

OBSTRUCTION DATA SHEET

ODS 5091
SOUTHERN ILLINOIS AIRPORT
CARBONDALE-MURPHYSBORO, ILLINOIS

DIGITIZED FROM

OC 5091
SURVEYED JULY 1993
6TH 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.

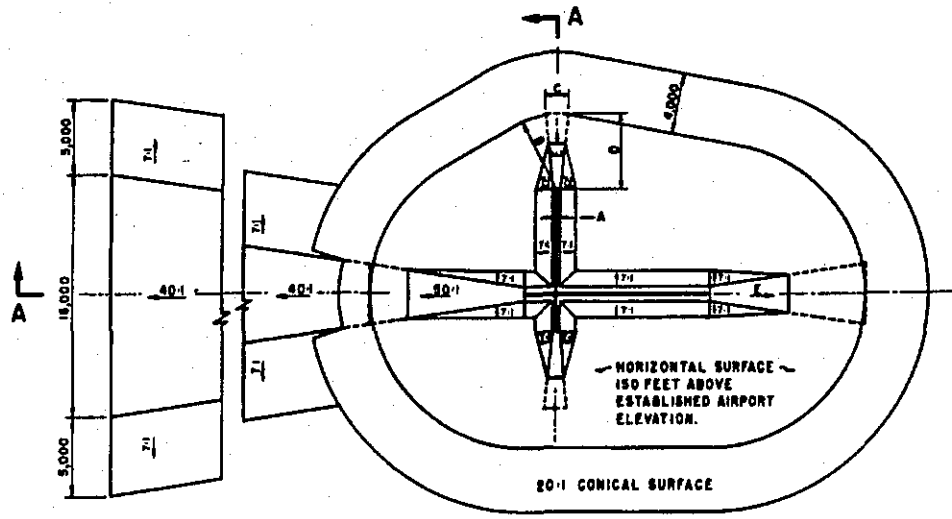
ODS information is arranged as follows:

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.

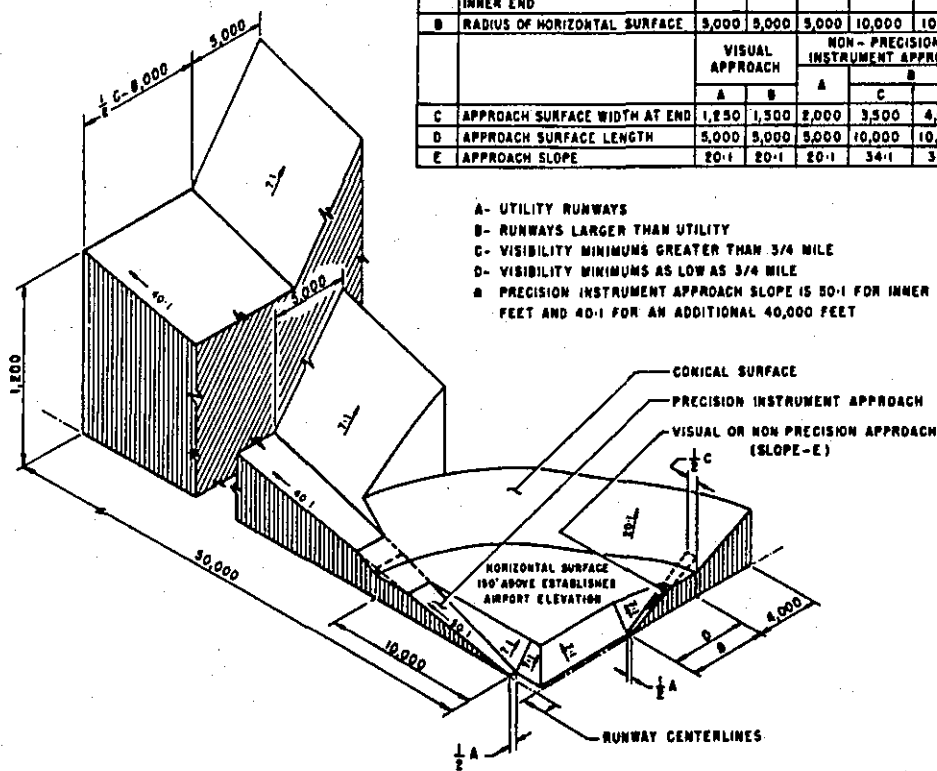
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

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	800	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	8,000	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	
D	APPROACH SURFACE LENGTH	5,000	8,000	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
- E- 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

