

OBSTRUCTION DATA SHEET

**ODS 5317
MOUNT VERNON - OUTLAND AIRPORT
MOUNT VERNON, ILLINOIS**

DIGITIZED FROM

**OC 5317
SURVEYED OCTOBER 1991
6TH 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:

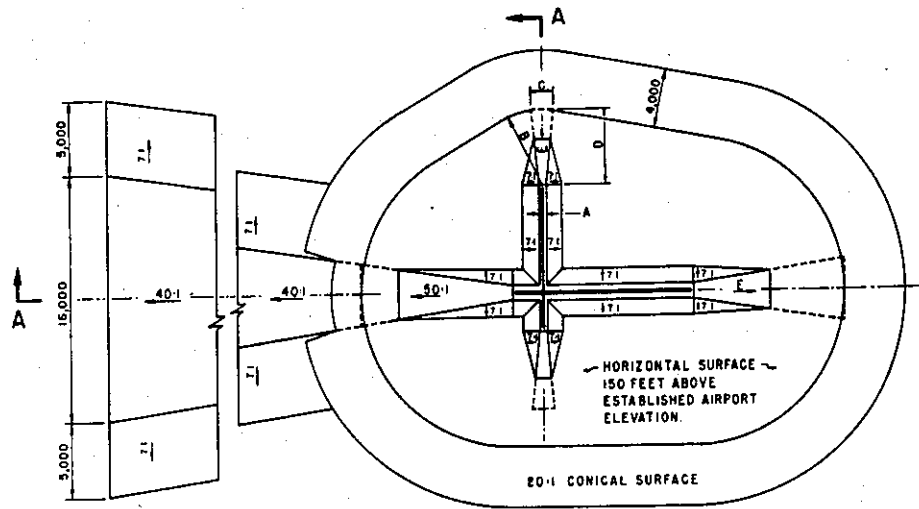
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

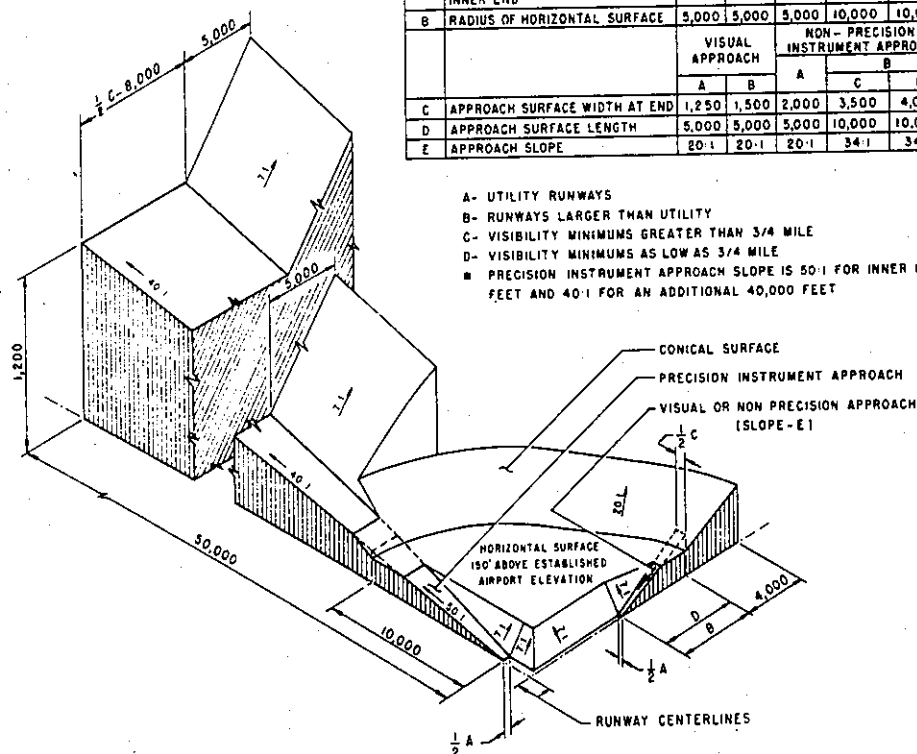
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	C	D	
D	APPROACH SURFACE LENGTH	1,250	1,500	2,000	3,500	4,000	16,000
E	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

