

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

TALLADEGA MUNICIPAL AIRPORT

TALLADEGA, ALABAMA

ODS 5656

1st EDITION

OC 5656  
SURVEYED APRIL 1984  
1st 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

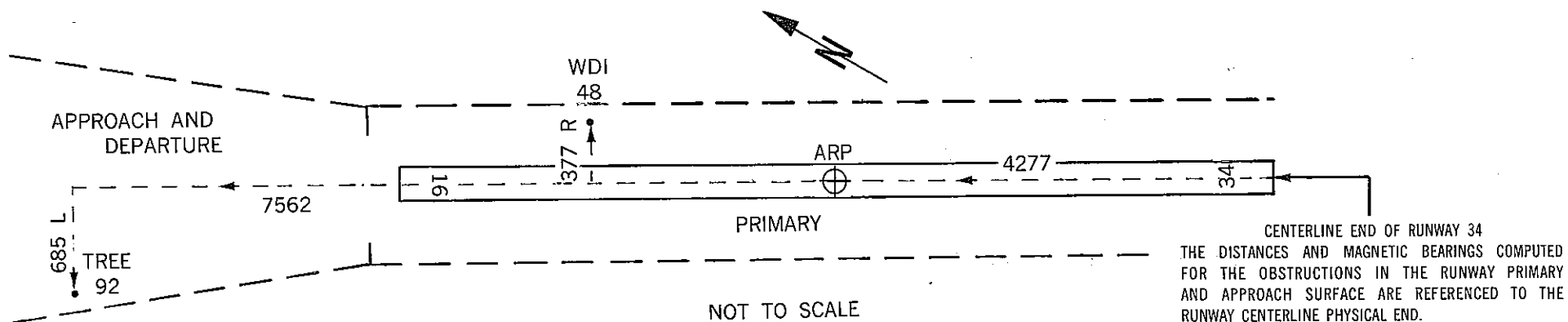
\*\* ACCURACY IS CODED AS FOLLOWS

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 3      CONDITION BV      LAT 33 33 47.120N LONG 86 3 23.718W GEODETIC AZIMUTH 215 22 53

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
527	1A	TREE	33 33 46.463N	86 3 21.119W	106	36	230	73	218R
537	1A	TREE	33 34 0.353N	86 3 9.703W	41	22	1788	1777	192R
539	1A	TREE	33 34 5.335N	86 3 5.153W	40	16	2420	2411	215R
574	1A	TREE	33 34 18.079N	86 2 55.237W	37	24	3950	3947	153R
580	1A	TREE	33 34 20.035N	86 2 51.964W	38	43	4277	4268	264R
549	1A	TREE	33 34 33.381N	86 2 41.892W	36	55	5864	5862	178R
538	1A	TREE	33 34 36.456N	86 2 40.319W	36	10	6193	6192	106R
535	1A	BUSH	33 34 38.306N	86 2 43.035W	33	26	6214	6212	189L
543	1A	TREE	33 34 37.533N	86 2 38.996W	36	24	6347	6346	135R
554	1A	TREE	33 34 40.214N	86 2 41.877W	33	13	6429	6426	221L
577	1A	TREE	33 34 42.706N	86 2 40.398W	32	55	6708	6703	265L
589	1A	TREE	33 34 44.195N	86 2 30.746W	37	39	7306	7299	314R
597	1A	TREE	33 34 47.143N	86 2 33.981W	34	33	7384	7383	82L
595	1A	TREE	33 34 47.775N	86 2 32.032W	35	18	7531	7531	15R
605	1A	TREE	33 34 50.328N	86 2 35.066W	32	36	7600	7593	343L
601	1A	TREE	33 34 48.398N	86 2 30.578W	35	46	7654	7653	79R

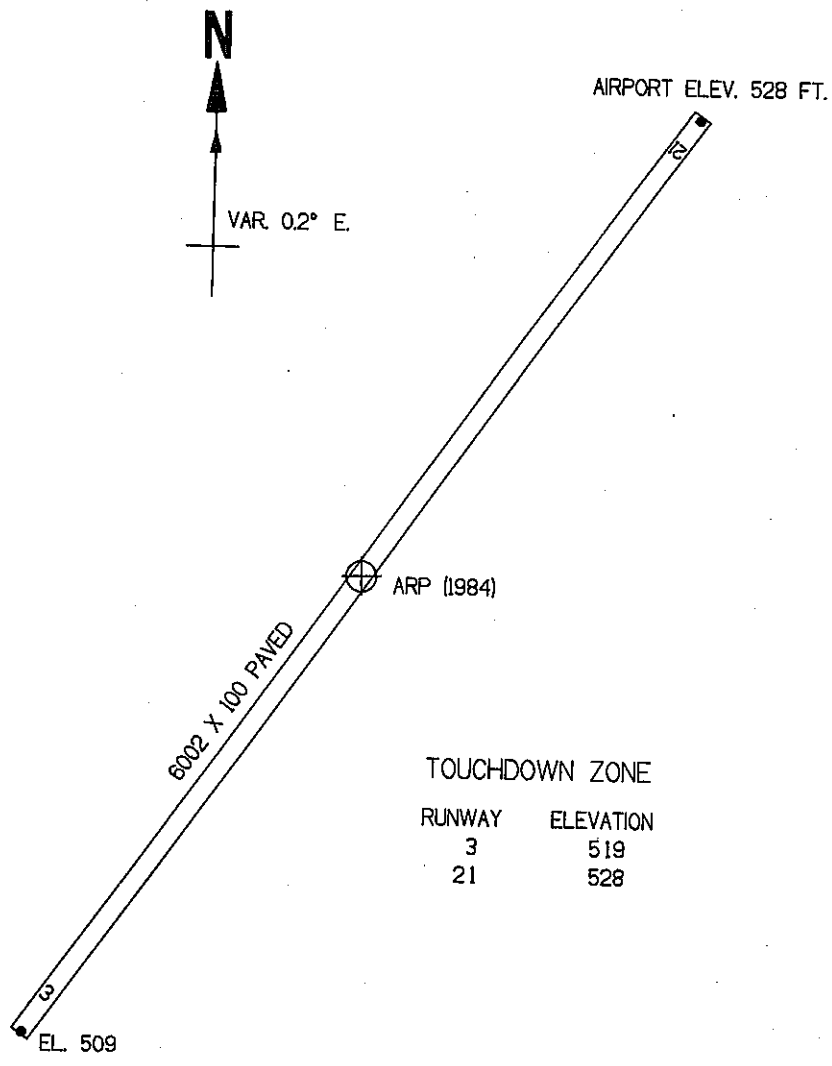
RUNWAY 21    CONDITION C    LAT 33 34 35.529N LONG 86 2 42.646W GEODETIC AZIMUTH 35 23 15

