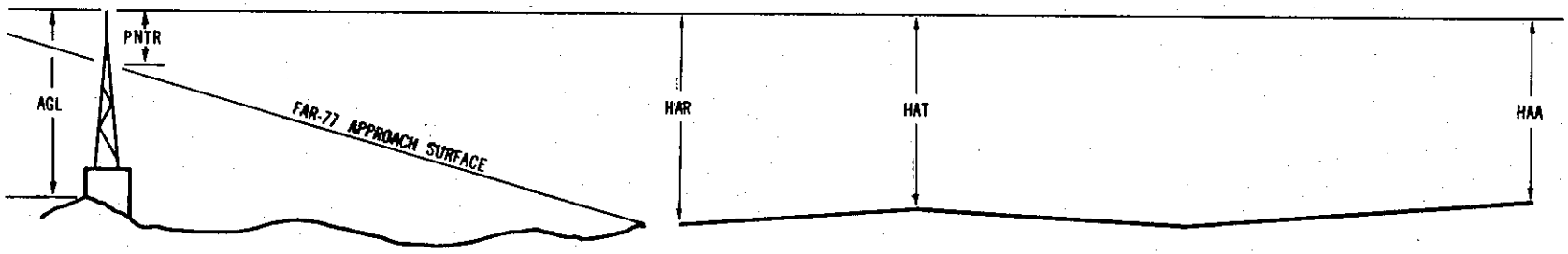

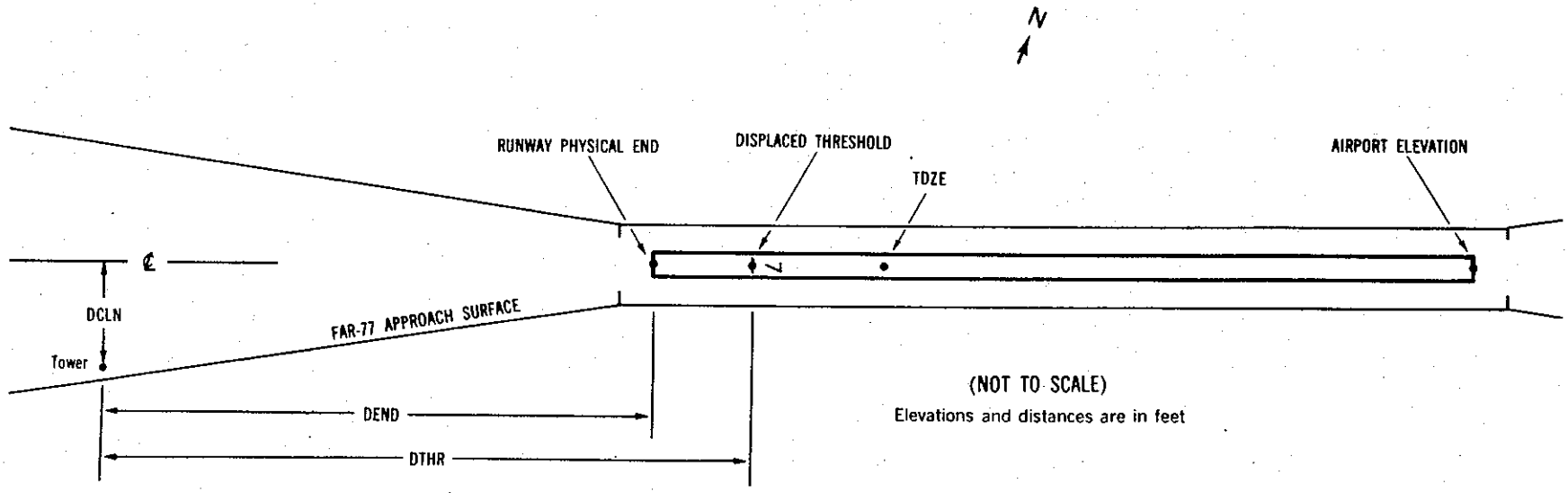

(NOT TO SCALE)

