

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

GREENWOOD COUNTY AIRPORT

GREENWOOD, SOUTH CAROLINA

ODS 183

1st EDITION

OC 183
SURVEYED MAY 1984
6th EDITION

PREPARED AND DISTRIBUTED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SERVICE (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY SURVEYING CRITERIA.

PIR	Precision Instrument Runway. 50:1 Slope first 10,000 FT 40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as $\frac{3}{4}$ mile. 34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than $\frac{3}{4}$ mile. 34:1 Slope
B(V)	Visual runway with visual approach only. 20:1 Slope
A(NP)	Utility runway with nonprecision instrument approach. 20:1 Slope
A(V)	Utility runway with visual approach only. 20:1 Slope

ANNOTATION OF SAMPLE OBSTRUCTION DATA

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS THAT FOLLOW ARE REFERENCED TO THIS POINT
 FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH
 GEODETIC AZIMUTH 168 05 12

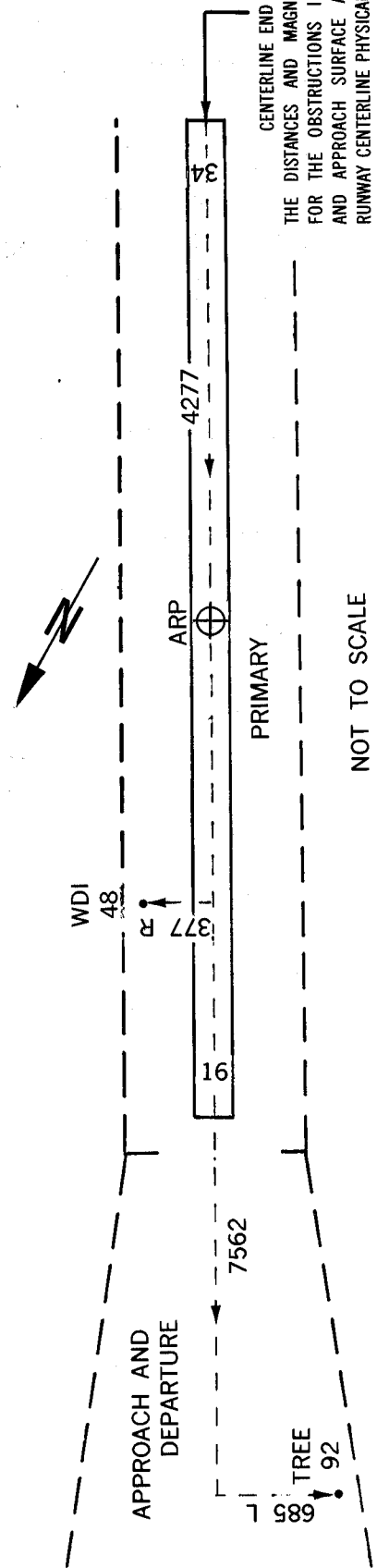
LAT 38 30 22.066N LONG 121 29 34.116W

PHYS END RWY 34 D

ELEV**	A**	OBJECT***	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354	7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343	55	7593	7562	685L
					MAGNETIC BEARING		DISTANCE		
ELEVATION			DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED		DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED		DISTANCE LEFT OR RIGHT OF CENTERLINE		

*** ACCURACY IS CODED AS FOLLOWS
 HORIZONTAL (FT) VERTICAL (FT)
 1 = 15 A = 2
 2 = 40 B = 5
 C = 20

** ALL DISTANCES AND ELEVATIONS ARE IN FEET
 *** 15 FT ADDED TO NON INTERSTATE ROAD
 17 FT ADDED TO INTERSTATE ROAD
 23 FT ADDED TO RAILROAD



CENTERLINE END OF RUNWAY 34
 THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

NOT TO SCALE

RUNWAY 4 CONDITION BV LAT 34 14 47.311N LONG 82 9 47.739W GEODETIC AZIMUTH 223 46 22

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

671 1A TREE 34 15 29.988N 82 8 53.356W 49 43 6281 6273 312R
 678 1A TREE 34 15 32.590N 82 8 52.480W 48 29 6517 6514 183R

RUNWAY 22 CONDITION BV LAT 34 15 24.487N LONG 82 9 4.844W GEODETIC AZIMUTH 43 46 46

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 9 CONDITION C LAT 34 14 52.961N LONG 82 10 2.920W GEODETIC AZIMUTH 265 13 31

