OBSTRUCTION DATA SHEET

ODS 395
SIOUX GATEWAY AIRPORT
SIOUX CITY, IOWA

DIGITIZED FROM

OC 395
SURVEYED 6 JULY 1992
10TH EDITION

HORIZONTAL DATUM NAD83
VERTICAL DATUM NGVD29

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FOR THE FEDERAL AVIATION ADMINISTRATION

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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).

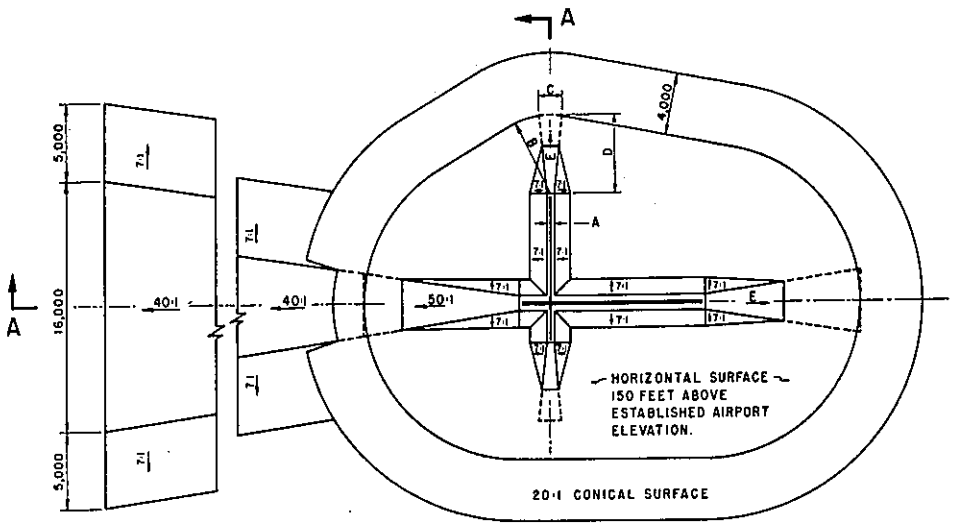
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

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:

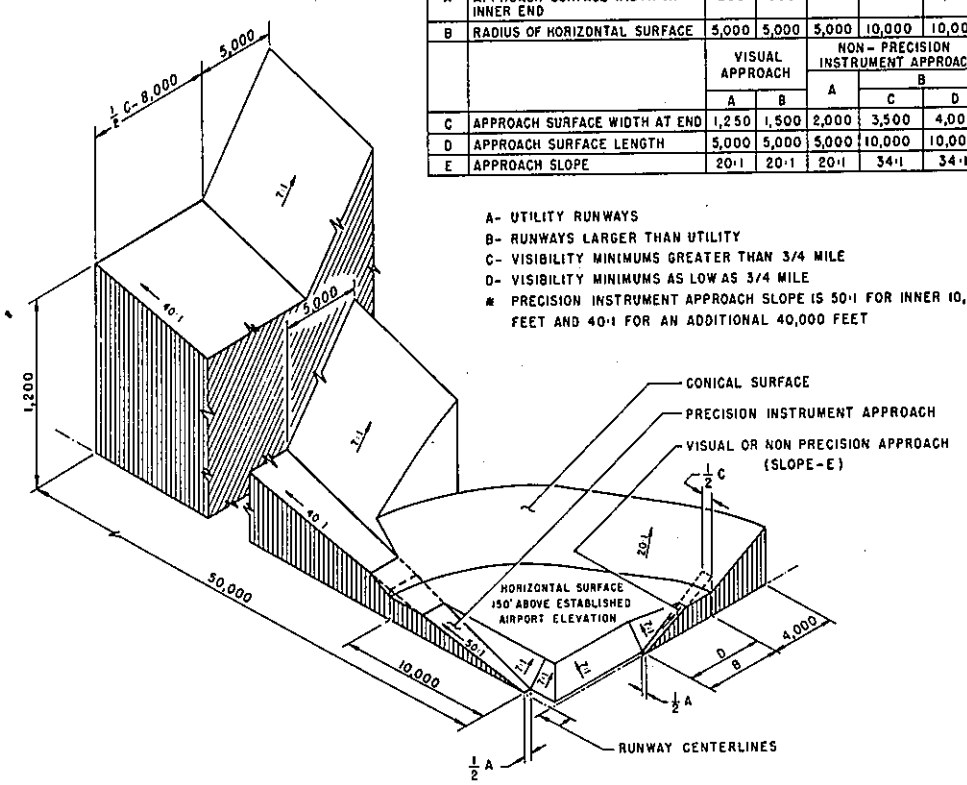
A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D ..... Nonutility runway- nonprecision 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	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]
XXXXXXXXXXX			XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX
XXXXXXXXXXX			XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX

HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXX	XXXXX	XXXXX	XXXX	XXXX
XXX	XXXXX	XXXXX	XXXX	XXXX

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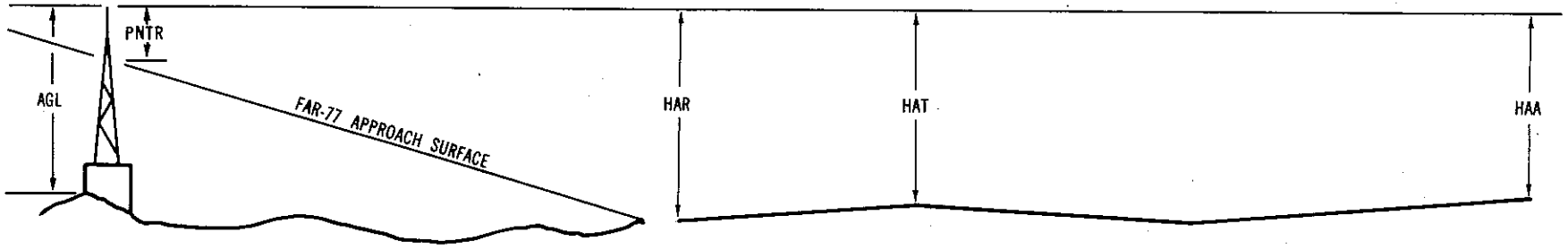
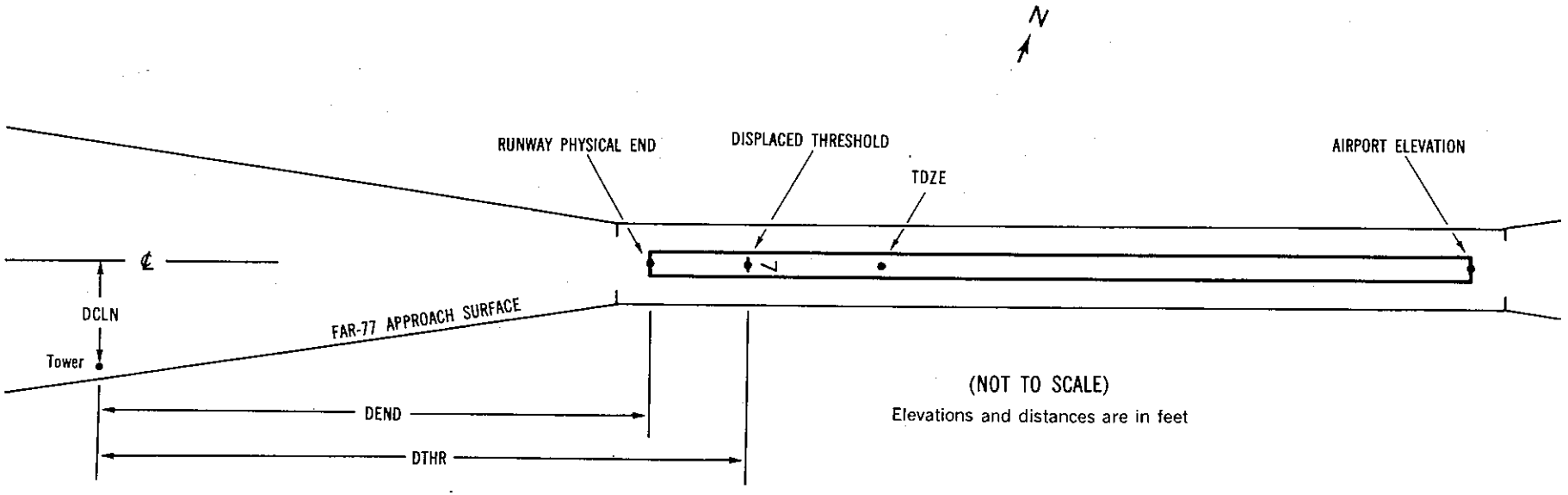




(NOT TO SCALE)

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 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 displace threshold

8 Accuracy codes:

Horizontal	Vertical
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 <u>appearing on the OC</u> 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 displace 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 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

