# OBSTRUCTION DATA SHEET

**ODS 869**
**LAS CRUCES INTERNATIONAL AIRPORT**
**LAS CRUCES, NEW MEXICO**

**DIGITIZED FROM**

**OC 869**
**SURVEYED MARCH 1991**
**5TH EDITION**

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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 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).

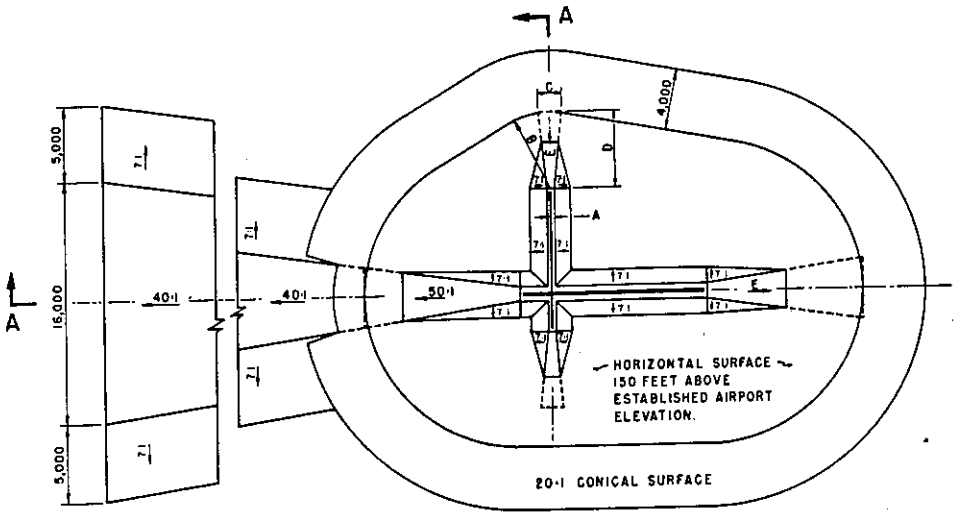
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

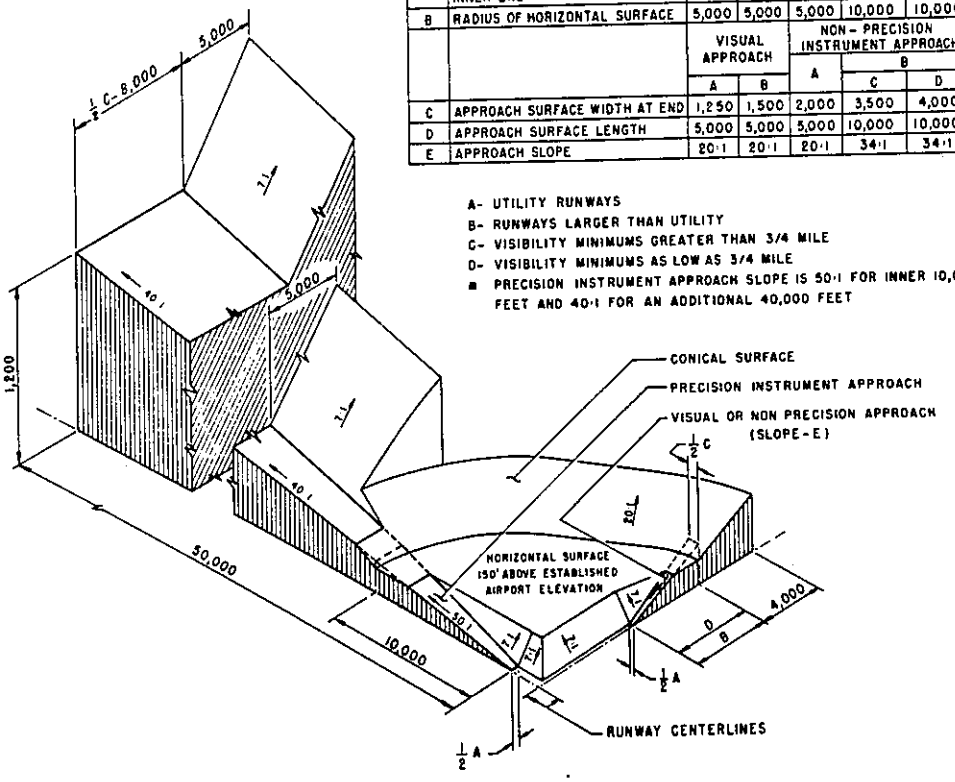
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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 | 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 | 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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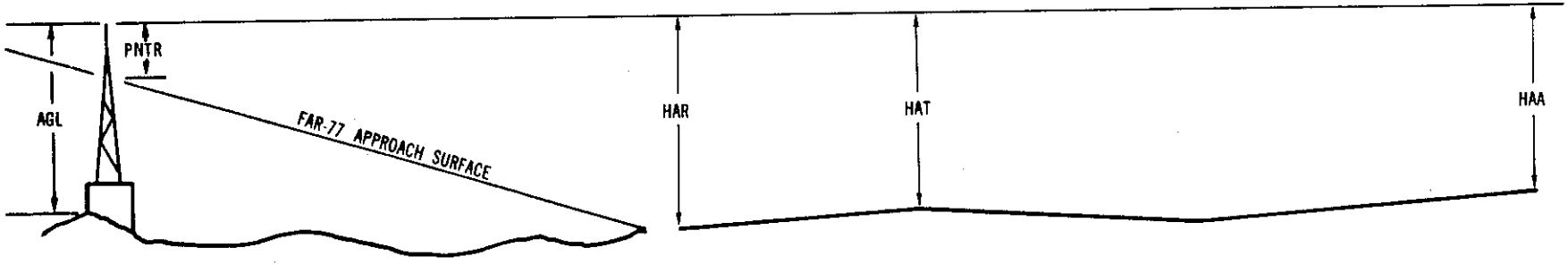