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

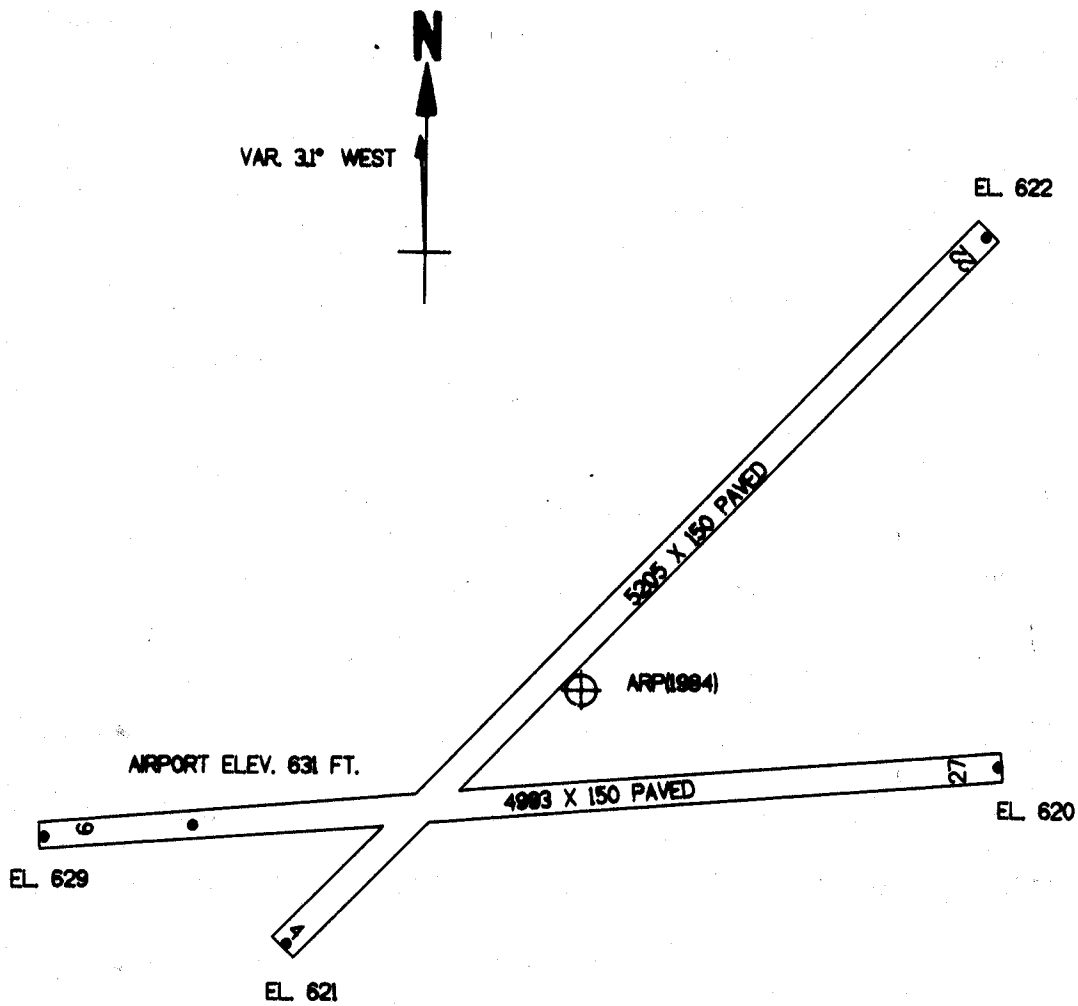
632 1A GROUND 34 14 50.405N 82 10 2.492W 175 11 261 14 260R
 651 1A TREE 34 14 54.516N 82 8 57.346W 91 28 5507 5499 301R
 631 1A GROUND 34 15 0.579N 82 8 57.179W 85 9 5572 5564 309L
 673 1A TREE 34 15 1.883N 82 8 51.346W 84 33 6076 6063 399L
 674 1A TREE 34 14 53.965N 82 8 48.532W 92 10 6246 6232 418R
 668 1A TREE 34 15 3.358N 82 8 43.287W 84 10 6767 6749 492L
 674 1A TREE 34 14 53.737N 82 8 41.529W 92 26 6833 6816 490R

RUNWAY 27 CONDITION C LAT 34 14 57.068N LONG 82 9 3.653W GEODETTIC AZIMUTH 85 14 4

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
632	1A GROUND	34 14 50.405N	82 10 2.492W	265 20	4985	4978	260L
669	1A TREE	34 14 48.778N	82 10 11.944W	264 47	5794	5783	358L
677	1A TREE	34 14 56.089N	82 10 23.631W	272 16	6715	6699	460R
683	1A TREE	34 14 53.803N	82 10 24.222W	270 19	6772	6768	234R
684	1A TREE	34 14 51.440N	82 10 24.073W	268 17	6775	6775	5L
692	1A TREE	34 14 47.975N	82 10 25.697W	265 30	6949	6940	343L

ARP 1984 LAT 34 15 0.571N LONG 82 9 29.717W GEODETTIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
667	1A TREE	34 15 6.434N	82 9 31.384W	349 49	609
677	1A TREE	34 15 2.529N	82 9 37.366W	290 14	672
671	1A TREE	34 15 9.148N	82 9 28.662W	8 56	872
655	1A TREE	34 15 19.016N	82 9 17.047W	32 48	2147
648	1A TREE	34 14 46.134N	82 9 55.027W	238 37	2578
655	1A TREE	34 15 22.383N	82 9 13.588W	34 39	2588
665	1A TREE	34 15 26.758N	82 9 10.894W	33 56	3083
701	1A TREE	34 14 57.849N	82 10 11.012W	268 34	3478
666	1A TREE	34 15 23.433N	82 8 58.750W	51 28	3478
678	1A TREE	34 14 56.736N	82 10 20.822W	267 56	4308



TOUCHDOWN ZONE

RUNWAY	ELEVATION
4	629
22	627
9	631
27	629

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 (NOT TO SCALE)