

OBSTRUCTION DATA SHEET

ODS 5867
ROSCOE TURNER AIRPORT
CORINTH, MISSISSIPPI

DIGITIZED FROM

OC 5867
SURVEYED MARCH 1994
1ST EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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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 No. 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 the OC depict a representation of objects that existed at the time of the OC field survey.

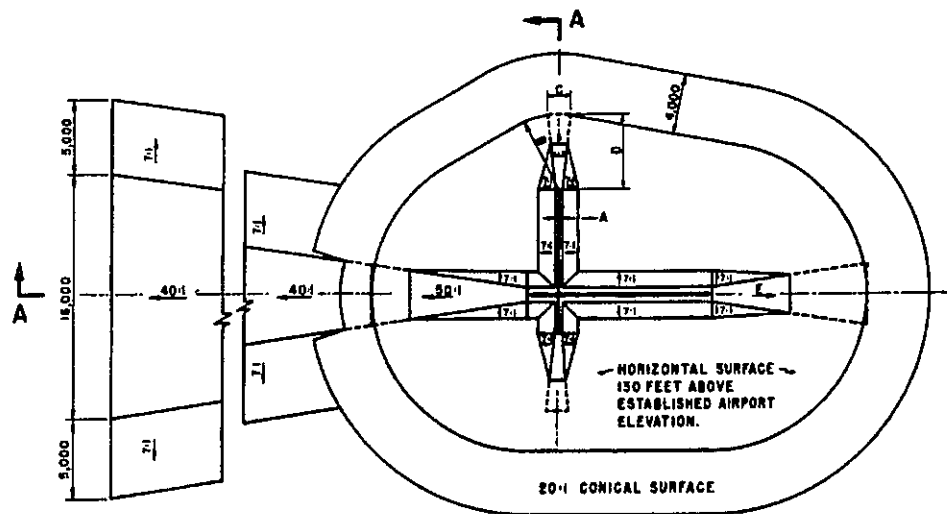
ODS information is arranged as follows:

1. Objects located in an FAR-77 approach or primary and listed with the associated runway (reference runway).
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:

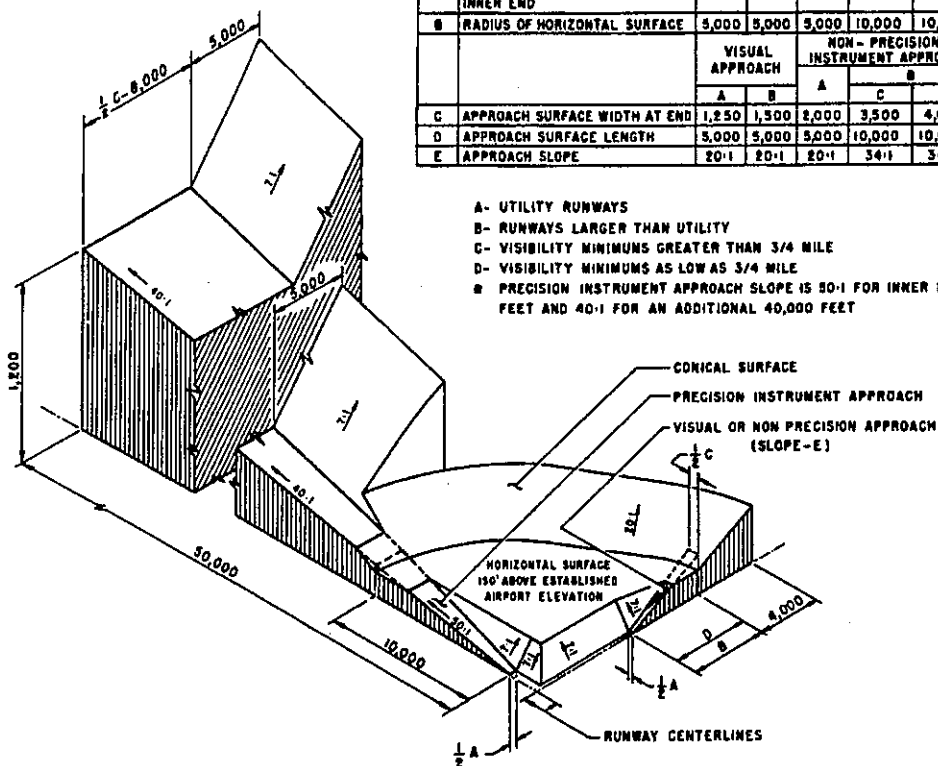
A(V) Utility runway - visual approach only
A(NP) Utility runway - nonprecision instrument approach
B(V) Nonutility runway - visual approach only
C Nonutility runway - nonprecision instrument
approach with visibility minimums greater than
3/4 mile
D Nonutility runway- nonprecision instrument approach
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.



