

OBSTRUCTION DATA SHEET

ODS 338
QUONSET STATE AIRPORT
NORTH KINGSTOWN, RHODE ISLAND

DIGITIZED FROM

OC 338
SURVEYED AUGUST 1993
2ND EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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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 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.

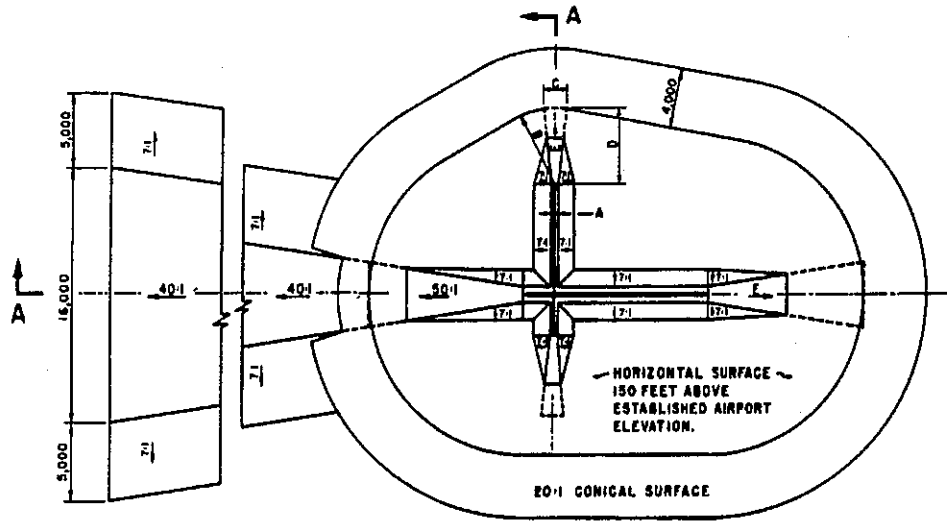
ODS information is arranged as follows:

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:

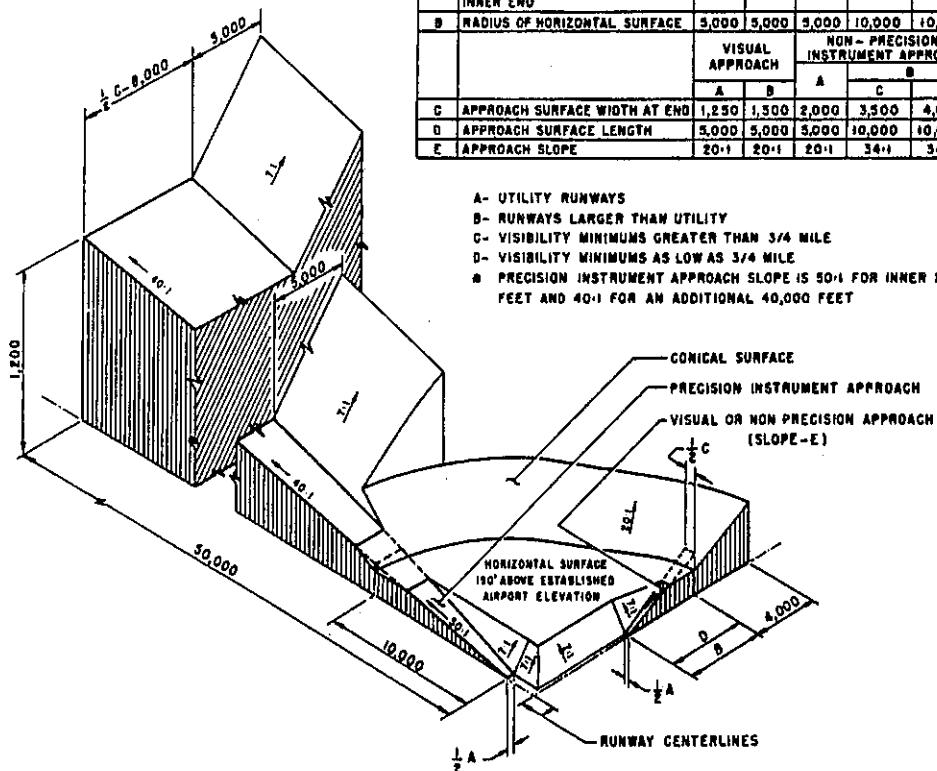
- A(V) Utility runway - visual approach only
- A(NP) Utility runway - nonprecision instrument approach
- B(V) Nonutility runway - visual approach only
- C Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D Nonutility runway- nonprecision instrument 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	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	C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	18,000
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