AIRPORT ELEVATION 1098

13 PIR 1093/1093 422433.063 -962351.711 1354040.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL TMOM	422335.49	-962244.18	1A	1109		16	16	11	-7709		447R	14
ROD ON OL GS	422422.89	-962345.76	1A	1119		26	26	21	-1048		400R	28
ANT ON BLDG	422444.98	-962402.07	1A	1101		8	8	3	1406		287L	-16
TREE	422458.50	-962416.08	1A	1165		72	72	67	3120		492L	14
TREE	422455.48	-962440.51	1A	1184		91	91	86	4181		1033R	12
TREE	422502.89	-962430.82	1A	1172		79	79	74	4210		11L	-1
TREE	422505.68	-962428.09	1A	1168		75	75	70	4269		355L	-6
TREE	422506.29	-962439.52	1A	1188		95	95	90	4912		215R	1

31 PIR 1093/1095 422329.462 -962227.928 3154136.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GS	422422.89	-962345.76	1A	1119		26	24	21	-7950		400L	28
ROD ON OL TMOM	422335.49	-962244.18	1A	1109		16	14	11	-1289		447L	14
OL ON LOC	422321.09	-962216.90	1A	1098		5	3	0	1185		0R	-15
ROAD (N)	422317.17	-962211.76	1A	1109		16	14	11	1738		1L	-15

35 C 1094/1096 422347.840 -962255.937 004059.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
REFLECTOR	422339.11	-962256.08	1A	1105		11	9	7	884		0R	-9

OC0395

AIRPORT ELEVATION 1098

17 C 1097/1098 422453.017 -962254.888 1804100.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	422504.57	-962259.59	1A	1144		47	46	46	1165		367R	19
TREE	422515.11	-962258.86	1A	1143		46	45	45	2232		325R	-14
TREE	422516.29	-962256.70	1A	1153		56	55	55	2354		164R	-7
OL ON ELEVATOR	422610.05	-962258.13	1A	1252		155	154	154	7794		336R	-68

