

OBSTRUCTION DATA SHEET

**ODS 423
TONOPAH AIRPORT
TONOPAH, NEVADA**

DIGITIZED FROM

**OC 423
SURVEYED MARCH 1992
4TH EDITION**

**HORIZONTAL DATUM NAD83
VERTICAL DATUM NGVD29**



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THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
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ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport Obstruction Charts - Obstruction Data Sheets," for possible corrections. National Oceanic and Atmospheric Administration (NOAA) publications are available through NOAA Distribution 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.

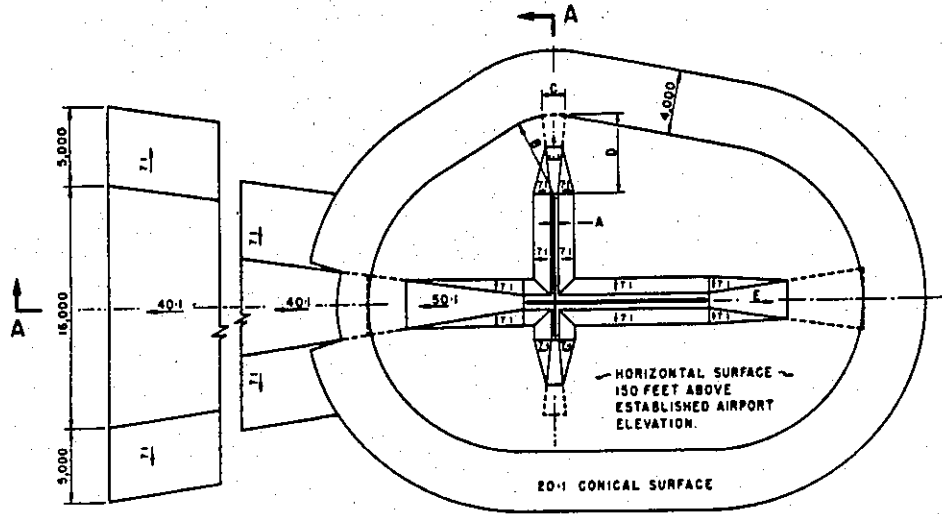
ODS information is arranged as follows:

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:

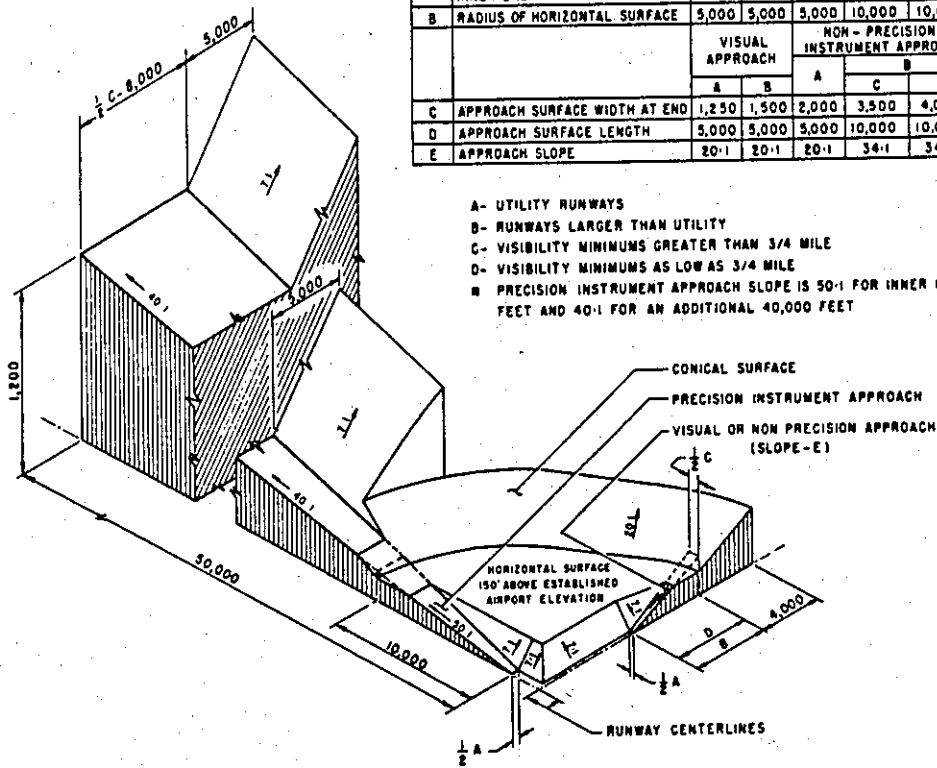
- A(V) Utility runway - visual approach only
- A(NP) Utility runway - nonprecision instrument approach
- B(V) Nonutility runway - visual approach only
- C Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D Nonutility runway- nonprecision instrument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

