

OBSTRUCTION DATA SHEET

**ODS 167
GLYNCO JETPORT
BRUNSWICK, GEORGIA**

DIGITIZED FROM

**OC 167
SURVEYED JANUARY 1992
4TH EDITION**



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U.S. DEPARTMENT OF COMMERCE
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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:

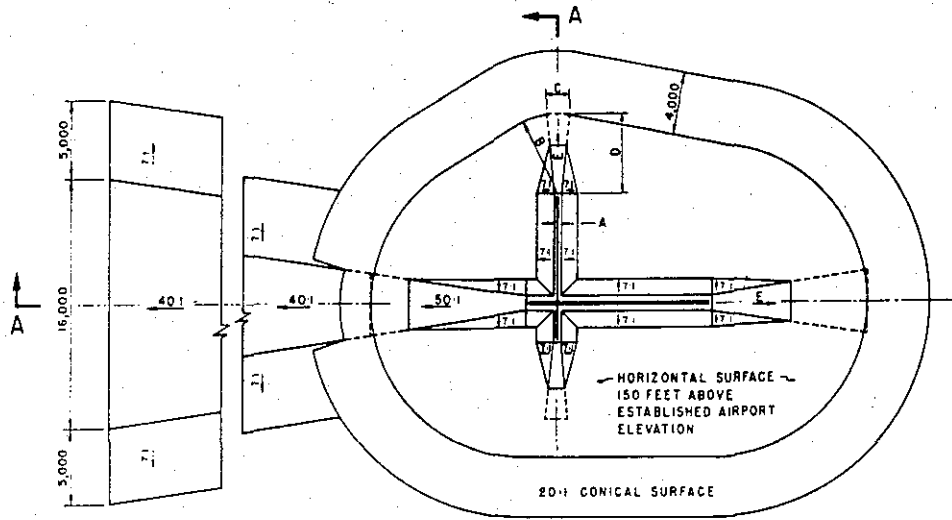
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

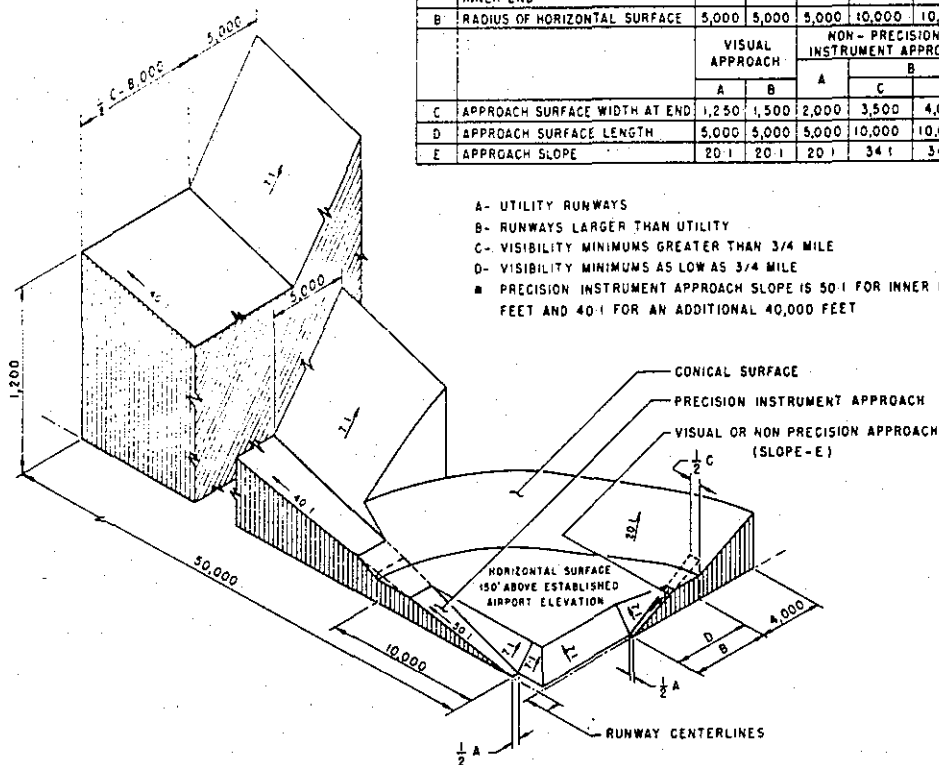
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
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	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

