

# OBSTRUCTION DATA SHEET

ODS 6633  
AVI SUQUILLA AIRPORT  
PARKER, ARIZONA

DIGITIZED FROM

OC 6633  
SURVEYED JANUARY 1989  
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:

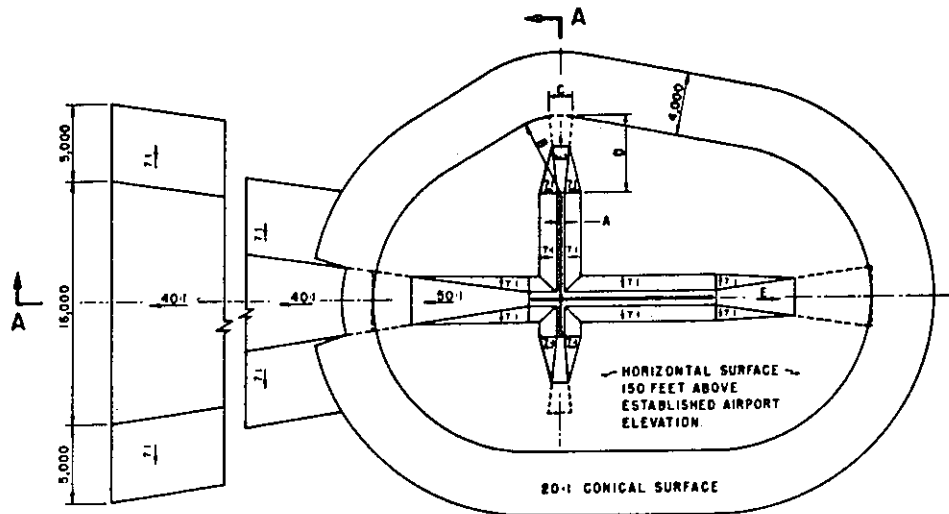
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

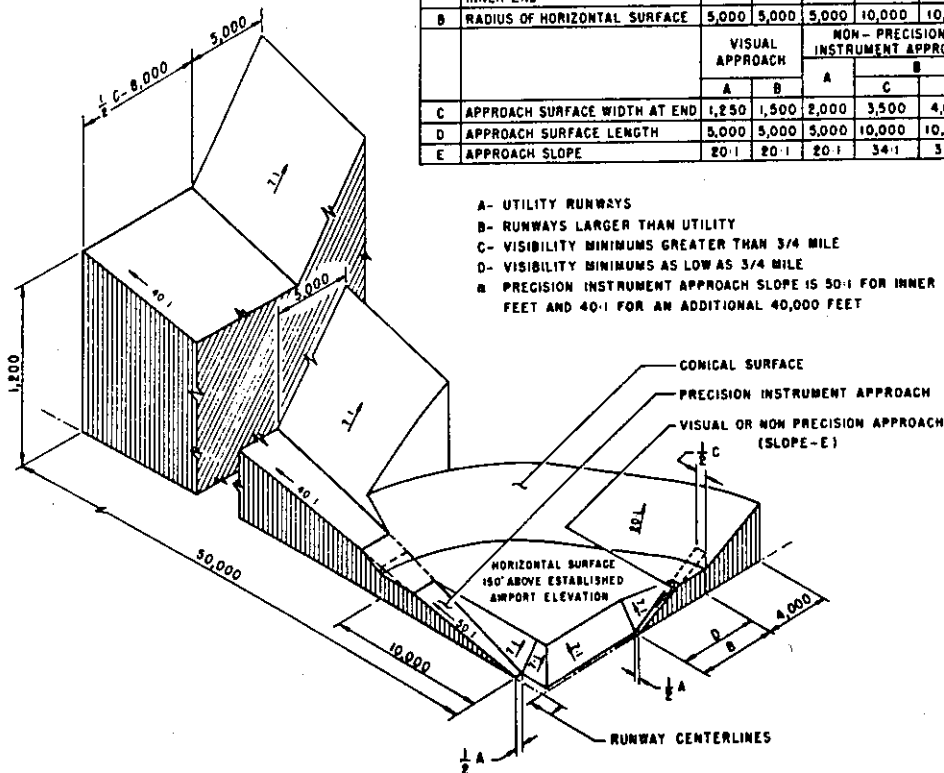
A(V) ..... Utility runway - visual approach only  
 A(NP) ..... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
           visibility minimums greater than 3/4 mile  
 D .....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

