

OBSTRUCTION DATA SHEET

**ODS 5445
ST. CLAIR COUNTY INTERNATIONAL AIRPORT
PORT HURON, MICHIGAN**

DIGITIZED FROM

**OC 5445
SURVEYED AUGUST 1991
1ST EDITION**



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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 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:

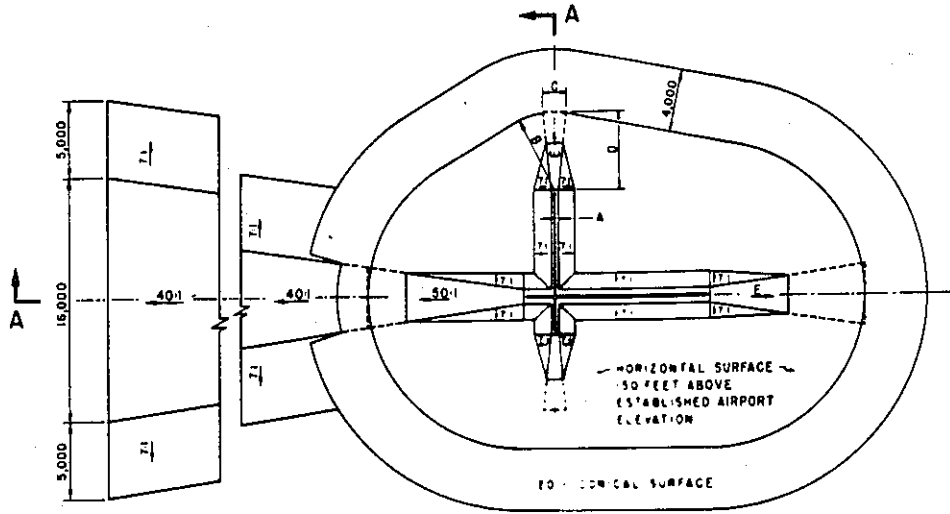
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the 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)

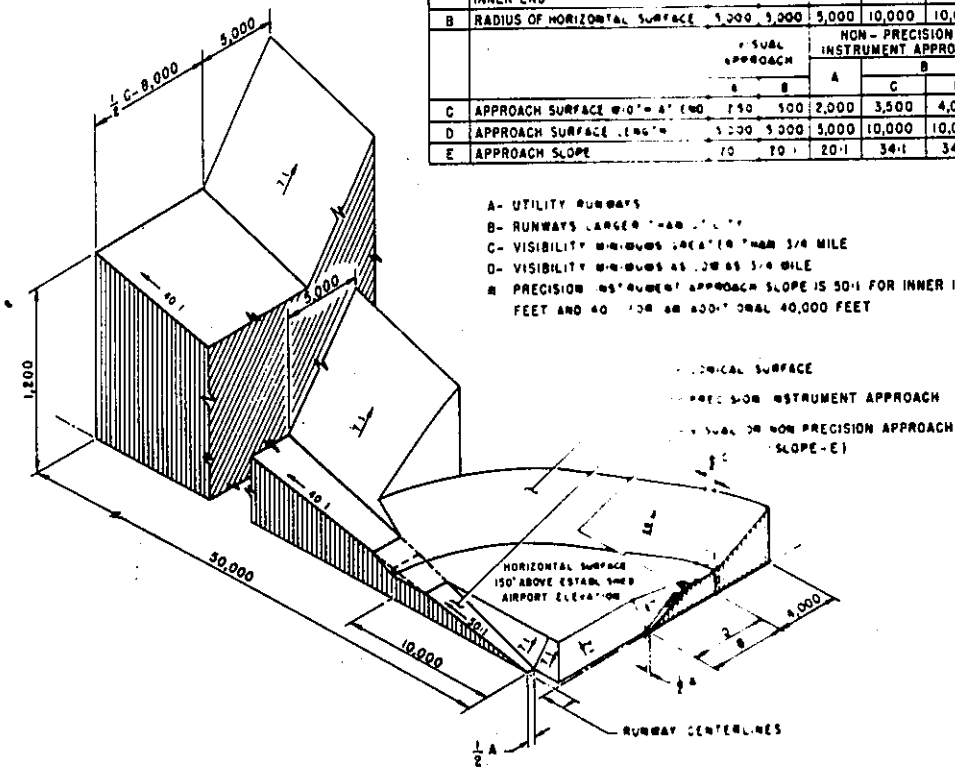
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		UTILITY RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE @ 0° = 4°	150	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	1,000	3,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	B		
C	APPROACH SURFACE @ 0° = 4° END	150	500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	1,000	3,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	70	70	20:1	34:1	34:1	*

