

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

MOULTRIE MUNICIPAL AIRPORT

MOULTRIE, GEORGIA

ODS 5020

1st EDITION

OC 5020
SURVEYED NOVEMBER 1984
7th EDITION

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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

PHYS END RWY 34 D

LAT 38 30 22.066N LONG 121 29 34.116W

GEODETIC AZIMUTH 168 05 12

ELEV* A** OBJECT***

LAT

LONG

M BRG

DIST

OUTCL

OFFCL

0048 1A WDI
0092 1A TREE

38 31 04.201
38 31 33.811

121 29 40.588
121 30 02.190

354 7
343 55

4293
7593

4277
7562

377R
685L

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING
DISTANCE
DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED
DISTANCE LEFT OR RIGHT OF CENTERLINE

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

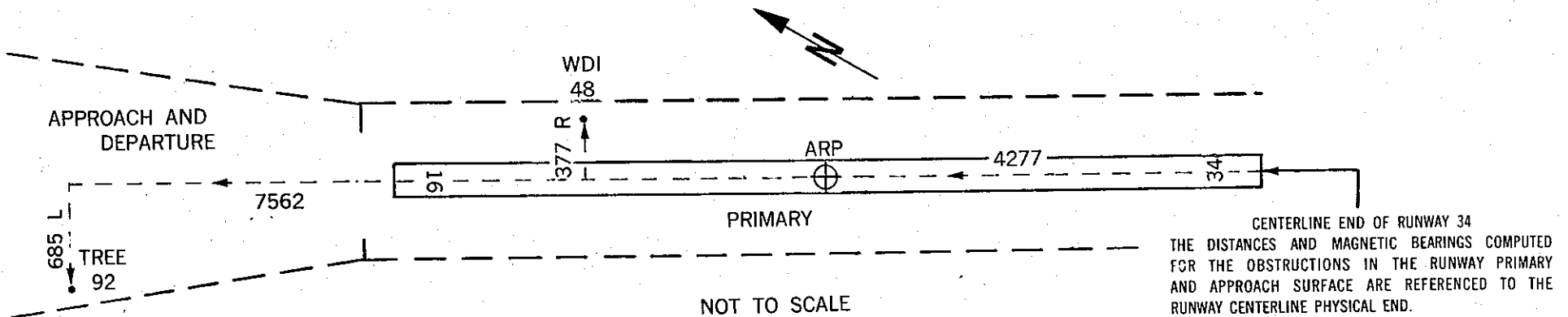
** ACCURACY IS CODED AS FOLLOWS

HORIZONTAL (FT)	VERTICAL (FT)
1 = 15	A = 2
2 = 40	B = 5
	C = 20

*** 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.

RUNWAY 4 CONDITION C LAT 31 4 49.090N LONG 83 48 34.580W GEODETTIC AZIMUTH 218 52 18

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
311	1A	TREE	31 5 26.077N	83 47 57.241W	41	59	4951	4947	182R
318	1A	TREE	31 5 30.578N	83 47 51.501W	42	47	5622	5615	286R
313	1A	TREE	31 5 31.927N	83 47 53.176W	40	45	5630	5629	87R
376	1A	TREE	31 5 50.926N	83 47 42.311W	37	2	7726	7717	383L

RUNWAY 22 CONDITION C LAT 31 5 28.597N LONG 83 47 57.575W GEODETTIC AZIMUTH 38 52 37

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
311	1A	TREE	31 5 26.077N	83 47 57.241W	174	29	256	180	182L
275	1A	TREE	31 4 46.840N	83 48 32.836W	217	1	5216	5209	261L
286	1A	TREE	31 4 49.364N	83 48 38.130W	222	40	5306	5299	258R
275	1A	TREE	31 4 47.054N	83 48 35.871W	219	26	5358	5358	42L
298	1A	TREE	31 4 40.031N	83 48 37.891W	216	33	6031	6021	350L
326	1A	TREE	31 4 43.865N	83 48 45.078W	223	26	6123	6111	380R

RUNWAY 16 CONDITION AV LAT 31 5 17.912N LONG 83 48 14.698W GEODETTIC AZIMUTH 339 17 17

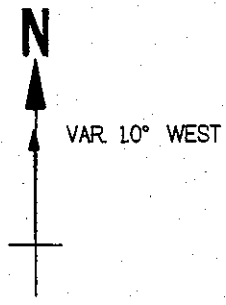
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
292	1A	TREE	31 4 39.891N	83 47 58.798W	161	12	4083	4082	65R
298	1A	TREE	31 4 39.193N	83 47 56.592W	159	4	4217	4216	89L