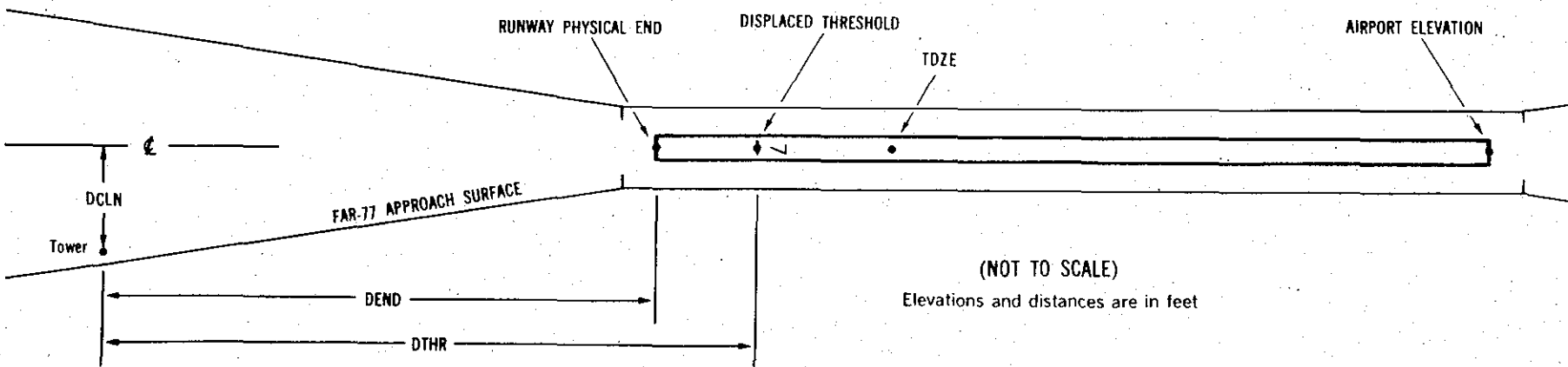
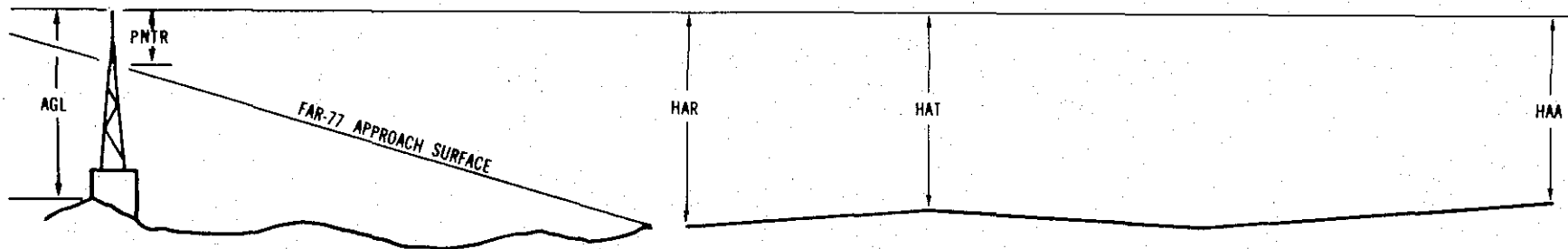
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

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
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXX	XXXX	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 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).

OC0167

AIRPORT ELEVATION 26

7 PIR 20/26 311515.196N 0812841.274W 2452102

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	311541.84	0812726.67	1A	29		9	3	3	-7009		253R	6
GROUND	311531.41	0812811.51	1A	29		9	3	3	-3031		412L	3
OL ON LIGHTED WINDSOCK	311528.51	0812814.87	1A	50		30	24	24	-2644		267L	25
OL ON LIGHTED WINDSOCK	311522.46	0812829.74	1A	30		10	4	4	-1217		250L	8
ROD ON OL GLIDE SLOPE	311523.13	0812832.20	1A	60		40	34	34	-1050		400L	38
TREE	311514.83	0812859.23	1A	74		54	48	48	1432		617L	29
TREE	311509.99	0812910.87	1A	73		53	47	47	2554		594L	6
TREE	311459.31	0812905.59	1A	73		53	47	47	2588		579R	5
TREE	311508.70	0812911.00	1A	73		53	47	47	2619		480L	5
TREE	311500.14	0812912.80	1A	82		62	56	56	3122		242R	4

