OBSTRUCTION DATA SHEET

ODS 215
KINGMAN AIRPORT
KINGMAN, ARIZONA

DIGITIZED FROM

OC 215
SURVEYED MARCH 1991
7TH EDITION

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THE NATIONAL OCEAN SERVICE
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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).

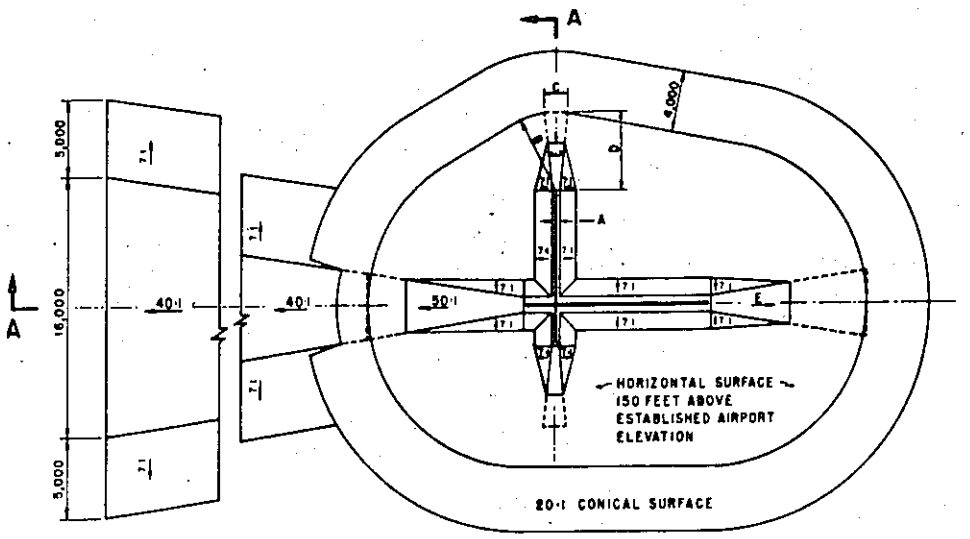
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

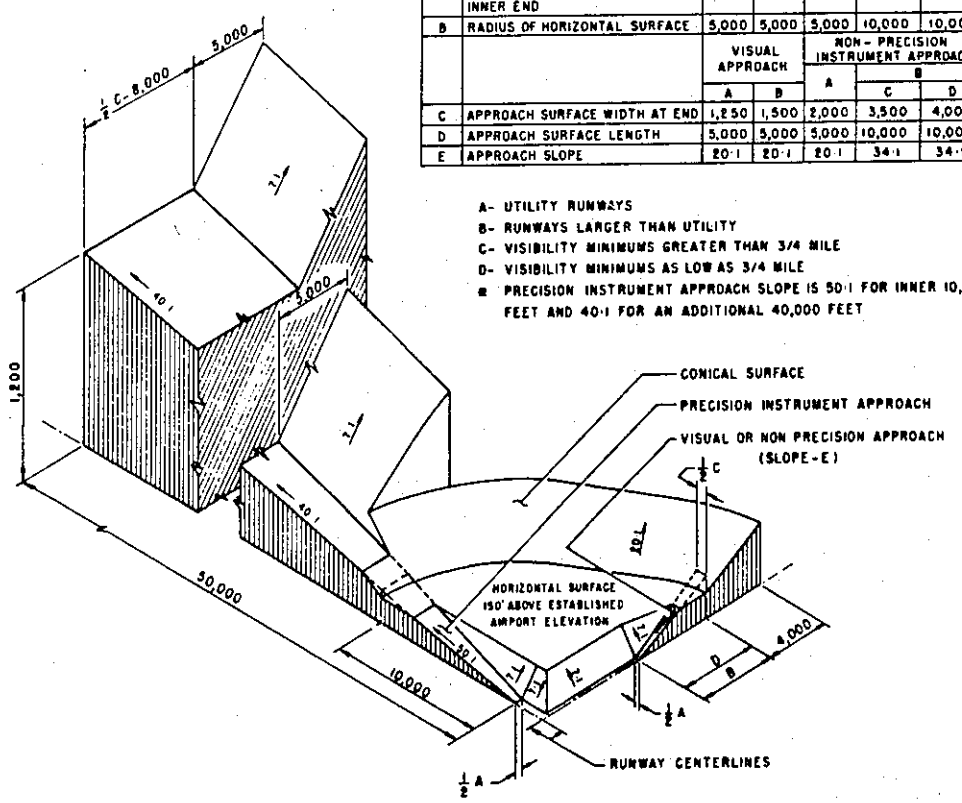
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
					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
				A	B		
		A	B		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