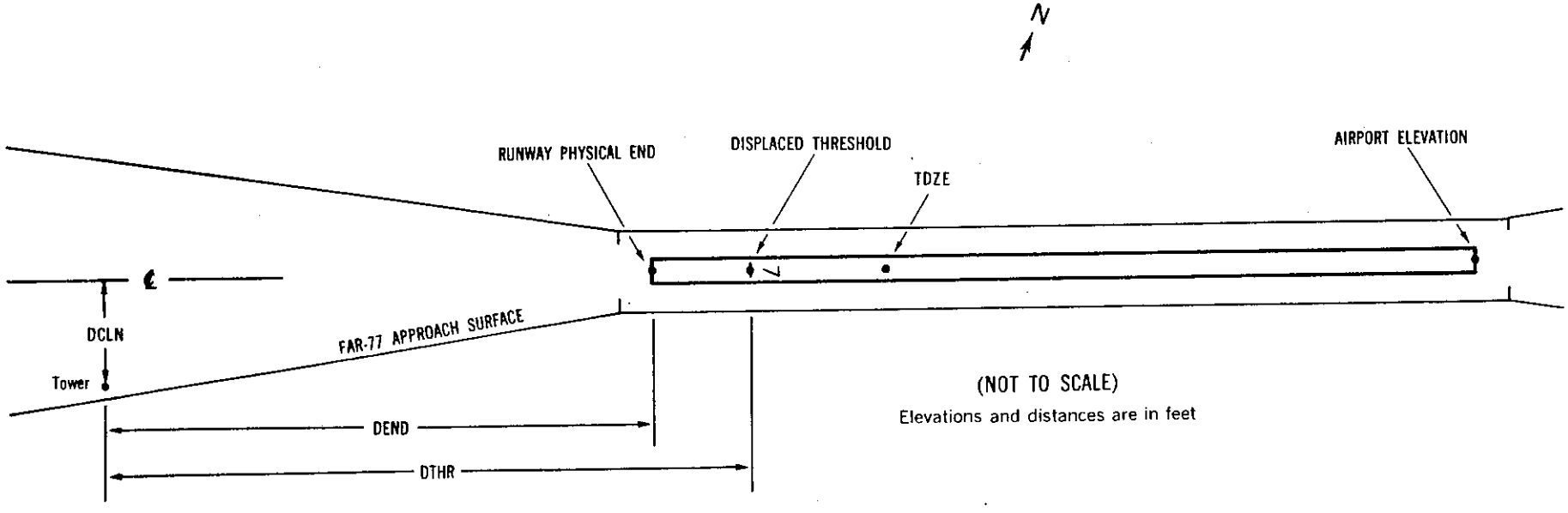


(NOT TO SCALE)

