OBSTRUCTION DATA SHEET

ODS 5733
EAGLE CREEK AIRPARK
INDIANAPOLIS, INDIANA

DIGITIZED FROM

OC 5733
SURVEYED SEPTEMBER 1991
2ND EDITION

ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport
Obstruction Charts - Obstruction Data Sheets," for possible
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(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 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.
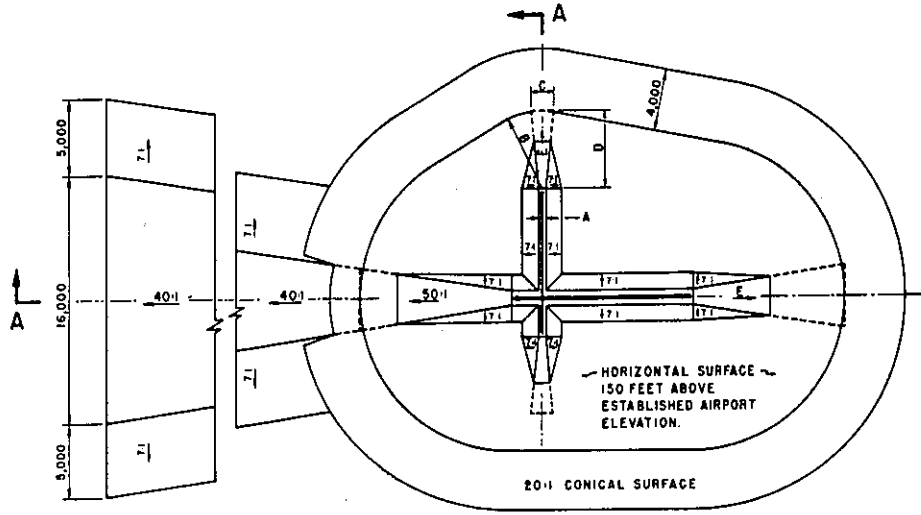
ODS information is arranged as follows:

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
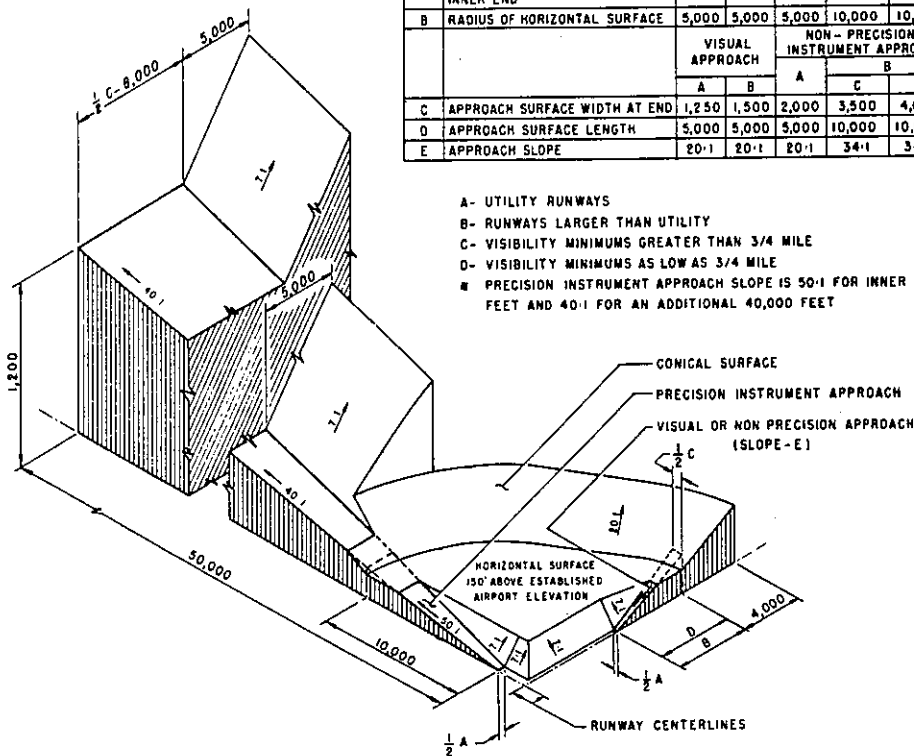SUPLC ... Supplemental C underlying a B(V)

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.

A

5,000

7·1

16,000

A

40·1   40·1   50·1

5,000

7·1

5,000

7·1

C
4,000
D
A
74·1 7·1   17·1   17·1
E
17·1   17·1

HORIZONTAL SURFACE
150 FEET ABOVE
ESTABLISHED AIRPORT
ELEVATION.

