

OBSTRUCTION DATA SHEET

**ODS 5349
KENDALL - TAMiami EXECUTIVE AIRPORT
MIAMI, FLORIDA**

DIGITIZED FROM

**OC 5349
SURVEYED JANUARY 1990
7TH 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:

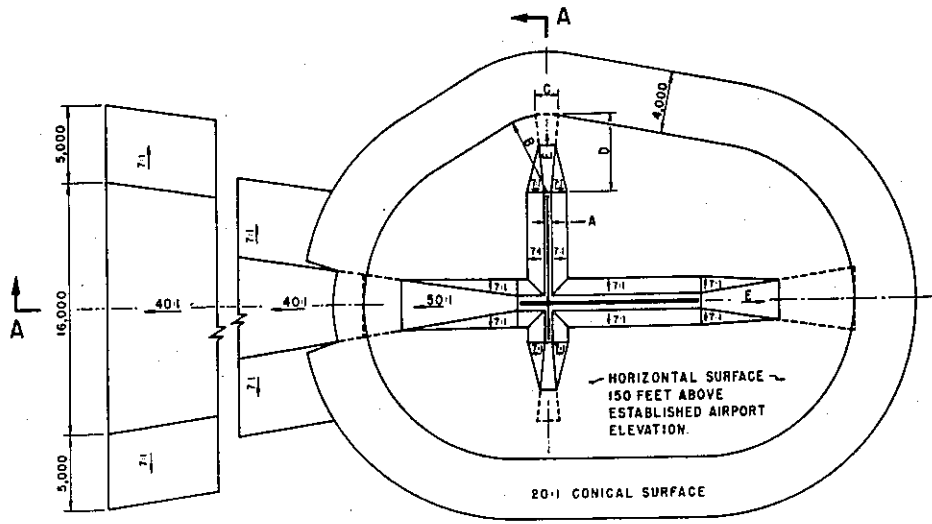
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

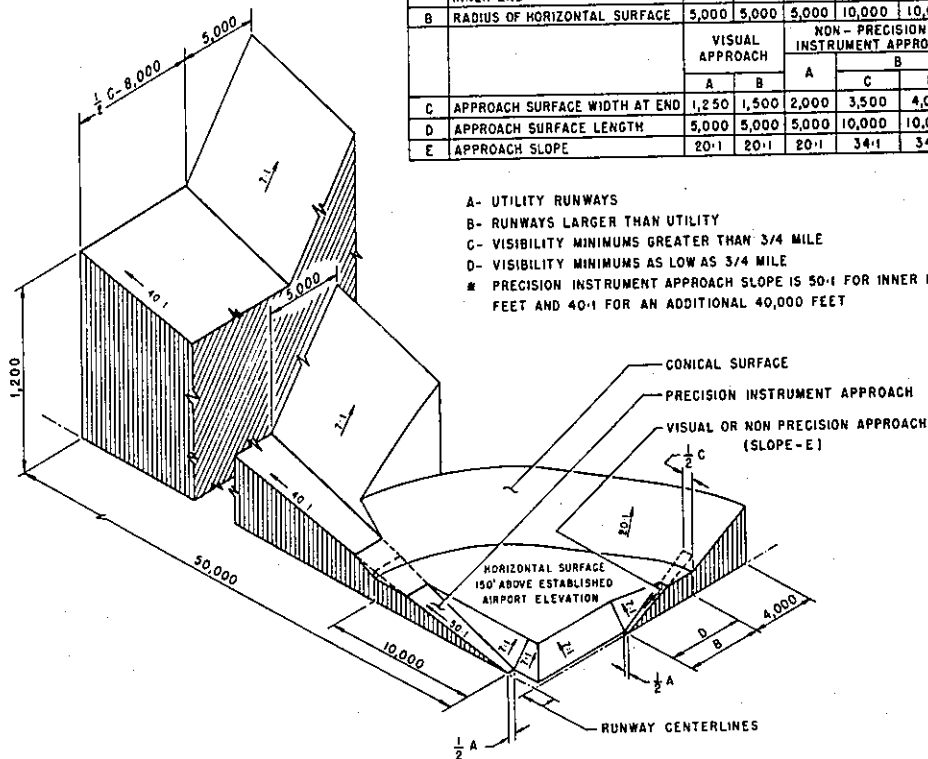
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
D	APPROACH SURFACE LENGTH	1,250	1,500	2,000	3,500	4,000	16,000
E	APPROACH SURFACE SLOPE	50:1	50:1	50:1	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

