

OBSTRUCTION DATA SHEET

ODS 6846
RICKENBACKER INTERNATIONAL AIRPORT
COLUMBUS, OHIO

DIGITIZED FROM

OC 6846
SURVEYED NOVEMBER 1993
2ND EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29

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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 No. 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 the OC depict a representation of objects that existed at the time of the OC field survey.

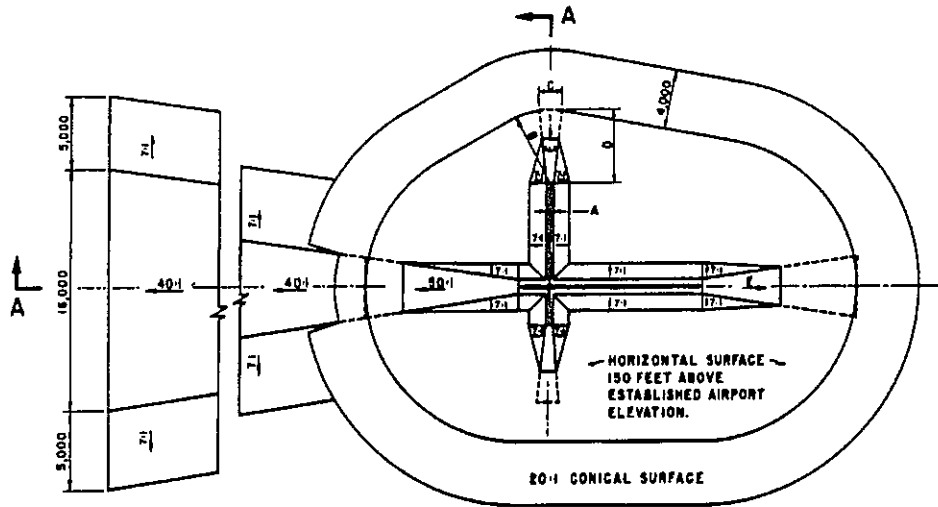
ODS information is arranged as follows:

1. Objects located in an FAR-77 approach or primary and listed with the associated runway (reference runway).
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.

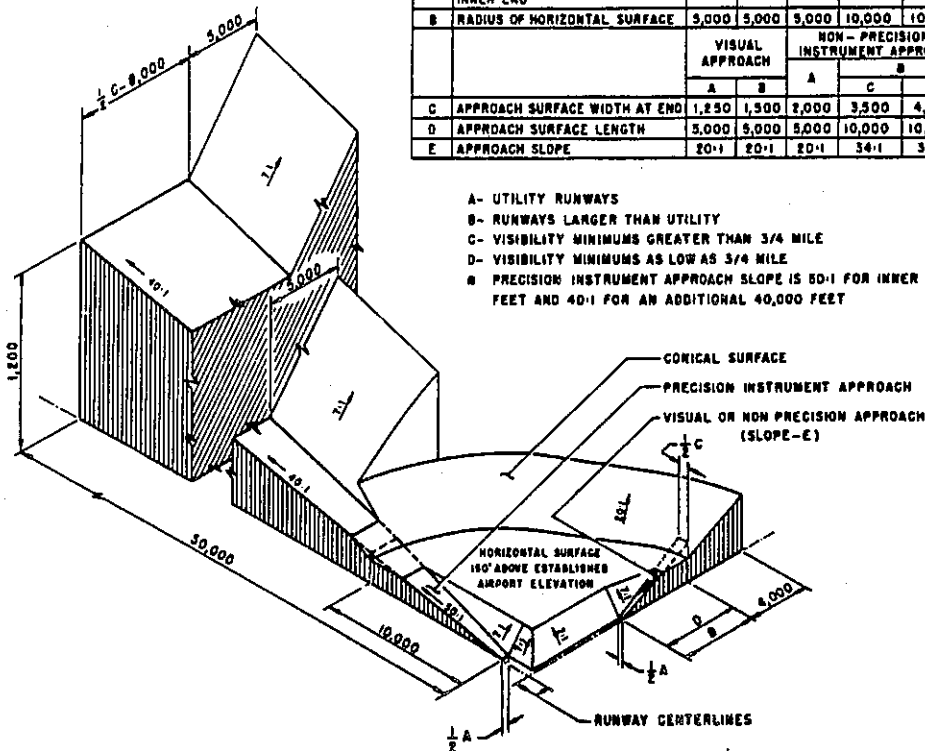
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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.



