

OBSTRUCTION DATA SHEET

**ODS 6917
FORT WORTH SPINKS AIRPORT
FORT WORTH, TEXAS**

DIGITIZED FROM

**OC 6917
SURVEYED FEBRUARY 1991
1ST 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:

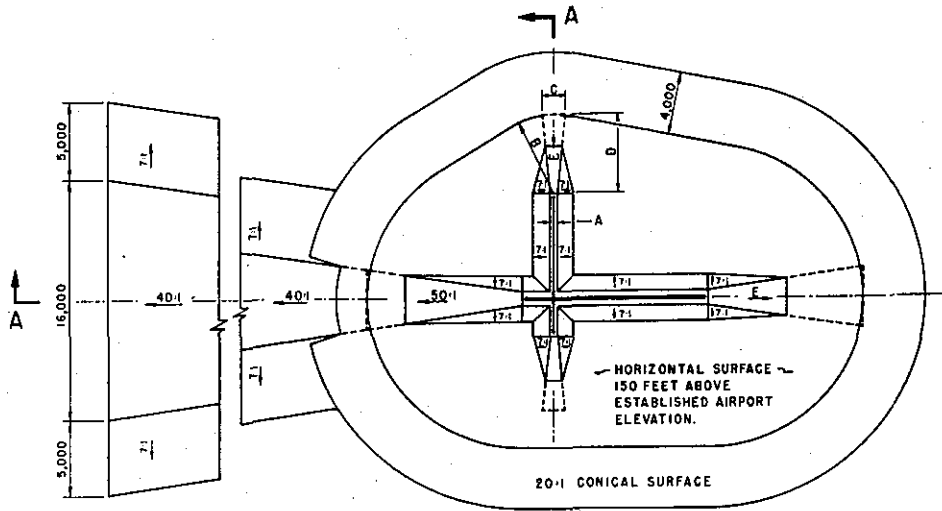
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

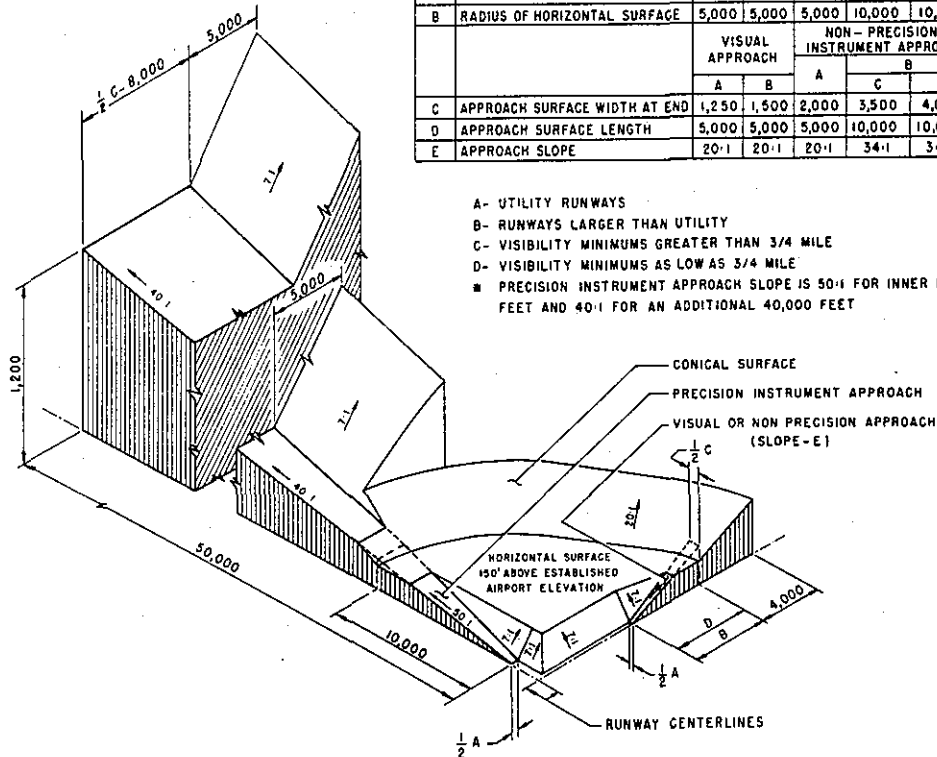
A(V) Utility runway - visual approach only
 A(NP) Utility runway - nonprecision instrument approach
 B(V) Nonutility runway - visual approach only
 C Nonutility runway - nonprecision instrument approach with
 visibility minimums greater than 3/4 mile
 D Nonutility runway - nonprecision instrument approach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

