

# OBSTRUCTION DATA SHEET

ODS 491  
GARDEN CITY REGIONAL AIRPORT  
GARDEN CITY, KANSAS

DIGITIZED FROM

OC 491  
SURVEYED JULY 1993  
9TH EDITION

HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD 29



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THE NATIONAL OCEAN SERVICE  
U.S. DEPARTMENT OF COMMERCE  
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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 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.

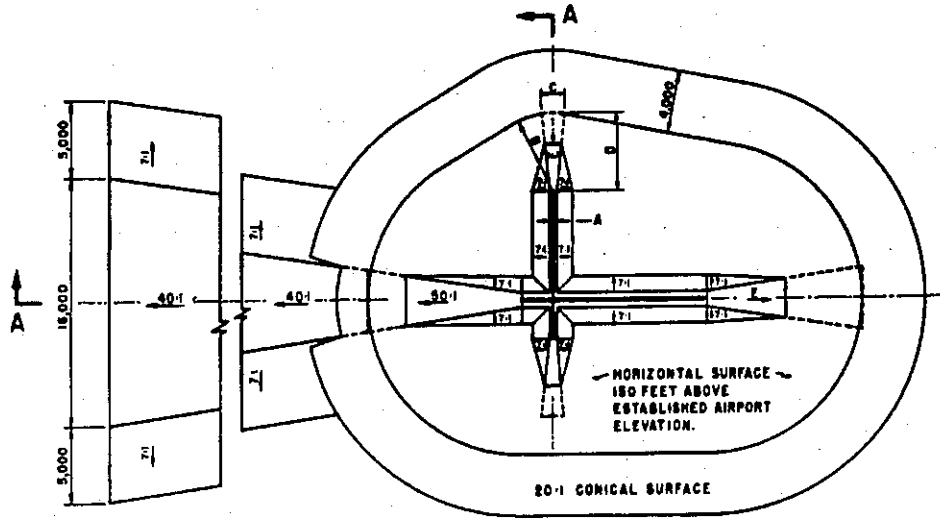
ODS information is arranged as follows:

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.

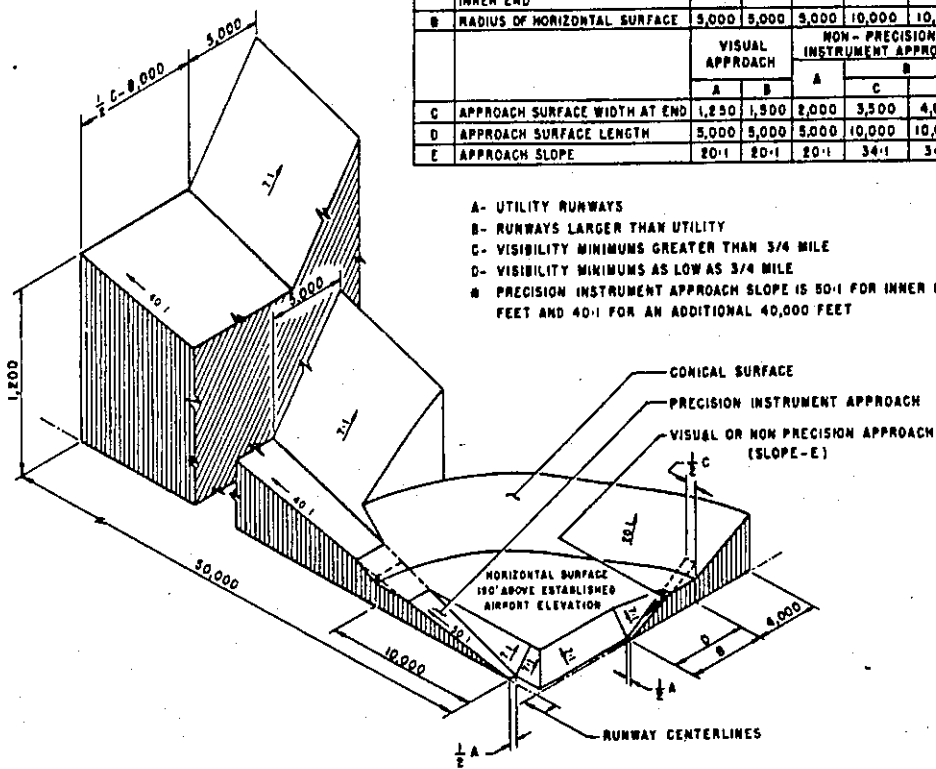
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

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
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	B		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	*