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN 1,000 FEET
- 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

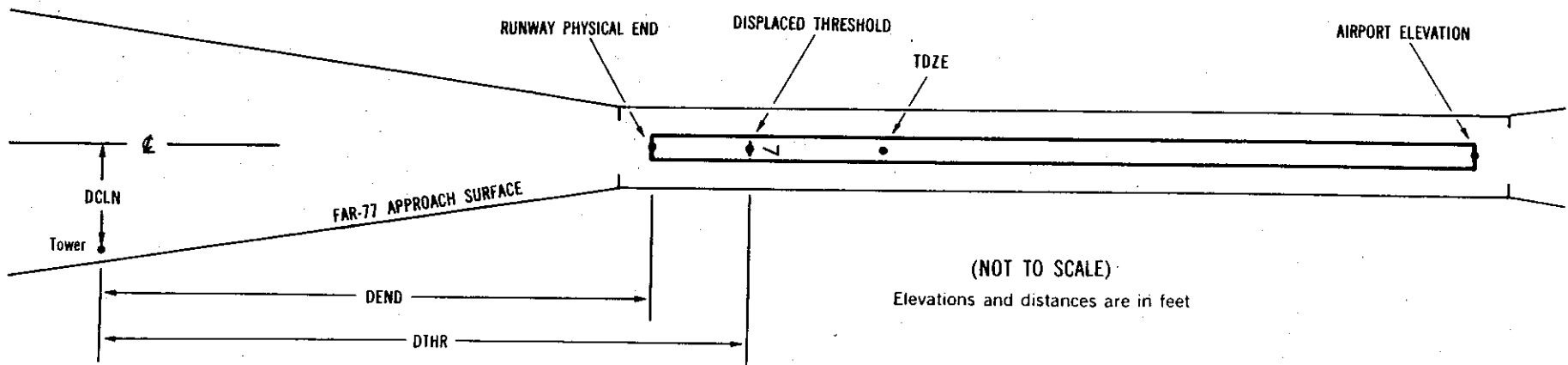
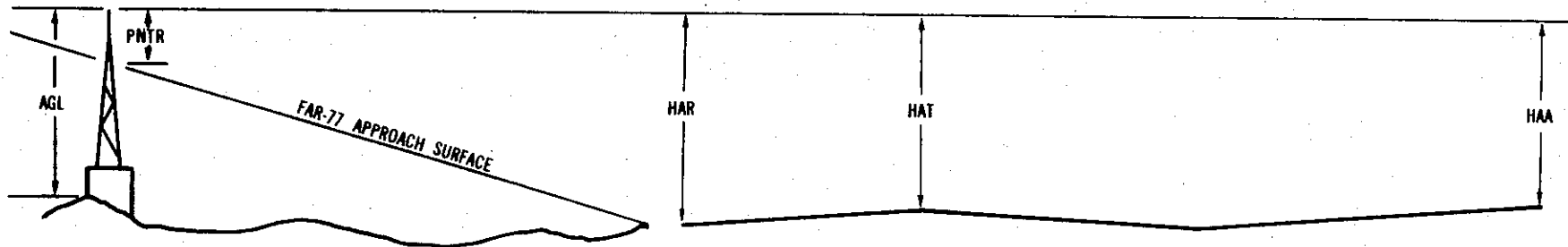
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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
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 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 650

