

# OBSTRUCTION DATA SHEET

ODS 6234  
COLONEL JAMES JABARA AIRPORT  
WICHITA, KANSAS

DIGITIZED FROM

OC 6234  
SURVEYED NOVEMBER 1988  
1ST EDITION



PREPARED AND DISTRIBUTED BY  
THE NATIONAL OCEAN SERVICE  
U.S. DEPARTMENT OF COMMERCE  
FOR THE FEDERAL AVIATION ADMINISTRATION

## 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:

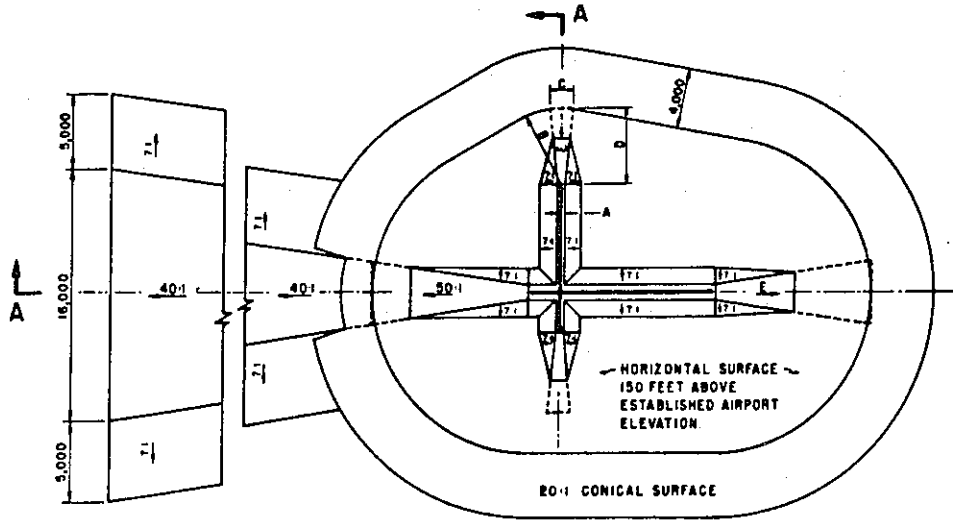
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

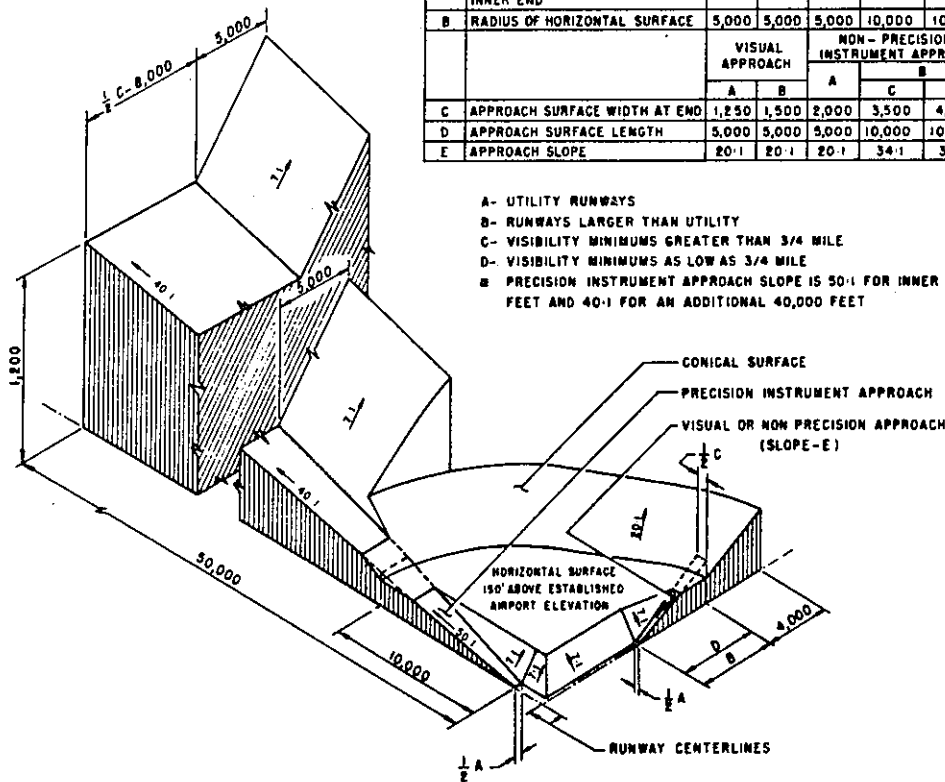
A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
 visibility minimums greater than 3/4 mile  
 D ..... Nonutility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