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 4454

4 SUPLC 4434/4442 321704.159N 1065553.550W 2343853

| OBJECT | LAT | LONG | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUSH | 321746.28 | 1065439.55 | 1A | 4456 | | 22 | 14 | 2 | -7644 | | 203R | 7 |
| BUSH | 321741.99 | 1065447.31 | 1A | 4452 | | 18 | 10 | -2 | -6850 | | 172R | 7 |
| WINDSOCK | 321739.65 | 1065450.36 | 1A | 4452 | | 18 | 10 | -2 | -6500 | | 213R | 9 |
| BUSH | 321701.68 | 1065553.34 | 1A | 4438 | | 4 | -4 | -16 | 130 | | 214R | 4 |
| BUSH | 321701.02 | 1065553.83 | 1A | 4436 | | 2 | -6 | -18 | 203 | | 245R | 2 |
| BUSH | 321658.41 | 1065559.43 | 1A | 4440 | | 6 | -2 | -14 | 748 | | 182R | -10 |

22 SUPLC 4449/4449 321747.100N 1065442.278W 0543931

| OBJECT | LAT | LONG | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUSH | 321701.02 | 1065553.83 | 1A | 4436 | | -13 | -13 | -18 | -7704 | | 245L | 2 |
| BUSH | 321701.68 | 1065553.34 | 1A | 4438 | | -11 | -11 | -16 | -7631 | | 214L | 4 |
| WINDSOCK | 321739.65 | 1065450.36 | 1A | 4452 | | 3 | 3 | -2 | -1001 | | 213L | 9 |
| BUSH | 321741.99 | 1065447.31 | 1A | 4452 | | 3 | 3 | -2 | -651 | | 172L | 7 |
| BUSH | 321746.28 | 1065439.55 | 1A | 4456 | | 7 | 7 | 2 | 143 | | 203L | 7 |
| BUSH | 321750.45 | 1065440.29 | 1A | 4457 | | 8 | 8 | 3 | 335 | | 178R | 4 |
| ROAD (N) | 321753.68 | 1065431.42 | 1A | 4468 | | 19 | 19 | 14 | 1145 | | 4R | -9 |

8 SUPLC 4435/4436 321705.515N 1065554.044W 2695856

| OBJECT | LAT | LONG | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUSH | 321707.55 | 1065451.42 | 1A | 4440 | | 5 | 4 | -14 | -5376 | | 204L | 8 |
| WINDSOCK | 321703.98 | 1065454.94 | 1A | 4440 | | 5 | 4 | -14 | -5074 | | 157R | 9 |
| OL ON LIGHTED WINDSOCK | 321707.45 | 1065514.53 | 1A | 4459 | | 24 | 23 | 5 | -3392 | | 195L | 27 |
| BUSH | 321707.84 | 1065554.07 | 1A | 4440 | | 5 | 4 | -14 | 2 | | 235L | 5 |
| GROUND | 321705.51 | 1065619.71 | 1A | 4437 | | 2 | 1 | -17 | 2204 | | 0L | -57 |

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AIRPORT ELEVATION 4454

26 SUPLC 4434/4434 321705.528N 1065443.324W 0895934

| OBJECT | LAT | LONG | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUSH | 321707.84 | 1065554.07 | 1A | 4440 | | 6 | 6 | -14 | -6074 | | 235R | 5 |
| 0L ON LIGHTED WINDSOCK | 321707.45 | 1065514.53 | 1A | 4459 | | 25 | 25 | 5 | -2679 | | 195R | 27 |
| WINDSOCK | 321703.98 | 1065454.94 | 1A | 4440 | | 6 | 6 | -14 | -997 | | 157L | 9 |
| BUSH | 321707.55 | 1065451.42 | 1A | 4440 | | 6 | 6 | -14 | -695 | | 204R | 8 |
| ROAD(N) | 321704.73 | 1065435.26 | 1A | 4446 | | 12 | 12 | -8 | 692 | | 81L | -2 |
| ROAD (N) | 321705.51 | 1065431.49 | 1A | 4444 | | 10 | 10 | -10 | 1016 | | 2L | -14 |

