OBSTRUCTION

DATA SHEET

ODS 854
TUPELO MUNICIPAL-C.D. LEMONS AIRPORT
TUPELO, MISSISSIPPI

DIGITIZED FROM

OC 854
SURVEYED MARCH 1994
10TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29

ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport
Obstruction Charts - Obstruction Data Sheets," for possible
corrections. National Oceanic and Atmospheric Administration
(NOAA) publications are available through NOAA Distribution
Branch (N/CG33), National Ocean Service, Riverdale, MD 20737.
Telephone: 301-436-6990

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.
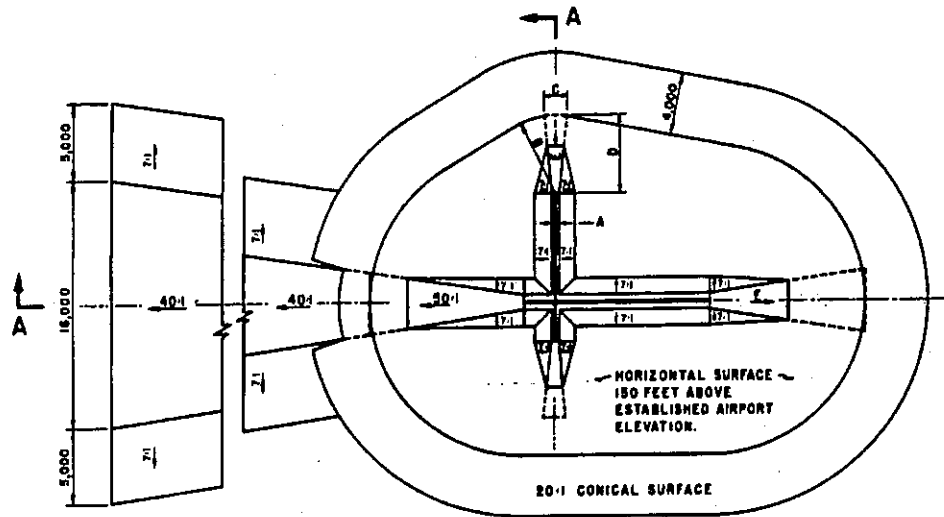
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	✦
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	✦
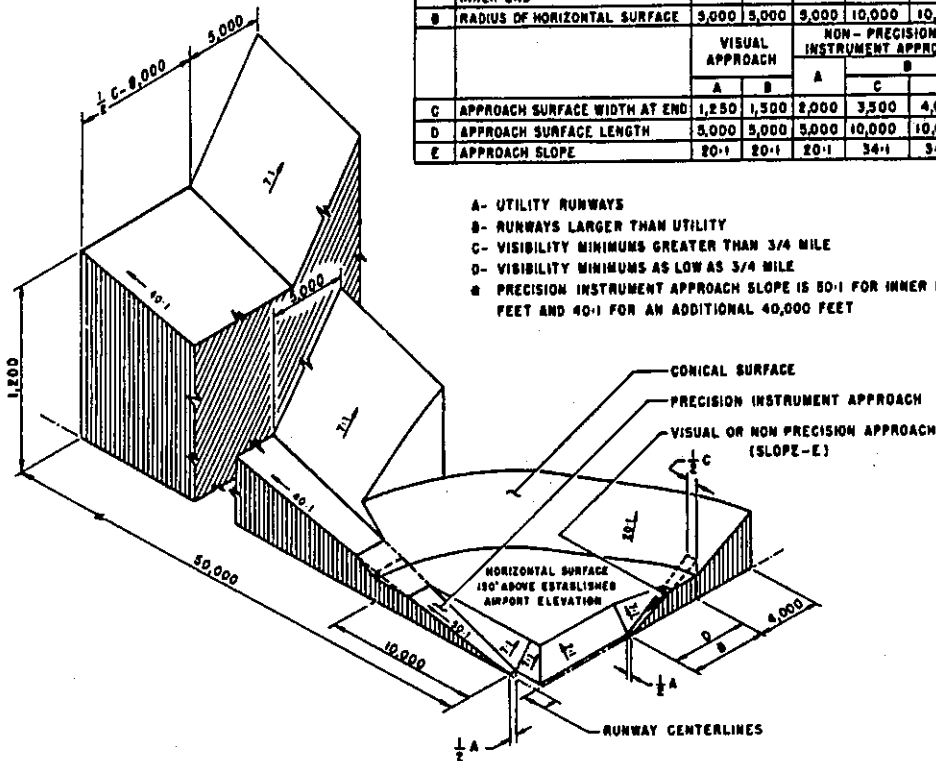
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
✦ PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET
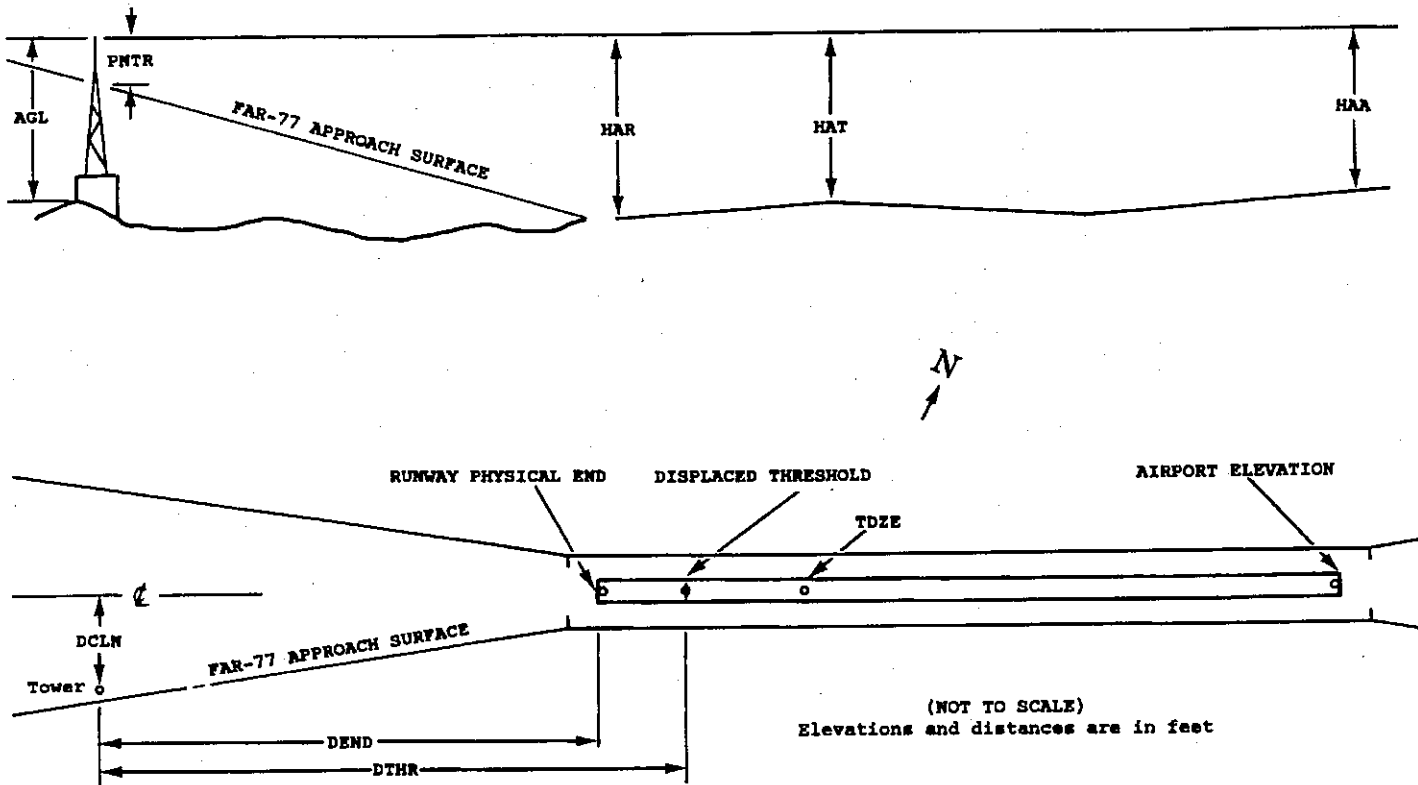
ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X^1 X^2 XXXX/XXXX^3 XXXXX.XXX^4 XXXXXXX.XXX^4 XXXXXXX^5 XXXX/XXXX^6 XXXXX.XXX^7 XXXXXXX.XXX^7