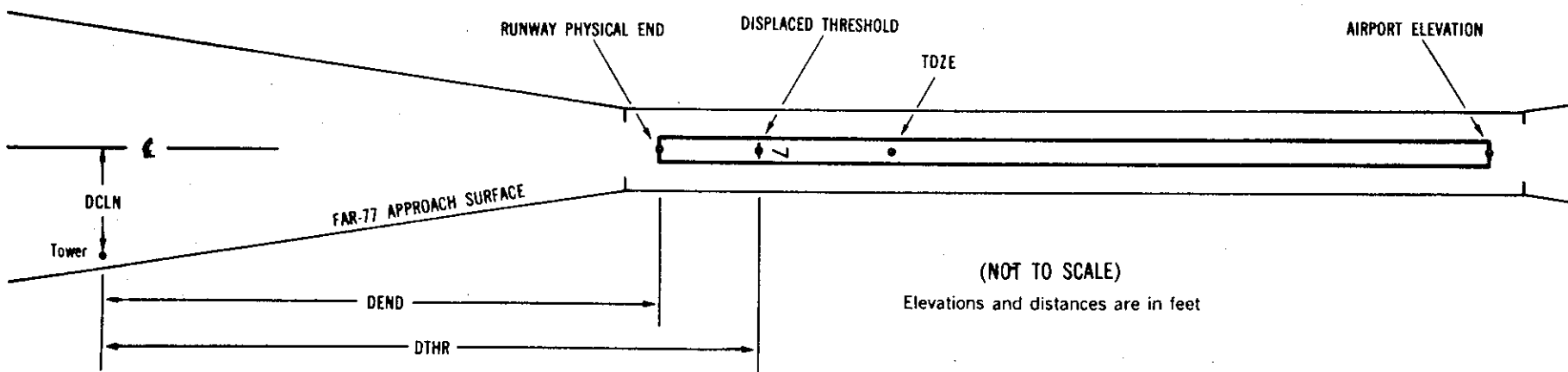
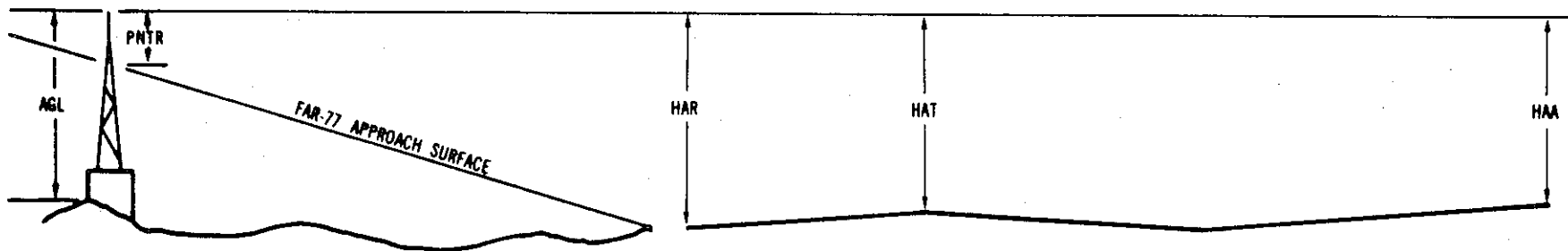
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXX.XXX <sup>7</sup>				
OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
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

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(NOT TO SCALE)  
Elevations and distances are in feet

## EXPLANATION OF FOOTNOTES

- <sup>1</sup> 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.
- <sup>2</sup> For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- <sup>3</sup> Reference runway approach physical end elevation/touchdown zone elevation
- <sup>4</sup> Latitude and longitude of reference runway approach physical end
- <sup>5</sup> Reference runway geodetic azimuth reckoned clockwise from south
- <sup>6</sup> Reference runway displaced threshold elevation/touchdown zone elevation
- <sup>7</sup> Latitude and longitude of reference runway displaced threshold
- <sup>8</sup> Accuracy Code:
- |   | Horizontal | Vertical |
|---|------------|----------|
| 1 | = 20       | A = 2    |
| 2 | = 40       | B = 5    |
|   |            | C = 20   |
- <sup>9</sup> 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.
- <sup>10</sup> 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  $\pm 10$  feet.
- <sup>11</sup> HAA - Height above airport  
 HAR - Height above reference runway approach physical end  
 HAT - Height above reference runway touchdown zone elevation
- <sup>12</sup> 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.
- <sup>13</sup> PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 1420

36 SUPLC 1420/1420 374421.282N 0971319.405W 1865011

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WINDSOCK	374455.54	0971310.03	1A	1437		17	17	17	-3530		335R	25
GROUND	374451.01	0971310.97	1A	1420		0	0	0	-3066		315R	7
TREE	374442.38	0971310.32	1A	1435		15	15	15	-2206		471R	20
GROUND	374433.94	0971314.51	1A	1419		-1	-1	-1	-1318		238R	2
ROAD (N)	374415.69	0971320.13	1A	1427		7	7	7	569		9R	-4
ROAD (N)	374415.57	0971327.01	1A	1430		10	10	10	647		538L	-3
TRANSMISSION TOWER	374349.45	0971316.04	1A	1458		38	38	38	3165		651R	-49
TRANSMISSION TOWER	374349.44	0971324.23	1A	1473		53	53	53	3244		2L	-37
TRANSMISSION TOWER	374349.43	0971332.60	1A	1478		58	58	58	3325		669L	-34