4 PIR 640/648 425416.561N 08232 7.483W 2160857

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	425426.17	0823204.62	1A	679		39	31	29	-911		401L	36
BUILDING	425406.21	0823210.70	1A	648		8	0	-2	988		425R	-8
TREE	425400.66	0823237.27	1A	693		53	45	43	2608		841L	5
TREE	425350.05	0823219.04	1A	717		77	69	67	2675		888R	28
TREE	425349.76	0823223.76	1A	695		55	47	45	2906		623R	1
TREE	425354.46	0823245.89	1A	729		89	81	79	3493		989L	23
TREE	425344.46	0823229.12	1A	737		97	89	87	3574		617R	30
TREE	425348.57	0823238.07	1A	736		96	88	86	3631		167L	27

22 C 649/649 425457.259N 0823127.033W 0360925

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	425426.17	0823204.62	1A	679		30	30	29	-4192		401R	36
BUSH	425500.94	0823124.66	1A	660		11	11	10	405		77R	5
ANTENNA ON BUILDING	425506.87	0823122.61	1A	668		19	19	18	980		308R	-4
TREE	425511.84	0823119.16	1A	695		46	46	45	1537		398R	7
OL ON POLE	425511.69	0823115.14	1A	681		32	32	31	1702		147R	-12
TREE	425519.71	0823117.25	1A	738		89	89	88	2265		754R	28
TREE	425517.29	0823111.01	1A	727		78	78	77	2341		234R	15
TREE	425512.42	0823059.53	1A	716		67	67	66	2447		747L	1
TREE	425513.86	0823102.11	1A	711		62	62	61	2451		506L	-4

10 A(V) 644/648 425444.062N 08232 7.077W 2744253

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	425442.69	0823224.80	1A	706		62	58	56	1303		247R	7

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AIRPORT ELEVATION 650

28 A(V) 650/650 425440.811N 0823113.504W 0944330

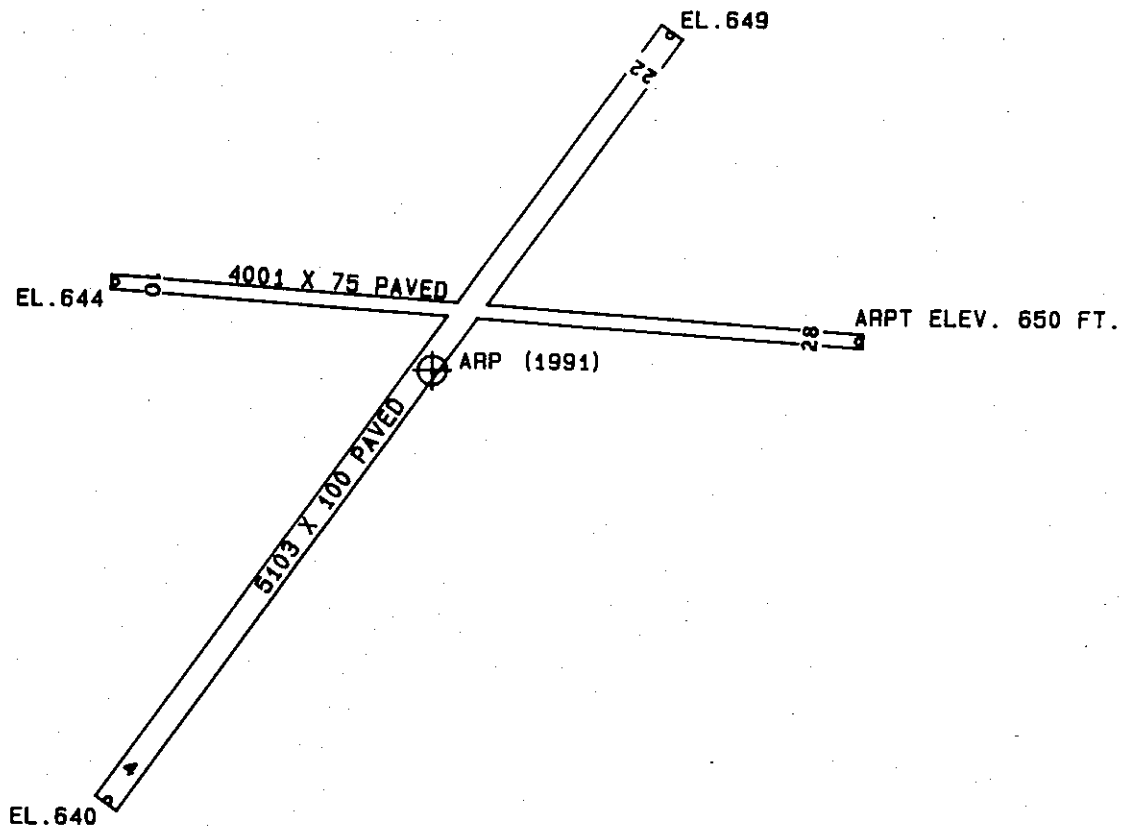
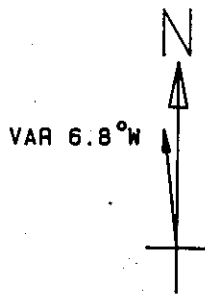
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	425437.97	0823056.31	1A	707		57	57	57	1299		181L	2
TREE	425441.24	0823054.27	1A	696		46	46	46	1423		161R	-15
TREE	425438.80	0823051.30	1A	728		78	78	78	1664		67L	5