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
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	B		
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	3,000	3,000	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
- E- 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

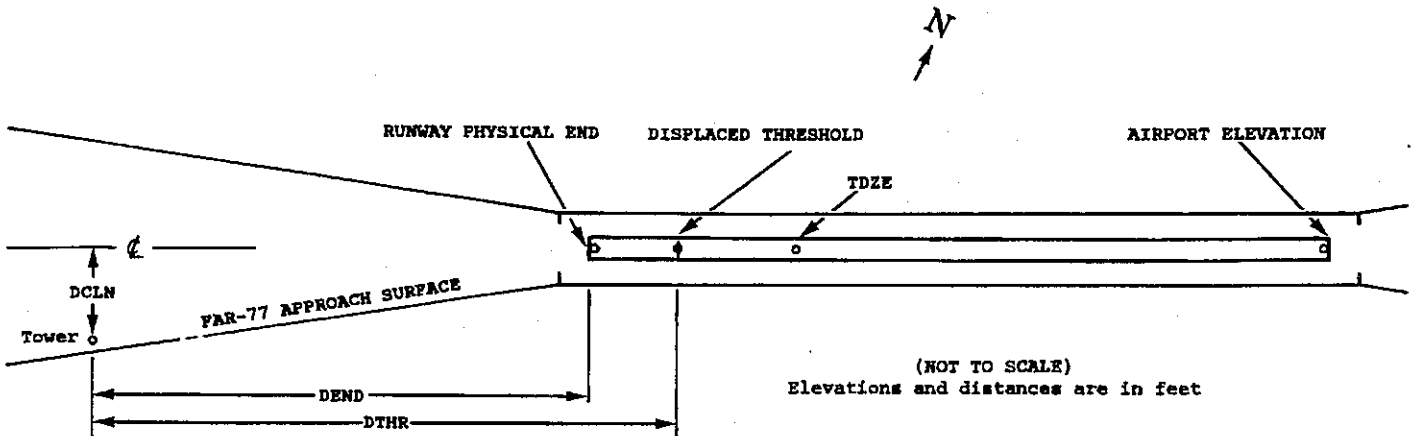
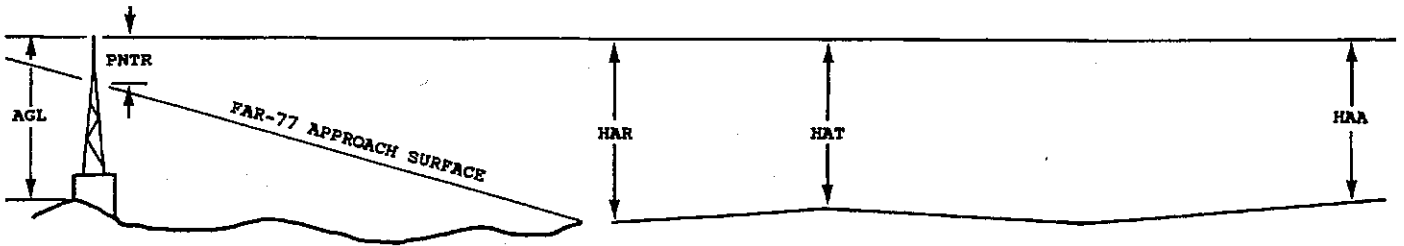
**FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES**

