

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

NEW RIVER VALLEY AIRPORT

DUBLIN, VIRGINIA

ODS 5084

2nd EDITION

OC 5084

SURVEYED NOVEMBER 1985

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

PHYS END RWY 34 D

LAT 38 30 22.066N LONG 121 29 34.116W

MEASURED FROM SOUTH  
 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

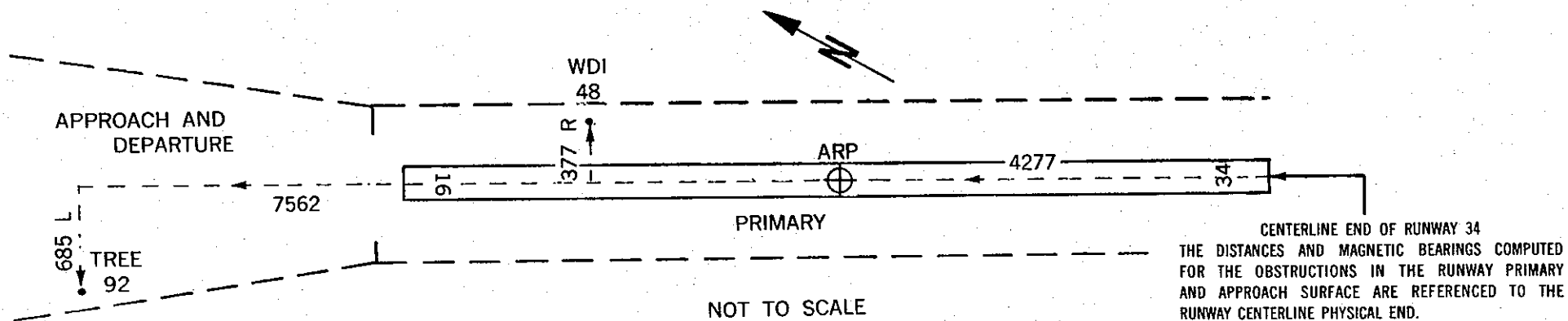
MAGNETIC BEARING  
 DISTANCE  
 DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED  
 DISTANCE LEFT OR RIGHT OF CENTERLINE

\*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 6    CONDITION BVD    LAT 37 7 55.179N LONG 80 41 13.524W GEODETIC AZIMUTH 232 6 51

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST	OUTCL	OFFCL	
2115	1A	GROUND	37	7	57.965N	80 41	16.110W	329	17	351	8	351L
2125	1A	OL ILGS	37	8	4.646N	80 41	3.335W	46	39	1264	1239	249L
2118	1A	OL WINDSOCK	37	8	12.233N	80 40	52.575W	50	25	2419	2398	320L
2101	1A	TREE	37	8	13.975N	80 40	37.910W	62	30	3454	3443	270R
2101	1A	TREE	37	8	18.622N	80 40	29.246W	62	25	4299	4286	330R
2096	1A	GROUND	37	8	18.998N	80 40	27.172W	63	12	4460	4442	403R
2089	1A	GROUND	37	8	22.013N	80 40	23.111W	62	17	4902	4889	365R
2100	1A	GROUND	37	8	32.539N	80 40	21.682W	53	54	5648	5634	405L
2132	1A	TREE	37	8	34.615N	80 40	20.003W	53	16	5890	5870	487L
2082	1A	GROUND	37	8	35.542N	80 40	15.854W	54	44	6203	6192	355L
2085	1A	TREE	37	8	30.819N	80 40	11.149W	60	23	6205	6200	256R
2089	1A	GROUND	37	8	37.937N	80 40	14.954W	53	32	6418	6399	501L
2112	1A	TREE	37	8	39.064N	80 40	12.928W	53	46	6616	6598	490L
2105	1A	GROUND	37	8	40.734N	80 40	9.585W	54	14	6931	6916	458L

