

OBSTRUCTION DATA SHEET

ODS 778
CLINTON-SHERMAN AIRPORT
CLINTON, OKLAHOMA

DIGITIZED FROM

OC 778
SURVEYED MARCH 1994
4TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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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 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.

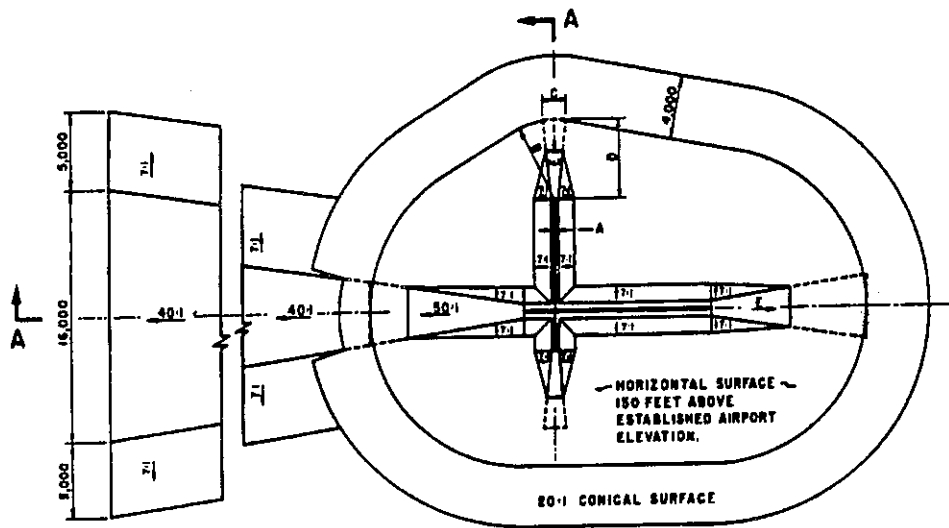
ODS information is arranged as follows:

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.

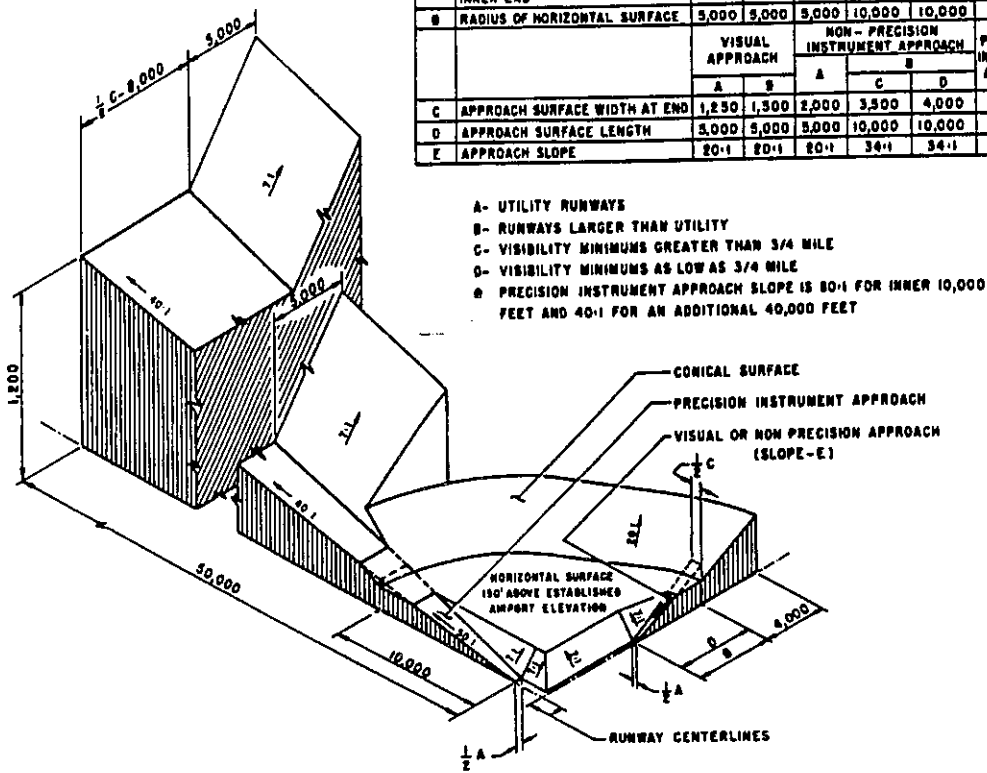
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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	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 20:1 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