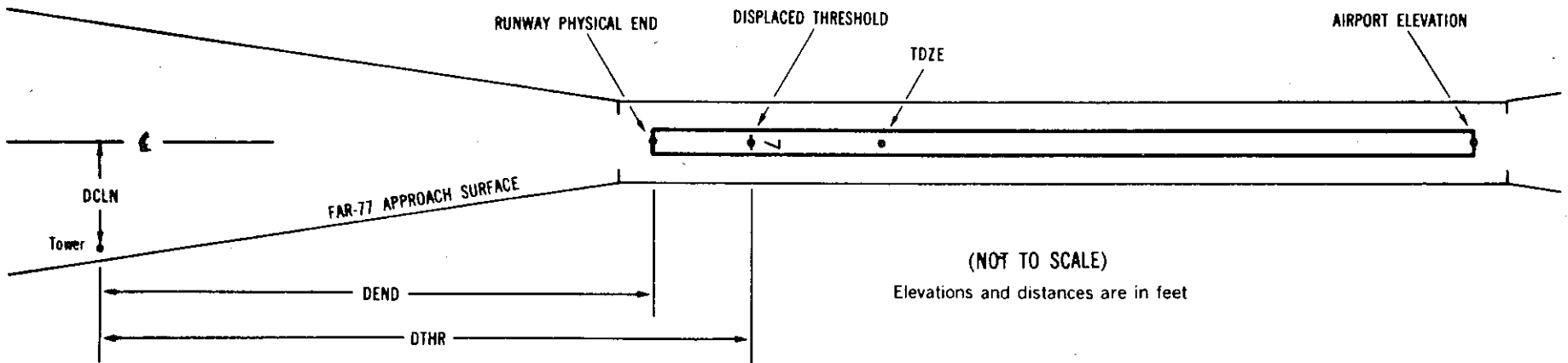
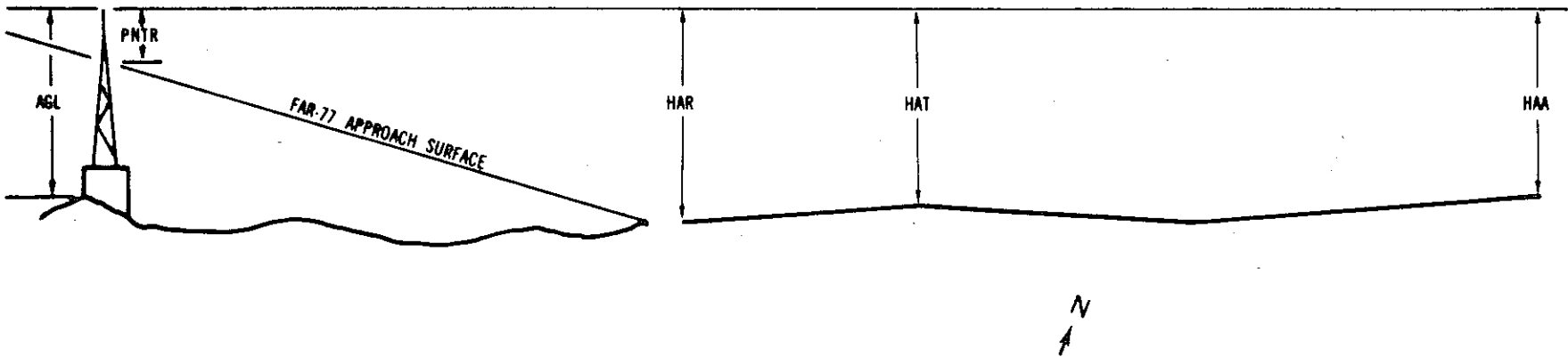
OC XXXX

AIRPORT ELEVATION XXXX

x<sup>1</sup> x<sup>2</sup> XXXX/XXXX<sup>3</sup> XXXXXX.XXX<sup>4</sup> XXXXXX.XXX<sup>4</sup> XXXXXX<sup>5</sup> XXXX/XXXX<sup>6</sup> XXXXXX.XXX<sup>7</sup> XXXXXX.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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## 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  $\pm 10$  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 449

1 C 446/449 340841.033N 1141626.175W 2061334

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	340925.04	1141601.10	1A	453		7	4	4	-4922		76L	4
WINDSOCK	340922.21	1141558.20	1A	466		20	17	17	-4773		270R	17
BUSH	340916.34	1141603.29	1A	454		8	5	5	-4052		148R	6
BUSH	340848.56	1141620.14	1A	454		8	5	5	-907		119R	6
WINDSOCK	340843.29	1141622.36	1A	470		24	21	21	-346		187R	23
BUSH	340839.32	1141623.63	1A	459		13	10	10	61		268R	13
BUSH	340841.27	1141628.50	1A	456		10	7	7	65		186L	10
BUSH	340839.04	1141627.95	1A	455		9	6	6	246		45L	8
BUSH	340839.06	1141630.75	1A	456		10	7	7	349		257L	6
BUSH	340835.91	1141625.59	1A	458		12	9	9	443		273R	5
TREE	340832.45	1141627.36	1A	468		22	19	19	822		294R	4
POLE	340827.29	1141640.27	1A	475		29	26	26	1770		449L	-17