RUNWAY 34 CONDITION AV LAT 31 4 42.008N LONG 83 47 58.926W GEODETIC AZIMUTH 159 17 25

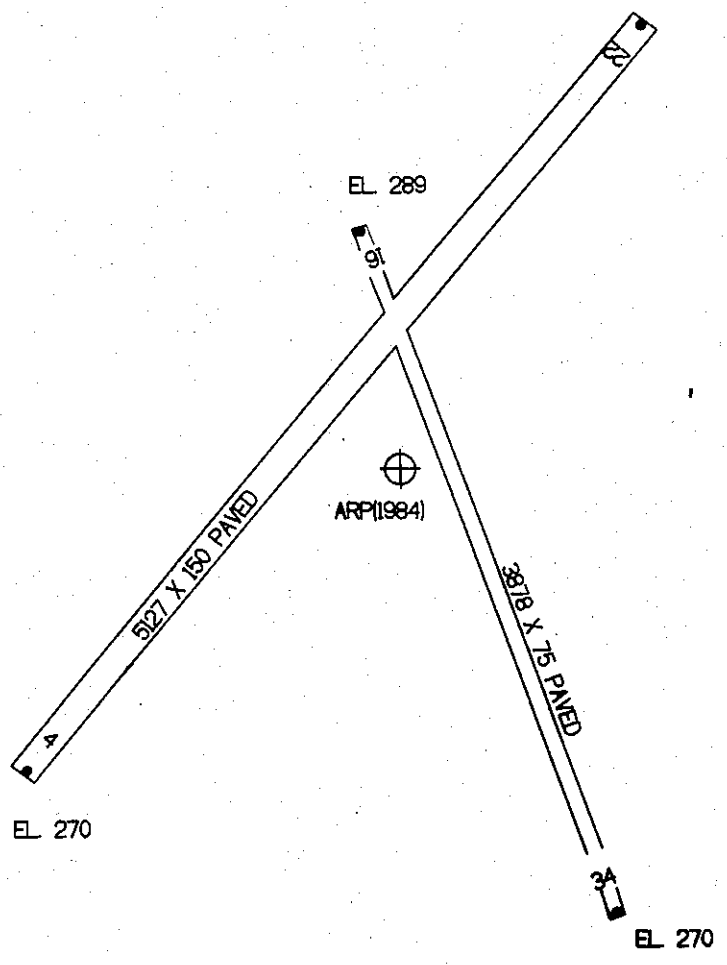
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
309	1A	TREE	31 5 22.334N	83 48 15.593W	341	25	4325	4324	85R
328	1A	TREE	31 5 25.417N	83 48 18.045W	340	14	4691	4691	4L
343	1A	TREE	31 5 28.263N	83 48 20.590W	339	3	5039	5038	109L
360	1A	TREE	31 5 30.755N	83 48 19.445W	341	5	5239	5238	73R

ARP 1915 LAT 31 5 5.018N LONG 83 48 12.088W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
338	1A	TREE	31 5 3.835N	83 48 5.123W	102	10	617
310	1A	OL WINDSOCK	31 5 12.896N	83 48 17.379W	330	58	919
332	1A	TREE	31 4 51.809N	83 47 59.569W	141	48	1722
363	1A	TREE	31 5 23.408N	83 48 22.685W	334	37	2074
351	1A	TREE	31 5 24.404N	83 48 20.912W	339	36	2104
364	1A	TREE	31 5 26.791N	83 48 21.986W	339	38	2362
329	1A	TREE	31 4 55.006N	83 48 38.609W	247	19	2518
314	1A	TREE	31 4 40.829N	83 48 2.279W	161	46	2589
303	1A	TREE	31 4 41.477N	83 47 55.344W	149	31	2789
315	1A	TREE	31 5 28.029N	83 47 53.659W	35	35	2824
345	1A	TREE	31 5 32.699N	83 48 2.466W	17	39	2919
313	1A	TREE	31 4 39.862N	83 47 54.440W	149	52	2969
304	1A	TREE	31 4 49.331N	83 48 41.304W	239	3	2995
316	1A	TREE	31 4 41.925N	83 48 34.804W	221	15	3057
320	1A	TREE	31 5 32.997N	83 47 58.406W	23	49	3067
308	1A	TREE	31 4 36.636N	83 47 59.531W	160	9	3069
311	1A	TREE	31 4 38.903N	83 48 38.032W	221	32	3472



AIRPORT ELEV. 294FT.



TOUCHDOWN ZONE

RUNWAY	ELEVATION
4	289
22	294
16	289
34	288

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(NOT TO SCALE)