

# OBSTRUCTION DATA SHEET

**ODS 6715  
CLARK COUNTY AIRPORT  
JEFFERSONVILLE, INDIANA**

**DIGITIZED FROM**

**OC 6715  
SURVEYED OCTOBER 1989  
1ST EDITION**



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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:

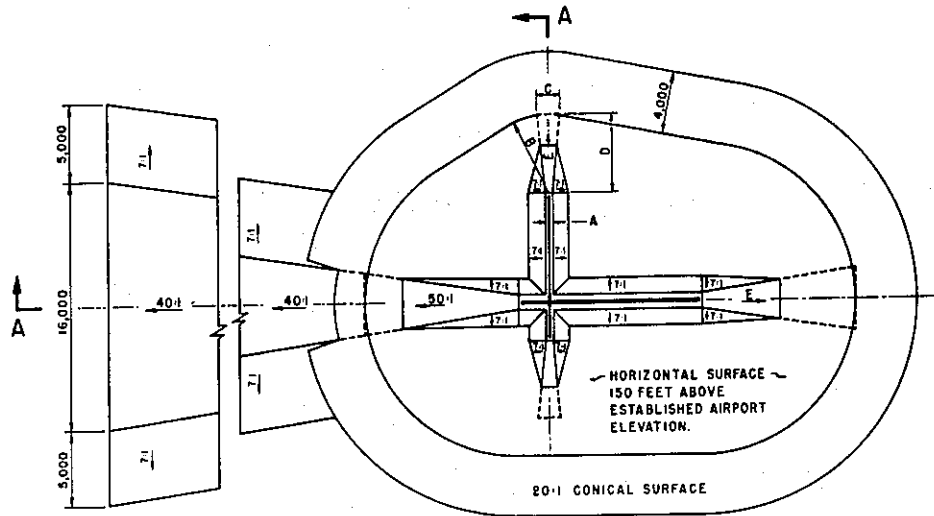
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

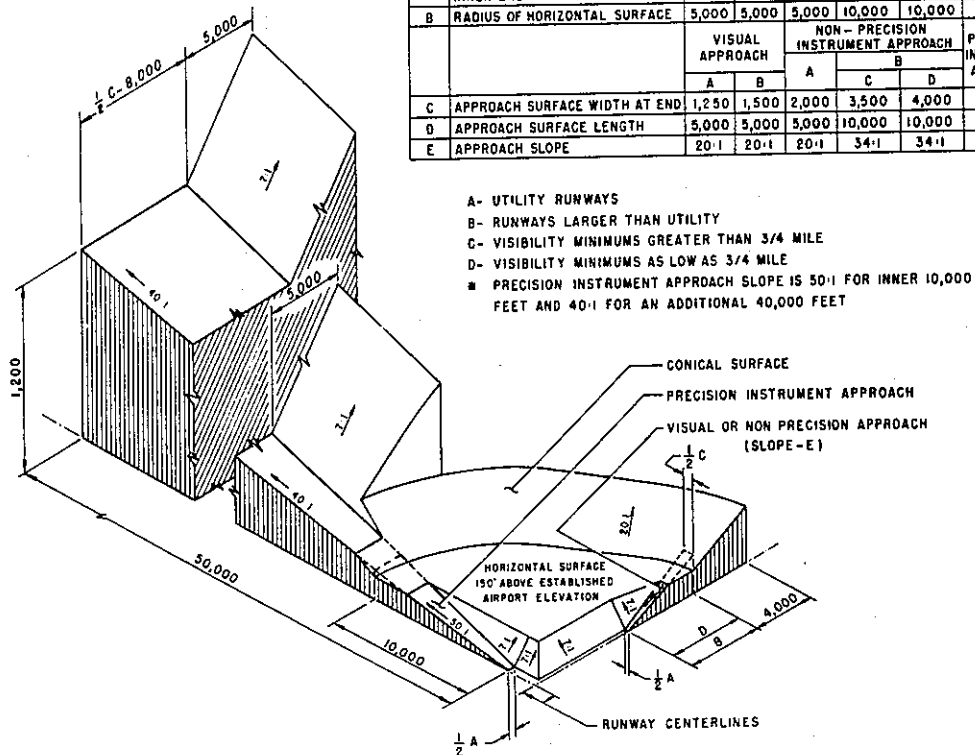
A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
           visibility minimums greater than 3/4 mile  
 D .....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