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	3,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		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	3,000	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

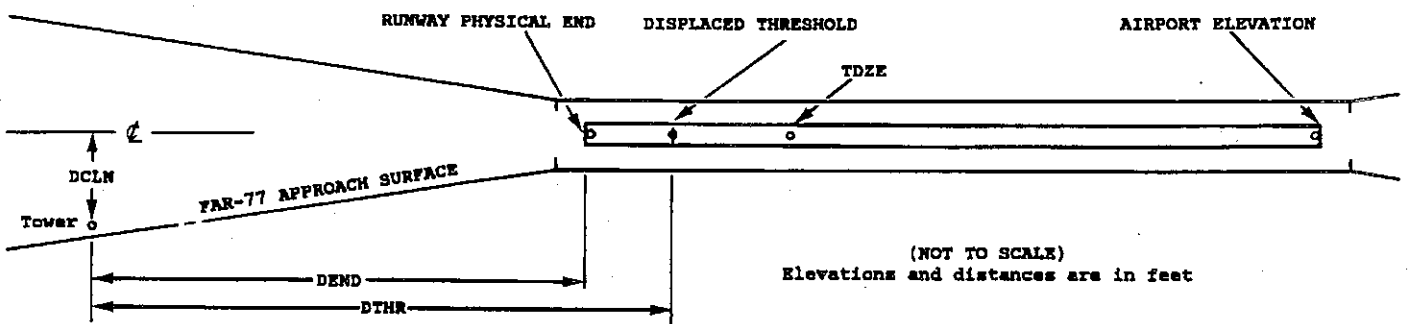
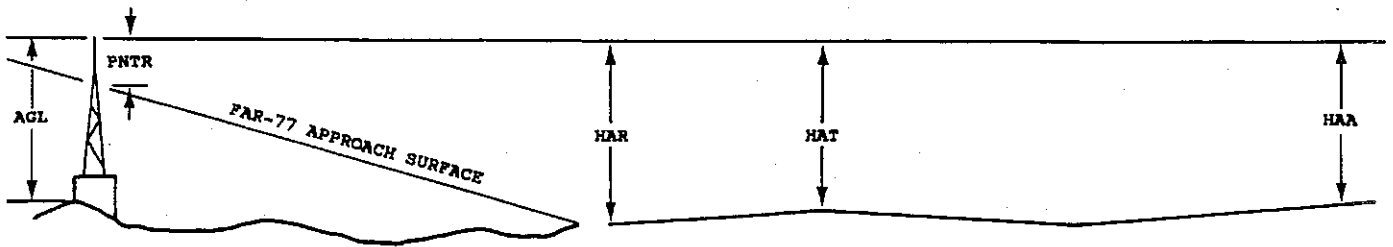
**FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES**

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	1	2	3	4	4	5	6	7	7			
	X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX			
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXX.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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation
- 4 Latitude and longitude at approach end of reference runway
- 5 Geodetic azimuth of reference runway reckoned from north
- 6 Elevation at reference runway displaced threshold/touchdown zone elevation
- 7 Latitude and longitude at reference runway displaced threshold
- 8 Accuracy codes: Horizontal (Ft.) Vertical (Ft.)
 1 = 20 A = 2
 2 = 40 B = 5
 C = 20
- 9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.
- 11 HAA - Height above airport
 HAR - Height above approach end of reference runway
 HAT - Height above reference runway touchdown zone elevation
- 12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway
 DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displaced 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 that object is in primary on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC6846

AIRPORT ELEVATION 744

5L SUPLC 736/ 394811.490 -825639.322 451744. 743/ 744 394818.321 -825630.374

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	394742.82	-825709.44	1A	794		58	50	50	3711	4694	408R	-45
POLE	394739.10	-825712.97	1A	776		40	32	32	4172	5155	482R	-76
TREE	394740.70	-825723.74	1A	811		75	67	67	4656	5638	225L	-56

23R SUPLC 738/ 394934.902 -825450.000 2251854. 741/ 743 394927.934 -825459.137

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	394946.55	-825427.56	1A	774		36	31	30	2073	3076	393L	-19
TREE	394957.23	-825426.83	1A	789		51	46	45	2874	3877	336R	-27