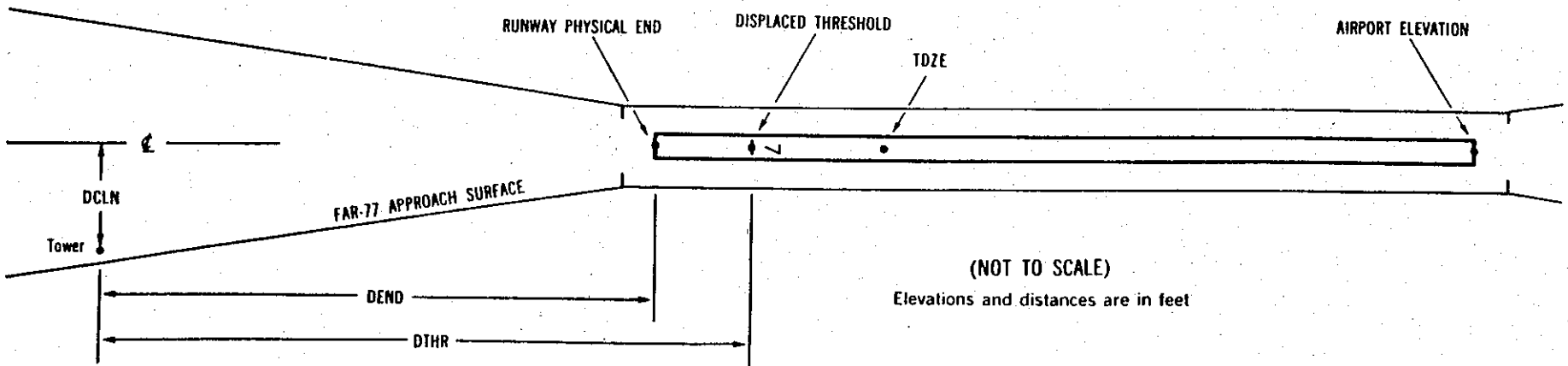
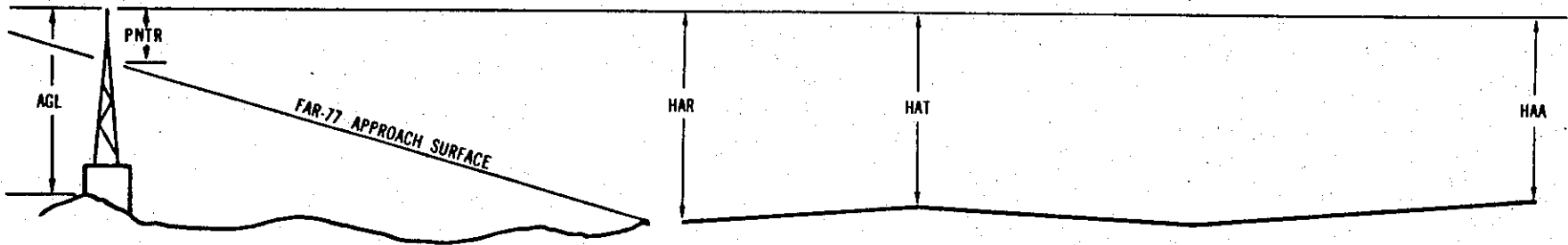
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x¹ x² XXXX/XXXX³ XXXXXX.XXX⁴ XXXXXXXX.XXX⁴ XXXXXXXX⁵ XXXX/XXXX⁶ XXXXXX.XXX⁷ XXXXXXXX.XXX⁷

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 displace 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 displace 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).