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1	2	3	4	4	5	6	7	7	8	9	10	11	11	11	12	12	12	13
X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX XXXX	XXXX	XXX	XXX	XXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX XXXX	XXXX	XXX	XXX	XXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation
 - 4 Latitude and longitude at approach end of reference runway
 - 5 Geodetic azimuth of reference runway reckoned from north
 - 6 Elevation at reference runway displaced threshold/touchdown zone elevation
 - 7 Latitude and longitude at reference runway displaced threshold
 - 8 Accuracy codes: Horizontal(Ft.) Vertical(Ft.)
 1 = 20 A = 2
 2 = 40 B = 5
 C = 20
 - 9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.
 - 11 HAA - Height above airport
HAR - Height above approach end of reference runway
HAT - Height above reference runway touchdown zone elevation
 - 12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway
DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displaced 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 that object is in primary on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

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AIRPORT ELEVATION 425

17 PIR 403/ 414 345525.825 -883616.927 1733249.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	345429.97	-883603.70	1A	433		30	19	8	-5735		460L	8
OL WSK	345452.97	-883617.58	1A	444		41	30	19	-3294		428R	29
TREE	345551.38	-883631.01	1A	475		72	61	50	2699		875R	22
POLE	345553.46	-883617.25	1A	431		28	17	6	2780		288L	-23
TREE	345606.33	-883630.88	1A	476		73	62	51	4200		694R	-7

35 C 425/ 425 345421.943 -883608.156 3533254.

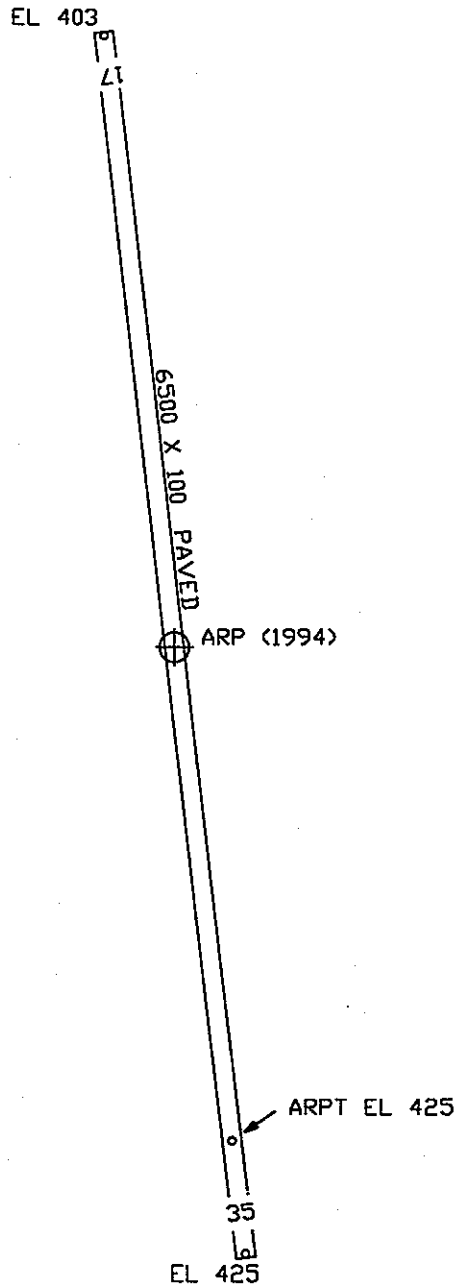
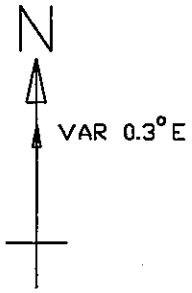
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WSK	345452.97	-883617.58	1A	444		19	19	19	-3205		428L	29
BUSH	345429.97	-883603.70	1A	433		8	8	8	-765		460R	8
ROAD(N)	345419.37	-883613.62	1A	446		21	21	21	208		481L	21
TREE	345418.55	-883601.43	1A	480		55	55	55	404		518R	49
TREE	345416.21	-883601.03	1A	488		63	63	63	643		524R	50
TREE	345410.55	-883601.15	1A	470		45	45	45	1210		450R	16
TREE	345407.21	-883600.61	1A	500		75	75	75	1550		457R	36
TREE	345404.76	-883614.03	1A	516		91	91	91	1672		681L	48
TREE	345402.63	-883559.05	1A	491		66	66	66	2025		534R	13
TREE	345400.64	-883613.97	1A	505		80	80	80	2085		723L	25
TREE	345357.70	-883610.94	1A	501		76	76	76	2409		506L	11
TREE	345341.84	-883554.85	1A	498		73	73	73	4153		646R	-43