19 C 449/449 340923.463N 11416 1.033W 0261348

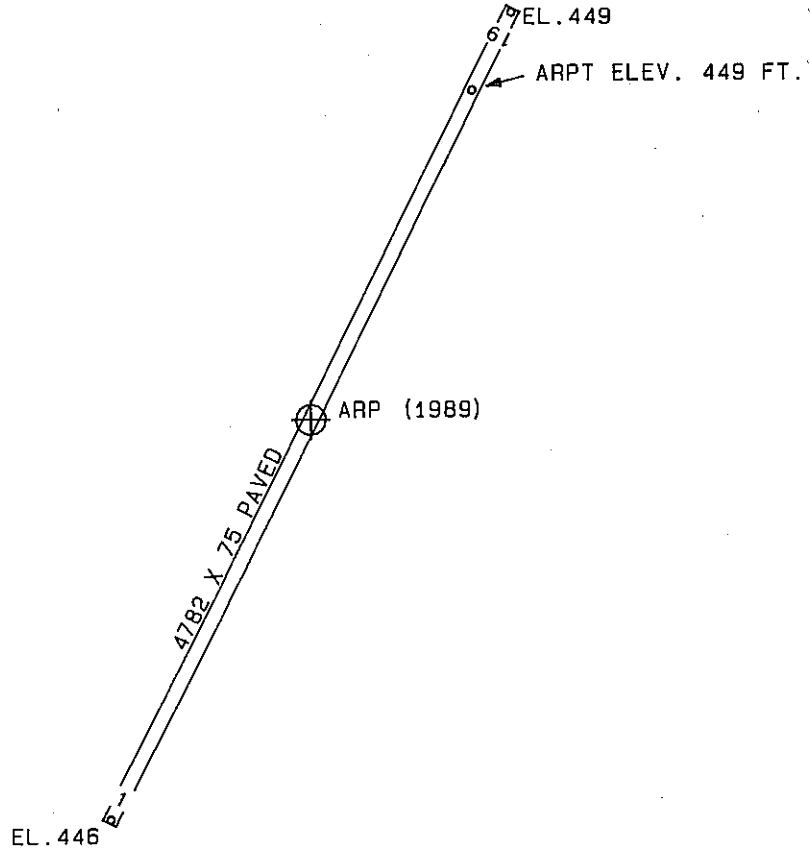
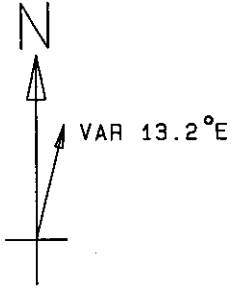
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	340841.27	1141628.50	1A	456		7	7	7	-4846		186R	10
BUSH	340839.32	1141623.63	1A	459		10	10	10	-4843		268L	13
WINDSOCK	340843.29	1141622.36	1A	470		21	21	21	-4435		187L	23
BUSH	340848.56	1141620.14	1A	454		5	5	5	-3875		119L	6
BUSH	340916.34	1141603.29	1A	454		5	5	5	-730		148L	6
WINDSOCK	340922.21	1141558.20	1A	466		17	17	17	-9		270L	17
BUSH	340925.04	1141601.10	1A	453		4	4	4	141		76R	4
BUSH	340926.20	1141600.28	1A	454		5	5	5	276		66R	3
BUSH	340927.49	1141557.34	1A	457		8	8	8	502		98L	-1

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AIRPORT ELEVATION 449

ARP 340902.248N 1141613.605W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
BUSH	340858.35	1141612.32	1A	459		10	151 29	408
WINDSOCK POLE	340905.37	1141607.85	1A	465		16	43 39	577
BUSH	340854.96	1141614.02	1A	461		12	169 32	737
OL AIRPORT BEACON	340909.37	1141621.05	1A	502		53	305 48	954
LIGHT POLE	340913.08	1141615.40	1A	487		38	338 57	1105
BUSH	340912.38	1141603.94	1A	459		10	25 14	1307
BUSH	340851.46	1141624.59	1A	451		2	207 3	1429
LIGHT POLE	340919.61	1141611.52	1A	485		36	352 30	1764
BUSH	340845.35	1141628.36	1A	456		7	202 46	2111
BUSH	340923.86	1141557.02	1A	465		16	19 20	2592
BUSH	340926.70	1141602.79	1A	459		10	6 59	2634
RADIO MAST	340919.10	1141725.13	1B	600		151	272 38	6248
LADDER ON TANK	340736.88	1141608.46	1B	555		106	163 56	8641
GROUND	341100.03	1141653.18	2C	601		152	331 12	12362
CABLE ANTENNA	340927.28	1141344.98	2C	628		179	65 20	12744
GROUND	340817.14	1141338.10	2C	752		303	96 1	13843
GROUND	340808.36	1141339.42	2C	795		346	99 35	14058



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
1	449
19	449

AVI SUQUILLA AIRPORT  
PARKER , ARIZONA  
(NOT TO SCALE)