20·1 CONICAL SURFACE

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
					B		
		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
					B		
		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
∗ PRECISION INSTRUMENT APPROACH SLOPE IS 50·1 FOR INNER 10,000
   FEET AND 40·1 FOR AN ADDITIONAL 40,000 FEET

½ C=8,000
5,000
7·1
40·1
5,000
1,200

50,000

40·1

HORIZONTAL SURFACE
150' ABOVE ESTABLISHED
AIRPORT ELEVATION
50·1
10,000

CONICAL SURFACE
PRECISION INSTRUMENT APPROACH
VISUAL OR NON PRECISION APPROACH
(SLOPE-E)
½ C
20·1
4,000
D
B
½ A

½ A

RUNWAY CENTERLINES

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 XXXXXXX.XXX^4 XXXXXXX^5 XXXX/XXXX^6 XXXXXX.XXX^7 XXXXXXX.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	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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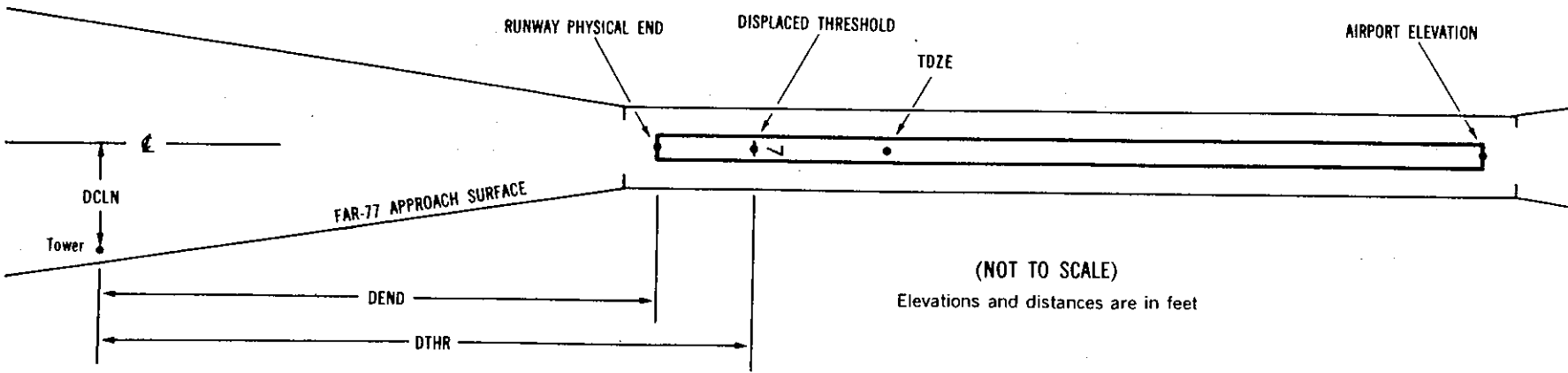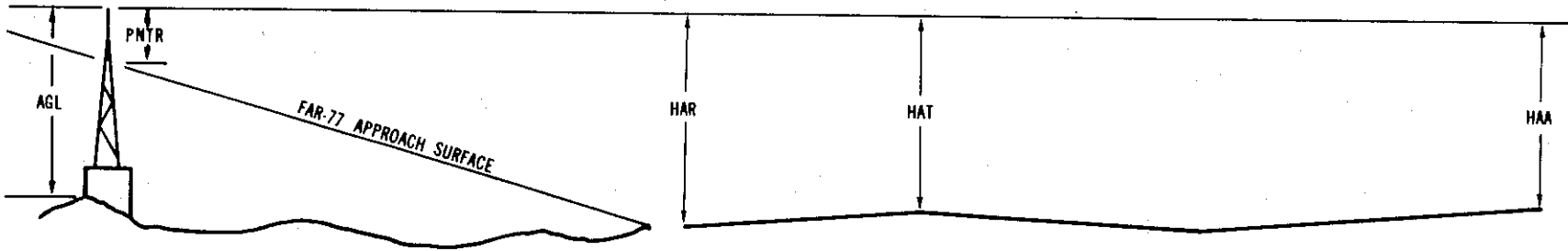
(NOT TO SCALE)

Elevations and distances are in feet

3

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).

