

OBSTRUCTION DATA SHEET

**ODS 742
REDBIRD AIRPORT
DALLAS, TEXAS**

DIGITIZED FROM

**OC 742
SURVEYED FEBRUARY 1992
7TH EDITION**

**HORIZONTAL DATUM NAD83
VERTICAL DATUM NGVD29**



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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.

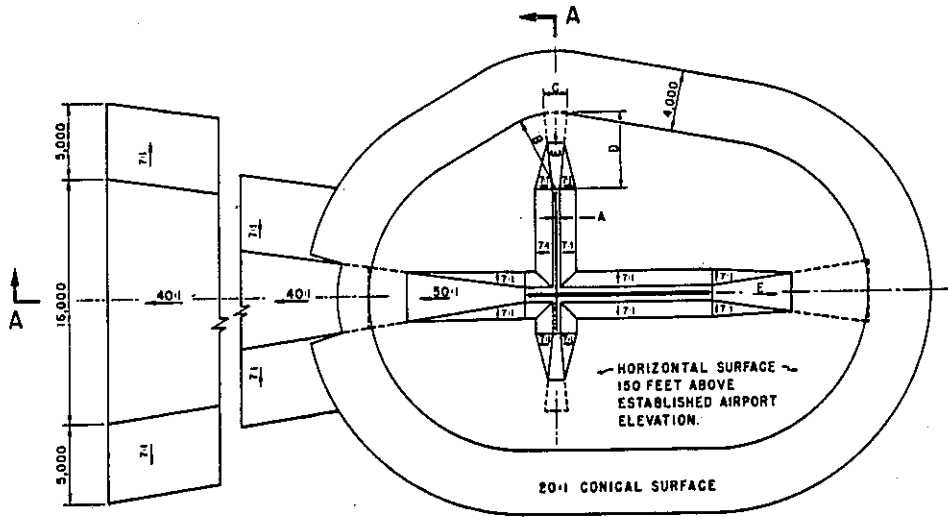
ODS information is arranged as follows:

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:

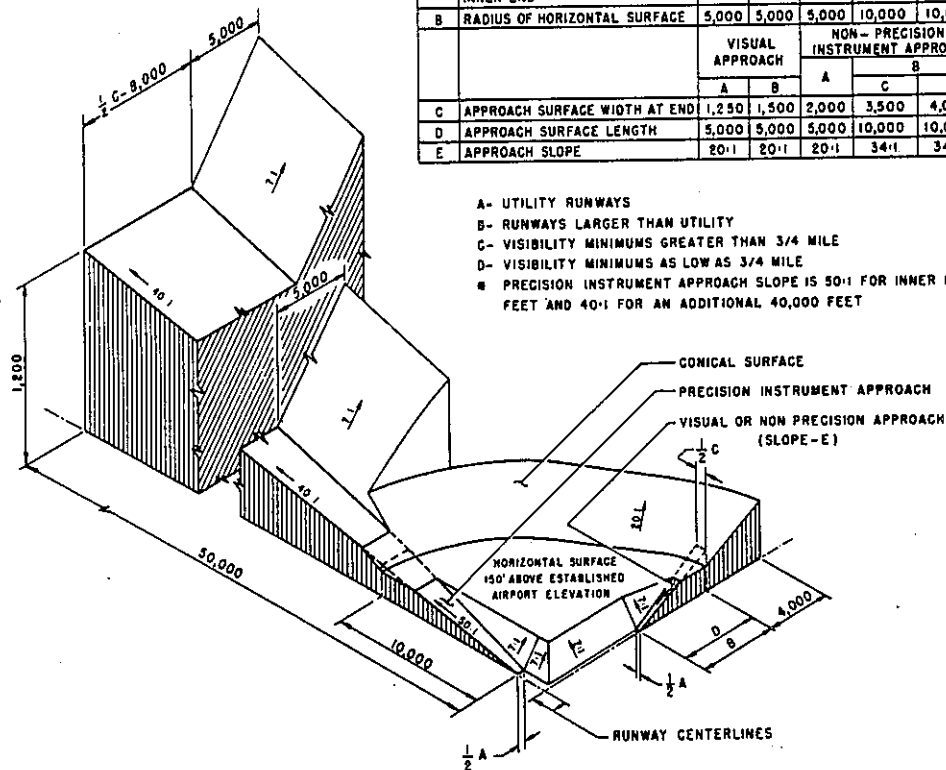
A(V) Utility runway - visual approach only
A(NP) Utility runway - nonprecision instrument approach
B(V) Nonutility runway - visual approach only
C Nonutility runway - nonprecision instrument
 approach with visibility minimums greater than
 3/4 mile
D Nonutility runway- nonprecision instrument approach
 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	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