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]
XXXXXXXXXXX			XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX			XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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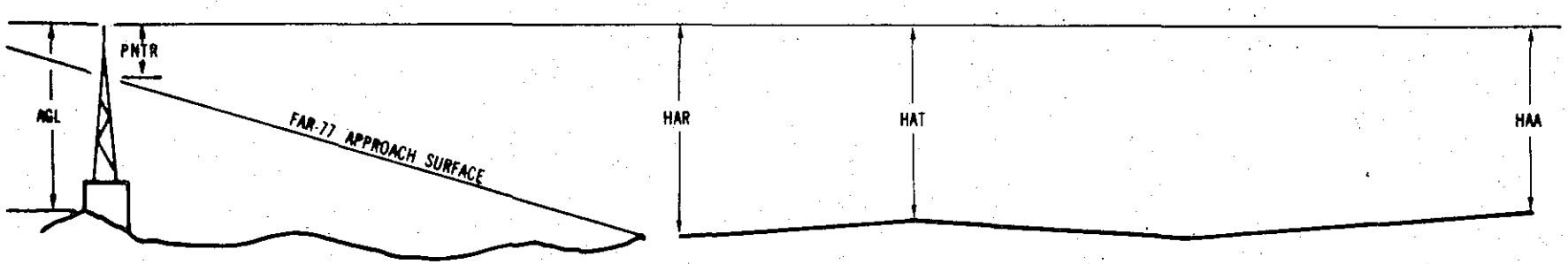
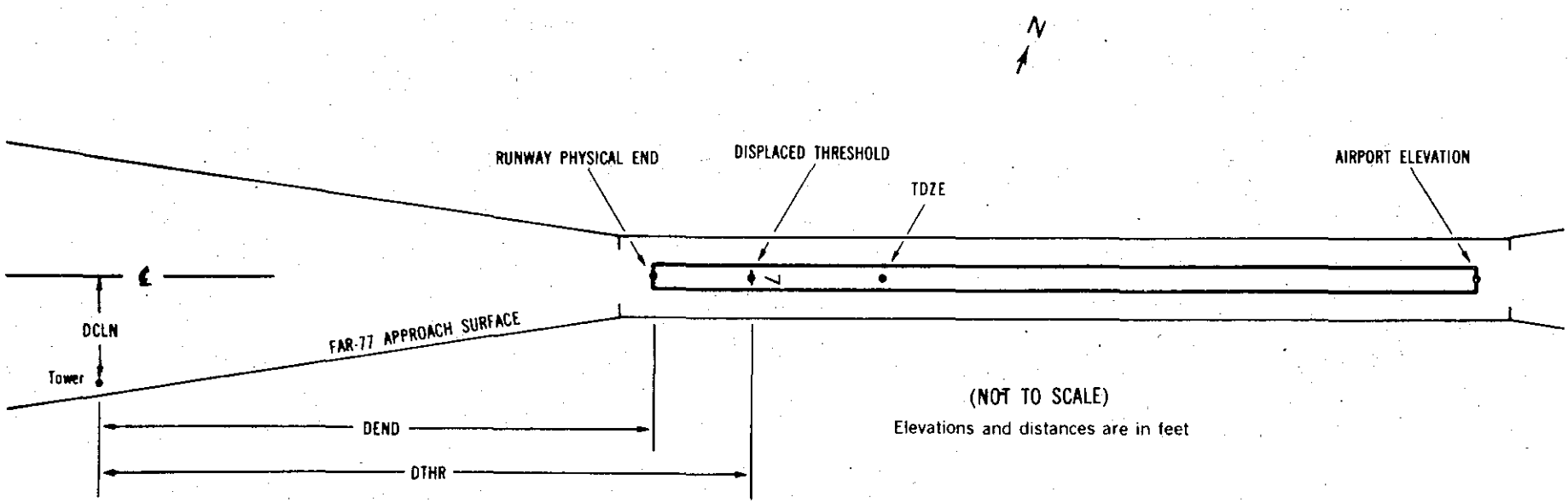




(NOT TO SCALE)

Elevations and distances are in feet

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).