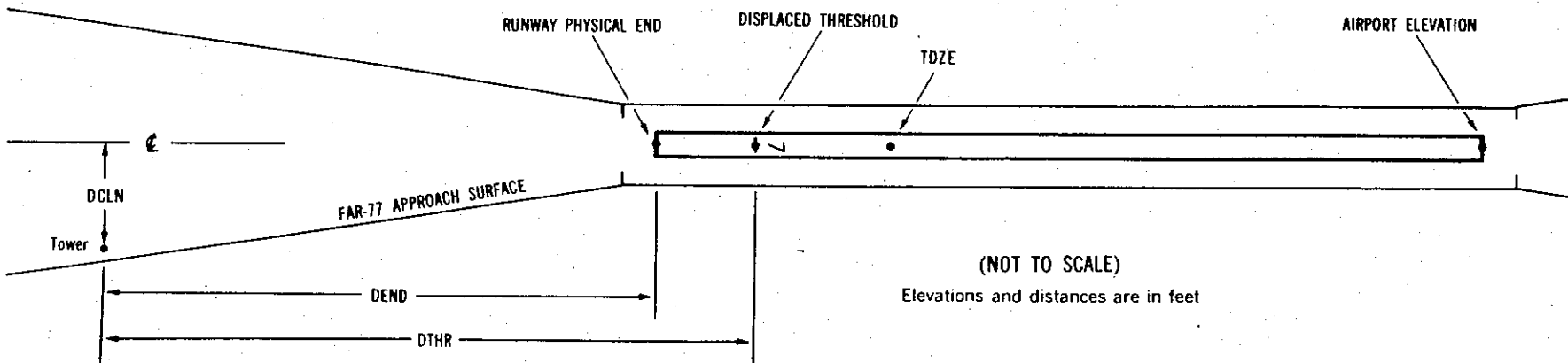
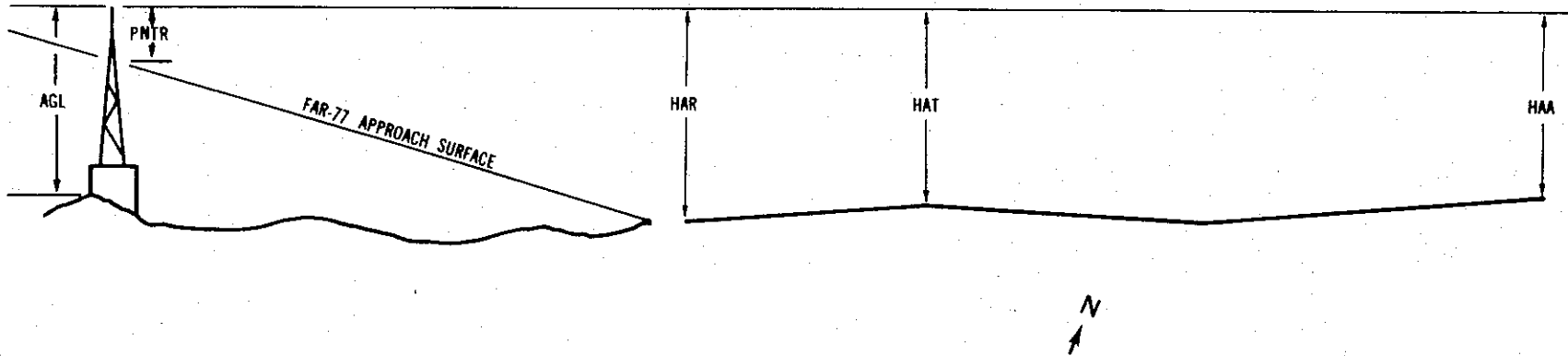
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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



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).