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 1392

4L A(V) 1364/1380 332729.731N 11144 0.556W 2310925

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LIGHT POLE	332726.53	1114406.53	1A	1382		18	2	-10	597		66L	-2
TREE	332726.34	1114407.97	1A	1383		19	3	-9	704		127L	-6
LIGHT POLE	332723.63	1114406.56	1A	1382		18	2	-10	783		162R	-11
WINDMILL	332721.27	1114411.28	1A	1389		25	9	-3	1244		96R	-27

22R A(V) 1384/1384 332753.306N 1114325.626W 0510944

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LIGHT POLE	332758.23	1114318.88	1A	1403		19	19	11	757		29R	-9
ROAD (N)	332758.69	1114314.17	1A	1401		17	17	9	1097		185L	-28

4R C 1363/1381 332721.088N 11144 0.206W 2311021

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	332748.58	1114317.05	1A	1399		36	18	7	-4591		127R	8
LIGHT POLE	332720.66	1114406.58	1A	1371		8	-10	-21	448		305L	1
LIGHT POLE	332719.17	1114406.59	1A	1373		10	-8	-19	543		189L	-1
LIGHT POLE	332714.72	1114406.63	1A	1380		17	-1	-12	828		160R	-1
WINDMILL	332713.20	1114411.47	1A	1387		24	6	-5	1244		23R	-7

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AIRPORT ELEVATION 1392

22L SUPLC 1392/1392 332752.718N 1114313.315W 0511047

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	332748.58	1114317.05	1A	1399		7	7	7	-509		127L	8
LIGHT POLE	332758.22	1114308.85	1A	1404		12	12	12	644		197R	-1
LIGHT POLE	332756.09	1114305.09	1A	1409		17	17	17	756		171L	1
TRAFFIC SIGNAL	332758.91	1114305.43	1A	1415		23	23	23	913		69R	2
TREE	332756.52	1114300.91	1A	1451		59	59	59	1059		360L	34
POLE	332758.98	1114256.92	1A	1430		38	38	38	1479		378L	1

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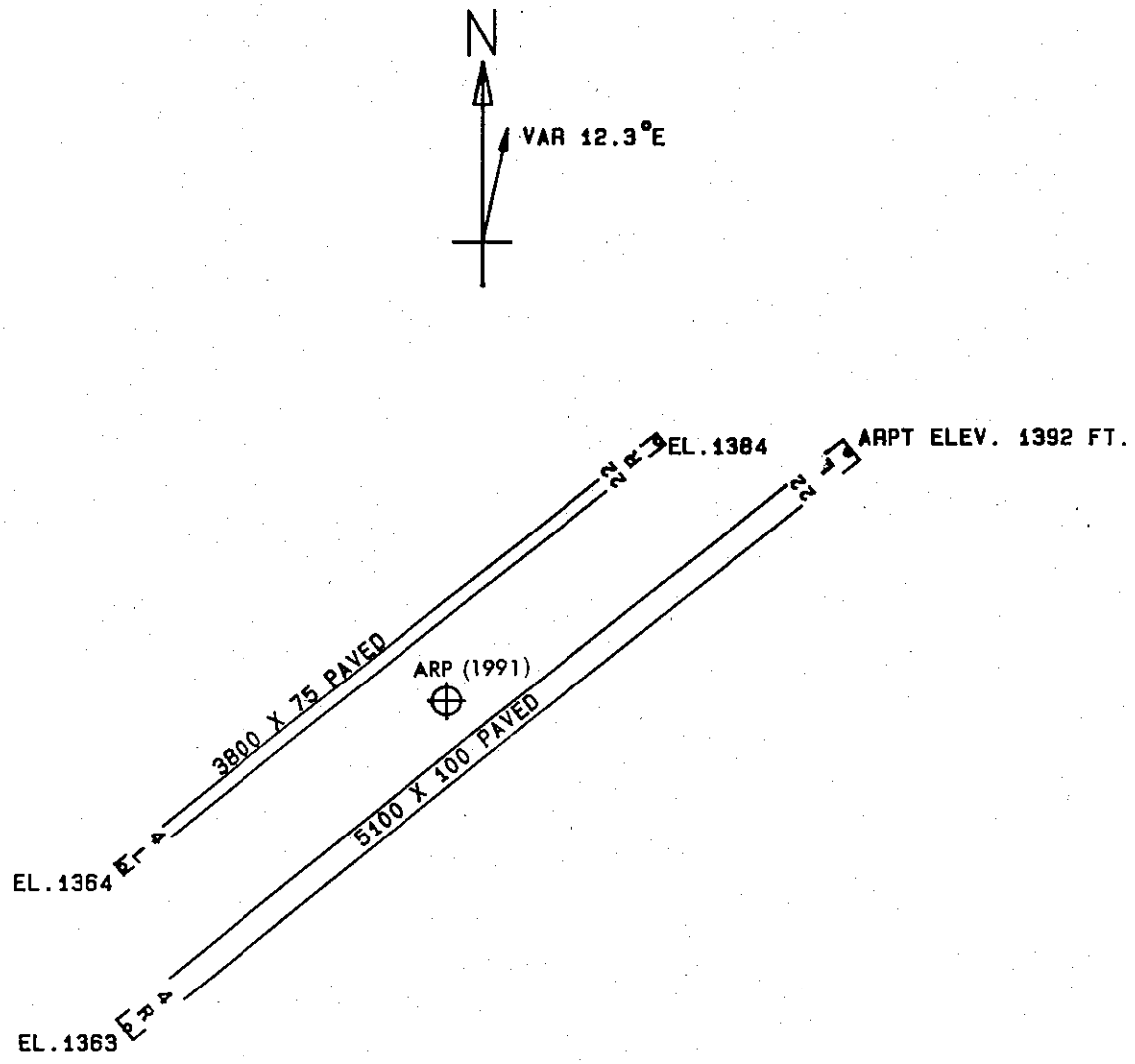
AIRPORT ELEVATION 1392