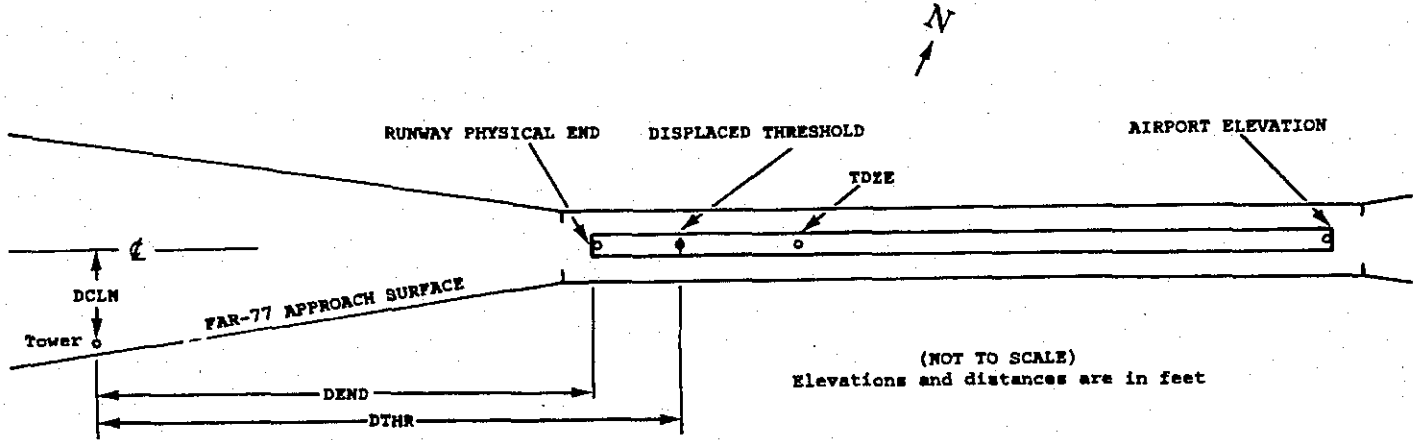
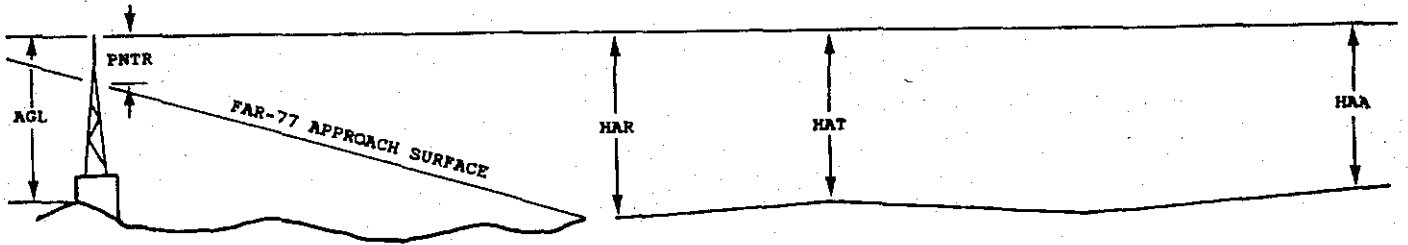
**FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES**

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1 X	2 X	3 XXXX/XXXX	4 XXXXXX.XXX	4 XXXXXXXX.XXX	5 XXXXXXX	6 XXXX/XXXX	7 XXXXXX.XXX	7 XXXXXXXX.XXX	8 A	9 ELEV	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	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX	XXXX	XXXX



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 411

36L AV 410/ 411 374612.486 -891531.451 11243.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	374611.48	-891532.95	1A	411		1	0	0	104		118L	1
GROUND	374610.48	-891533.02	1A	412		2	1	1	205		121L	1
POLE	374553.87	-891530.89	1A	457		47	46	46	1882		85R	-37

18R AV 405/ 411 374647.064 -891530.530 1811244.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	374611.48	-891532.95	1A	411		6	0	0	-3603		118R	1
TREE	374655.30	-891528.90	1A	431		26	20	20	836		114L	-6
TREE	374704.78	-891529.96	1A	450		45	39	39	1792		8L	-35

36R SUPLC 400/ 407 374621.549 -891454.116 11327.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GS	374708.86	-891448.18	1A	435		35	28	24	-4795		374R	29
OL ON LOC	374608.71	-891454.46	1A	406		6	-1	-5	1299		0R	-27
POLE	374603.09	-891457.00	1A	439		39	32	28	1872		192L	-11
ANT	374547.49	-891449.31	1A	483		83	76	72	3436		459R	-13
TREE	374542.75	-891503.83	1A	497		97	90	86	3940		696L	-13

18L PIR 404/ 407 374718.880 -891452.572 1811328.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GS	374708.86	-891448.18	1A	435		31	28	24	-1005		374L	29
TREE	374746.66	-891443.21	1A	463		59	56	52	2826		691L	6
TREE	374749.29	-891449.54	1A	456		52	49	45	3081		177L	-6

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AIRPORT ELEVATION 411

6 AV 411/ 411 374631.894 -891531.708 604022.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	374627.43	-891545.20	1A	473		62	62	62	1166		137L	14
TREE	374623.94	-891545.69	1A	472		61	61	61	1373		152R	2