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AIRPORT ELEVATION 425

ARP 345453.884 -883612.541

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
GROUND	345450.54	-883618.33	1A	422		-3	23439	589
ANT	345451.87	-883605.81	1A	454		29	10938	596
HANGAR	345449.43	-883605.69	1A	446		21	12759	727
TREE	345447.94	-883618.33	1A	468		43	21824	771
TREE	345455.69	-883622.94	1A	490		65	28137	886
ROD ON OL APBN	345446.02	-883602.04	1A	483		58	13158	1182
TREE	345505.31	-883603.98	1A	473		48	3122	1357
TREE	345433.92	-883616.44	1A	488		63	18849	2044
TREE	345432.84	-883602.53	1A	492		67	15817	2285
TREE	345426.42	-883615.98	1A	513		88	18535	2791
ROAD(N)	345424.98	-883614.68	1A	457		32	18310	2928
TREE	345423.78	-883602.20	1A	471		46	16353	3163
TREE	345525.17	-883607.66	1A	474		49	701	3189
TREE	345421.58	-883615.07	1A	486		61	18323	3273
TREE	345421.67	-883601.04	1A	479		54	16318	3394
TREE	345526.77	-883626.45	1A	472		47	34029	3521
TREE	345433.67	-883647.36	1A	568		143	23432	3548
TREE	345419.57	-883601.06	1A	481		56	16417	3599
TREE	345415.06	-883614.35	1A	508		83	18154	3928
TREE	345416.29	-883557.45	1A	503		78	16123	4003
TREE	345534.03	-883608.56	1A	468		43	422	4073
TREE	345413.32	-883557.55	1A	500		75	16246	4286
TREE	345537.49	-883609.20	1A	468		43	318	4417
TREE	345440.32	-883704.00	1A	581		156	25157	4500
TREE	345409.76	-883557.41	1A	486		61	16355	4635
TREE	345537.97	-883629.06	1A	491		66	34233	4665
TREE	345540.11	-883609.56	1A	466		41	244	4680
TREE	345541.16	-883628.11	1A	449		24	34431	4952
TREE	345543.26	-883610.06	1A	455		30	204	4996
TREE	345403.36	-883614.27	1A	520		95	18119	5110
TREE	345550.88	-883609.22	1A	480		55	227	5769
TREE	345551.49	-883632.14	1A	480		55	34402	6048
TREE	345418.27	-883724.54	1C	592		167	23843	6994
TREE	345417.69	-883735.31	1C	583		158	24144	7804
TREE	345656.10	-883538.31	1A	594		169	1241	12680



TOUCHDOWN ZONE RUNWAY ELEVATION	
17	414
35	425

ROSCOE TURNER AIRPORT
CORINTH, MISSISSIPPI

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)