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST	OUTCL	OFFCL		
549	1A	TREE	33	34	33.381N	86	2	41.892W	163	25	226	140	178L
580	1A	TREE	33	34	20.035N	86	2	51.964W	206	31	1753	1733	264L
574	1A	TREE	33	34	18.079N	86	2	55.237W	210	56	2061	2055	153L
539	1A	TREE	33	34	5.335N	86	3	5.153W	211	46	3597	3591	215L
537	1A	TREE	33	34	0.353N	86	3	9.703W	212	35	4229	4225	192L
527	1A	TREE	33	33	46.463N	86	3	21.119W	213	5	5933	5929	218L
515	1A	TREE	33	33	46.771N	86	3	26.198W	216	35	6154	6152	151R
519	1A	TREE	33	33	47.305N	86	3	27.249W	217	33	6165	6159	255R
522	1A	TREE	33	33	46.267N	86	3	28.466W	217	43	6311	6305	278R
543	1A	TREE	33	33	39.681N	86	3	25.858W	212	44	6726	6720	288L
565	1A	TREE	33	33	36.626N	86	3	27.679W	212	25	7069	7061	341L
585	1A	TREE	33	33	23.250N	86	3	39.778W	213	18	8761	8756	289L

ARP 1984

LAT 33 34 11.325N LONG 86 3 3.184W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST
573	1A	TREE	33	34	7.510N	86	3	1.644W	161 8 407
572	1A	TREE	33	34	2.349N	86	3	6.336W	196 11 946
567	1A	TREE	33	33	54.895N	86	3	12.068W	204 9 1823
576	1A	TREE	33	33	55.186N	86	3	23.679W	226 33 2381
542	1A	TREE	33	34	28.873N	86	2	44.163W	42 1 2395
563	1A	TREE	33	33	49.379N	86	3	16.665W	207 1 2494
529	1A	GROUND	33	34	30.603N	86	2	44.339W	39 6 2518
588	1A	TREE	33	34	34.294N	86	2	49.913W	25 37 2579
568	1A	TREE	33	33	51.962N	86	3	25.405W	223 39 2714
560	1A	TREE	33	33	50.163N	86	3	26.941W	223 2 2935
557	1A	TREE	33	33	44.544N	86	3	20.459W	208 10 3076
553	1A	TREE	33	34	38.722N	86	2	44.594W	29 24 3185
566	1A	TREE	33	33	42.884N	86	3	21.806W	208 32 3278
570	1A	TREE	33	33	45.131N	86	3	32.305W	222 45 3617
566	1A	TREE	33	33	38.761N	86	3	24.855W	208 56 3768
549	1A	TREE	33	33	43.094N	86	3	32.814W	221 6 3799
566	1A	TREE	33	33	42.610N	86	3	34.846W	222 31 3950
601	1A	TREE	33	34	46.285N	86	2	38.849W	30 2 4090
704	1B	TREE	33	35	27.193N	86	3	3.638W	359 31 7669
700	1B	TREE	33	35	28.764N	86	2	58.486W	2 42 7837
713	1B	TREE	33	35	31.329N	86	2	42.806W	11 50 8268
688	1B	TREE	33	35	21.829N	86	4	0.009W	325 48 8597
765	1B	TREE	33	35	35.715N	86	3	31.081W	344 20 8851
700	1B	TREE	33	35	15.693N	86	4	26.440W	312 32 9589
691	1B	TREE	33	33	43.732N	86	4	57.665W	253 45 10081
827	1B	TREE	33	35	52.233N	86	3	10.101W	356 31 10216
711	1B	TREE	33	33	28.672N	86	4	58.611W	246 0 10677
715	1B	TREE	33	33	17.202N	86	5	6.880W	242 13 11811
776	2C	TREE	33	35	52.813N	86	4	14.380W	329 23 11896
773	2C	TREE	33	35	52.843N	86	4	18.516W	327 58 12079
722	2C	TREE	33	32	58.305N	86	5	16.234W	236 34 13463



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 TALLADEGA, ALABAMA  
 (NOT TO SCALE)