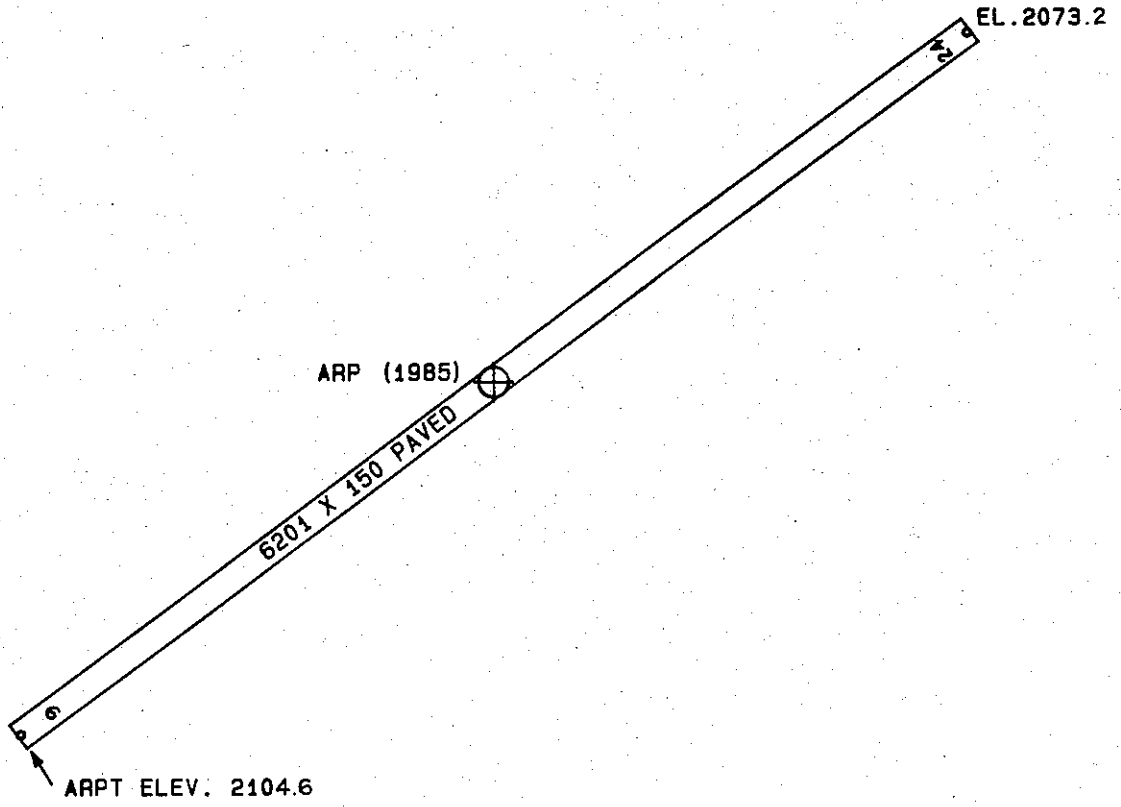
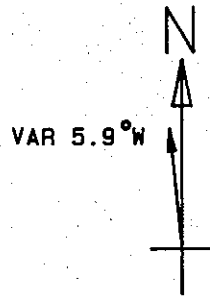
RUNWAY 24 CONDITION PIR LAT 37 8 32.823N LONG 80 40 13.084W GEODETIC AZIMUTH 52 7 28