25 C 21/26 311548.215N 0812717.494W 0652146

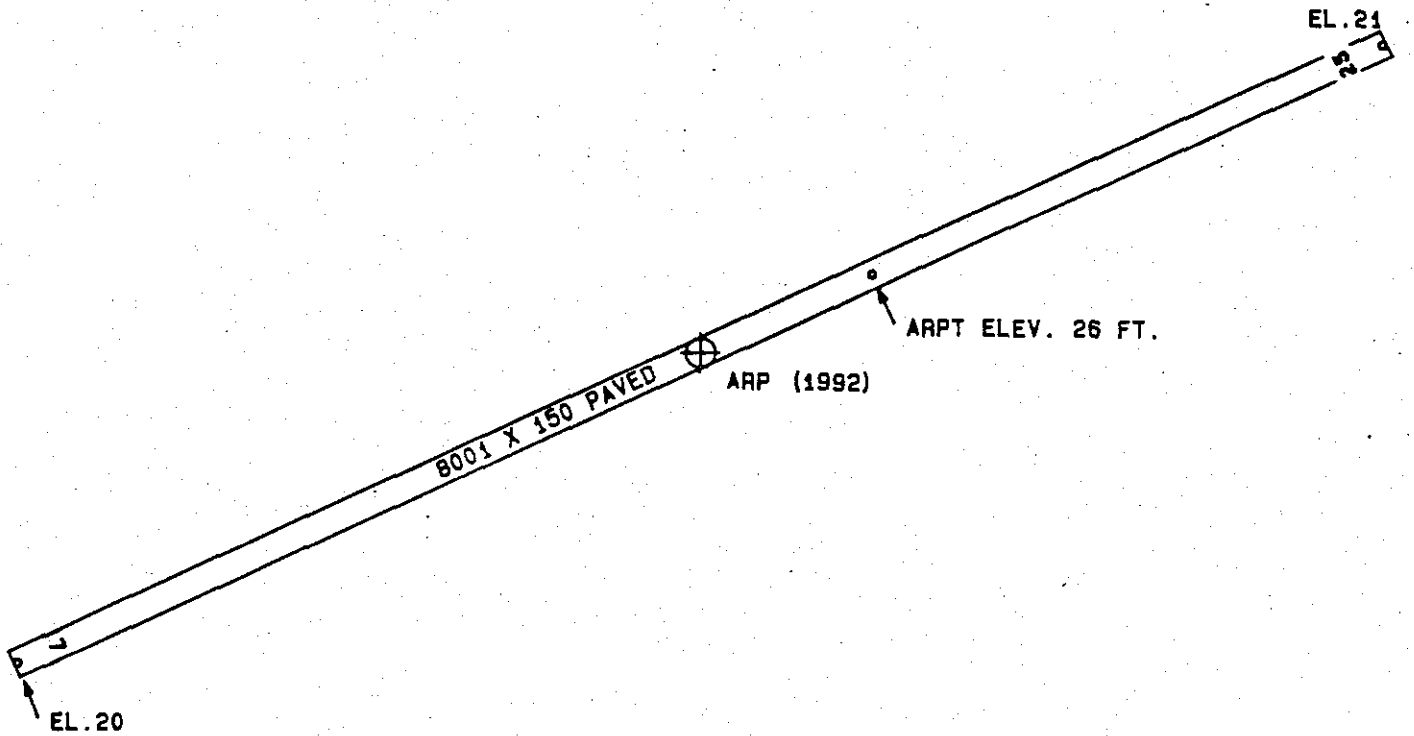
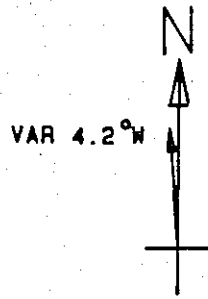
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GLIDE SLOPE	311523.13	0812832.20	1A	60		39	34	34	-6951		400R	38
OL ON LIGHTED WINDSOCK	311522.46	0812829.74	1A	30		9	4	4	-6785		250R	8
OL ON LIGHTED WINDSOCK	311528.51	0812814.87	1A	50		29	24	24	-5357		267R	25
GROUND	311531.41	0812811.51	1A	29		8	3	3	-4970		412R	3
OL ON LIGHTED WINDSOCK	311541.84	0812726.67	1A	29		8	3	3	-993		253L	6
ROD ON OL DF ANTENNA	311554.54	0812655.36	1A	52		31	26	26	2013		220L	-22

OC0167

AIRPORT ELEVATION 26

ARP 311531.708N 0812759.386W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANTENNA ON OL BUILDING	311517.43	0812801.00	1A	107		81	189 44	1449
ROD ON OL AIRPORT BEACON	311515.72	0812804.22	1A	89		63	198 45	1669
TREE	311535.87	0812731.66	1A	54		28	84 17	2443
ANTENNA	311555.57	0812721.51	1A	56		30	57 56	4078
TREE	311542.72	0812713.91	1A	47		21	78 27	4101
TREE	311505.85	0812844.38	1A	72		46	240 25	4699
TREE	311518.14	0812859.30	1A	92		66	259 26	5378
TREE	311516.10	0812858.78	1A	72		46	257 12	5391
OL WATER TANK	311400.89	0812812.05	1B	157		131	191 2	9242



TOUCHDOWN ZONE RUNWAY ELEVATION	
7	26
25	26

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BRUNSWICK, GEORGIA
(NOT TO SCALE)