

# OBSTRUCTION DATA SHEET

**ODS 6741  
GARFIELD COUNTY AIRPORT  
RIFLE, COLORADO**

**DIGITIZED FROM**

**OC 6741  
SURVEYED JUNE 1991  
2ND EDITION**



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THE NATIONAL OCEAN SERVICE  
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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:

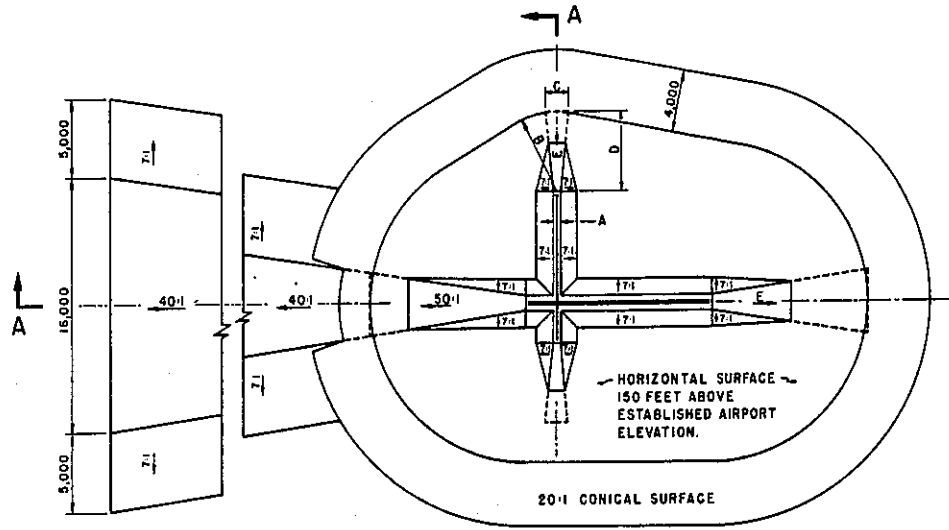
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

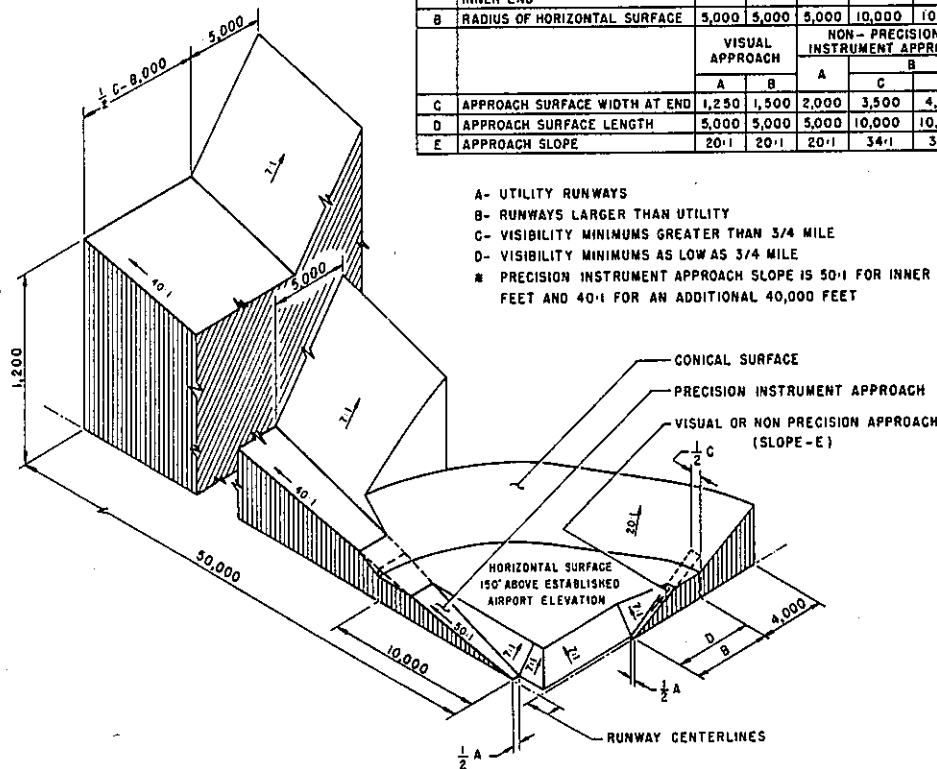
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B		
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	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