5R PIR 735/ 737 394803.843 -825631.121 451743.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WDI	394856.54	-825531.03	1A	746		11	9	2	-7083		492L	8
GROUND	394822.65	-825614.49	1A	743		8	6	-1	-2261		440L	7
GROUND	394812.08	-825613.46	1A	739		4	2	-5	-1566		377R	3
ROD ON OL GS	394814.41	-825626.39	1A	785		50	48	41	-1015		500L	49
ANT ON OL AMOM	394807.30	-825617.54	1A	757		22	20	13	-1000		497R	21
GROUND	394805.16	-825622.00	1A	739		4	2	-5	-600		406R	3
GROUND	394759.68	-825629.39	1A	737		2	0	-7	200		394R	2
POLE	394738.11	-825650.28	1A	771		36	34	27	2894		798R	-18
TREE	394742.82	-825709.44	1A	794		59	57	50	3622		592L	-10
POLE	394739.10	-825712.97	1A	776		41	39	32	4083		518L	-37

OC6846

AIRPORT ELEVATION 744

23L PIR 740/ 740 394927.959 -825440.881 2251853.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	394759.68	-825629.39	1A	737		-3	-3	-7	-12301		394L	2
GROUND	394805.16	-825622.00	1A	739		-1	-1	-5	-11501		406L	3
ANT ON OL AMOM	394807.30	-825617.54	1A	757		17	17	13	-11101		497L	21
ROD ON OL GS	394814.41	-825626.39	1A	785		45	45	41	-11086		500R	49
GROUND	394812.08	-825613.46	1A	739		-1	-1	-5	-10535		377L	3
GROUND	394822.65	-825614.49	1A	743		3	3	-1	-9841		440R	7
OL ON WDI	394856.54	-825531.03	1A	746		6	6	2	-5018		492R	8
OL ON DME	394936.06	-825426.58	1A	755		15	15	11	1370		202L	-9
OL ON LOC	394937.57	-825428.28	1A	748		8	8	4	1383		OR	-16
TREE	394936.38	-825424.63	1A	765		25	25	21	1501		286L	-1
TREE	394942.33	-825424.26	1A	775		35	35	31	1945		122R	0
TREE	394946.55	-825427.56	1A	774		34	34	30	2062		607R	-3
TREE	394949.59	-825418.82	1A	791		51	51	47	2763		346R	0
SILO	394946.37	-825410.19	1A	784		44	44	40	3012		359L	-12
TREE	395002.24	-825344.38	1A	846		106	106	102	5573		633L	-2

6 AV 733/ 741 394853.944 -825513.033 451828.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANT ON OL TACAN	394829.50	-825543.80	1A	759		26	18	15	3446		69R	-137