ARP 332738.874N 1114339.464W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ANEMOMETER	332736.86	1114343.53	1A	1397		5	227 9	400
ANTENNA & APBN ON OL ATCT	332727.15	1114334.70	1A	1465		73	148 52	1252
LIGHT ON HANGAR	332722.64	1114347.19	1A	1386		-6	189 27	1767
VENT ON HANGAR	332742.21	1114315.02	1A	1418		26	68 28	2098
ANTENNA ON BUILDING	332734.61	1114405.15	1A	1392		0	246 30	2218
LIGHT STANDARD	332759.08	1114324.89	1A	1428		36	18 51	2387
HANGAR	332717.65	1114352.24	1A	1401		9	194 29	2403
LIGHT POLE	332732.04	1114407.30	1A	1400		8	241 22	2458
LIGHT POLE	332728.08	1114406.52	1A	1382		-10	232 15	2539
ANTENNA ON OL WATER TANK	332709.98	1114350.79	1A	1535		143	185 53	3074
LIGHT STANDARD	332751.54	1114304.42	1A	1441		49	54 23	3233
OL ON BUILDING	332804.72	1114316.71	1A	1434		42	24 8	3247
TREE	332754.51	1114258.43	1A	1448		56	53 15	3819
POLE	332759.00	1114250.21	1A	1436		44	51 42	4642
ANTENNA	332752.25	1114244.09	1B	1470		78	61 37	4882
GROUND	332805.19	1114153.66	1B	1549		157	61 10	9350
TREE	332730.99	1114137.39	1B	1541		149	82 6	10373
TREE	332719.57	1114135.33	1B	1543		151	88 12	10697
LIGHT STANDARD	332800.46	1114133.72	1B	1550		158	66 7	10875
POLE	332758.97	1114114.90	1B	1563		171	68 16	12415
POLE	332758.99	1114102.35	2C	1589		197	69 0	13465
POLE	332751.67	1114059.32	2C	1608		216	72 15	13629
POLE	332759.43	1114059.30	2C	1623		231	68 59	13728
POLE	332807.23	1114059.25	2C	1614		222	65 46	13872
POLE	332806.57	1114054.60	2C	1618		226	66 21	14246
POLE	332759.35	1114051.63	2C	1637		245	69 24	14369



TOUCHDOWN ZONE RUNWAY	ELEVATION
4L	1380
22R	1384
4R	1381
22L	1392

FALCON FIELD

MESA, ARIZONA

(NOT TO SCALE)