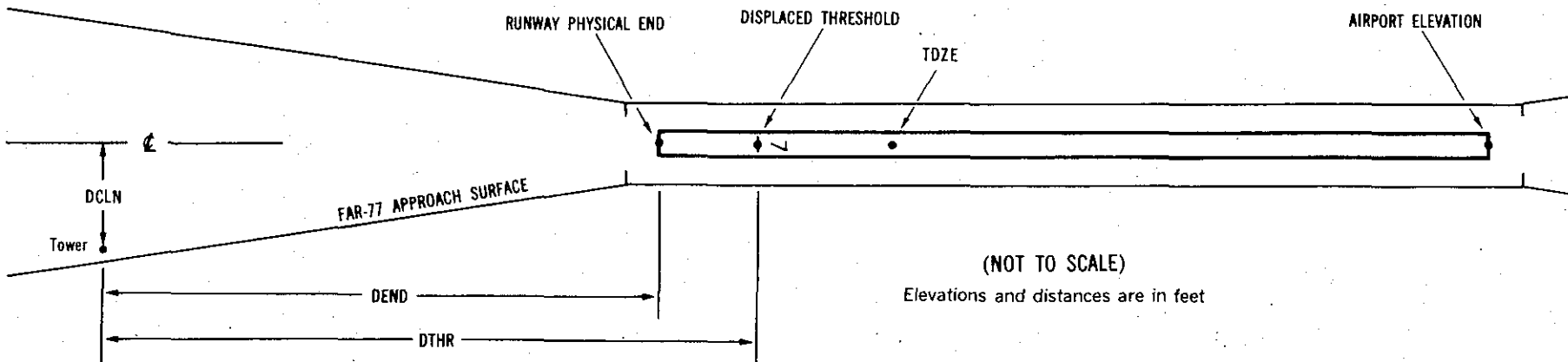
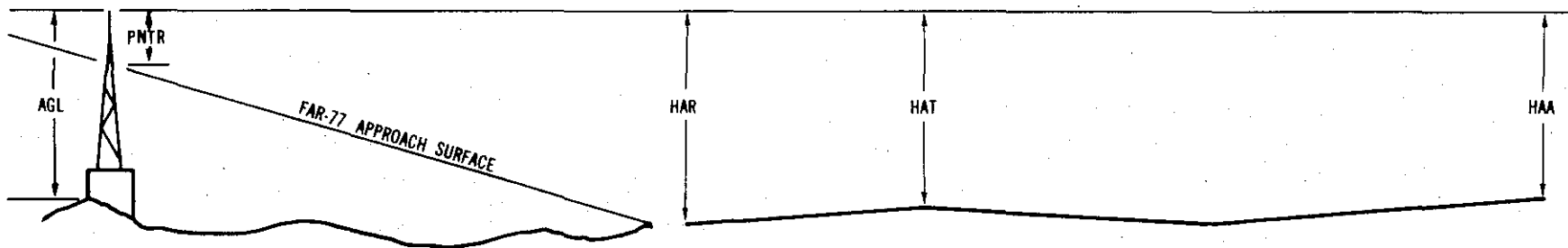
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXX.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	
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.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).

0C6917

AIRPORT ELEVATION 700

35 PIR 689/696 323321.169N 0971833.833W 1800633

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WINDSOCK	323418.67	0971831.37	1A	707		18	11	7	-5811		200R	8
GROUND	323339.79	0971829.92	1A	701		12	5	1	-1883		331R	6
GROUND	323338.05	0971829.60	1A	704		15	8	4	-1706		359R	10
GROUND	323335.82	0971830.06	1A	699		10	3	-1	-1481		320R	6
ROD ON OL GLIDE SLOPE	323330.06	0971827.98	1A	735		46	39	35	-900		500R	43
POLE	323311.78	0971838.27	1A	700		11	4	0	949		378L	-4
ROAD (N)	323311.54	0971841.11	1A	705		16	9	5	974		621L	1
ANTENNA ON BUILDING	323311.24	0971829.18	1A	710		21	14	10	1003		400R	5
TREE	323310.14	0971838.13	1A	704		15	8	4	1115		365L	-3
TREE	323309.88	0971841.46	1A	715		26	19	15	1142		651L	7
TREE	323254.12	0971824.09	1A	734		45	38	34	2732		839R	-6
TREE	323254.11	0971830.21	1A	740		51	44	40	2734		315R	1
TREE	323252.89	0971827.40	1A	737		48	41	37	2856		556R	-5
BUILDING	323143.58	0971830.08	1A	831		142	135	131	9862		340R	-51

