

OBSTRUCTION DATA SHEET

ODS 976
FORT DODGE REGIONAL AIRPORT
FORT DODGE, IOWA

DIGITIZED FROM

OC 976
SURVEYED OCTOBER 1993
7TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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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 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.

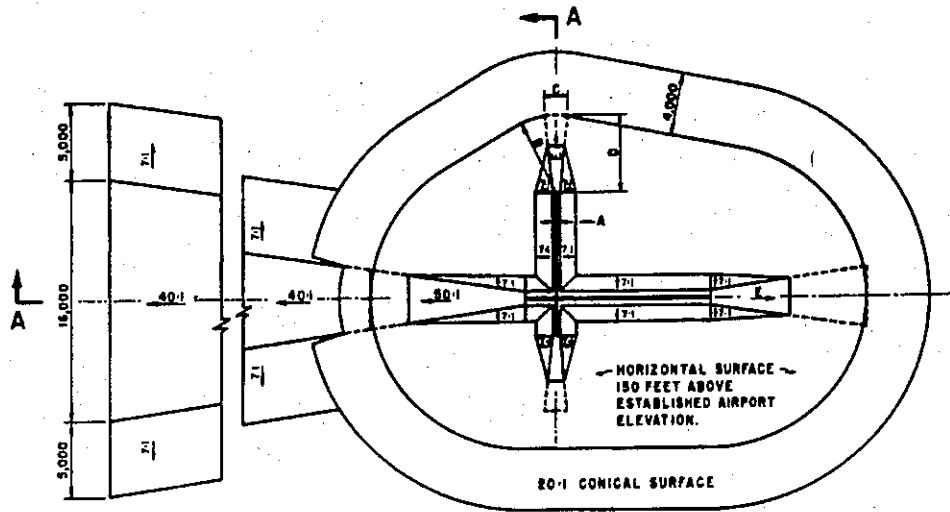
ODS information is arranged as follows:

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.

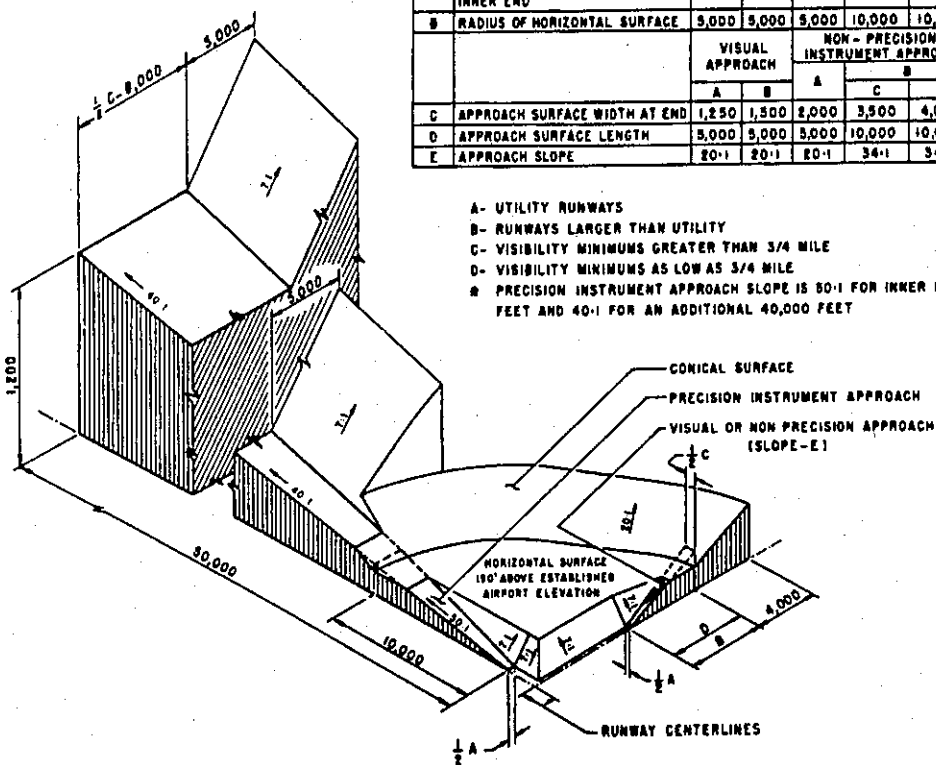
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

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	3,000	5,000	5,000	10,000	10,000	10,000
		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	15,000
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	*