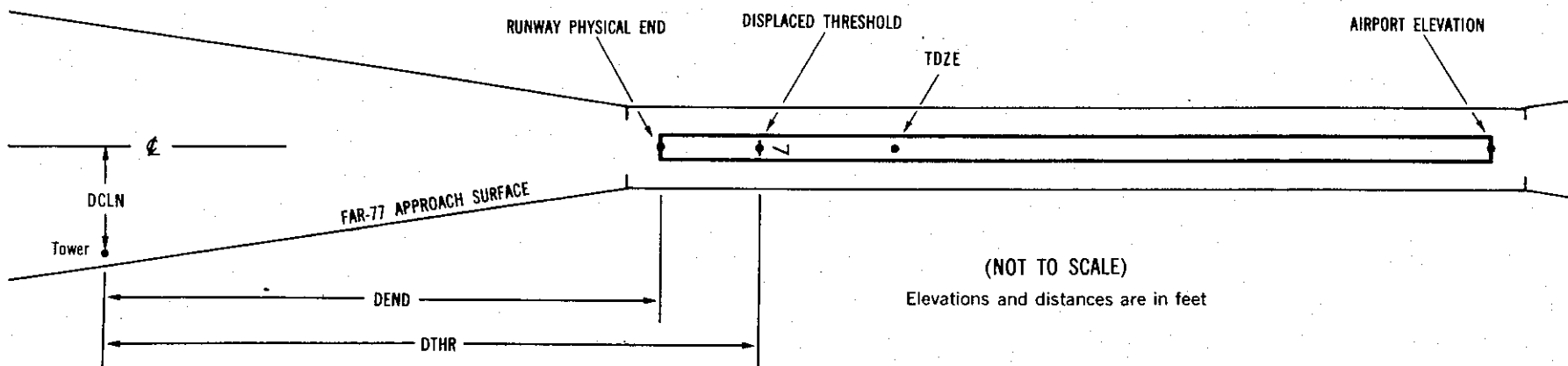
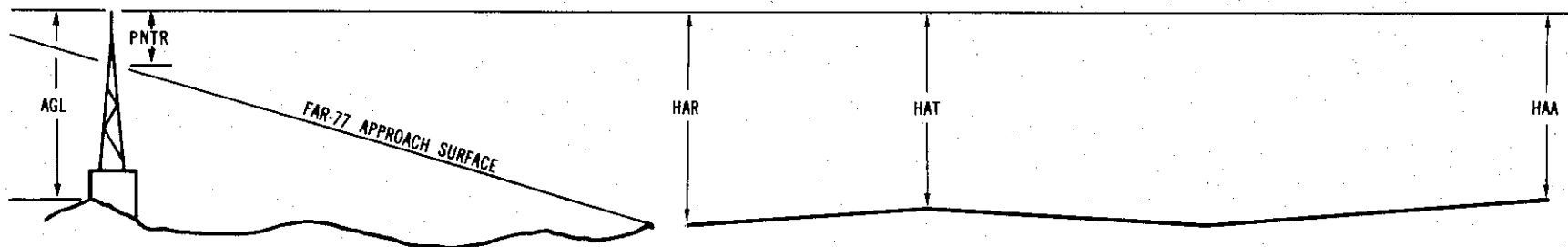
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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>
XXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	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).