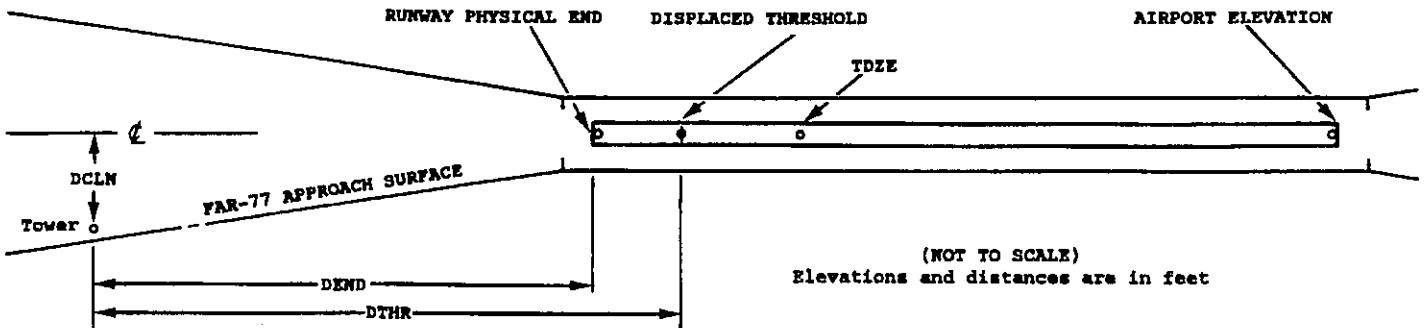
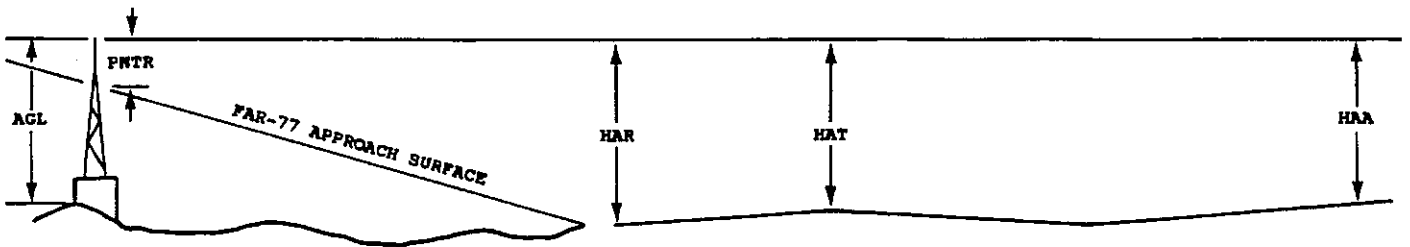
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

¹X ²X ³XXXX/XXXX ⁴XXXXXX.XXX ⁴XXXXXX.XXX ⁵XXXXXX ⁶XXXX/XXXX ⁷XXXXXX.XXX ⁷XXXXXX.XXX

OBJECT	LAT	LONG	⁸ A	⁹ EL	¹⁰ AGL	¹¹ HAR	¹¹ HAT	¹¹ HAA	¹² DEND	¹² DTHR	¹² DCLN	¹³ PNTR
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



(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 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).