OC6917

AIRPORT ELEVATION 700

17 PIR 700/700 323420.560N 0971833.699W 0000633

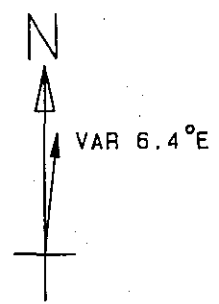
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GLIDE SLOPE	323330.06	0971827.98	1A	735		35	35	35	-5102		500L	43
GROUND	323335.82	0971830.06	1A	699		-1	-1	-1	-4521		320L	6
GROUND	323338.05	0971829.60	1A	704		4	4	4	-4296		359L	10
GROUND	323339.79	0971829.92	1A	701		1	1	1	-4120		331L	6
OL ON WINDSOCK	323418.67	0971831.37	1A	707		7	7	7	-191		200L	8
GROUND	323423.53	0971837.84	1A	704		4	4	4	300		355R	2
GROUND	323423.63	0971828.31	1A	703		3	3	3	311		461L	1
GROUND	323425.61	0971827.44	1A	708		8	8	8	512		534L	2
GROUND	323426.02	0971838.07	1A	709		9	9	9	551		375R	2
OL ON LOCALIZER	323430.48	0971833.68	1A	710		10	10	10	1002		1R	-6
ANTENNA ON BUILDING	323430.49	0971829.53	1A	725		25	25	25	1004		355L	9
TREE	323446.19	0971839.43	1A	738		38	38	38	2589		495R	-10
TRANSMISSION TOWER	323502.83	0971820.74	1A	733		33	33	33	4274		1101L	-48
TRANSMISSION TOWER	323503.01	0971834.08	1A	770		70	70	70	4290		41R	-12
TRANSMISSION TOWER	323520.29	0971828.83	1A	791		91	91	91	6038		405L	-26
TRANSMISSION TOWER	323520.38	0971842.80	1A	789		89	89	89	6044		791R	-28

OC6917

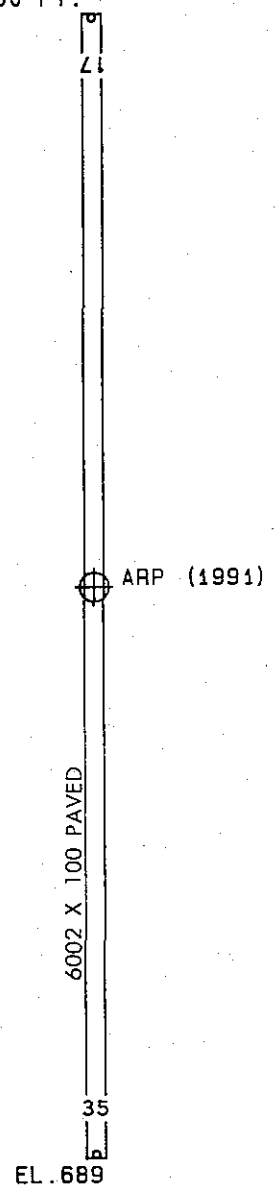
AIRPORT ELEVATION 700

ARP 323350.864N 0971833.766W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON WINDSOCK	323352.40	0971840.03	1A	717		17	279 44	558
ROD ON AIRPORT BEACON	323355.54	0971845.74	1A	741		41	288 23	1128
TRANSMISSION TOWER	323343.35	0971849.07	1A	796		96	233 30	1514
TRANSMISSION TOWER	323331.83	0971848.41	1A	788		88	206 41	2296
TREE	323309.55	0971825.66	1A	708		8	164 10	4233
TRANSMISSION TOWER	323433.19	0971848.26	1A	800		100	337 25	4454
ANTENNA	323301.02	0971901.45	1A	804		104	198 48	5566
TRANSMISSION TOWER	323240.01	0971847.37	1A	764		64	182 50	7254
TRANSMISSION TOWER	323503.50	0971847.63	1A	764		64	344 25	7436
TREE	323232.55	0971815.76	1A	830		130	162 35	8063
POLE	323231.38	0971819.02	1A	781		81	164 40	8131
TRANSMISSION TOWER	323520.21	0971814.78	1A	789		89	3 48	9175
CROSS	323314.45	0972017.91	1B	837		137	241 10	9644
TREE	323309.83	0972017.02	1B	868		168	238 28	9762
ANTENNA ON OL WATER TANK	323317.26	0972040.45	2C	1010		310	246 13	11362
TREE	323316.32	0972043.08	2C	910		210	246 6	11606



ARPT ELEV. 700 FT.



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
35	696
17	700

FORT WORTH SPINKS AIRPORT
FORT WORTH, TEXAS
(NOT TO SCALE)