12 SUPLC 4454/4454 321756.689N 1065545.655W 3150035

| OBJECT | LAT | LONG | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUSH | 321708.76 | 1065446.36 | 1A | 4440 | | -14 | -14 | -14 | -7024 | | 176L | 8 |
| BUSH | 321707.55 | 1065451.42 | 1A | 4440 | | -14 | -14 | -14 | -6804 | | 218R | 8 |
| BUSH | 321708.75 | 1065452.15 | 1A | 4442 | | -12 | -12 | -12 | -6674 | | 177R | 10 |
| WINDSOCK | 321751.31 | 1065535.44 | 1A | 4463 | | 9 | 9 | 9 | -1004 | | 236L | 11 |
| BUSH | 321752.88 | 1065544.08 | 1A | 4463 | | 9 | 9 | 9 | -368 | | 176R | 9 |
| GROUND | 321812.07 | 1065603.76 | 1A | 4463 | | 9 | 9 | 9 | 2198 | | 0R | -50 |
| POLE | 321826.55 | 1065620.15 | 1A | 4532 | | 78 | 78 | 78 | 4227 | | 39L | -40 |

OC0869

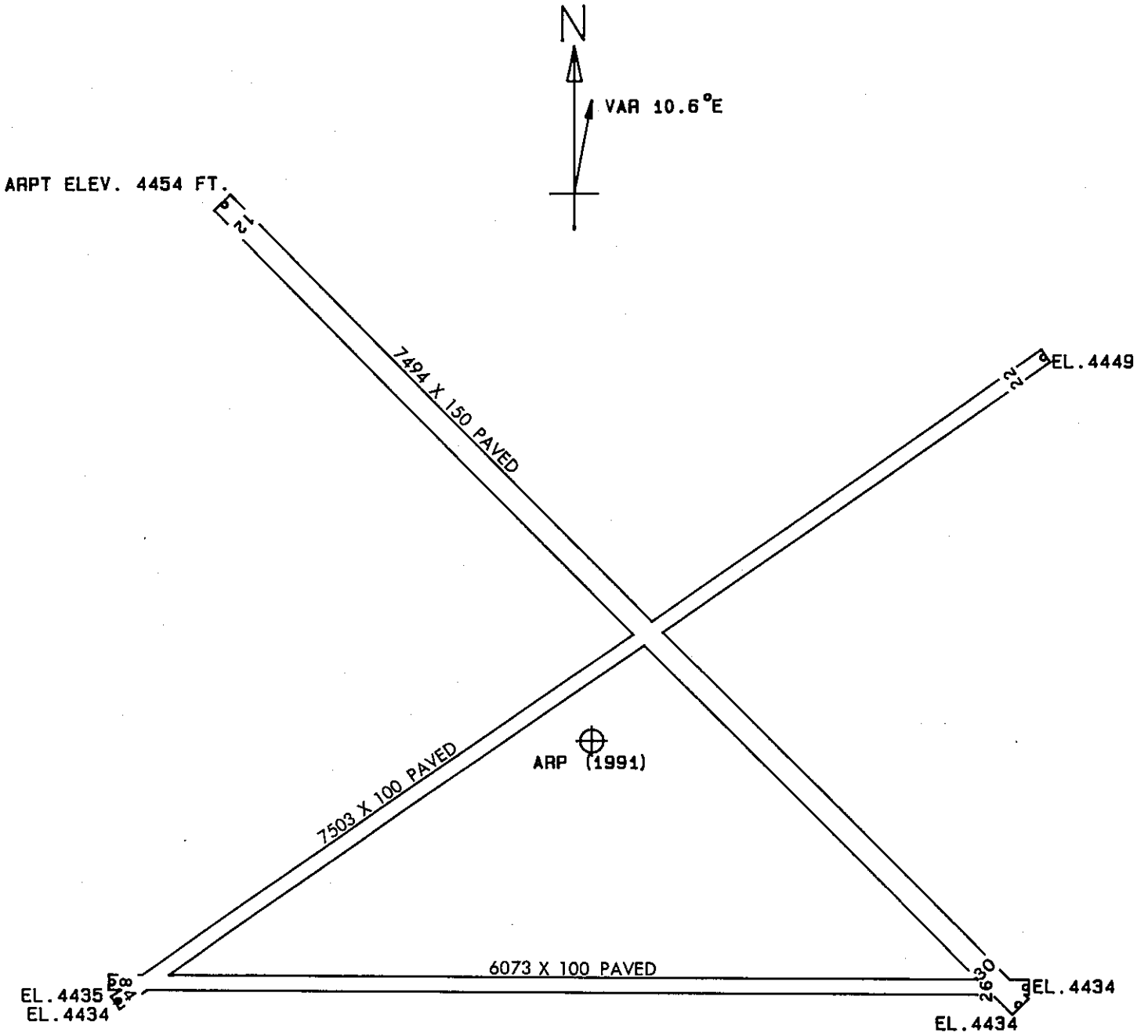
AIRPORT ELEVATION 4454

30 PIR 4434/4441 321704.252N 1065443.955W 1350108

| OBJECT | LAT | LONG | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUSH | 321752.88 | 1065544.08 | 1A | 4463 | | 29 | 22 | 9 | -7124 | | 176L | 9 |
| WINDSOCK | 321751.31 | 1065535.44 | 1A | 4463 | | 29 | 22 | 9 | -6488 | | 236R | 11 |
| BUSH | 321708.75 | 1065452.15 | 1A | 4442 | | 8 | 1 | -12 | -819 | | 177L | 10 |
| BUSH | 321707.55 | 1065451.42 | 1A | 4440 | | 6 | -1 | -14 | -689 | | 218L | 8 |
| BUSH | 321708.76 | 1065446.36 | 1A | 4440 | | 6 | -1 | -14 | -468 | | 176R | 8 |