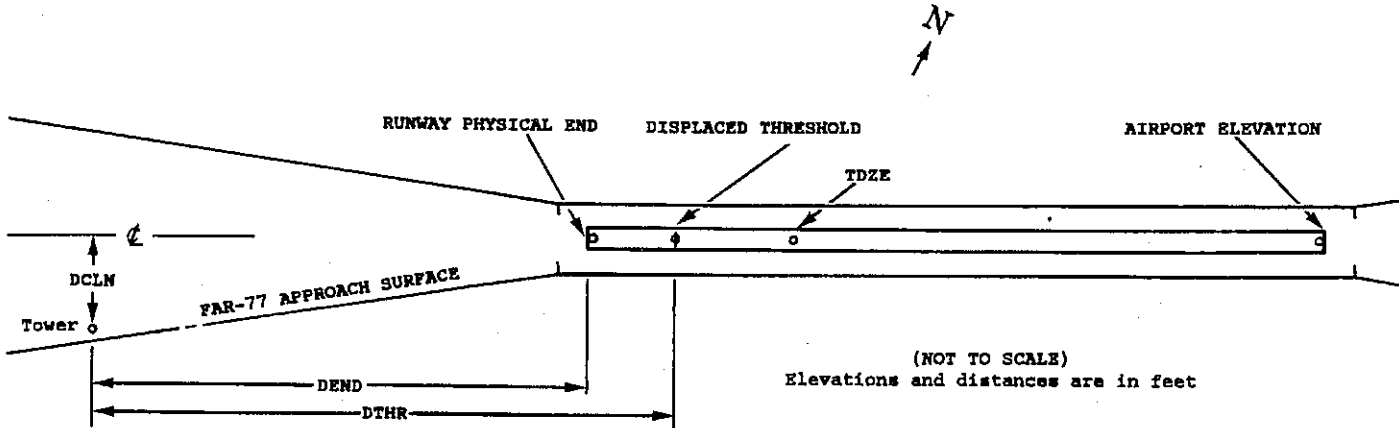
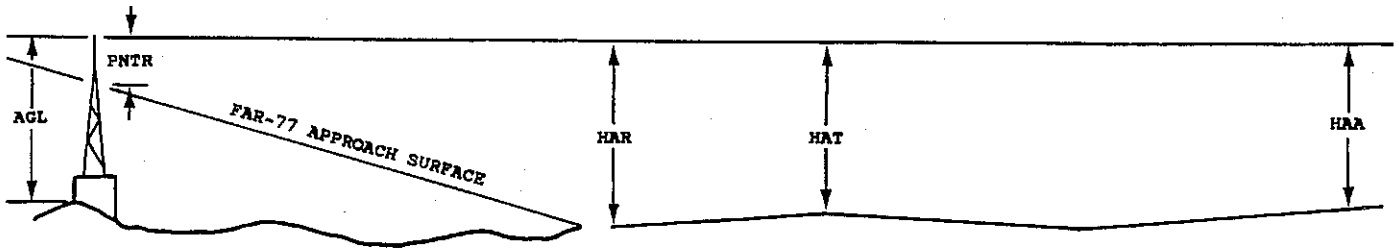
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	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 ⁸	ELEV ⁹	AGL ¹⁰	HAR ¹¹	HAT ¹¹	HAA ¹¹	DEND ¹²	DTHR ¹²	DCLN ¹²	PNTR ¹³
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).

000338

AIRPORT ELEVATION 19

16 PIR 19/ 19 413627.841 -712518.030 1450011.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON DME	413520.15	-712419.92	1A	19		0	0	0	-8145		312R	11
OL ON LOC	413522.25	-712416.87	1A	14		-5	-5	-5	-8104		OR	6
CLOM	413539.04	-712437.41	1A	11		-8	-8	-8	-5816		305R	-1
POST	413546.90	-712432.00	1A	12		-7	-7	-7	-5400		489L	0
GROUND	413555.85	-712442.04	1A	13		-6	-6	-6	-4221		383L	2
OL ON GS	413620.44	-712506.31	1A	45		26	26	26	-1125		300L	34
ANT ON BLDG	413638.09	-712520.74	1A	40		21	21	21	968		426L	6
TREE	413633.88	-712530.42	1A	53		34	34	34	1040		421R	17
TREE	413641.04	-712522.44	1A	68		49	49	49	1286		492L	27
TREE	413654.21	-712547.45	1A	100		81	81	81	3468		300R	16
TREE	413653.87	-712552.80	1A	112		93	93	93	3673		652R	23
TREE	413709.00	-712545.44	1A	117		98	98	98	4607		684L	10