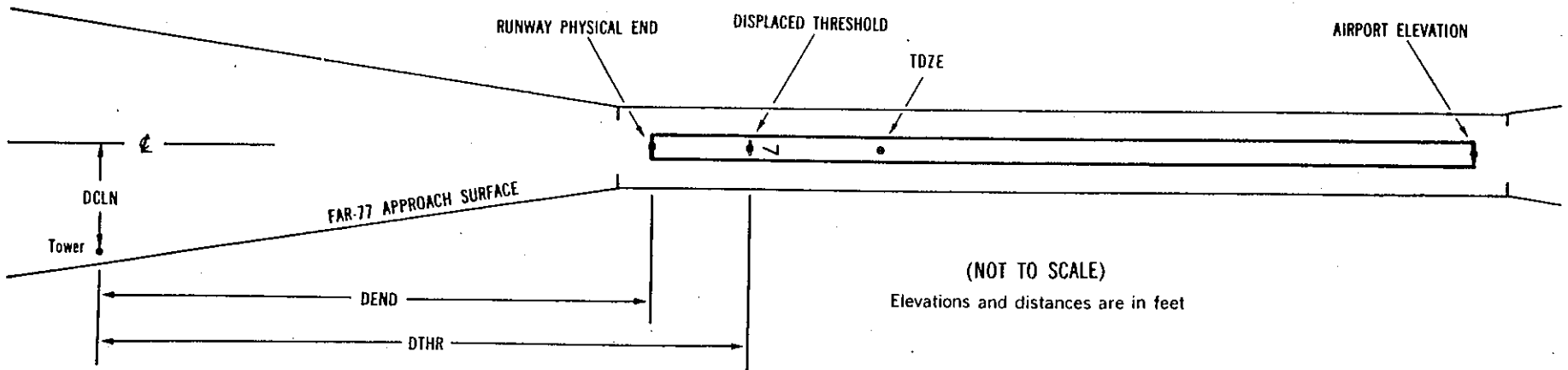
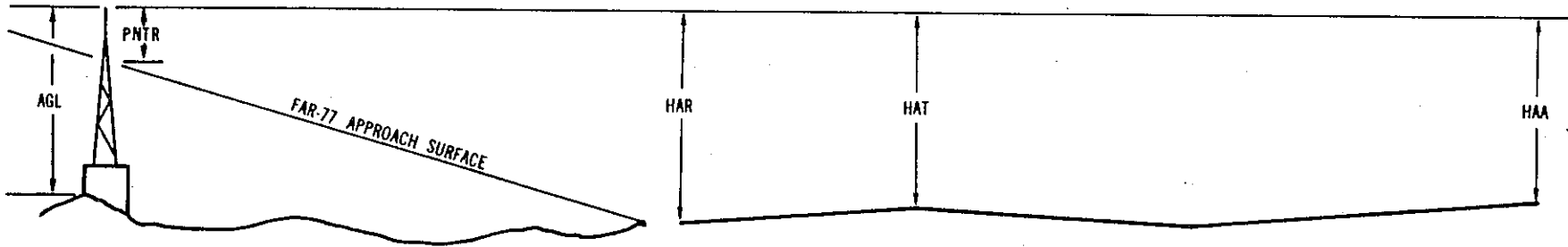
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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 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 Vertical
 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 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0742

