

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

DRAUGHON-MILLER MUNICIPAL AIRPORT

TEMPLE, TEXAS

ODS 809

2nd EDITION

OC 809

SURVEYED JANUARY 1986

9th 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

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

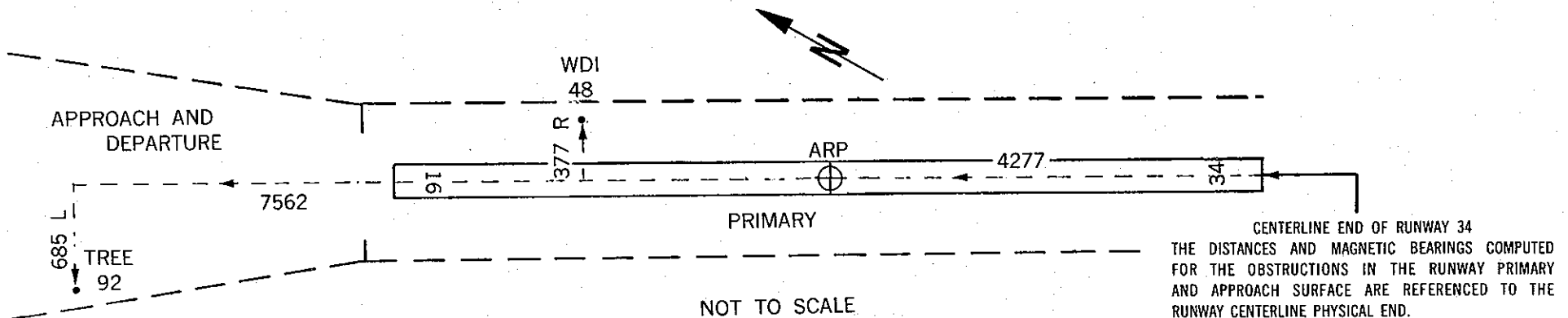
MAGNETIC BEARING  
DISTANCE  
DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED  
DISTANCE LEFT OR RIGHT OF CENTERLINE

\*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



RUNWAY 2      CONDITION BV      LAT 31    8 51.221N LONG    97 24 33.075W GEODETIC AZIMUTH 207 36 45

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
672	1A	OL WINDSOCK	31 9 23.017N	97 24 10.900W	24	15	3746	3740	218R

RUNWAY 20     CONDITION BV      LAT 31    9 32.808N LONG    97 24  7.781W GEODETIC AZIMUTH  27 36 58

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
672	1A	OL WINDSOCK	31 9 23.017N	97 24 10.900W	188	37	1026	1002	218L

RUNWAY 15     CONDITION DC      LAT 31    9 35.331N LONG    97 24 42.755W GEODETIC AZIMUTH 342 36 22

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
690	1A	OL ON WINDSOCK	31 9 29.906N	97 24 43.601W	180	56	553	501	234R
720	1A	OL ON GS	31 9 25.010N	97 24 32.968W	134	6	1346	1249	500L
679	1A	OL ON WINDSOCK	31 8 44.630N	97 24 27.041W	158	22	5302	5297	228R

RUNWAY 33     CONDITION PIR      LAT 31    8 35.825N LONG    97 24 21.083W GEODETIC AZIMUTH 162 36 34

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
679	1A	OL ON WINDSOCK	31 8 44.630N	97 24 27.041W	323	6	1029	1004	228L
720	1A	OL ON GS	31 9 25.010N	97 24 32.968W	341	34	5076	5051	500R
690	1A	OL ON WINDSOCK	31 9 29.906N	97 24 43.601W	333	36	5804	5799	234L
684	1A	GROUND	31 9 33.885N	97 24 48.308W	331	20	6325	6305	504L
684	1A	GROUND	31 9 35.619N	97 24 48.893W	331	30	6507	6488	500L

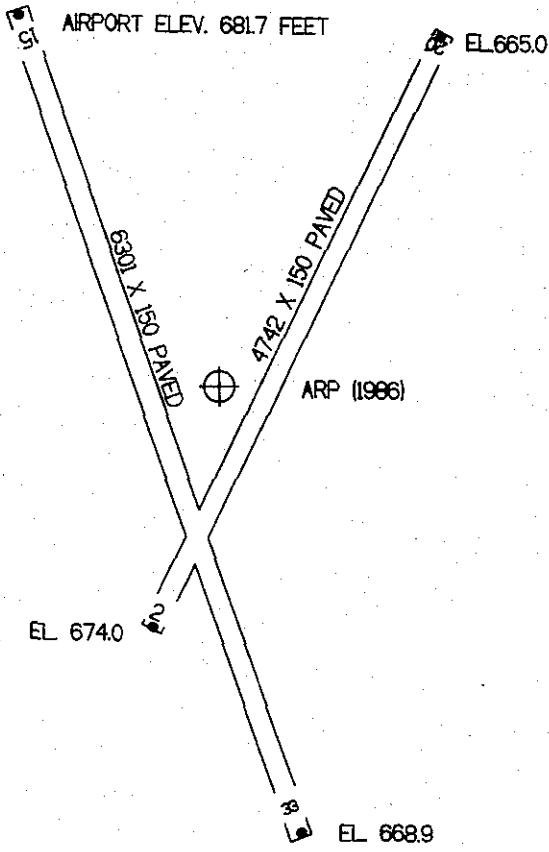
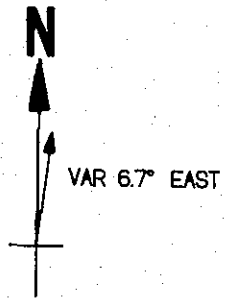
ARP 1986

LAT 31 9 8.342N LONG 97 24 26.984W GEODETIC AZIMUTH 0 0 0

ELEV A OBJECT

LAT LONG M BRG DIST

\*\*\* NO OBSTRUCTIONS \*\*\*



TOUCHDOWN ZONE

RUNWAY	ELEVATION
2	674.0
20	668.4
15	681.7
33	674.7

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 TEMPLE, TEXAS  
 (NOT TO SCALE)