OC5317

AIRPORT ELEVATION 480

5 C 467/ 381903.960N 08852 0.086W 2300317 468/469 381908.866N 0885152.650W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	381942.20	0885109.92	1A	513		46	44	33	-5549	-4776	399L	43
REIL	381907.84	0885151.56	1A	470		3	1	-10	-773	0	135R	2
REIL	381909.89	0885153.74	1A	468		1	-1	-12	-773	0	135L	-1
POST	381905.74	0885154.68	1A	469		2	0	-11	-446	327	138R	1
ROAD (N)	381900.13	0885156.22	1A	478		11	9	-2	12	785	495R	11
ROAD (N)	381859.75	0885159.32	1A	479		12	10	-1	226	999	366R	11
RAILROAD	381858.67	0885158.37	1A	485		18	16	5	238	1012	498R	17
FENCEPOST	381905.35	0885206.33	1A	476		9	7	-4	291	1064	427L	6
ANTENNA ON BUILDING	381901.34	0885207.43	1A	479		12	10	-1	619	1392	172L	-1
TREE	381851.36	0885216.11	1A	524		57	55	44	1797	2570	157R	10
TREE	381851.43	0885221.10	1A	520		53	51	40	2098	2871	104L	-3
TREE	381853.09	0885227.12	1A	539		72	70	59	2358	3131	541L	9

OC5317

AIRPORT ELEVATION 480

23 PIR 468/471 381945.197N 0885057.572W 0500356

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	381900.13	0885156.22	1A	478		10	7	-2	-6510		495L	11
POST	381905.74	0885154.68	1A	469		1	-2	-11	-6052		138L	1
REIL	381907.84	0885151.56	1A	470		2	-1	-10	-5725		135L	2
REIL	381909.89	0885153.74	1A	468		0	-3	-12	-5725		135R	-1
OL ON GLIDE SLOPE	381942.20	0885109.92	1A	513		45	42	33	-949		399R	43
POLE	381958.27	0885050.25	1A	492		24	21	12	1296		640R	2
POLE	381958.56	0885047.32	1A	492		24	21	12	1494		512R	-2
TREE	381959.54	0885046.37	1A	523		55	52	43	1616		540R	27
TREE	382013.63	0885033.65	1A	556		88	85	76	3308		982R	26
TREE	382002.40	0885021.36	1A	566		98	95	86	3330		517L	35
TREE	382006.72	0885020.54	1A	575		107	104	95	3660		225L	38
TREE	382012.40	0885016.48	1A	584		116	113	104	4277		9R	34
TREE	382016.60	0885018.12	1A	596		128	125	116	4449		418R	43
TREE	382021.72	0885020.61	1A	602		134	131	122	4630		943R	45
TREE	382019.63	0885011.62	1A	607		139	136	127	5044		321R	42

15 A(V) 480/480 381935.936N 0885143.330W 3295942

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	381940.89	0885149.22	1A	506		26	26	26	669		156R	3
TREE	381944.54	0885147.74	1A	540		60	60	60	929		131L	24
TREE	381947.05	0885148.29	1A	573		93	93	93	1171		220L	44
TREE	381951.18	0885158.92	1A	585		105	105	105	1957		305R	17
TREE	381952.45	0885158.72	1A	582		102	102	102	2060		226R	9