AIRPORT ELEVATION 660

13 C 655/ 660 324114.353 -965235.133 3150431.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON BLAST FENCE	324030.83	-965138.10	1A	658		3	-2	-2	-6556		346L	12
SIGN	324031.03	-965141.42	1A	649		-6	-11	-11	-6341		159L	2
TREE	324031.63	-965152.93	1A	675		20	15	15	-5604		495R	25
ROD ON OL GLIDE SLOPE	324033.12	-965151.88	1A	695		40	35	35	-5561		325R	44
OL WINDSOCK	324054.45	-965203.98	1A	683		28	23	23	-3304		465L	25
TREE	324051.51	-965215.93	1A	683		28	23	23	-2793		468R	24
TREE	324057.51	-965223.24	1A	688		33	28	28	-1922		482R	28
TREE	324059.56	-965222.54	1A	676		21	16	16	-1819		294R	16
TREE	324102.67	-965226.01	1A	668		13	8	8	-1387		282R	9
TREE	324105.69	-965231.10	1A	670		15	10	10	-863		374R	13
OL ON BLAST FENCE	324114.42	-965228.83	1A	668		13	8	8	-376		386L	12
FENCE CORNER	324117.94	-965245.03	1A	671		16	11	11	854		343R	-3
TREE	324117.81	-965246.60	1A	694		39	34	34	939		448R	17
OL ON LOCALIZER	324121.38	-965243.42	1A	666		11	6	6	1003		OR	-13
TREE	324121.63	-965249.89	1A	689		34	29	29	1411		373R	-2
TREE	324127.10	-965246.83	1A	690		35	30	30	1618		202L	-7
POLE	324124.47	-965253.48	1A	694		39	34	34	1832		388R	-9
POLE	324128.03	-965250.71	1A	691		36	31	31	1919		34L	-15
TREE	324129.86	-965306.71	1A	732		77	72	72	3015		804R	-6

31 PIR 646/ 658 324029.156 -965141.837 1350459.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON BLAST FENCE	324114.42	-965228.83	1A	668		22	10	8	-6075		386R	12
TREE	324105.69	-965231.10	1A	670		24	12	10	-5587		374L	13
TREE	324102.67	-965226.01	1A	668		22	10	8	-5064		282L	9
TREE	324059.56	-965222.54	1A	676		30	18	16	-4632		294L	16
TREE	324057.51	-965223.24	1A	688		42	30	28	-4528		482L	28
TREE	324051.51	-965215.93	1A	683		37	25	23	-3657		468L	24
OL WINDSOCK	324054.45	-965203.98	1A	683		37	25	23	-3147		465R	25
ROD ON OL GLIDE SLOPE	324033.12	-965151.88	1A	695		49	37	35	-889		325L	44

AIRPORT ELEVATION 660

31 PIR 646/ 658 324029.156 -965141.837 1350459.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	324031.63	-965152.93	1A	675		29	17	15	-846		495L	25
SIGN	324031.03	-965141.42	1A	649		3	-9	-11	-110		159R	2
OL ON BLAST FENCE	324030.83	-965138.10	1A	658		12	0	-2	106		346R	12
ROAD (N)	324024.98	-965136.93	1A	649		3	-9	-11	595		1L	-5
POLE	324026.25	-965130.85	1A	661		15	3	1	871		458R	2
OL ON POLE	324024.54	-965132.38	1A	661		15	3	1	901		243R	1
OL ON POLE	324021.10	-965135.46	1A	655		9	-3	-5	961		189L	-6
SIGN	324015.07	-965135.71	1A	662		16	4	2	1378		634L	-8
TREE	324014.81	-965123.91	1A	670		24	12	10	2109		62R	-14
FLOODLIGHT POLE	323834.80	-964932.35	1A	811		165	153	151	15999		318L	-180