OC5733

AIRPORT ELEVATION   823

3   A(V) 818/820   394931.699N   0861751.434W   2053218

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANTENNA ON BUILDING	394927.37	0861750.44	1A	828		10	8	5	362		259R	2
OL ON LOCALIZER	394928.39	0861753.49	1A	823		5	3	0	371		0R	-4
TREE	394924.57	0861759.64	1A	853		35	33	30	927		267L	-1
TREE	394918.94	0861757.91	1A	877		59	57	54	1383		101R	-1
TREE	394918.24	0861756.22	1A	886		68	66	63	1389		250R	9
TREE	394916.99	0861759.72	1A	881		63	61	58	1622		58R	-8
TREE	394913.94	0861758.36	1A	890		72	70	67	1854		287R	-11

21   A(NP) 823/823   395009.153N   0861728.223W   0253233

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	395016.14	0861728.17	1A	831		8	8	8	639		301R	-14
ROAD (N)	395016.07	0861721.17	1A	835		12	12	12	868		195L	-21

AIRPORT ELEVATION   823

ARP   394950.426N   0861739.829W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	394952.43	0861745.65	1A	888		65	296 30	497
TREE	394955.48	0861746.53	1A	915		92	316 44	731
TREE	394952.00	0861749.05	1A	906		83	284 54	737
TREE	394945.31	0861731.24	1A	911		88	130 4	846
TREE	394940.07	0861740.67	1A	884		61	185 59	1050
TREE	394940.47	0861734.41	1A	909		86	159 38	1092
TREE	394953.33	0861726.23	1A	911		88	76 56	1101
TREE	394937.99	0861739.89	1A	895		72	182 38	1259
TREE	394956.64	0861724.58	1A	903		80	64 32	1346
TREE	394935.34	0861739.53	1A	887		64	181 32	1527
SIGN	394934.63	0861744.56	1A	835		12	195 23	1641
TRANSMISSION TOWER	394953.43	0861713.84	1B	926		103	83 52	2050
OL ON LIGHTED WINDSOCK	394930.85	0861747.62	1A	838		15	199 27	2072
OL ON LIGHTED WINDSOCK	395007.48	0861724.70	1A	842		19	36 47	2090
AIRPORT BEACON	394929.64	0861746.10	1A	867		44	195 30	2160
FLAGPOLE	394928.58	0861747.90	1A	848		25	198 18	2298
POLE	395016.37	0861732.73	1A	860		37	14 19	2683
TREE	394927.89	0861801.21	1A	879		56	218 35	2825
POLE	394923.51	0861749.83	1A	848		25	198 23	2833
TRANSMISSION TOWER	394922.44	0861729.53	1B	942		119	166 34	2943
TREE	394925.74	0861801.78	1A	887		64	216 50	3029
TREE	395029.95	0861724.75	1A	897		74	18 48	4168

N

VAR 2.4°W

ARPT ELEV. 823 FT.

21

ARP (1991)

4200 X 75 PAVED

3

EL.818
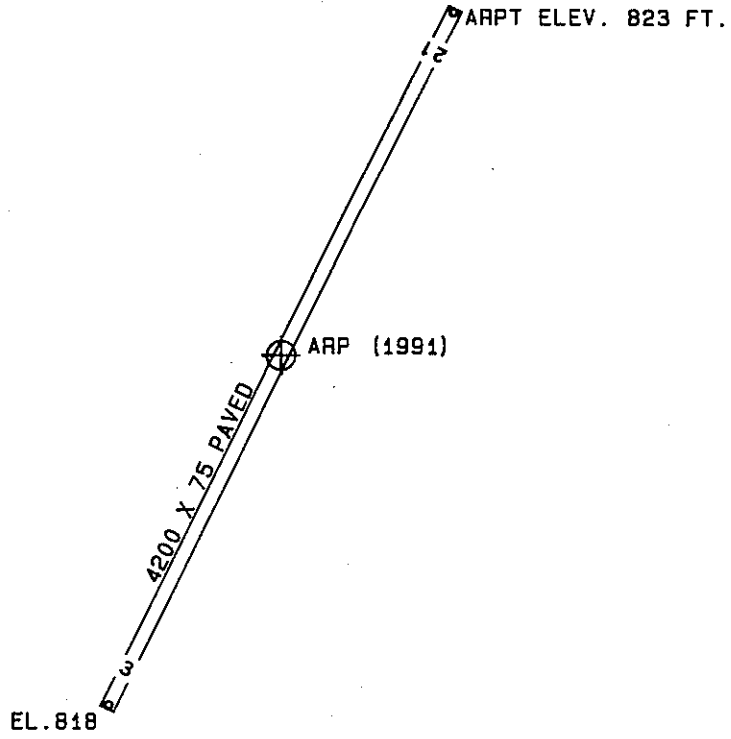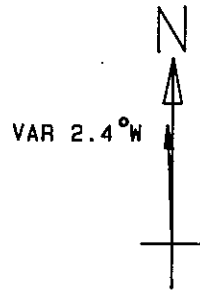
TOUCHDOWN ZONE RUNWAY	ELEVATION
3	820
21	823

EAGLE CREEK AIRPARK

INDIANAPOLIS, INDIANA

(NOT TO SCALE)