

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

SPARTANBURG DOWNTOWN MEMORIAL AIRPORT

SPARTANBURG, SOUTH CAROLINA

ODS 401

1st EDITION

OC 401
SURVEYED MAY 1984
8th 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

PHYS END RWY 34 D

FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH

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	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

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

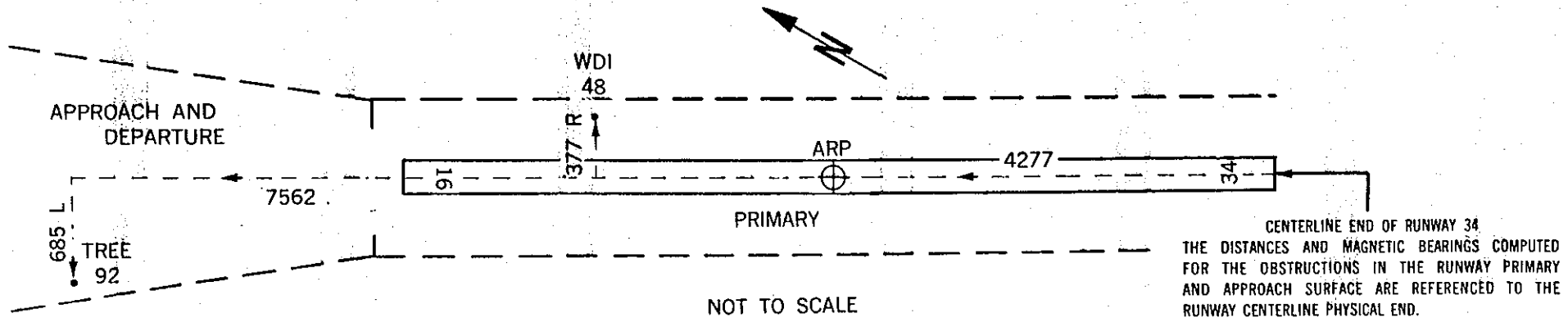
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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



RUNWAY 4 CONDITION BVD LAT 34 54 36.963N LONG 81 57 44.730W GEODETIC AZIMUTH 221 34 43

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
796	1A	CEILOMETER	34 54 35.419N	81 57 42.465W	133	1	245	8	245R
815	1A	TREE	34 54 40.844N	81 57 35.179W	67	9	887	821	335R
819	1A	TREE	34 54 49.798N	81 57 37.111W	29	28	1444	1392	386L
818	1A	TREE	34 54 52.173N	81 57 35.968W	28	47	1702	1635	475L
814	1A	TREE	34 54 48.016N	81 57 24.849W	59	23	1998	1935	497R
811	1A	TREE	34 54 56.686N	81 57 17.852W	51	42	2998	2977	351R
804	1A	BUSH	34 55 2.813N	81 57 13.283W	48	28	3700	3693	225R
810	1A	TREE	34 55 7.381N	81 57 18.407W	38	53	3777	3755	401L
806	1A	TREE	34 55 4.901N	81 57 10.751W	48	27	3998	3991	242R
805	1A	TREE	34 55 6.107N	81 57 9.393W	48	22	4165	4157	246R
803	1A	TREE	34 55 9.294N	81 57 5.744W	48	12	4607	4600	259R
802	1A	TREE	34 55 15.264N	81 57 9.328W	40	41	4867	4853	365L
804	1A	TREE	34 55 11.884N	81 57 2.942W	47	59	4957	4951	260R
802	1A	TREE	34 55 14.346N	81 57 0.310W	47	47	5289	5282	259R
801	1A	TREE	34 55 17.939N	81 57 4.665W	42	15	5319	5313	254L
791	1A	ROAD (N)	34 55 16.977N	81 57 1.614W	44	59	5409	5409	1R
811	1A	TREE	34 55 14.969N	81 56 57.638W	48	59	5491	5477	383R
797	1A	TREE	34 55 16.937N	81 57 0.245W	45	54	5483	5482	89R
795	1A	OL ON ILS-LO	34 55 17.650N	81 57 0.902W	44	59	5499	5499	OR

RUNWAY 11 CONDITION AV LAT 34 55 6.556N LONG 81 57 52.706W GEODETIC AZIMUTH 284 35 7

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
803	1A	BUSH	34 54 59.130N	81 57 11.294W	105	41	3530	3527	142L
806	1A	TREE	34 54 56.417N	81 57 12.152W	110	17	3529	3527	141R
814	1A	TREE	34 54 57.177N	81 57 8.098W	107	43	3834	3834	18L

RUNWAY 22 CONDITION D LAT 34 55 15.454N LONG 81 57 3.271W GEODETIC AZIMUTH 41 35 7

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
804	1A	TREE	34 55 11.884N	81 57 2.942W	179	4	362	252	260L
802	1A	TREE	34 55 15.264N	81 57 9.328W	271	13	505	349	365R
803	1A	TREE	34 55 9.294N	81 57 5.744W	201	42	656	603	259L
805	1A	TREE	34 55 6.107N	81 57 9.393W	211	45	1074	1045	246L
806	1A	TREE	34 55 4.901N	81 57 10.751W	213	41	1235	1211	242L
810	1A	TREE	34 55 7.381N	81 57 18.407W	240	29	1502	1447	401R
804	1A	BUSH	34 55 2.813N	81 57 13.283W	216	31	1526	1509	225L
811	1A	TREE	34 54 56.686N	81 57 17.852W	216	1	2253	2225	351L
814	1A	TREE	34 54 48.016N	81 57 24.849W	216	20	3305	3268	497L
818	1A	TREE	34 54 52.173N	81 57 35.968W	232	34	3599	3568	475R
819	1A	TREE	34 54 49.798N	81 57 37.111W	230	47	3830	3811	386R
815	1A	TREE	34 54 40.844N	81 57 35.179W	220	37	4394	4381	335L
796	1A	CEILOMETER	34 54 35.419N	81 57 42.465W	222	17	5200	5194	245L
804	1A	TREE	34 54 38.305N	81 57 47.619W	227	55	5268	5261	270R
804	1A	TREE	34 54 33.484N	81 57 41.658W	220	24	5313	5296	425L
845	1A	TREE	34 54 27.635N	81 58 2.548W	229	0	6910	6893	484R