AIRPORT ELEVATION 5426

15 AV 5426/5426 380403.120 -1170533.801 1645806.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	380424.37	-1170540.98	1A	5452		26	26	26	2225		3L	-75
POLE	380438.99	-1170549.85	1A	5485		59	59	59	3837		298R	-123

33 AV 5392/5406 380254.758 -1170510.586 3445820.

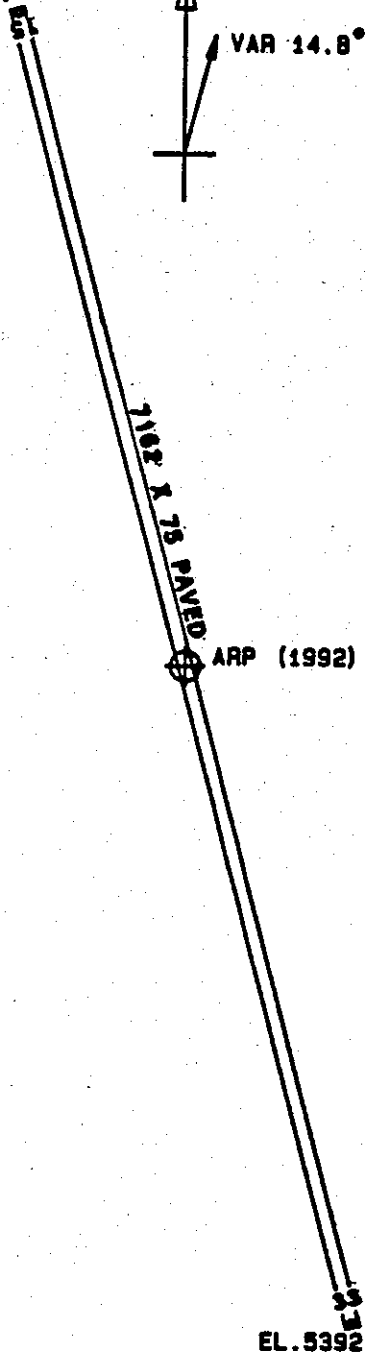
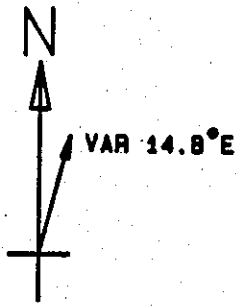
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BRUSH	380252.19	-1170508.67	1A	5394		2	-12	-32	290		81R	-2
ROAD (N)	380232.52	-1170507.16	1A	5394		2	-12	-32	2244		318L	-100

AIRPORT ELEVATION 5426

ARP 380328.939 -1170522.192

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON LIGHTED WINDSOCK	380340.23	-1170514.82	1A	5438		12	1230	1286
LIGHTED WIND TETRAHEDRON	380341.21	-1170516.80	1A	5430		4	420	1314
BRUSH	380341.98	-1170528.85	1A	5420		-6	32314	1423
POLE	380315.70	-1170536.79	1B	5436		10	20616	1777
HANGAR	380310.95	-1170535.69	1B	5454		28	19553	2116
OL TOWER	380332.47	-1170549.18	1B	5494		68	26435	2188
PYLON	380351.82	-1170523.80	1A	5450		24	34201	2318
WINDSOCK	380354.01	-1170528.26	1A	5446		20	33422	2582
WINDSOCK	380303.83	-1170516.09	1A	5420		-6	15419	2586
ROD ON OL AIRPORT BEACON	380347.36	-1170547.15	1B	5475		49	29813	2730
BRUSH	380358.35	-1170534.21	1A	5428		2	32717	3127
POLE	380359.59	-1170538.33	1A	5442		16	32236	3358
PYLON	380251.07	-1170503.22	1A	5418		-8	14335	4120
POLE	380440.41	-1170537.01	1B	5485		59	33553	7326

ARPT ELEV. 5426 FT.



TOUCHDOWN ZONE
RUNWAY ELEVATION

15	5426
33	5406

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(NOT TO SCALE)