24 AV 405/ 409 374652.056 -891446.487 2404050.

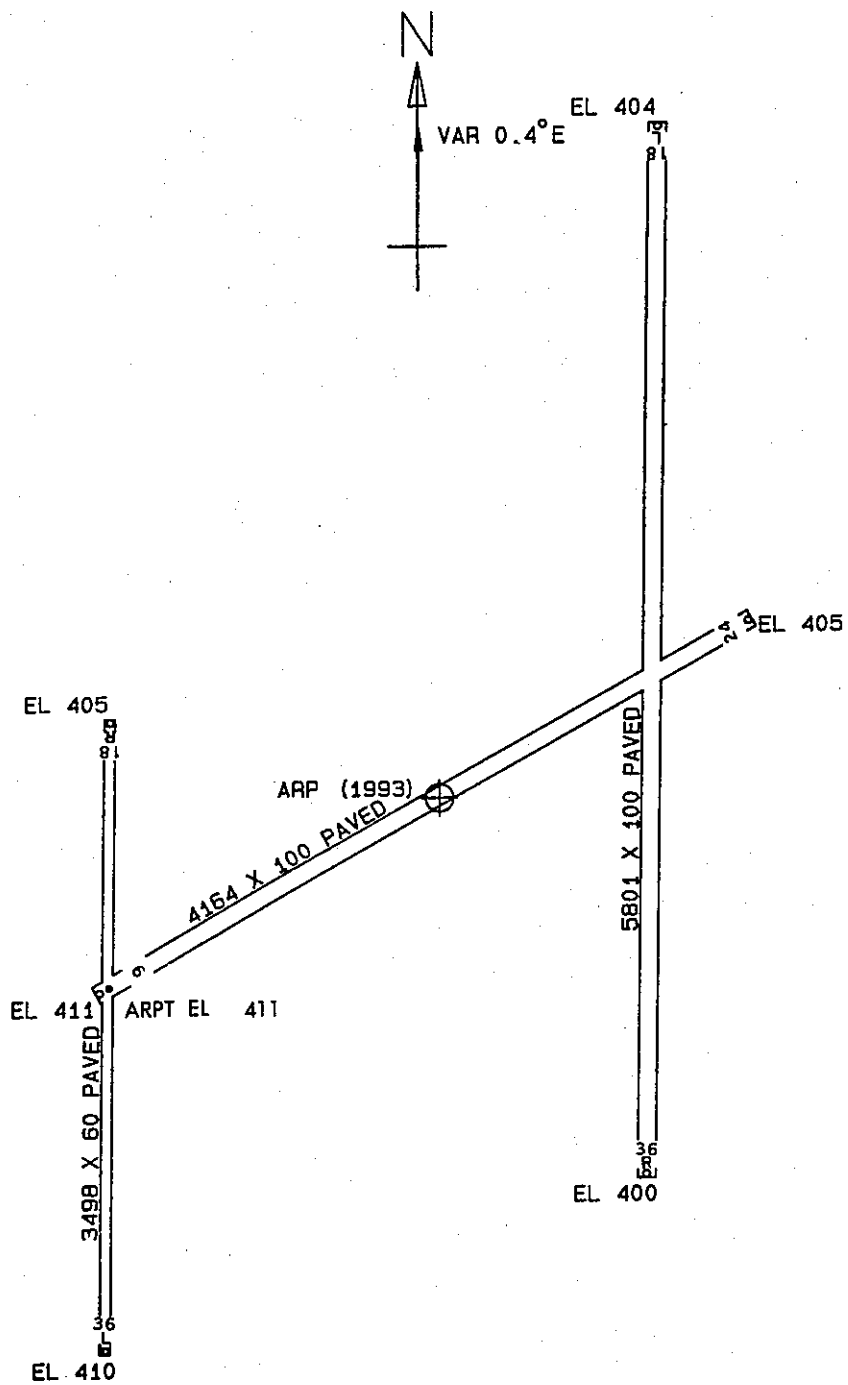
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD(N)	374654.59	-891443.80	1A	416		11	7	5	313		118R	5
POLE	374657.05	-891428.90	1A	428		23	19	17	1478		250L	-41

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AIRPORT ELEVATION 411

ARP 374642.355 -891507.999

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ANT ON OL ATCT	374636.47	-891509.60	1A	494		83	19147	609
ROD ON OL APBN	374636.57	-891505.06	1A	464		53	15738	631
OL ON WSK	374649.87	-891504.16	1A	432		21	2139	820
TREE	374651.77	-891525.05	1A	479		68	30424	1668
TREE	374701.41	-891504.93	1A	477		66	652	1943
ROAD (N)	374654.78	-891445.85	1A	418		7	5420	2177
OL ON AMOM	374659.58	-891446.16	1A	428		17	4447	2471
TREE	374657.94	-891535.40	1A	466		55	30514	2706
TREE	374624.34	-891442.93	1A	471		60	13145	2715
TREE	374633.84	-891542.14	1A	485		74	25210	2873
TREE	374628.79	-891546.71	1A	472		61	24547	3397
TREE	374618.11	-891538.33	1A	487		76	22424	3456
TREE	374717.16	-891502.63	1A	464		53	634	3547
TREE	374731.74	-891443.91	1A	432		21	2045	5357



TOUCHDOWN ZONE	RUNWAY ELEVATION
36L	411
18R	411
36R	407
18L	407
6	411
24	409

SOUTHERN ILLINOIS AIRPORT
 CARBONDALE-MURPHYSBORO, ILLINOIS
 (NOT TO SCALE)
 (ELEVATIONS AND DISTANCES IN FEET)