ISOMETRIC VIEW OF SECTION A-A

**FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES**

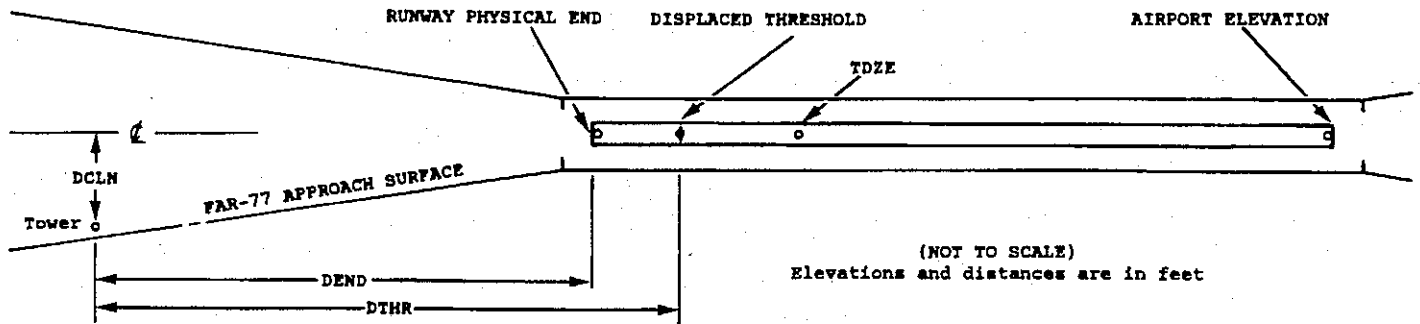
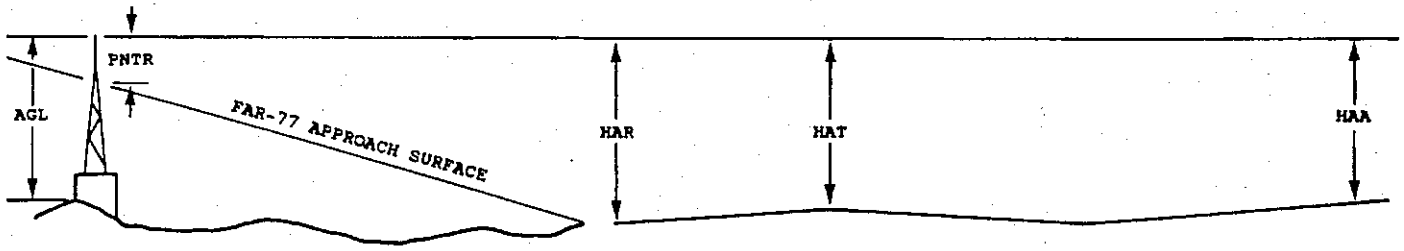
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X¹ X² XXXX/XXXX³ XXXXXX.XXX⁴ XXXXXX.XXX⁴ XXXXXX⁵ XXXX/XXXX⁶ XXXXXX.XXX⁷ XXXXXX.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



(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).

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AIRPORT ELEVATION 1157

12 C 1113/1128 423318.488 -941144.981 1265839.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	423318.66	-941149.74	1A	1120		7	-8	-37	295		200R	4
TREE	423319.78	-941153.18	1A	1139		26	11	-18	569		265R	15
POLE	423322.88	-941154.96	1A	1133		20	5	-24	864		95R	0
TREE	423322.38	-941159.19	1A	1144		31	16	-13	1086		325R	5
TREE	423327.16	-941201.29	1A	1158		45	30	1	1503		33R	7
TREE	423326.64	-941205.00	1A	1165		52	37	8	1693		242R	8

30 C 1133/1133 423252.339 -941058.016 3065911.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	423244.53	-941044.12	1A	1188		55	55	31	1306		6L	22
TREE	423247.69	-941040.47	1A	1179		46	46	22	1332		414R	13
TREE	423239.70	-941042.08	1A	1184		51	51	27	1722		305L	6

6 PIR 1079/1106 423251.463 -941220.676 650001.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	423305.07	-941153.99	1A	1122		43	16	-35	-2393		405L	21
ROD ON OL GS	423258.78	-941212.05	1A	1126		47	20	-31	-898		399L	39
SIGN	423248.96	-941219.91	1A	1083		4	-23	-74	55		254R	4
SIGN	423253.42	-941222.76	1A	1085		6	-21	-72	58		245L	6
TREE	423251.51	-941239.35	1A	1114		35	8	-43	1265		595L	13