34 C 8/ 413523.106 -712417.664 3250051. 10/ 12 413524.695 -712419.145

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GS	413620.44	-712506.31	1A	45		37	33	26	-6873	-6677	300R	34
GROUND	413555.85	-712442.04	1A	13		5	1	-6	-3777	-3581	383R	2
POST	413546.90	-712432.00	1A	12		4	0	-7	-2598	-2402	489R	0
CLOM	413539.04	-712437.41	1A	11		3	-1	-8	-2182	-1985	305L	-1
OL ON LOC	413522.25	-712416.87	1A	14		6	2	-5	106	302	OR	6
OL ON DME	413520.15	-712419.92	1A	19		11	7	0	147	343	312L	11

NOTE: Vessels may penetrate this approach surface.
Refer to local authorities for maximum vessel height.

5 AV 12/ 12 413518.948 -712447.469 342830.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	413515.50	-712448.51	1A	18		6	6	-1	333		133R	0
ROAD (N)	413515.71	-712450.35	1A	24		12	12	5	394		5R	3
RAILROAD	413514.92	-712448.93	1A	31		19	19	12	399		139R	9

NOTE: Vessels may penetrate this approach surface.
Refer to local authorities for maximum vessel height.

OC0338

AIRPORT ELEVATION 19

23 AV 10/ 12 413551.547 -712417.649 2142850.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
RUBBLE	413553.56	-712415.15	1A	12		2	0	-7	275		41L	-2

NOTE: Vessels may penetrate this approach surface.
Refer to local authorities for maximum vessel height.

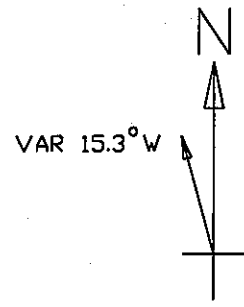
0C0338

AIRPORT ELEVATION 19

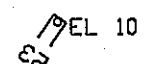
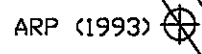
ARP 413548.728 -712442.745

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ANT ON OL HANGAR	413543.20	-712450.48	1A	80		61	24143	811
OL WSK	413548.20	-712430.84	1A	37		18	10842	906
AMOM	413558.11	-712439.96	1A	33		14	2752	973
ANT ON OL HANGAR	413550.39	-712457.19	1A	87		68	29359	1110
ANT AND APBN ON OL ATCT	413536.43	-712443.72	1A	90		71	19842	1247
OL POLE	413528.33	-712430.92	1A	20		1	17146	2252
FENCE	413525.38	-712428.09	1A	18		-1	17004	2612
ANT	413522.15	-712430.06	1A	46		27	17535	2858
OL ON TANK	413545.90	-712522.51	1A	165		146	27953	3035
LIGHT	413521.49	-712426.00	1A	35		16	17031	3037
STACK	413517.44	-712431.21	1A	104		85	17950	3286
FENCE	413518.71	-712421.93	1A	16		-3	16748	3425
OL ON TANK	413524.38	-712515.52	1A	166		147	24035	3504
OL ON CRANE	413509.24	-712511.11	1A	112		93	22338	4541
TREE	413621.99	-712523.99	1A	72		53	33221	4599
OL POLE	413638.01	-712505.09	1A	113		94	35630	5269
TREE	413632.55	-712533.64	1A	77		58	33413	5884
TREE	413641.53	-712519.90	1A	74		55	34727	6044
TREE	413642.63	-712518.01	1A	83		64	34909	6078
OL ON TANK	413616.25	-712604.52	1A	194		175	30927	6809
OL ON TANK	413653.75	-712506.08	1A	195		176	13	6816
MCWV ON TWR	413620.22	-712738.28	1A	173		154	29845	13712
OL ON TANK	413829.31	-712606.50	1A	214		195	35355	17455

ARPT EL 19



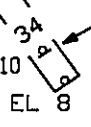
7998 X 150 PAVED



TOUCHDOWN ZONE
RUNWAY ELEVATION

16	19
34	12
5	12
23	12

4003 X 75 PAVED



DSPLC THR 196.



QUONSET STATE AIRPORT
NORTH KINGSTOWN, RHODE ISLAND

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)