OC0395

AIRPORT ELEVATION 1098

ARP 422409.372 -962303.721

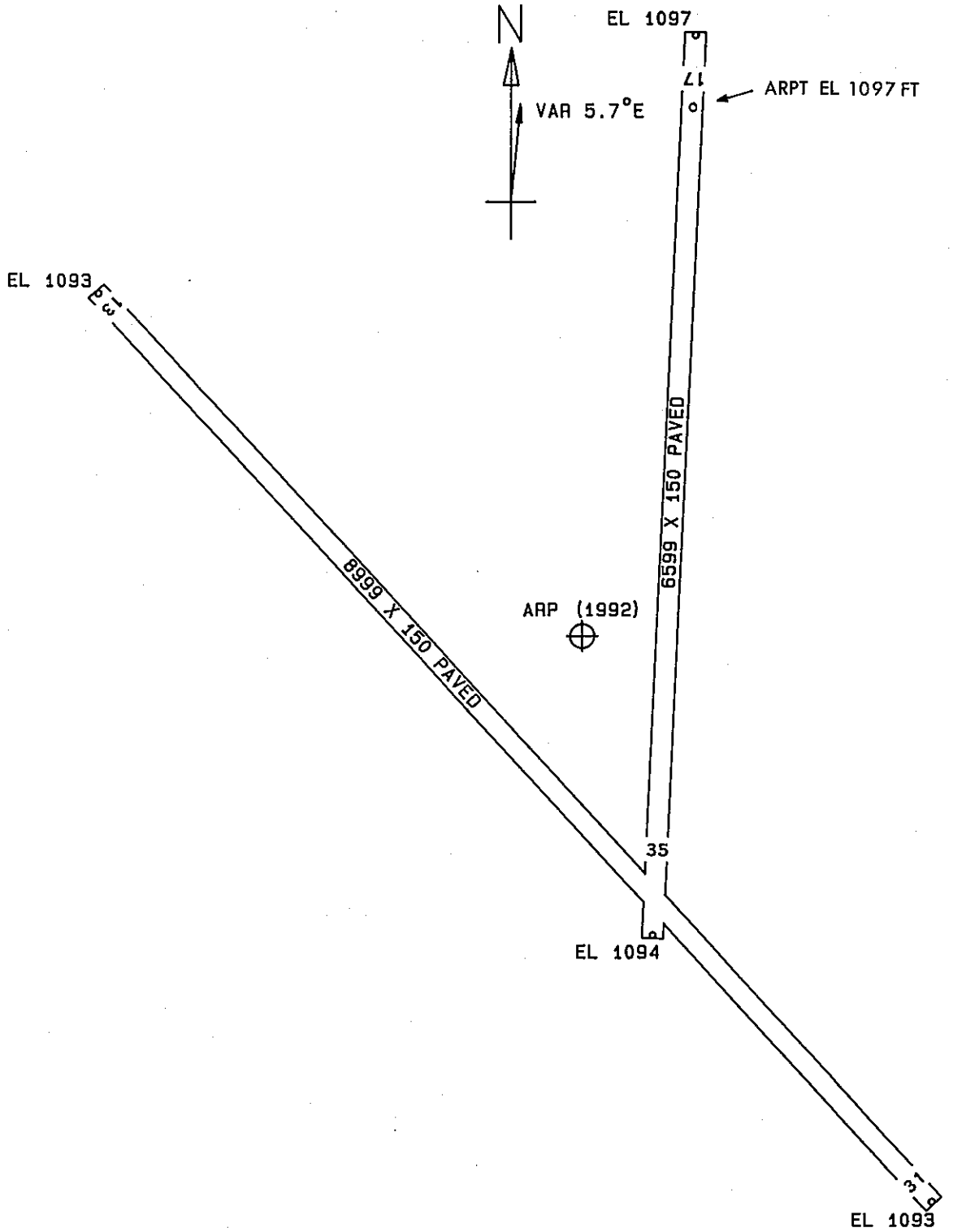
OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ANEMOMETER	422407.27	-962304.60	1A	1119		21	19135	223
OL ON WINDSOCK	422402.61	-962250.73	1A	1122		24	11922	1191
ANT ON OL AMOM	422417.86	-962317.64	1A	1124		26	30344	1352
ANT ON OL BLDG	422403.07	-962243.15	1A	1199		101	10645	1670
FLOOR OF ATCT	422409.27	-962235.76	1A	1193		95	8434	2098
RTR TWR (E 1 OF 4)	422431.68	-962312.70	1A	1147		49	33741	2357
OL HANGAR	422424.39	-962239.18	1A	1138		40	4445	2388
HANGAR	422352.21	-962241.12	1A	1133		35	12959	2428
ANT ON ASR	422409.40	-962336.83	1A	1135		37	26421	2484
OL APBN ON TK	422422.44	-962214.75	1A	1249		151	6429	3905
ROD ON OL TMOM	422333.31	-962242.49	1A	1109		11	15043	3983
OL ON GS	422332.83	-962241.82	1A	1123		25	15020	4047
ANT ON HANGAR	422342.33	-962221.16	1A	1149		51	12454	4206
TREE	422427.25	-962401.92	1A	1171		73	28648	4726
HANGAR	422332.29	-962217.71	1A	1120		22	13141	5100
TREE	422500.10	-962249.01	1A	1141		43	625	5252
TREE	422433.69	-962408.74	1A	1167		69	29104	5464
HANGAR	422319.92	-962229.40	1A	1129		31	14704	5630
TREE	422506.05	-962248.45	1A	1143		45	535	5850
TREE	422438.75	-962420.54	1A	1181		83	29135	6485
TREE	422307.25	-962215.82	1A	1152		54	14432	7243
GROUND	422430.85	-962119.02	1B	1259		161	6849	8150
POLE	422437.93	-962117.25	1B	1286		188	6423	8494
ANT ON POLE	422425.42	-962048.24	1B	1283		185	7512	10293
TANK	422424.31	-962047.58	1B	1241		143	7551	10325
OL RADIO TWR (N 1 OF 4)	422445.75	-962537.29	2A	1287		189	28202	12094
GROUND	422521.76	-962049.77	1B	1318		220	4811	12436
GROUND	422535.95	-962102.31	1B	1285		187	4023	12639
POLE	422531.20	-962042.20	2C	1346		248	4619	13465
TREE	422550.76	-962100.68	2C	1343		245	3614	13802
TREE	422543.16	-962039.88	2C	1345		247	4256	14372

 Continued from previous page

AIRPORT ELEVATION 1098

ARP 422409.372 -962303.721

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
TREE	422602.54	-962102.04	2C	1333		235	3249	14647
TREE	422553.13	-962041.63	2C	1336		238	3942	14964
ANT ON OL RADIO TWR	422614.60	-962455.76	2A	1347	249	249	32046	15209



TOUCHDOWN ZONE RUNWAY	ELEVATION
13	1093
31	1095
35	1096
17	1098

SIOUX GATEWAY AIRPORT

SIOUX CITY, IOWA

(NOT TO SCALE)