18 PIR 1408/1416 374510.357N 0971311.995W 0065016

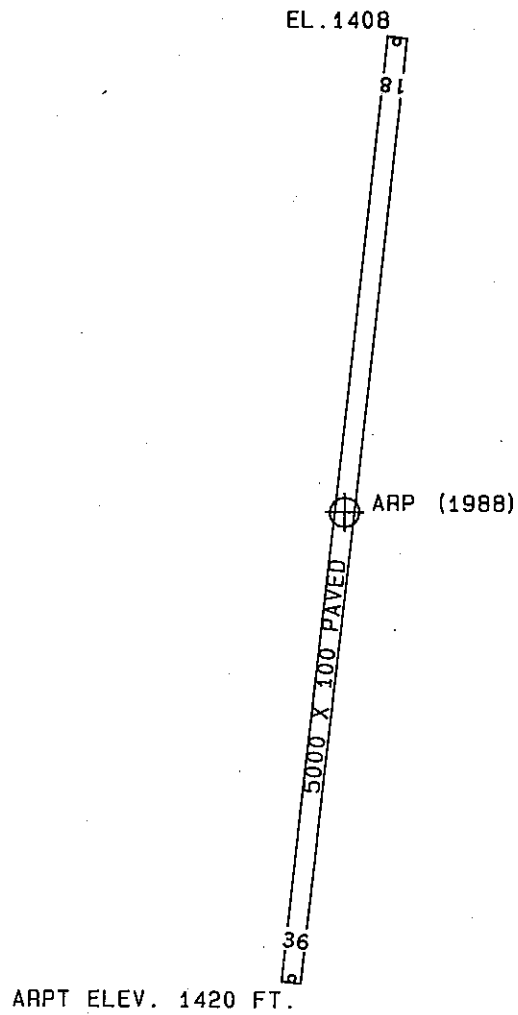
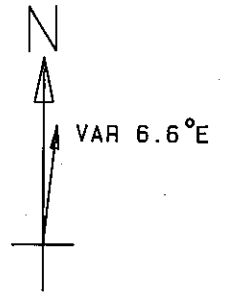
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	374433.94	0971314.51	1A	1419		11	3	-1	-3681		238L	2
TREE	374442.38	0971310.32	1A	1435		27	19	15	-2794		471L	20
GROUND	374451.01	0971310.97	1A	1420		12	4	0	-1933		315L	7
OL WINDSOCK	374455.54	0971310.03	1A	1437		29	21	17	-1469		335L	25
ROAD (N)	374516.44	0971304.03	1A	1419		11	3	-1	687		562L	1
ROAD (N)	374521.26	0971318.01	1A	1415		7	-1	-5	1038		611R	-10
ROAD (N)	374521.15	0971310.09	1A	1412		4	-4	-8	1102		22L	-14
TREE	374525.35	0971305.98	1A	1429		21	13	9	1564		299L	-6
TREE	374553.42	0971308.09	1A	1452		44	36	32	4362		207R	-39
TREE	374600.78	0971310.99	1A	1456		48	40	36	5073		527R	-49

OC6234

AIRPORT ELEVATION 1420

ARP 374445.819N 0971315.700W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
ANEMOMETER ON BUILDING	374449.76	0971325.18	1A	1468		48	291	0	860
OL AIRPORT BEACON	374458.90	0971331.26	1A	1486		66	310	3	1820
ANTENNA ON HANGAR	374503.34	0971322.68	1A	1441		21	335	51	1859
GROUND	374508.58	0971303.54	1A	1413		-7	16	23	2501
TREE	374419.92	0971310.23	1A	1440		20	163	52	2656
TREE	374512.52	0971320.73	1A	1434		14	344	54	2730
POLE	374421.62	0971333.87	1A	1447		27	204	13	2850
POLE	374515.41	0971302.23	1A	1435		15	13	17	3182
TREE	374416.52	0971334.40	1A	1451		31	200	16	3322
TREE	374517.56	0971326.43	1A	1455		35	338	22	3324
TREE	374518.47	0971320.79	1A	1444		24	346	20	3328
TREE	374519.65	0971322.98	1A	1448		28	343	43	3472
TREE	374413.07	0971334.30	1A	1453		33	197	40	3634
TREE	374524.57	0971318.69	1A	1437		17	349	54	3927
TREE	374411.02	0971337.48	1A	1466		46	199	50	3931
CHURCH SPIRE	374414.00	0971346.61	1A	1505		85	211	3	4065
TREE	374527.18	0971320.88	1A	1424		4	347	44	4205
LIGHT ON HOPPER	374528.29	0971342.61	1A	1489		69	326	42	4809
OL RADIO TOWER	374246.65	0971451.03	2A	1816	421	396	205	50	14281



TOUCHDOWN ZONE RUNWAY ELEVATION	
36	1420
18	1416

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(NOT TO SCALE)