OC0215

AIRPORT ELEVATION 3446

3 SUPLC 3409/3409 351505.344N 1135650.364W 2250018

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	351552.15	1135548.85	1A	3402		-7	-7	-44	-6954		260R	10
FENCE POST	351546.82	1135555.35	1A	3401		-8	-8	-45	-6192		260R	9
WINDSOCK	351546.49	1135604.41	1A	3398		-11	-11	-48	-5636		248L	4
FENCE POST	351540.78	1135603.03	1A	3405		-4	-4	-41	-5309		241R	10
GROUND	351524.15	1135624.84	1A	3404		-5	-5	-42	-2841		152R	2
GROUND	351502.95	1135651.01	1A	3414		5	5	-32	209		133R	5
FENCE	351501.05	1135650.84	1A	3420		11	11	-26	335		279R	7
FENCE	351502.33	1135654.16	1A	3413		4	4	-33	438		7L	-3
ROAD(N)	351451.87	1135707.08	1A	3429		20	20	-17	1944		17L	-31

21 C 3392/3400 351553.100N 1135552.125W 0450052

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	351502.95	1135651.01	1A	3414		22	14	-32	-7038		133L	5
GROUND	351524.15	1135624.84	1A	3404		12	4	-42	-3988		152L	2
FENCE POST	351540.78	1135603.03	1A	3405		13	5	-41	-1520		241L	10
WINDSOCK	351546.49	1135604.41	1A	3398		6	-2	-48	-1193		248R	4
FENCE POST	351546.82	1135555.35	1A	3401		9	1	-45	-638		260L	9
FENCE POST	351552.15	1135548.85	1A	3402		10	2	-44	124		260L	10
FENCE	351555.87	1135548.80	1A	3396		4	-4	-50	393		3R	-2
FENCE POST	351554.09	1135546.46	1A	3401		9	1	-45	404		261L	3
ROAD (N)	351600.25	1135543.38	1A	3404		12	4	-42	1024		1L	-12

OC0215

AIRPORT ELEVATION 3446

35 SUPLC 3446/3446 351505.863N 11356 6.982W 1800156

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	351546.49	1135604.41	1A	3398		-48	-48	-48	-4107		211R	9
GROUND	351505.34	1135604.49	1A	3450		4	4	4	53		207R	4
GROUND	351503.91	1135606.97	1A	3450		4	4	4	198		1R	4
FENCE	351501.97	1135606.87	1A	3455		9	9	9	394		9R	3
ROAD (N)	351451.83	1135607.01	1A	3486		40	40	40	1419		2L	4
BUSH	351449.08	1135605.54	1A	3485		39	39	39	1697		120R	-5
BUSH	351337.53	1135552.88	2C	3604		158	158	158	8930		1175R	-99