- 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

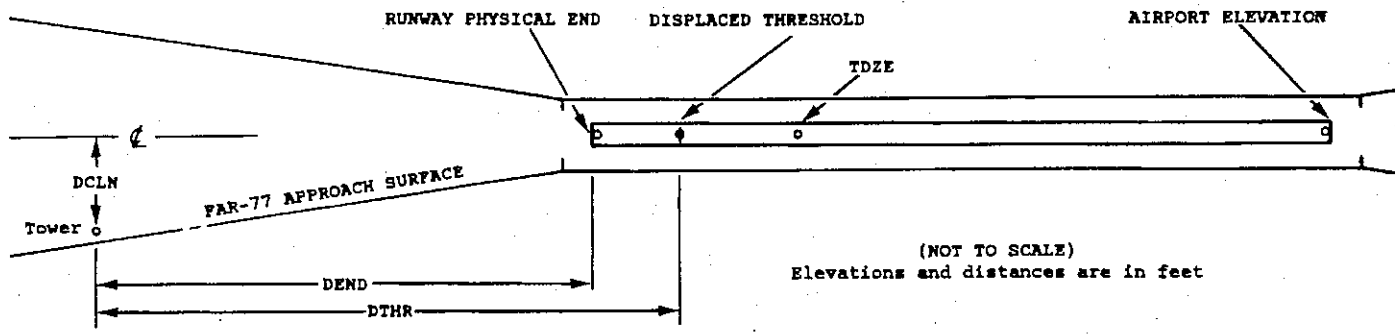
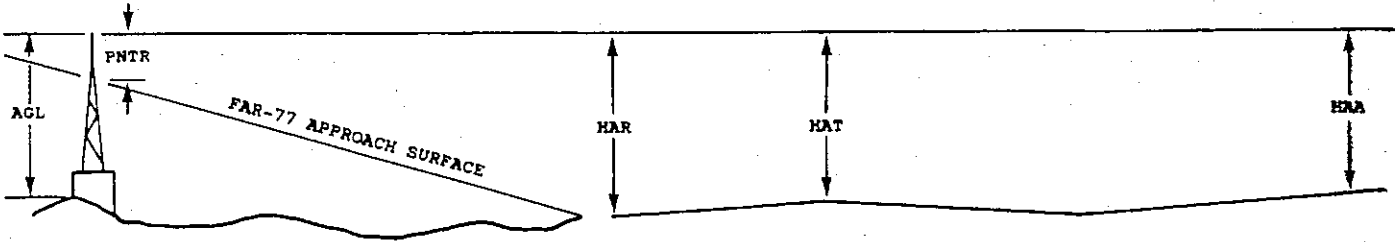
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1	2	3	4	4	5	6	7	7	7	12	12	12	13
X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX					
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	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	

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### 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).

OC0491

AIRPORT ELEVATION 2890

12 AV 2890/2890 375551.218 -1004359.790 1352500.

OBJECT LAT LONG A EL AGL HAR HAT HAA DEND DTHR DCLN PNTR

\*\*\* NO OBSTRUCTIONS \*\*\*

30 AV 2876/2884 375511.087 -1004309.866 3152530.

OBJECT LAT LONG A EL AGL HAR HAT HAA DEND DTHR DCLN PNTR

ROAD(N) 375503.92 -1004300.74 1A 2887 11 3 -3 1029 12R -31

35 PIR 2875/2884 375509.151 -1004322.809 2455.

OBJECT LAT LONG A EL AGL HAR HAT HAA DEND DTHR DCLN PNTR

WSK 375539.66 -1004318.16 1A 2893 18 9 3 -3088 350R 9  
LTD WTET 375537.75 -1004319.06 1A 2896 21 12 6 -2895 280R 12  
ROD ON OL GS 375518.97 -1004327.09 1A 2909 34 25 19 -990 350L 31  
ROAD(N) 375458.98 -1004322.90 1A 2886 11 2 -4 1029 OR -6  
BLDG 375458.42 -1004315.31 1A 2881 6 -3 -9 1082 608R -12

17 C 2887/2887 375621.302 -1004322.149 1802455.

OBJECT LAT LONG A EL AGL HAR HAT HAA DEND DTHR DCLN PNTR

ROD ON OL GS 375518.97 -1004327.09 1A 2909 22 22 19 -6308 350R 31  
LTD WTET 375537.75 -1004319.06 1A 2896 9 9 6 -4403 280L 12  
WSK 375539.66 -1004318.16 1A 2893 6 6 3 -4210 350L 9  
OL ON LOC 375639.05 -1004321.98 1A 2899 12 12 9 1795 OR -35  
ANT ON BLDG 375639.21 -1004316.30 1A 2905 18 18 15 1814 456L -30  
POLE 375645.61 -1004314.37 1A 2926 39 39 36 2463 605L -28  
OL ON POLE 375649.15 -1004318.75 1A 2928 41 41 38 2818 252L -36