OBJECT	LAT	LONG	A^8	EL^9	AGL^{10}	HAR^{11}	HAT^{11}	HAA^{11}	DEND^{12}	DTHR^{12}	DCLN^{12}	PNTR^{13}
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

****

(NOT TO SCALE)
Elevations and distances are in feet

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.)

	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 <u>appearing on the OC</u> 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).

OC0854

AIRPORT ELEVATION   346

18   C   342/ 344   341637.339   -884611.714   1795149.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LTD WSK	341542.91	-884609.18	1A	351		9	7	5	-5502		200L	6
ROD ON OL GS	341543.42	-884616.32	1A	380		38	36	34	-5450		400R	35
GROUND	341602.54	-884616.24	1A	346		4	2	0	-3517		388R	2
BUSH	341608.90	-884615.35	1A	352		10	8	6	-2874		312R	9
BUSH	341617.77	-884615.47	1A	357		15	13	11	-1977		320R	14
GROUND	341635.86	-884617.54	1A	343		1	-1	-3	-149		489R	1
OL ON LOC	341652.18	-884611.76	1A	348		6	4	2	1501		0R	-32
ANT ON BLDG	341652.33	-884614.80	1A	358		16	14	12	1516		256R	-22
ROAD (N)	341654.60	-884613.98	1A	365		23	21	19	1745		186R	-22

36   PIR   346/ 346   341533.041   -884611.529   3595149.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	341635.86	-884617.54	1A	343		-3	-3	-3	-6351		489L	1
BUSH	341617.77	-884615.47	1A	357		11	11	11	-4523		320L	14
BUSH	341608.90	-884615.35	1A	352		6	6	6	-3626		312L	9
GROUND	341602.54	-884616.24	1A	346		0	0	0	-2983		388L	2
ROD ON OL GS	341543.42	-884616.32	1A	380		34	34	34	-1050		400L	35
OL ON LTD WSK	341542.91	-884609.18	1A	351		5	5	5	-997		200R	6
ANT ON BLDG	341515.67	-884606.56	1A	362		16	16	16	1757		413R	-15
TREE	341505.53	-884603.43	1A	405		59	59	59	2783		673R	8
TREE	341455.66	-884606.55	1A	411		65	65	65	3780		409R	-6
TRMSN TWR	341434.02	-884605.85	1A	423		77	77	77	5968		463R	-38
TRMSN TWR	341433.27	-884618.59	1A	425		79	79	79	6041		607L	-37

OC0854

AIRPORT ELEVATION   346

ARP   341605.190   -884611.622

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON LTD WSK	341558.82	-884604.86	1A	365		19	13805	858
GROUND	341554.94	-884618.06	1A	350		4	20703	1169
ROD ON OL DOME	341554.07	-884556.61	1A	432		86	13113	1689
GROUND	341624.38	-884617.77	1A	345		-1	34436	2008
GROUND	341629.45	-884617.67	1A	346		0	34748	2505
BUSH	341631.21	-884617.90	1A	358		12	34810	2683
ANT ON OL APBN	341540.04	-884559.01	1A	444		98	15653	2754
OL POLE	341538.64	-884603.93	1A	381		35	16558	2761
TREE	341632.12	-884623.00	1A	424		78	34010	2884
TREE	341526.64	-884601.12	1A	402		56	16644	3995
POLE	341521.70	-884621.33	1A	373		27	19000	4471
TREE	341517.96	-884559.79	1A	411		65	16744	4876
TREE	341510.85	-884622.70	1A	381		35	18906	5572

EL 342

8I

6500 X 100 PAVED

ARP (1994)

N

VAR 0.5°E

36

ARPT EL 346
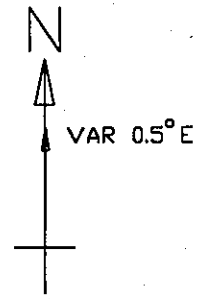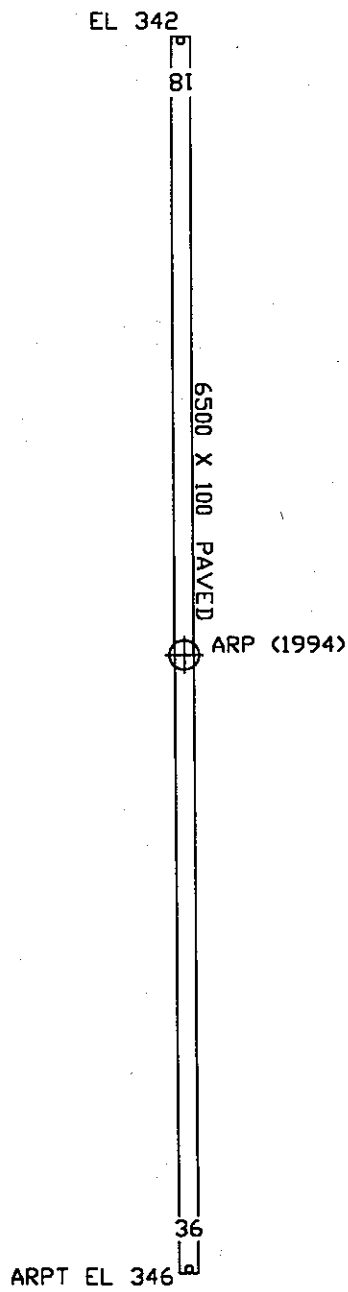
TOUCHDOWN ZONE
RUNWAY ELEVATION

| 18 | 344 |
| 36 | 346 |

TUPELO MUNICIPAL-C.D. LEMONS AIRPORT

TUPELO, MISSISSIPPI

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)