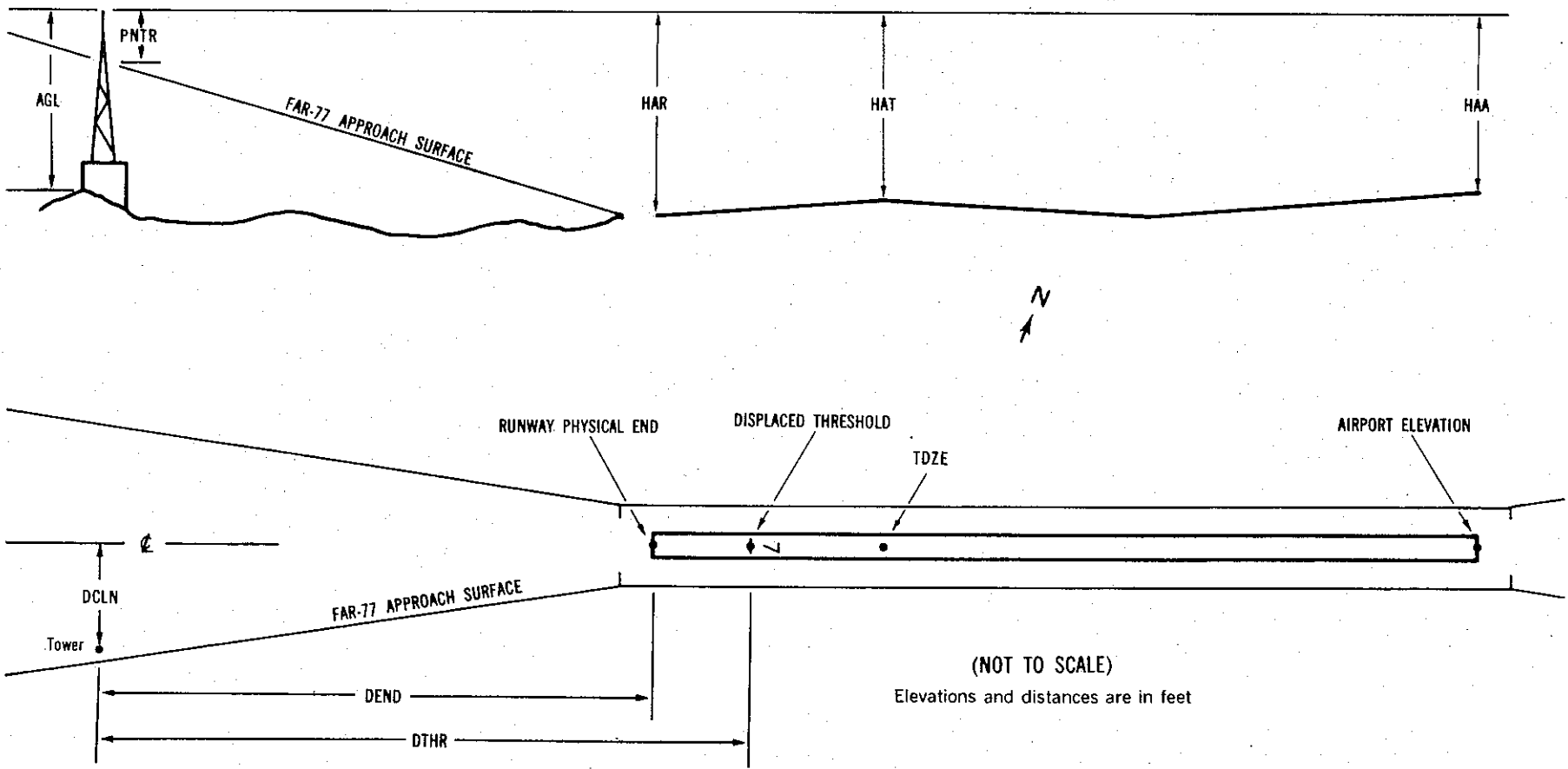
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXX 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	XXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXX	XXXX	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).