OC6715

AIRPORT ELEVATION 474

14 A(V) 469/469 382214.470N 0854435.548W 3175806

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	382145.08	0854403.40	1A	465		-4	-4	-9	-3922		88R	4
SIGN	382214.03	0854436.52	1A	474		5	5	0	19		87R	5
ROAD(N)	382218.13	0854439.63	1A	474		5	5	0	493		7L	-10
BUILDING	382219.67	0854438.70	1A	485		16	16	11	559		165L	-2
TREE	382221.84	0854444.40	1A	506		37	37	32	1026		24R	-4
POLE	382220.71	0854446.42	1A	507		38	38	33	1048		221R	-4
TREE	382229.46	0854452.90	1A	569		100	100	95	2052		11R	7

32 A(V) 461/462 382145.838N 08544 2.771W 1375827

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	382214.03	0854436.52	1A	474		13	12	0	-3918		87L	5
SIGN	382145.08	0854403.40	1A	465		4	3	-9	23		88L	4
TREE	382143.32	0854356.94	1A	529		68	67	55	501		175R	53
TREE	382140.11	0854359.19	1A	517		56	55	43	621		176L	35
TREE	382130.91	0854347.36	1A	556		95	94	82	1944		99L	8
TRANSMISSION TOWER	382131.98	0854341.57	1A	569		108	107	95	2172		316R	9

OC6715

AIRPORT ELEVATION 474

36 SUPOLEC 462/462 382124.676N 0854416.488W 1795833

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	382219.41	0854418.22	1A	479		17	17	5	-5537		135L	5
GLIDE SLOPE	382209.16	0854412.12	1A	503		41	41	29	-4500		350R	36
BUILDING	382119.77	0854419.71	1A	468		6	6	-6	496		257L	-3
OL ON LOCALIZER	382119.70	0854416.49	1A	467		5	5	-7	503		0R	-4
TREE	382105.22	0854416.03	1A	540		78	78	66	1968		36R	26
TREE	382101.56	0854410.19	1A	538		76	76	64	2339		501R	13
TREE	382059.13	0854423.44	1A	533		71	71	59	2584		555L	1
TREE	382056.99	0854420.79	1A	541		79	79	67	2800		344L	3

18 PIR 474/474 382219.040N 0854416.518W 3595833

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GLIDE SLOPE	382209.16	0854412.12	1A	503		29	29	29	-1000		350L	36
SIGN	382219.41	0854418.22	1A	479		5	5	5	38		135R	5
ROAD(N)	382227.15	0854423.56	1A	483		9	9	9	821		560R	-3
TREE	382234.68	0854409.86	1A	505		31	31	31	1582		531L	3
ROD ON SILO	382247.01	0854413.02	1A	510		36	36	36	2829		279L	-17
TREE	382249.89	0854414.18	1A	526		52	52	52	3121		187L	-6
TRANSMISSION TOWER	382250.17	0854405.37	1A	544		70	70	70	3149		889L	11
TREE	382255.10	0854428.94	1A	552		78	78	78	3648		987R	9
TREE	382258.95	0854423.51	1A	540		66	66	66	4037		555R	-11
TRANSMISSION POLE	382300.63	0854408.96	1A	548		74	74	74	4207		604L	-6
TREE	382303.54	0854407.24	1A	566		92	92	92	4501		741L	6
TRANSMISSION TOWER	382305.42	0854410.63	1A	565		91	91	91	4692		471L	1

