OBSTRUCTION
DATA SHEET

ODS 586
SHAWNEE MUNICIPAL AIRPORT
SHAWNEE, OKLAHOMA

DIGITIZED FROM

OC 586
SURVEYED MARCH 1994
6TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
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FOR THE FEDERAL AVIATION ADMINISTRATION

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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.
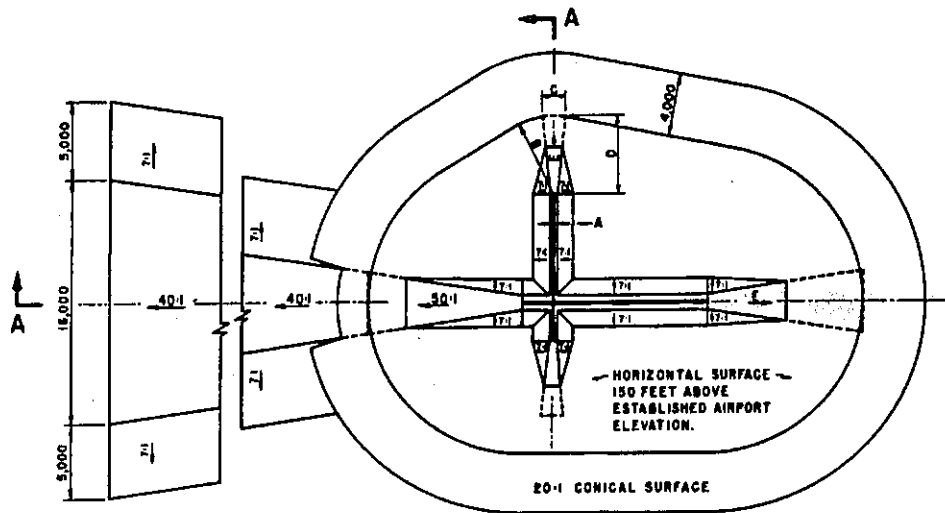
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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	*
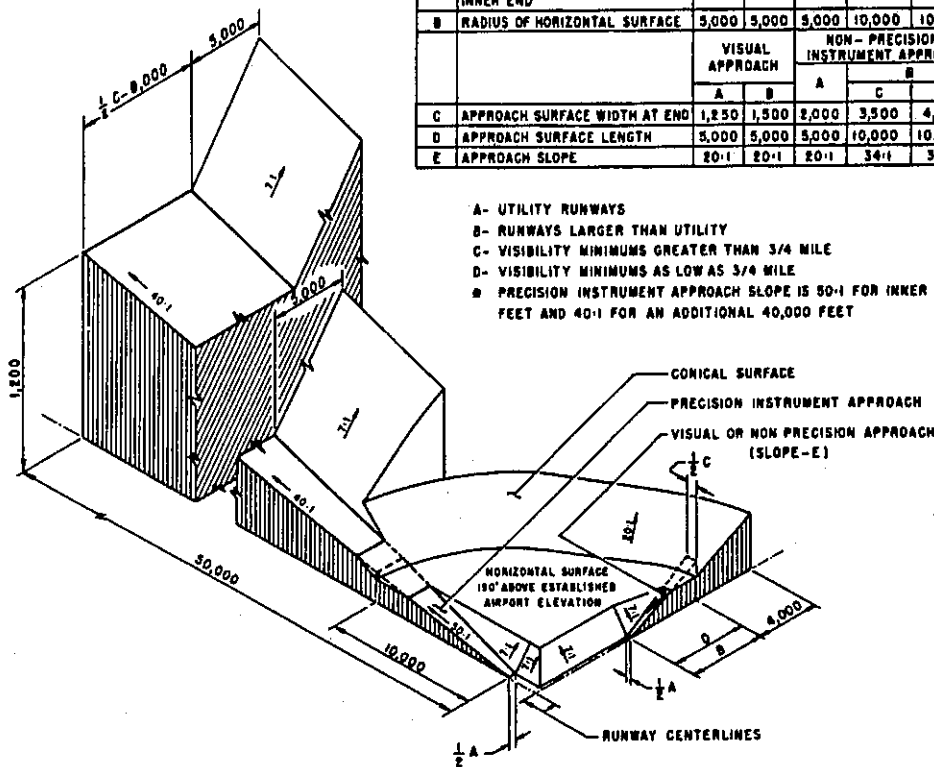
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000
  FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

CONICAL SURFACE
PRECISION INSTRUMENT APPROACH
VISUAL OR NON PRECISION APPROACH
(SLOPE-E)

HORIZONTAL SURFACE
150' ABOVE ESTABLISHED
AIRPORT ELEVATION

RUNWAY CENTERLINES

ISOMETRIC VIEW OF SECTION A-A

# FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

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OC XXXX

AIRPORT ELEVATION XXXX

  1      2          3              4               4           5                      6              7              7
X      X    XXXX/XXXX    XXXXXX.XXX    XXXXXXX.XXX    XXXXXXX        XXXX/XXXX    XXXXXX.XXX    XXXXXXX.XXX


                                                        8     9      10     11     11     11      12      12      12      13
OBJECT                    LAT          LONG          A    EL    AGL    HAR    HAT    HAA    DEND    DTHR    DCLN    PNTR