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AIRPORT ELEVATION 650

ARP 425439.339N 0823144.197W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
ANTENNA	425436.24	0823130.16	1A	700		50	113	32	1091
OL ON AIRPORT BEACON	425433.72	0823130.32	1A	726		76	125	39	1180
OL ON LIGHTED WINDSOCK	425445.17	0823128.23	1A	670		20	70	23	1327
TREE	425452.12	0823148.80	1A	726		76	351	58	1338
TREE	425436.28	0823205.61	1A	725		75	265	47	1623
TREE	425423.34	0823146.13	1A	697		47	191	52	1627
ANTENNA ON BUILDING	425436.53	0823116.68	1A	689		39	104	41	2067
TREE	425502.46	0823138.61	1A	718		68	16	53	2378
TREE	425453.00	0823116.95	1A	725		75	62	29	2455
TREE	425415.41	0823153.78	1A	729		79	203	12	2525
TREE	425444.56	0823108.62	1A	707		57	85	31	2700
TREE	425507.22	0823136.38	1A	730		80	18	26	2882
TREE	425443.20	0823103.72	1A	700		50	89	24	3038
TREE	425448.64	0823223.54	1A	721		71	294	38	3076
TREE	425456.39	0823109.17	1A	736		86	63	17	3126
TREE	425408.98	0823200.77	1A	700		50	208	40	3312
TREE	425435.61	0823059.18	1A	714		64	103	14	3371
TREE	425512.06	0823125.94	1A	737		87	29	6	3580
TREE	425442.60	0823055.36	1A	713		63	91	37	3649
TREE	425415.10	0823225.04	1A	730		80	237	53	3907
TREE	425505.72	0823104.34	1A	712		62	54	48	3991
TREE	425520.62	0823122.20	1A	745		95	28	12	4488
TREE	425353.74	0823213.65	1A	729		79	212	12	5110
TREE	425403.65	0823237.52	1A	738		88	234	29	5368



TOUCHDOWN ZONE RUNWAY ELEVATION	
4	648
22	649
10	648
28	650

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 PORT HURON, MICHIGAN
 (NOT TO SCALE)