| BUSH | 321701.86 | 1065443.12 | 1A | 4439 | | 5 | -2 | -15 | 222 | | 120L | 5 |
| ROAD(N) | 321704.73 | 1065435.26 | 1A | 4446 | | 12 | 5 | -8 | 493 | | 562R | 6 |
| ROAD (N) | 321653.60 | 1065431.50 | 1A | 4422 | | -12 | -19 | -32 | 1517 | | 4L | -38 |

ARP 321721.557N 1065517.030W

| OBJECT | LAT | LONG | A | ELEV | AGL | HAA | MAG BEARING | DISTANCE |
|---|---|---|---|---|---|---|---|---|
| ANEMOMETER ON HANGAR | 321701.11 | 1065518.25 | 1A | 4462 | | 8 | 172 18 | 2069 |
| OL FLOODLIGHT | 321659.14 | 1065511.88 | 1A | 4464 | | 10 | 158 22 | 2308 |
| FLOODLIGHT | 321659.29 | 1065503.76 | 1A | 4482 | | 28 | 142 33 | 2522 |
| FLOODLIGHT | 321700.04 | 1065457.93 | 1A | 4473 | | 19 | 132 23 | 2724 |
| ROD ON OL AIRPORT BEACON | 321652.21 | 1065518.85 | 1B | 4484 | | 30 | 172 25 | 2970 |
| OL ON WATER TANK | 321648.39 | 1065516.82 | 1B | 4576 | | 122 | 169 5 | 3352 |
| BUSH | 321708.31 | 1065556.72 | 1A | 4444 | | -10 | 237 58 | 3661 |
| BUSH | 321751.16 | 1065442.19 | 1A | 4460 | | 6 | 34 23 | 4230 |
| ANTENNA | 321641.66 | 1065440.89 | 1A | 4457 | | 3 | 131 49 | 5088 |
| MICROWAVE TOWER | 321940.04 | 1065645.20 | 2C | 4659 | | 205 | 321 0 | 15910 |




| TOUCHDOWN ZONE RUNWAY | ELEVATION |
|---|---|
| 4 | 4442 |
| 22 | 4449 |
| 8 | 4436 |
| 26 | 4434 |
| 12 | 4454 |
| 30 | 4441 |

LAS CRUCES INTERNATIONAL AIRPORT

LAS CRUCES, NEW MEXICO

(NOT TO SCALE)