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT  
IMAGINARY SURFACES

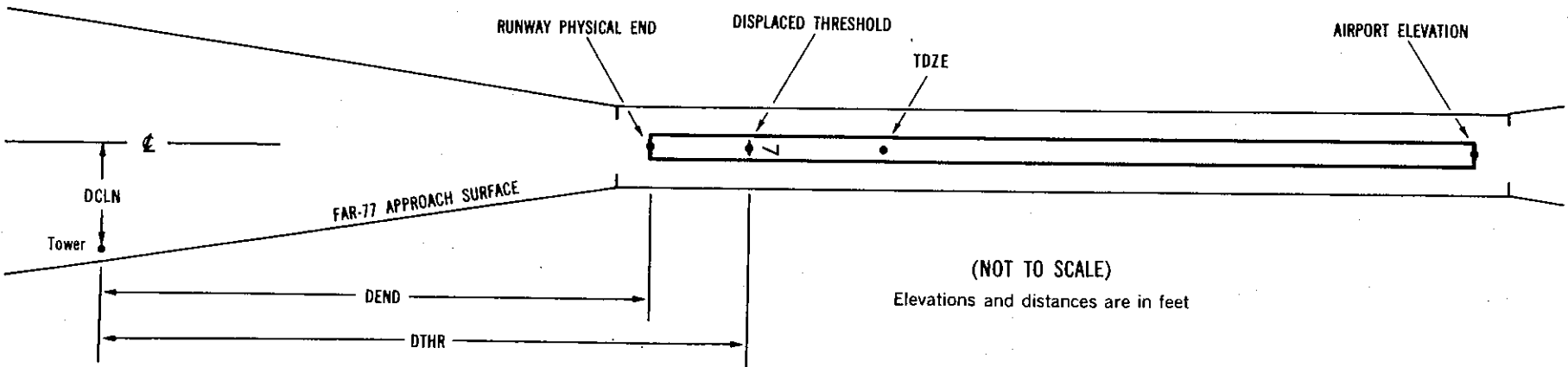
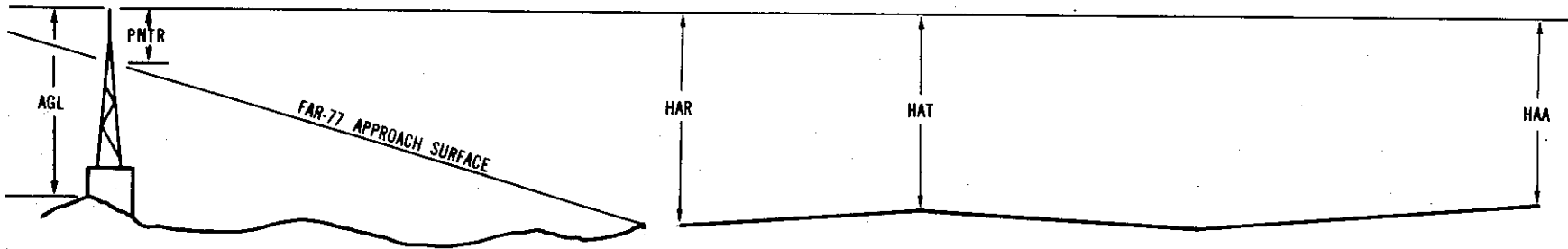
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXX.XXX <sup>7</sup>				
OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	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 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  $\pm 10$  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).

OC6741

AIRPORT ELEVATION 5544

8 SUPLC 5457/5494 393136.521N 1074419.360W 2725022

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	393130.62	1074250.47	1A	5568		111	74	24	-6987		250R	24
GROUND	393131.49	1074259.21	1A	5539		82	45	-5	-6298		196R	2
BUSH	393135.52	1074300.23	1A	5544		87	50	0	-6198		207L	9
GROUND	393132.00	1074313.54	1A	5524		67	30	-20	-5174		201R	2
WINDSOCK	393133.78	1074355.51	1A	5499		42	5	-45	-1881		184R	19
BUSH	393137.31	1074356.98	1A	5482		25	-12	-62	-1747		167L	4
GROUND	393134.03	1074401.61	1A	5475		18	-19	-69	-1402		183R	1
OL ON LOCALIZER	393136.82	1074427.16	1A	5458		1	-36	-86	612		OR	-11
ON ON DME ANTENNA	393134.22	1074427.43	1A	5457		0	-37	-87	620		264R	-12