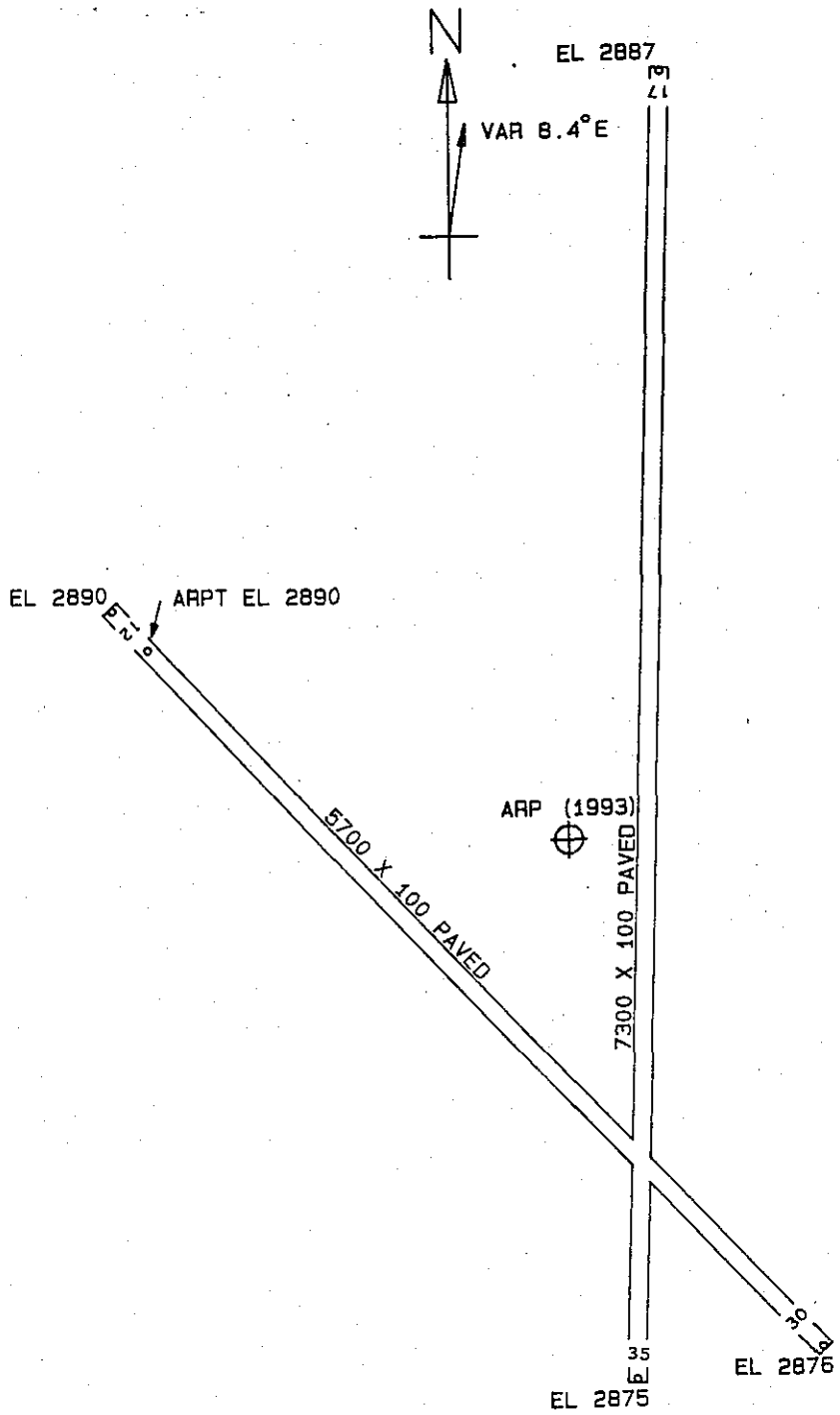
OC0491

AIRPORT ELEVATION 2890

ARP 375539.056 -1004327.893

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ROD ON OL AMOM	375540.04	-1004331.91	1A	2917		27	27847	337
OL ON LTD WSK	375534.81	-1004330.84	1A	2902		12	20025	490
LIGHT	375542.32	-1004312.72	1A	2942		52	6624	1259
HANGAR	375545.33	-1004312.86	1A	2900		10	5348	1362
ANT ON OL APBN	375529.63	-1004306.15	1A	2941		51	11017	1986
OL TANK	375548.56	-1004304.04	1A	2979		89	5453	2139
ANT	375602.63	-1004311.72	1A	2953		63	2006	2714
ROD ON OL POLE	375508.95	-1004330.52	1A	2919		29	17532	3053
OL VORTAC	375508.60	-1004330.25	1A	2912		22	17506	3086
TREE	375509.95	-1004300.91	1A	2925		35	13518	3652
OL ELEVATOR	375727.13	-1004449.40	1A	3025		135	32045	12732





TOUCHDOWN ZONE RUNWAY ELEVATION	
12	2890
30	2884
35	2884
17	2887

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 GARDEN CITY, KANSAS  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)