OC5317

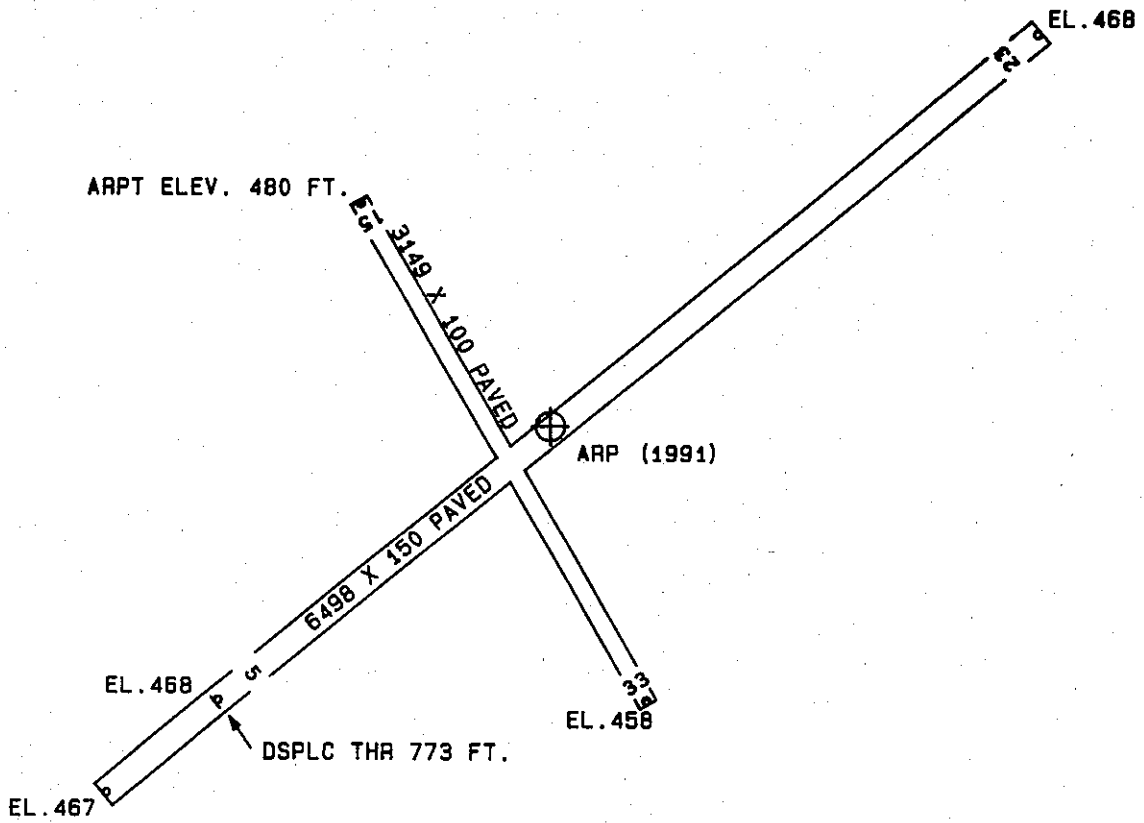
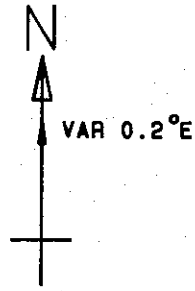
AIRPORT ELEVATION 480

33 A(V) 458/479 381908.977N 0885123.571W 1495954

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	381904.15	0885120.08	1A	472		14	-7	-8	562		3L	-4
RAILROAD	381903.00	0885121.49	1A	479		21	0	-1	607		159L	1
TREE	381902.67	0885119.61	1A	488		30	9	8	710		46L	4
TREE	381850.98	0885110.63	1A	529		71	50	49	2093		17L	-24

ARP 381923.886N 0885130.339W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
OL ON LIGHTED WINDSOCK	381914.38	0885131.89	1A	487		7	187	8	969
ANTENNA	381919.79	0885116.23	1A	518		38	110	2	1198
POST	381917.65	0885149.58	1A	481		1	247	26	1658
ANTENNA ON OL APBN	381905.19	0885138.54	1A	517		37	198	52	2001
POST	381914.27	0885155.11	1A	473		-7	243	34	2201
TREE	381944.30	0885142.45	1A	560		80	334	45	2279
TREE	381940.78	0885150.01	1A	551		71	317	17	2319
TREE	381941.06	0885150.98	1A	555		75	316	23	2393
TREE	381944.20	0885114.02	1A	556		76	32	7	2432
TREE	381903.51	0885112.83	1A	527		47	145	43	2489
TREE	381856.28	0885120.18	1A	508		28	163	38	2908
TREE	381908.31	0885208.11	1A	542		62	242	11	3397
TREE	381951.24	0885103.14	1A	524		44	37	52	3515
TREE	381908.24	0885211.43	1A	555		75	244	1	3637
TREE	381958.97	0885057.46	1A	547		67	36	14	4411
TREE	381901.33	0885223.04	1A	528		48	241	18	4780
TREE	381859.05	0885222.76	1A	517		37	238	47	4875
ANTENNA	381953.42	0885025.77	1A	547		67	59	39	5950
TREE	382044.89	0885212.67	1B	631		151	337	26	8862
TREE	382114.90	0885157.03	2C	652		172	349	5	11429
OL ON WATER TANK	381848.28	0885400.43	1B	661		181	253	3	12493



TOUCHDOWN ZONE
RUNWAY ELEVATION

5	469
23	471
15	480
33	479

MT VERNON - OUTLAND AIRPORT

MT VERNON, ILLINOIS

(NOT TO SCALE)