26 SUPLC 5544/5544 393133.085N 1074250.165W 0925119

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	393134.03	1074401.61	1A	5475		-69	-69	-69	-5596		183L	1
BUSH	393137.31	1074356.98	1A	5482		-62	-62	-62	-5250		167R	4
WINDSOCK	393133.78	1074355.51	1A	5499		-45	-45	-45	-5117		184L	19
GROUND	393132.00	1074313.54	1A	5524		-20	-20	-20	-1824		201L	2
BUSH	393135.52	1074300.23	1A	5544		0	0	0	-800		207R	9
GROUND	393131.49	1074259.21	1A	5539		-5	-5	-5	-700		196L	2
WINDSOCK	393130.62	1074250.47	1A	5568		24	24	24	-11		250L	24
GROUND	393132.88	1074245.07	1A	5548		4	4	4	400		1L	-2
POLE	393137.65	1074212.44	1A	5600		56	56	56	2930		609R	-24
TREE	393134.62	1074209.27	1A	5593		49	49	49	3193		315R	-39
FENCE POST	393125.93	1074206.62	1A	5608		64	64	64	3444		553L	-31
FENCE POST	393121.12	1074140.61	2C	5653		109	109	109	5505		937L	-47

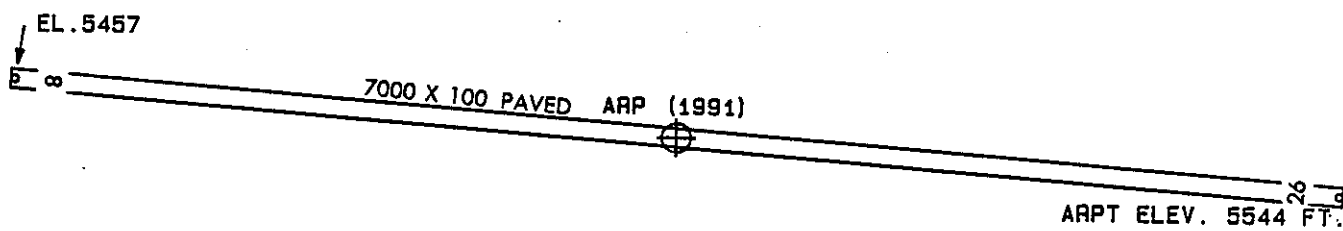
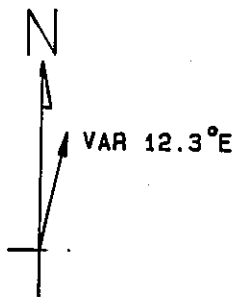
OC6741

AIRPORT ELEVATION 5544

ARP 393134.805N 1074334.762W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
LIGHTED WINDSOCK	393128.15	1074334.74	1A	5522		-22	167 35	674
ROD ON AIRPORT BEACON	393121.93	1074335.93	1A	5548		4	171 44	1306
OL ON NDB TOWER	393139.77	1074253.47	1A	5586		42	68 53	3274
TRANSMISSION TOWER	393100.35	1074405.15	1B	5758		214	202 2	4222
TREE	393051.42	1074320.07	1B	5730		186	153 0	4538
POLE	393127.57	1074233.87	1A	5576		32	86 25	4828
TRANSMISSION TOWER	393121.06	1074441.87	1B	5554		10	242 53	5439
TREE	393055.25	1074423.41	1B	5930		386	211 19	5527
TREE	393049.90	1074241.78	1B	5715		171	125 17	6155
TREE	393026.88	1074318.26	2C	6073		529	157 2	6994
GROUND	393053.97	1074213.85	1B	5730		186	110 47	7568
TRANSMISSION TOWER	393047.34	1074451.31	2C	6251		707	219 2	7685
OL ON POLE	393048.65	1074453.26	2C	6230		686	220 30	7724
TREE	393050.63	1074503.69	2C	6173		629	225 2	8279
TREE	393009.79	1074348.71	2C	5912		368	174 57	8671
TRANSMISSION TOWER	393043.98	1074504.37	2C	6310		766	221 30	8704
TREE	393046.16	1074203.12	2C	5918		374	112 7	8707
TREE	393243.28	1074456.74	2C	5648		104	304 53	9448
TREE	393009.64	1074432.36	2C	5908		364	195 21	9728
TREE	393050.06	1074525.55	2C	6177		633	230 10	9792
TRANSMISSION TOWER	393039.99	1074519.74	2C	6318		774	223 44	9922
POLE	393018.18	1074507.75	2C	6275		731	210 56	10641
TRANSMISSION TOWER	393112.51	1074120.17	1B	5781		237	89 46	10786
TRANSMISSION TOWER	393036.10	1074534.85	2C	6329		785	225 27	11129





TOUCHDOWN ZONE RUNWAY ELEVATION	
8	5494
26	5544

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RIFLE, COLORADO  
(NOT TO SCALE)