OC0778

AIRPORT ELEVATION 1922

35L C 1912/1913 351921.242 -991205.432 511.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WSK	352130.80	-991200.94	1A	1938		26	25	16	-13101		352R	16
ANT ON OL AMOM	352126.28	-991159.20	1A	1940		28	27	18	-12643		497R	19
ROD ON OL GS	352124.41	-991210.64	1A	1955		43	42	33	-12453		450L	34
OL ON WSK	351923.87	-991209.36	1A	1933		21	20	11	-265		326L	21
TREE	351908.64	-991212.93	1A	1954		42	41	32	1275		620L	11
OL ON LOC	351908.59	-991205.45	1A	1923		11	10	1	1279		OR	-21
ANT ON BLDG	351908.28	-991201.79	1A	1936		24	23	14	1310		304R	-8

17R PIR 1922/1922 352134.781 -991205.186 1800511.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WSK	351923.87	-991209.36	1A	1933		11	11	11	-13237		326R	21
ROD ON OL GS	352124.41	-991210.64	1A	1955		33	33	33	-1050		450R	34
ANT ON OL AMOM	352126.28	-991159.20	1A	1940		18	18	18	-859		497L	19
OL WSK	352130.80	-991200.94	1A	1938		16	16	16	-402		352L	16
ROAD (N)	352150.27	-991205.18	1A	1934		12	12	12	1566		2R	-15

35R SUPLC 1907/1907 351945.807 -991152.714 513.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	351939.33	-991148.89	1A	1932		25	25	10	655		318R	12
TOWER	351931.12	-991149.63	1A	1926		19	19	4	1485		258R	-19
TREE	351925.51	-991148.80	1A	1936		29	29	14	2052		327R	-25
ANT ON BLDG	351908.28	-991201.79	1A	1936		29	29	14	3795		746L	-77

OC0778

AIRPORT ELEVATION 1922

17L SUPLC 1906/1906 352037.161 -991152.619 1800513.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANT ON OL ATCT	352104.82	-991150.30	1A	1985		79	79	63	2797		188L	2
ANT ON OL TWR	352106.64	-991149.08	1A	1995		89	89	73	2981		288L	7
ROD ON OL BLDG	352124.74	-991158.34	1A	1938		32	32	16	4810		481R	-104
ANT ON OL AMOM	352126.28	-991159.20	1A	1940		34	34	18	4965		553R	-106
OL WSK	352130.80	-991200.94	1A	1938		32	32	16	5423		697R	-122
ROAD (N)	352150.27	-991205.18	1A	1934		28	28	12	7391		1052R	-184

OC0778

AIRPORT ELEVATION 1922

ARP 352023.421 -991201.798

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
POST	352028.70	-991211.86	1A	1920		-2	29520	990
LIGHT	352024.59	-991143.48	1A	1981		59	7813	1522
LIGHT	352017.71	-991143.50	1A	1981		59	10332	1622
LIGHT	352030.69	-991143.79	1A	1981		59	5628	1663
TREE	351947.88	-991149.03	1A	1953		31	15617	3746
ANT ON OL BLDG	351931.03	-991158.43	1A	1929		7	16941	5304
ROD ON OL WDI	352124.20	-991214.79	1A	1953		31	34246	6239
OL ON TANK	352122.42	-991241.05	1A	2035		113	32406	6794
ROD ON OL TWR	352113.40	-991104.87	1A	2072		150	3543	6912
OL ON APBN ON TANK	352056.77	-991045.84	1A	2045		123	5430	7140
TREE	351908.28	-991216.54	1A	1978		56	18150	7696
ANT ON OL TWR	352136.38	-991044.20	1A	2082		160	3345	9785

ARPT EL 1922

17R

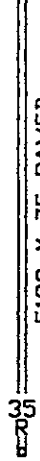


ARP (1994)



EL 1906

17L



35

EL 1907

35L

EL 1912



VAR 7.3° E

TOUCHDOWN ZONE
RUNWAY ELEVATION

35L	1913
17R	1922
35R	1907
17L	1906

CLINTON-SHERMAN AIRPORT

CLINTON, OKLAHOMA

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)