35 C 659/ 659 324031.279 -965200.527 1800718.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	324107.67	-965158.58	1A	653		-6	-6	-7	-3678		159R	1
TREE	324024.84	-965204.11	1A	669		10	10	9	651		305L	-3
OL ON POLE	324023.29	-965203.47	1A	672		13	13	12	808		250L	-5

17 C 651/ 658 324108.883 -965200.433 718.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	324107.67	-965158.58	1A	653		2	-5	-7	-123		159L	1
TREE	324115.92	-965203.92	1A	664		13	6	4	710		299R	-2
TREE	324117.42	-965156.32	1A	671		20	13	11	864		349L	0
TREE	324117.46	-965158.44	1A	672		21	14	12	867		168L	1
TREE	324119.24	-965156.83	1A	675		24	17	15	1047		306L	-1
TREE	324121.06	-965158.33	1A	670		19	12	10	1231		177L	-11

AIRPORT ELEVATION 660

17 C 651/ 658 324108.883 -965200.433 718.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TRANSMISSION TOWER	324157.40	-965208.40	1A	726		75	68	66	4902		691R	-63
TRANSMISSION TOWER	324157.52	-965154.41	1A	710		59	52	50	4916		504L	-80

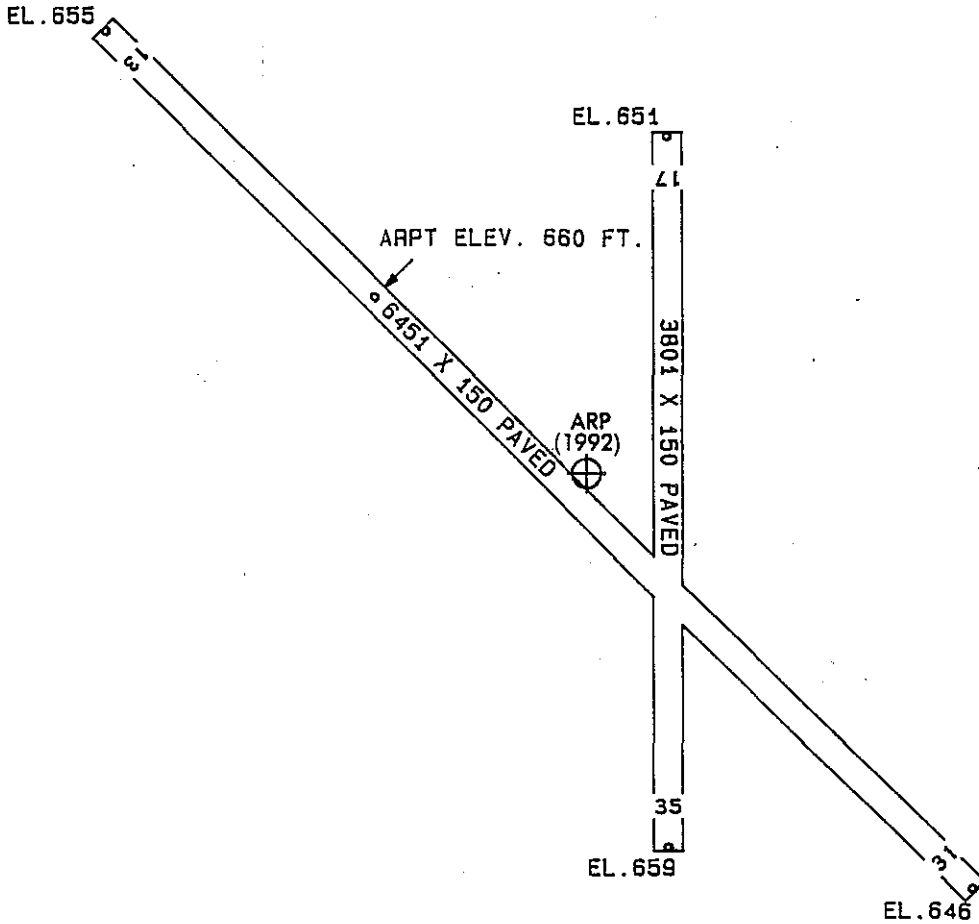
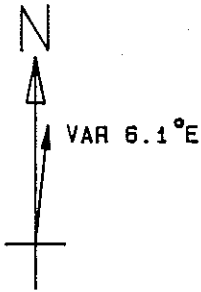
AIRPORT ELEVATION 660