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
2085	1A	TREE	37 8 30.819N	80 40 11.149W	148	10	256	1	256L
2082	1A	GROUND	37 8 35.542N	80 40 15.854W	326	43	355	8	355R
2132	1A	TREE	37 8 34.615N	80 40 20.003W	293	50	589	331	487R
2100	1A	GROUND	37 8 32.539N	80 40 21.682W	273	32	697	567	405R
2089	1A	GROUND	37 8 22.013N	80 40 23.111W	222	30	1362	1312	365L
2096	1A	GROUND	37 8 18.998N	80 40 27.172W	225	6	1804	1759	403L
2101	1A	TREE	37 8 18.622N	80 40 29.246W	228	14	1943	1915	330L
2101	1A	TREE	37 8 13.975N	80 40 37.910W	232	25	2770	2757	270L
2118	1A	OL WINDSOCK	37 8 12.233N	80 40 52.575W	242	50	3816	3802	320R
2125	1A	OL ILSGS	37 8 4.646N	80 41 3.335W	240	54	4968	4961	249R
2115	1A	GROUND	37 7 57.965N	80 41 16.110W	241	16	6203	6193	351R
2116	1A	TREE	37 7 50.267N	80 41 11.095W	233	24	6371	6350	513L
2112	1A	GROUND	37 7 56.195N	80 41 17.504W	240	31	6398	6392	279R
2116	1A	GROUND	37 7 57.895N	80 41 19.171W	242	29	6412	6393	498R
2113	1A	TREE	37 7 49.436N	80 41 12.391W	233	29	6505	6485	515L
2137	1A	OL POLE	37 7 55.907N	80 41 23.515W	242	42	6816	6794	555R
2144	1A	ROAD (N)	37 7 53.089N	80 41 28.821W	242	40	7332	7308	594R
2133	1A	TREE	37 7 44.156N	80 41 20.979W	234	4	7379	7362	509L
2140	1A	OL POLE	37 7 47.532N	80 41 34.077W	240	58	8000	7989	412R
2144	1A	TREE	37 7 40.310N	80 41 27.223W	234	24	8016	8000	506L
2177	1A	TREE	37 7 34.516N	80 41 33.441W	233	43	8782	8757	659L
2193	1A	OL POLE	37 7 28.701N	80 41 42.720W	234	8	9734	9711	661L
2202	1A	OL POLE	37 7 25.478N	80 41 47.568W	234	14	10244	10221	678L
2184	1A	ILSMM	37 7 28.155N	80 41 50.830W	236	20	10268	10263	302L
2206	1A	OL POLE	37 7 22.945N	80 41 54.220W	235	7	10818	10804	549L
2207	1A	TREE	37 7 32.765N	80 42 5.062W	242	6	10914	10887	774R
2231	1A	POLE	37 7 17.026N	80 41 51.168W	231	55	11039	10976	1173L
2199	1A	POLE WITH FLDLT	37 7 24.672N	80 42 0.021W	237	23	11068	11067	122L
2221	1A	TREE	37 7 26.479N	80 42 5.021W	239	24	11278	11275	271R
2273	1A	TREE	37 7 14.405N	80 41 57.152W	232	39	11573	11522	1085L
2282	1A	TREE	37 7 9.574N	80 42 15.476W	235	34	13005	12993	559L
2302	1A	TREE	37 7 6.100N	80 42 26.779W	236	54	13934	13931	273L

ARP 1985

LAT 37 8 14.002N LONG 80 40 43.307W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
2155	1A	ANT OL AIR BCN	37 8 19.007N	80 40 51.345W	313	46	825
2113	1A	TREE	37 8 25.118N	80 40 13.565W	70	52	2658
2138	1A	TREE	37 8 38.955N	80 40 15.523W	47	37	3381
2146	1A	OL POLE	37 7 59.278N	80 41 21.640W	250	16	3443
2174	1A	TREE	37 8 43.897N	80 40 13.882W	44	8	3849
2161	1A	POLE	37 7 53.434N	80 41 29.784W	246	58	4300
2226	1A	TREE	37 7 22.189N	80 41 40.482W	227	22	6993
2363	2C	OL TANK	37 6 15.204N	80 40 21.375W	177	29	12146
2279	1A	TREE	37 6 54.405N	80 42 53.871W	238	36	13290



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
6	2104.6
24	2087.4

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 (NOT TO SCALE)