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AIRPORT ELEVATION 10

9L SUPLC 9/9 253908.112N 0802625.096W 2671902

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
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*** NO OBSTRUCTIONS ***

27R SUPLC 9/9 253910.427N 0802530.501W 0871926

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANTENNA ON BUILDING	253913.84	0802512.12	1A	23		14	14	13	1696		266R	-30

9R PIR 9/10 253833.535N 0802617.826W 2671928

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	253837.67	0802522.97	1A	11		2	1	1	-5035		183L	1
ROD ON GLIDE SLOPE	253830.81	0802606.20	1A	51		42	41	41	-1050		324R	42
OL WINDSOCK	253835.89	0802615.17	1A	36		27	26	26	-254		227L	27
TREE	253835.56	0802648.01	1A	38		29	28	28	2750		333L	-22
TRANSMISSION POLE	253823.04	0802652.37	1A	82		73	72	72	3208		911R	13

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AIRPORT ELEVATION 10

27L SUPLC 10/10 253835.844N 0802523.260W 0871952

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WINDSOCK	253835.89	0802615.17	1A	36		26	26	26	-4746		227R	27
ROD ON GLIDE SLOPE	253830.81	0802606.20	1A	51		41	41	41	-3950		324L	42
SIGN	253837.67	0802522.97	1A	11		1	1	1	35		183R	1
OL LOCALIZER	253836.67	0802503.78	1A	17		7	7	7	1784		0L	-40
ANTENNA ON BUILDING	253839.17	0802503.81	1A	25		15	15	15	1793		252R	-32
TREE	253842.36	0802454.98	1A	84		74	74	74	2616		537R	3

13 A(V) 9/9 253900.678N 0802627.658W 3072043

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	253901.97	0802629.44	1A	10		1	1	0	208		5L	1
ROAD (N)	253916.05	0802644.00	1A	23		14	14	13	2130		327L	-83