17 SUPLC 3358/3394 351612.356N 11356 6.936W 0000156

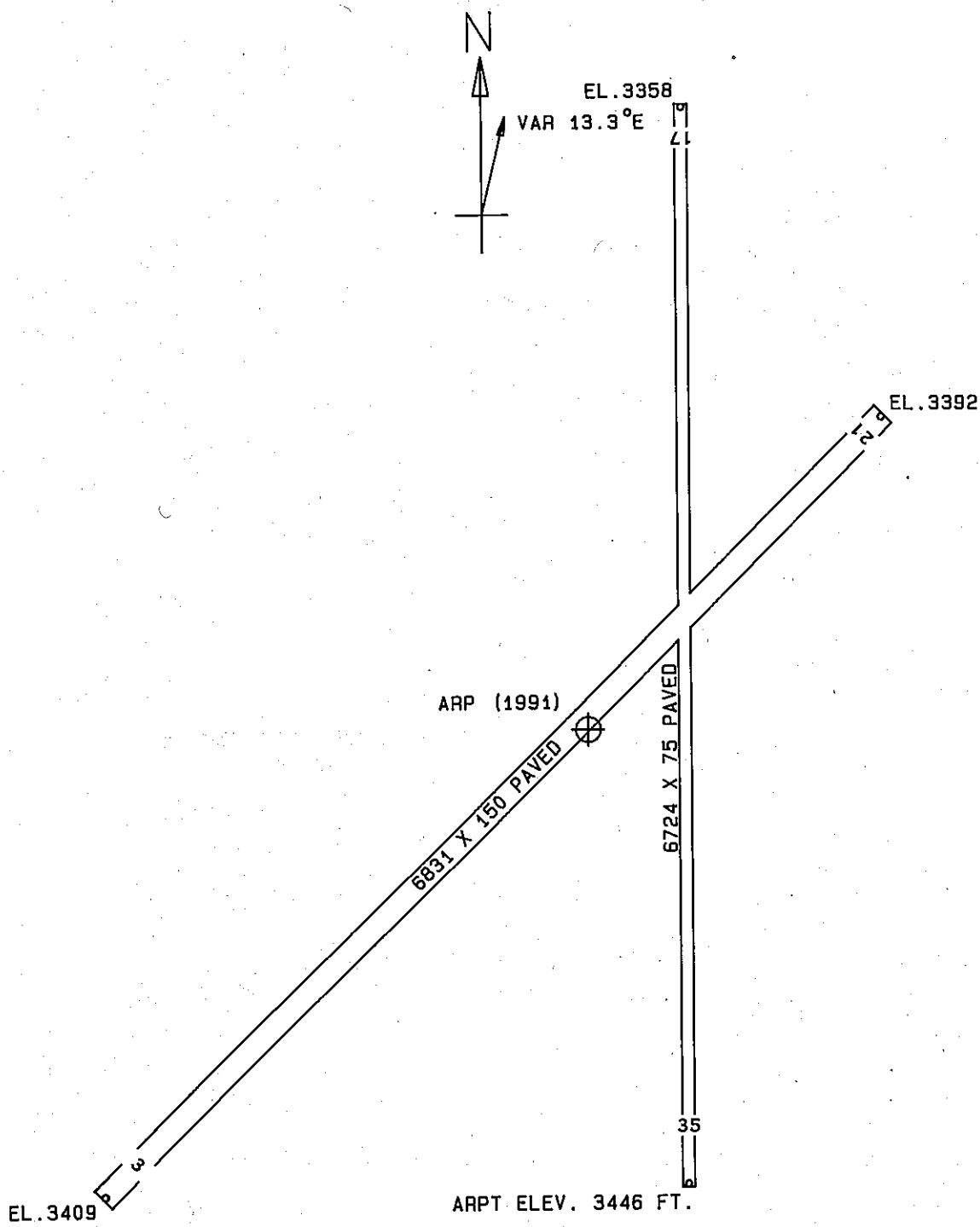
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	351503.91	1135606.97	1A	3450		92	56	4	-6921		1L	4
GROUND	351505.34	1135604.49	1A	3450		92	56	4	-6776		207L	4
WINDSOCK	351546.49	1135604.41	1A	3398		40	4	-48	-2615		211L	9
ROAD (N)	351618.93	1135606.88	1A	3365		7	-29	-81	664		4L	-7

OC0215

AIRPORT ELEVATION 3446

ARP 351534.127N 1135614.159W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON VOR/DME	351537.86	1135559.87	1A	3430		-16	59 3	1243
OL HANGAR	351552.07	1135620.95	1A	3418		-28	329 27	1899
OL ON LIGHTED WINDSOCK	351516.36	1135622.40	1A	3446		0	187 32	1922
OL ANTENNA ON BUILDING	351531.42	1135637.18	1A	3464		18	248 33	1929
ROD ON OL ANEMOMETER	351516.02	1135625.15	1A	3452		6	193 10	2045
ROD ON WINDSOCK	351528.52	1135639.48	1A	3425		-21	241 36	2175
AIRPORT BEACON ON HANGAR	351524.61	1135645.33	1A	3432		-14	236 17	2759
FENCE	351501.93	1135603.36	1A	3462		16	151 19	3377
WINDSOCK	351513.00	1135647.06	1A	3410		-36	218 39	3465
POLE	351400.41	1135530.68	1B	3619		173	145 52	10138
BUSH	351420.73	1135448.88	2C	3618		172	123 4	10252
POLE	351408.17	1135457.13	2C	3658		212	130 22	10787
BUSH	351358.90	1135513.64	2C	3622		176	139 10	10858



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	3409
21	3400
35	3446
17	3394

KINGMAN AIRPORT

KINGMAN, ARIZONA

(NOT TO SCALE)