24 C 1157/1157 423318.787 -941101.397 2450054.

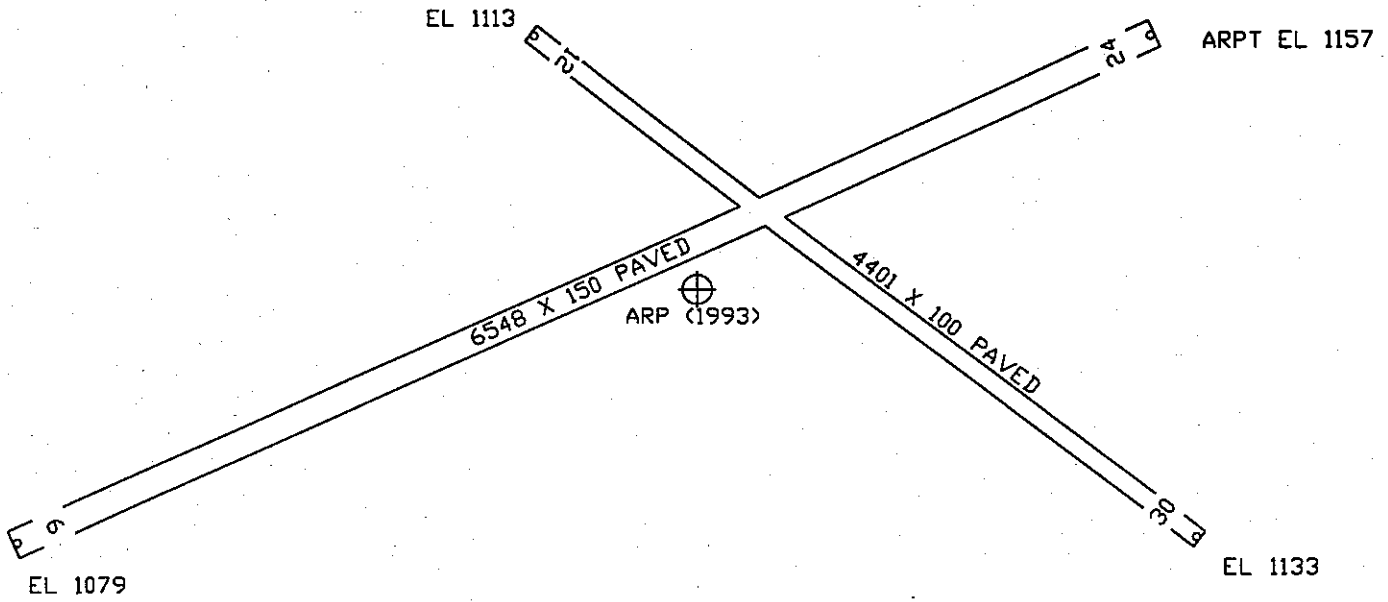
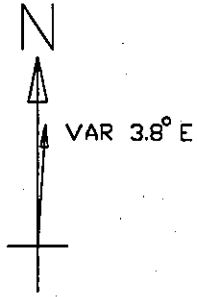
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	423253.42	-941222.76	1A	1085		-72	-72	-72	-6604		245R	6
SIGN	423248.96	-941219.91	1A	1083		-74	-74	-74	-6602		254L	4
ROD ON OL GS	423258.78	-941212.05	1A	1126		-31	-31	-31	-5648		399R	39
TREE	423305.07	-941153.99	1A	1122		-35	-35	-35	-4154		405R	21
POLE	423328.30	-941050.96	1A	1183		26	26	26	1115		543R	-1
OL ON LOC	423323.91	-941046.54	1A	1168		11	11	11	1227		OR	-19
TREE	423329.59	-941044.05	1A	1201		44	44	44	1639		443R	2

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AIRPORT ELEVATION 1157

ARP 423305.242 -941133.184

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
TREE	423313.51	-941146.59	1A	1159		2	30600	1307
TREE	423315.65	-941148.04	1A	1145		-12	30939	1532
TREE	423306.56	-941153.69	1A	1134		-23	27110	1541
TREE	423307.94	-941157.23	1A	1155		-2	27450	1820
TREE	423319.13	-941153.55	1A	1148		-9	30852	2074
OL ON WSK	423305.44	-941104.07	1A	1168		11	8540	2180
ROD ON MCWV TWR	423310.25	-941054.58	1A	1238		81	7614	2933
TREE	423250.09	-941207.69	1A	1115		-42	23529	3004
ANT AND APBN ON OL TANK	423309.95	-941050.76	1A	1254		97	7739	3211
TREE	423247.44	-941210.62	1A	1124		-33	23327	3332
TREE	423330.32	-941050.00	1A	1207		50	4802	4110
TREE	423249.13	-941036.40	1A	1194		37	10711	4552
TREE	423235.60	-941040.44	1A	1189		32	12325	4959
OL TANK	423118.79	-941233.17	1A	1239		82	19849	11675



TOUCHDOWN ZONE
RUNWAY ELEVATION

12	1128
30	1133
6	1106
24	1157

FORT DODGE REGIONAL AIRPORT
FORT DODGE, IOWA
(NOT TO SCALE)
(ELEVATIONS AND DISTANCES IN FEET)