24 AV 740/ 741 394916.488 -825443.480 2251847.

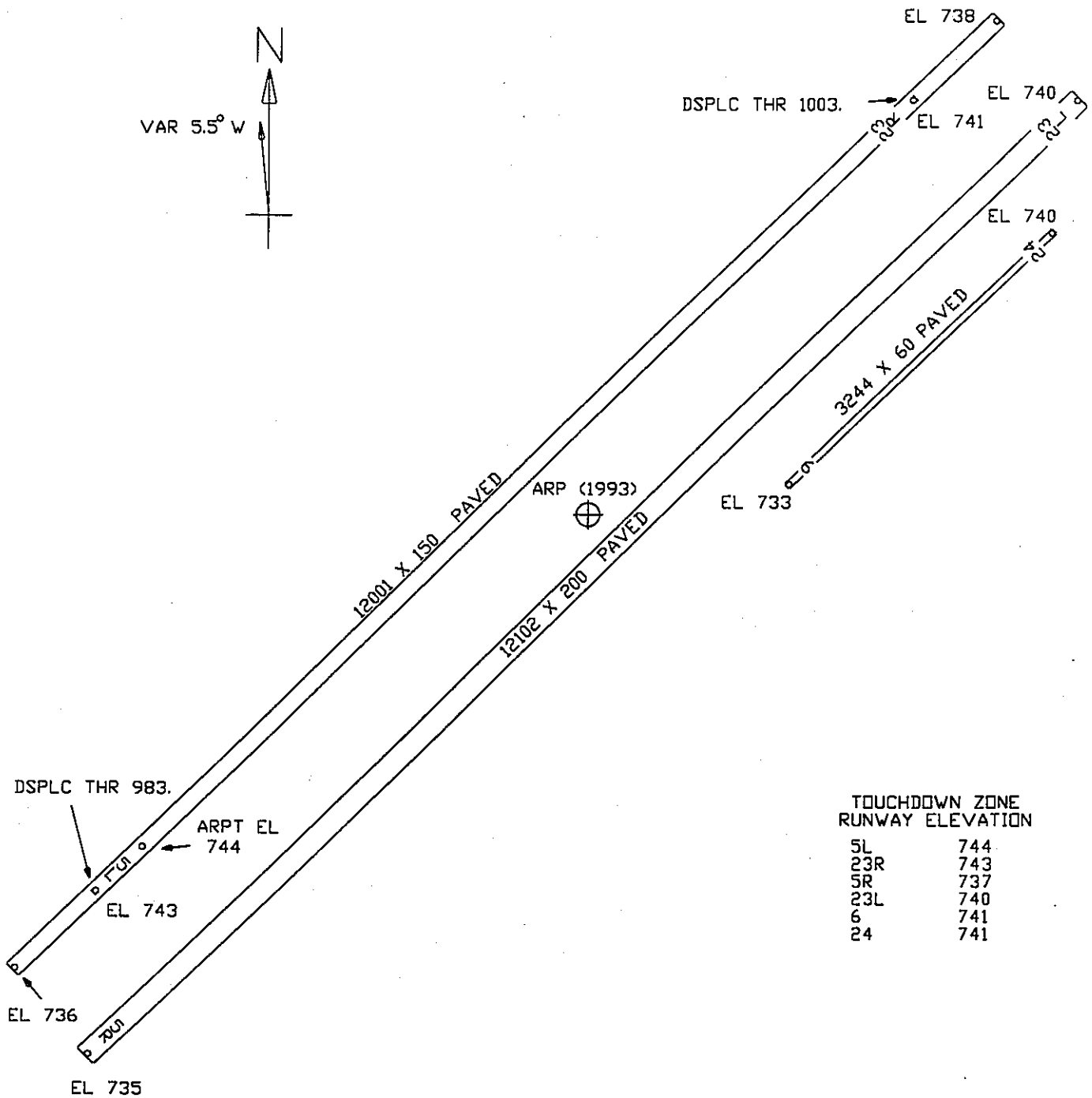
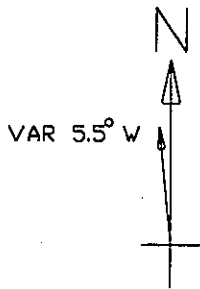
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	394925.77	-825426.76	1A	745		5	4	1	1588		250L	-64
SILO	394946.37	-825410.19	1A	784		44	43	40	3973		324R	-144

OC6846

AIRPORT ELEVATION 744

ARP 394851.397 -825535.333

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ANT AND APBN ON OL ATCT	394859.97	-825557.03	1A	852		108	30237	1902
TREE	394856.41	-825500.40	1A	793		49	8456	2773
TREE	394905.19	-825448.71	1A	807		63	7429	3896
ROD ON OL TMOM	394909.11	-825449.14	1A	760		16	6903	4026
OL ON TANK	394914.83	-825617.95	1A	920		176	31059	4084
ROD ON OL GS	394923.26	-825456.34	1A	798		54	4850	4433
ROD ON OL TMOM	394912.59	-825444.69	1A	760		16	6700	4496
OL ON WDI	394819.04	-825620.35	1A	749		5	23231	4802
ROD ON OL TMOM	394803.11	-825621.09	1A	756		12	22139	6052
TREE	394957.49	-825431.80	1A	792		48	4202	8324
OL ON TRMSN TWR	395024.64	-825649.63	1A	894		150	33356	11073
OL ON TRMSN TWR	395107.55	-825557.57	1A	917		173	35819	13885



TOUCHDOWN ZONE RUNWAY ELEVATION	
5L	744
23R	743
5R	737
23L	740
6	741
24	741

RICKENBACKER INTERNATIONAL AIRPORT
 COLUMBUS, OHIO
 (NOT TO SCALE)
 (ELEVATIONS AND DISTANCES IN FEET)