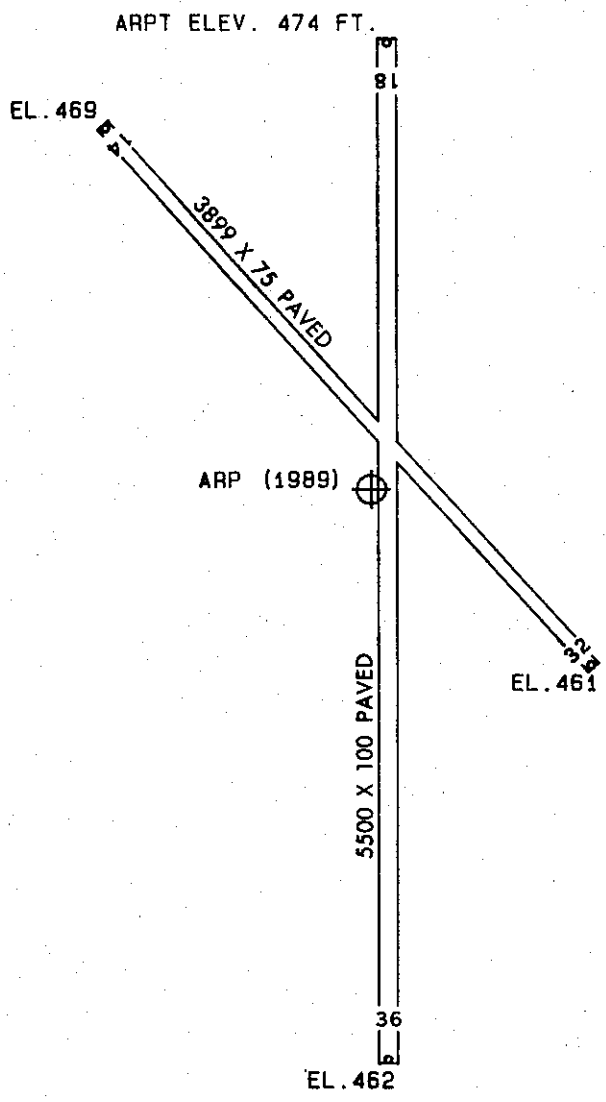
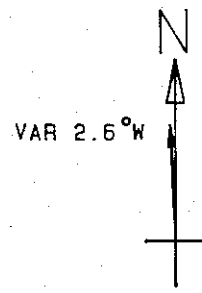


OC6715

AIRPORT ELEVATION 474

ARP 382155.300N 0854417.605W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
WINDSOCK	382154.15	0854424.19	1A	478		4	260	4	538
ROD ON OL AIRPORT BEACON	382150.73	0854428.32	1A	530		56	244	8	970
TREE	382156.25	0854400.86	1A	538		64	88	28	1337
TREE	382149.50	0854400.23	1A	522		48	115	34	1503
TREE	382203.75	0854401.78	1A	547		73	58	27	1523
TREE	382146.29	0854357.19	1A	527		53	121	52	1864
TREE	382207.54	0854437.99	1A	532		58	309	56	2042
TREE	382139.50	0854400.50	1A	536		62	142	10	2100
TREE	382143.72	0854355.34	1A	543		69	126	2	2125
TREE	382133.15	0854405.75	1A	534		60	159	45	2431
TREE	382218.03	0854434.13	1A	546		72	332	49	2649
TREE	382130.01	0854427.67	1A	544		70	200	0	2681
TREE	382215.52	0854441.29	1A	531		57	319	55	2783
TREE	382125.14	0854427.83	1A	558		84	197	33	3158
TREE	382135.60	0854345.89	1A	538		64	130	52	3217
TREE	382125.48	0854403.08	1A	546		72	161	37	3231
TREE	382229.21	0854427.21	1A	528		54	350	2	3515
TREE	382225.59	0854439.63	1A	560		86	332	48	3531
TREE	382118.91	0854425.84	1A	551		77	192	42	3739
TRANSMISSION TOWER	382137.97	0854335.92	1B	629		155	120	26	3754
TREE	382116.35	0854424.85	1A	518		44	190	56	3982
TREE	382236.21	0854405.10	1A	533		59	16	7	4257
TREE	382114.15	0854406.10	1A	541		67	170	11	4262
TREE	382242.39	0854429.05	1A	530		56	351	46	4851
TREE	382107.65	0854427.52	1A	551		77	191	55	4884
TREE	382104.45	0854406.77	1A	551		77	173	5	5216
TRANSMISSION TOWER	382104.54	0854358.42	1B	605		131	166	2	5357
TREE	382051.82	0854430.24	1A	545		71	191	30	6500
STANDPIPE	382043.87	0854229.87	1B	640		166	132	41	11219



TOUCHDOWN ZONE RUNWAY ELEVATION	
14	469
32	462
18	474
36	462

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(NOT TO SCALE)