RUNWAY 29 CONDITION AV LAT 34 54 58.080N LONG 81 57 13.169W GEODETIC AZIMUTH 104 35 30

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
861	1A	TREE	34 55 11.817N	81 58 6.201W	290	52	4630	4624	232R
876	1A	TREE	34 55 8.051N	81 58 9.183W	285	36	4773	4768	199L
870	1A	TREE	34 55 11.192N	81 58 8.573W	289	26	4801	4799	121R

ARP 1984

LAT 34 54 58.625N LONG 81 57 27.535W GEODETIC AZIMUTH 0 0 0

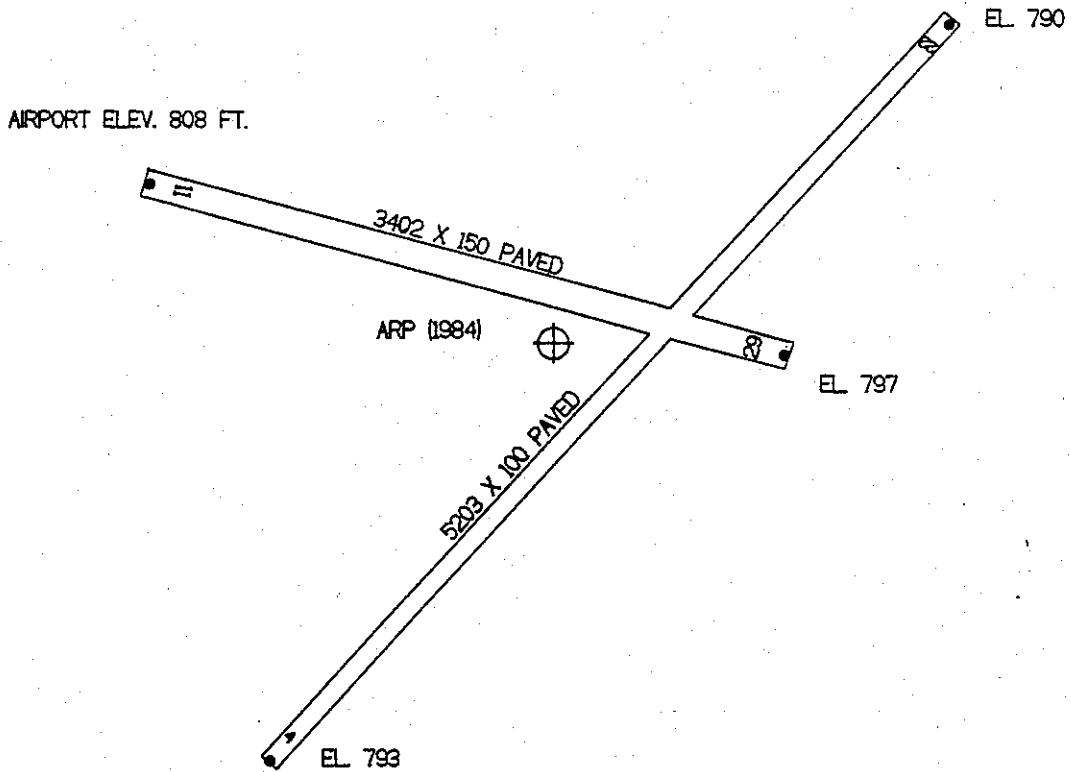
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
828	1A	OL ON WINDSOCK	34 54 58.628N	81 57 31.624W	273	27	341
862	1A	ANT OL BCN C TR	34 55 6.506N	81 57 26.521W	9	27	801
836	1A	TREE	34 54 49.542N	81 57 41.279W	234	40	1467
836	1A	TREE	34 55 12.556N	81 57 18.854W	30	34	1583
842	1A	TREE	34 54 59.747N	81 57 7.854W	89	26	1643
878	1A	TREE	34 54 59.442N	81 57 49.575W	275	59	1837
824	1A	TREE	34 55 16.040N	81 57 13.930W	36	10	2094
836	1A	TREE	34 54 37.958N	81 57 32.846W	195	21	2136
835	1A	TREE	34 55 18.288N	81 57 13.005W	34	44	2327
841	1A	TREE	34 54 35.105N	81 57 34.750W	197	35	2453
907	1A	TREE	34 55 12.501N	81 57 54.320W	305	34	2635
881	1A	TREE	34 55 4.948N	81 57 58.664W	287	15	2670
827	1A	TREE	34 55 11.758N	81 56 56.617W	66	7	2897
820	1A	TREE	34 54 31.432N	81 57 39.579W	203	27	2927
849	1A	TREE	34 55 6.772N	81 58 6.003W	287	49	3308
981	1B	OL ON RADIO BN	34 54 8.174N	81 59 5.691W	241	27	9636
992	2A	OL RADIO TOWER	34 56 34.514N	81 57 17.910W	8	8	9728
1018	1B	ANTENNA	34 54 4.683N	81 59 8.140W	240	21	9998

VAR 3.4° WEST



TOUCHDOWN ZONE

RUNWAY	ELEVATION
4	801
22	801



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(NOT TO SCALE)