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
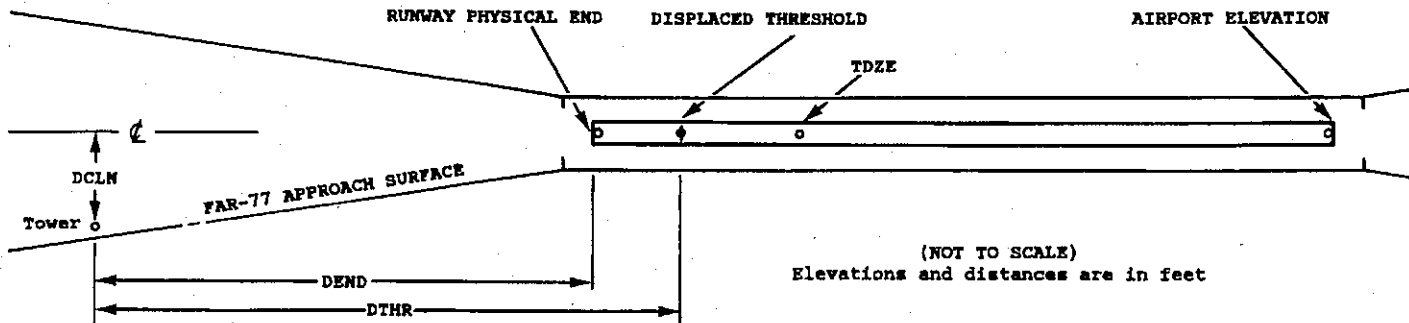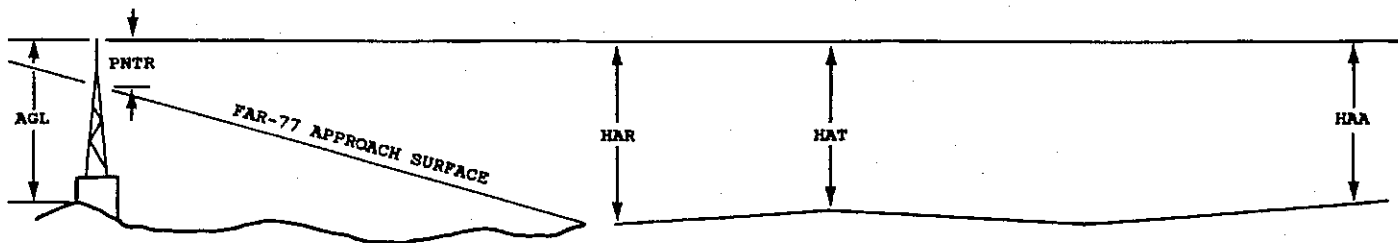
EXPLANATION OF FOOTNOTES

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 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).

OC0586

AIRPORT ELEVATION 1073

17 PIR   1073/1073   352144.488   -965634.202 1795636.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	352053.95	-965630.62	1A	1071		-2	-2	-2	-5110		291L	3
OL WTET	352121.62	-965629.90	1A	1076		3	3	3	-2313		354L	15
WSK	352122.59	-965630.40	1A	1071		-2	-2	-2	-2214		313L	10
FENCE	352142.34	-965637.24	1A	1077		4	4	4	-217		252R	5
FENCE	352142.38	-965628.89	1A	1076		3	3	3	-214		440L	4

35 SUPLC   1068/1068   352055.039   -965634.142 3595636.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	352142.38	-965628.89	1A	1076		8	8	3	-4786		440R	4
FENCE	352142.34	-965637.24	1A	1077		9	9	4	-4783		252L	5
WSK	352122.59	-965630.40	1A	1071		3	3	-2	-2786		313R	10
OL WTET	352121.62	-965629.90	1A	1076		8	8	3	-2687		354R	15
GROUND	352053.95	-965630.62	1A	1071		3	3	-2	110		291R	3
GROUND	352053.04	-965629.62	1A	1073		5	5	0	203		374R	5
GROUND	352051.41	-965629.52	1A	1077		9	9	4	367		383R	4
GROUND	352050.76	-965630.50	1A	1077		9	9	4	433		301R	2
ROAD(N)	352050.03	-965640.20	1A	1077		9	9	4	506		502L	0
ROAD(N)	352050.01	-965633.98	1A	1081		13	13	8	508		13R	4
ROAD(N)	352050.00	-965628.01	1A	1084		16	16	11	510		508R	7
TREE	352046.98	-965635.18	1A	1098		30	30	25	815		87L	12
LIGHT	352042.26	-965628.27	1A	1108		40	40	35	1293		485R	8
LIGHT	352036.21	-965642.42	1A	1104		36	36	31	1903		687L	-14

OC0586

AIRPORT ELEVATION 1073

ARP   352119.764   -965634.172

| OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON TANK	352114.09	-965559.74	1A	1214		141	9521	2909
OL ON SPIRE	352136.68	-965602.45	1A	1289		216	5056	3135
OL ANT	352103.36	-965601.21	1A	1187		114	11515	3195
LIGHT	352042.75	-965626.31	1A	1109		36	16407	3799
ANT ON OL MAST	352040.06	-965621.05	1A	1161		88	15850	4159
ANT ON OL TANK	352115.54	-965540.19	1A	1230		157	8927	4492
FLGPL ON OL BLDG	352203.04	-965715.38	1A	1203		130	31602	5550
SPIRE	352009.42	-965548.35	1A	1196		123	14554	8062
TOWER	352111.34	-965446.07	1A	1260		187	8925	8996
STACK ON BLDG	351926.40	-965522.41	1A	1226		153	14634	12912

N

VAR 6.0°E

ARPT EL 1073

17

5000 X 100 PAVED

ARP (1994)
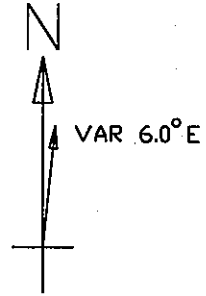
TOUCHDOWN ZONE
RUNWAY ELEVATION

17   1073
35   1068

35

EL 1068

SHAWNEE MUNICIPAL AIRPORT

SHAWNEE, OKLAHOMA

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)