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ARP	324051.135	-965205.516						
OL ANEMOMETER	324049.01	-965215.48	1A	689		29	24945	878
ANTENNA AND APBN ON ATCT	324050.71	-965154.01	1A	708		48	8624	985
TREE	324101.31	-965206.50	1A	693		33	34912	1032
OL ON HANGAR	324054.94	-965153.89	1A	699		39	6243	1065
ROD ON OL HANGAR	324059.73	-965154.25	1A	699		39	4149	1297
OL RTR ANTENNA (N 1 of 4)	324037.77	-965216.09	1A	727		67	20740	1625
OL RTR ANTENNA	324036.69	-965215.14	1A	727		67	20317	1676
OL RTR ANTENNA	324037.23	-965216.85	1A	727		67	20828	1706
OL RTR ANTENNA	324036.20	-965215.82	1A	727		67	20410	1747
ANTENNA ON HANGAR	324042.64	-965143.74	1A	694		34	10839	2049
TREE	324030.17	-965206.60	1A	679		19	17624	2120
TREE	324113.18	-965204.98	1A	679		19	35504	2228
OL ON POLE	324041.36	-965142.11	1A	692		32	11009	2231
TREE	324114.18	-965203.97	1A	671		11	35708	2332
TREE	324110.51	-965220.60	1A	680		20	32032	2345
TREE	324029.77	-965151.56	1A	681		21	14458	2466
TREE	324116.26	-965204.78	1A	672		12	35519	2540
TREE	324027.67	-965154.16	1A	702		42	15138	2562
TREE	324026.65	-965155.26	1A	699		39	15423	2625
TREE	324118.50	-965155.70	1A	675		15	1046	2890
TREE	324022.66	-965155.85	1A	685		25	15752	2994
WINDSOCK	324037.78	-965132.51	1A	674		14	10927	3127
OL ON BUILDING	324041.48	-965129.18	1A	710		50	10119	3255
TREE	324109.12	-965237.36	1A	666		6	29738	3272
OL ON BUILDING	324037.78	-965127.67	1A	712		52	10632	3504
TREE	324110.39	-965241.76	1A	697		37	29602	3657
SIGN	324028.42	-965128.72	1A	678		18	12001	3893
TREE	324121.58	-965234.55	1A	677		17	31500	3953
STACK ON BUILDING	324116.86	-965252.07	1A	706		46	29703	4752
RADIO MAST	324112.25	-965335.28	1B	826		166	27927	7962
OL ON TANK	323946.13	-965305.87	1B	811		151	21202	8353
ROD ON OL FLOODLIGHT	323923.12	-965235.81	1B	837		177	19008	9263
ROD ON OL FLOODLIGHT	323919.21	-965230.14	1B	848		188	18639	9525
ROD ON OL FLOODLIGHT	323921.19	-965246.99	1B	850		190	19512	9756
OL ON BUILDING	324143.49	-965349.46	1B	796		136	29441	10339

AIRPORT ELEVATION 660

ARP 324051.135 -965205.516

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
POLE	323943.61	-965341.26	1B	848		188	22404	10655
POLE	323943.61	-965350.33	2C	856		196	22636	11262
OL ON TANK	324006.00	-965412.96	2C	879		219	24111	11809
ANTENNA ON OL TANK	324033.76	-965428.72	2C	906		246	25544	12364
ANTENNA	323957.75	-965425.81	2C	904		244	23941	13148
ANT ON OL RADIO MAST	323818.55	-965153.91	2A	1025	311	365	17013	15451



TOUCHDOWN ZONE RUNWAY ELEVATION	
13	660
31	658
35	659
17	658

REDBIRD AIRPORT
 DALLAS, TEXAS
 (NOT TO SCALE)