31 A(V) 9/9 253836.635N 0802552.901W 1272058

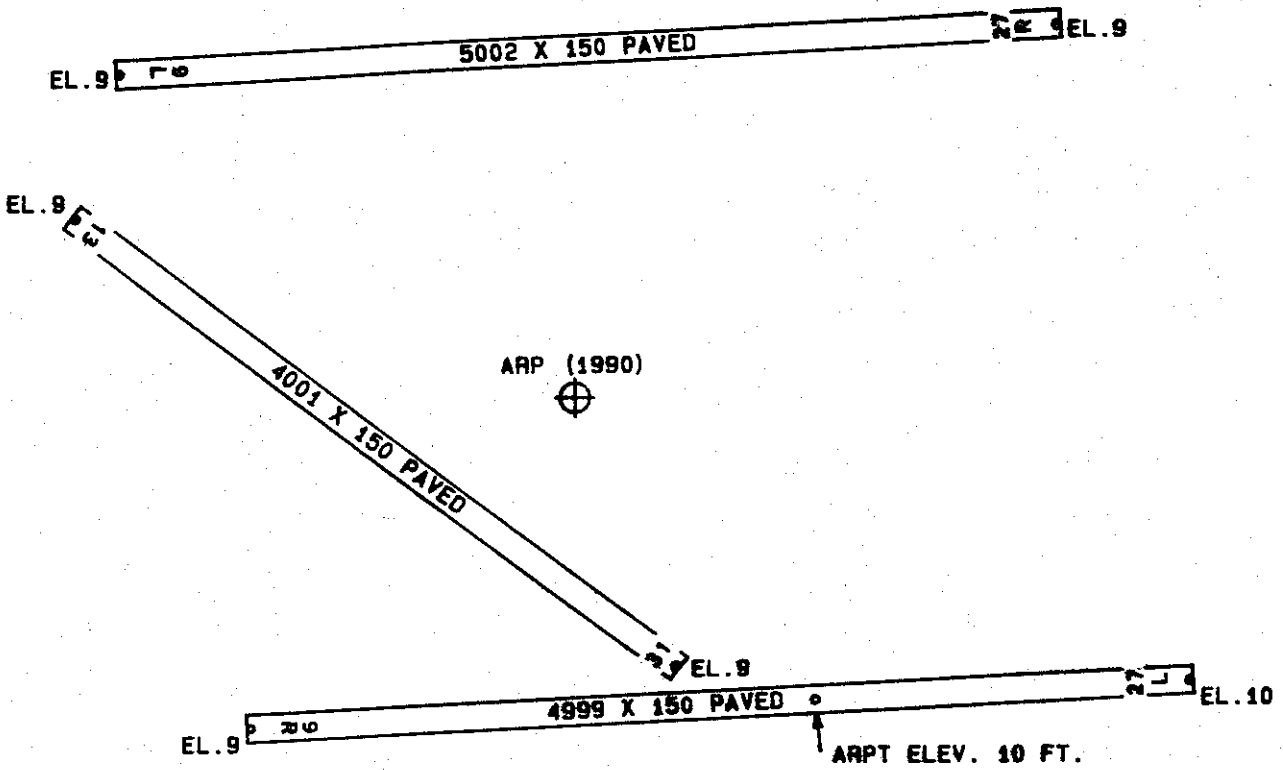
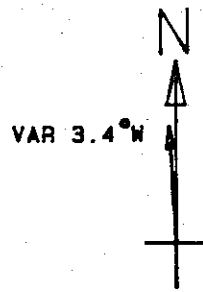
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	253901.97	0802629.44	1A	10		1	1	0	-4209		5R	1
TREE	253825.52	0802535.96	1A	45		36	36	35	1913		48R	-50
TREE	253825.59	0802532.71	1A	46		37	37	36	2146		235R	-60

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AIRPORT ELEVATION 10

ARP 253851.033N 0802558.775W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANTENNA ON OL ATCT	253853.39	0802557.52	1A	113		103	29 12	264
ROD ON OL ROTATING ANTENNA	253900.90	0802557.89	1A	57		47	8 3	999
OL ON ANEMOMETER	253840.94	0802610.33	1A	41		31	229 28	1469
TREE	253847.90	0802616.20	1A	39		29	262 10	1625
TREE	253850.84	0802620.94	1A	34		24	272 52	2028
OL WINDSOCK	253902.43	0802619.31	1A	33		23	304 52	2203
TREE	253840.62	0802621.43	1A	39		29	246 31	2325
TREE	253912.34	0802610.19	1A	45		35	337 30	2391
TREE	253915.01	0802608.10	1A	80		70	343 59	2567
TREE	253911.72	0802620.10	1A	39		29	320 20	2858
POLE	253824.50	0802545.95	1A	70		60	159 44	2925
TREE	253840.23	0802628.87	1A	43		33	251 48	2962
TREE	253858.42	0802631.79	1A	47		37	287 16	3112
TREE	253911.72	0802627.11	1A	46		36	312 15	3330
OL ON TOWER	253912.47	0802629.40	1A	64		54	311 5	3541
TREE	253843.39	0802509.47	1A	80		70	103 6	4578
TREE	253843.93	0802504.93	1A	76		66	101 40	4979
TRANSMISSION POLE	253822.73	0802648.53	1A	81		71	241 18	5376
ANTENNA ON MICROWAVE MAST	253721.78	0802432.86	1B	158		148	142 17	11959
ANT ON OL TWR ON BUILDING	253659.98	0802400.71	2A	301	291	291	139 27	15572
ANTENNA ON OL MAST	253752.45	0802308.02	2A	283	273	273	114 7	16709
ROD ON OL RADIO TOWER	253724.16	0802321.50	2A	323	313	313	124 45	16856



TOUCHDOWN ZONE RUNWAY ELEVATION	
9L	9
27R	9
9R	10
27L	10
13	9
31	9

KENDALL - TAMIAAMI EXECUTIVE AIRPORT
 MIAMI, FLORIDA
 (NOT TO SCALE)