

# OBSTRUCTION DATA SHEET

ODS 181  
GREENWOOD-LEFLORE AIRPORT  
GREENWOOD, MISSISSIPPI

DIGITIZED FROM

OC 181  
SURVEYED MARCH 1994  
7TH EDITION

HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD 29



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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.

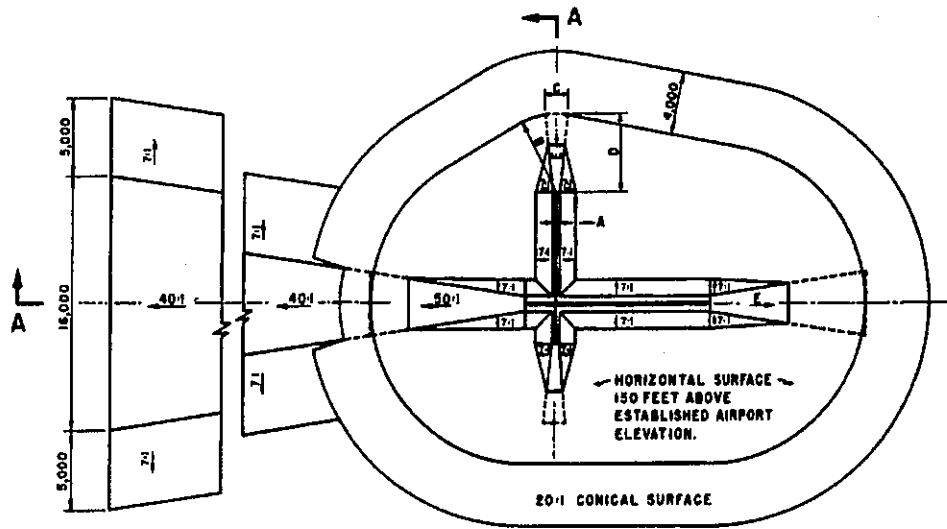
ODS information is arranged as follows:

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.

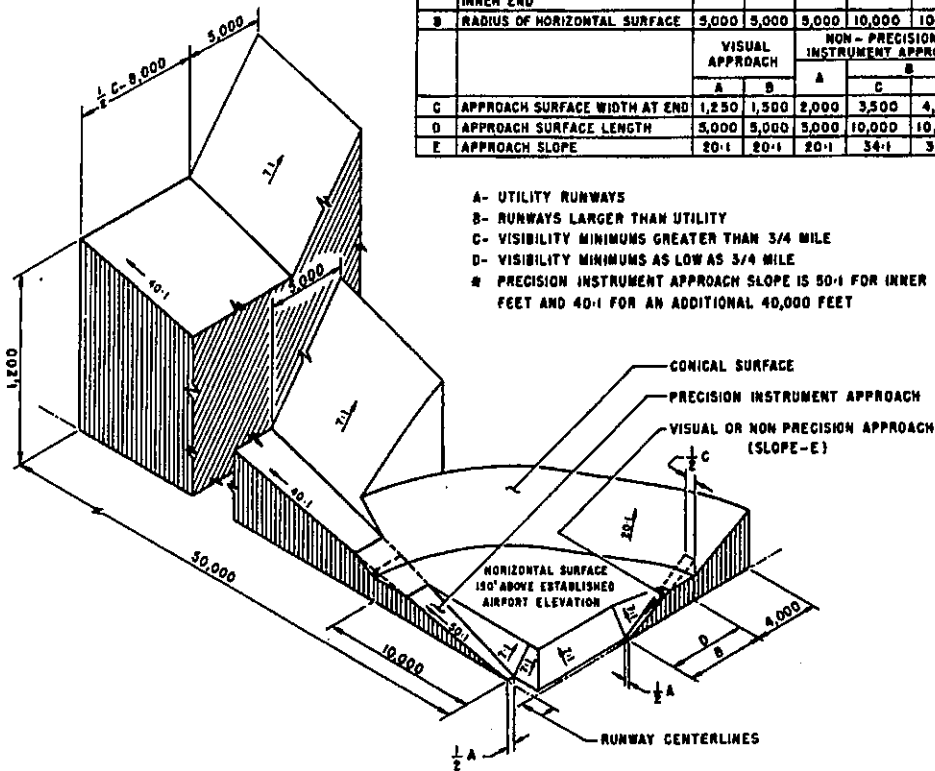
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	800	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	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**

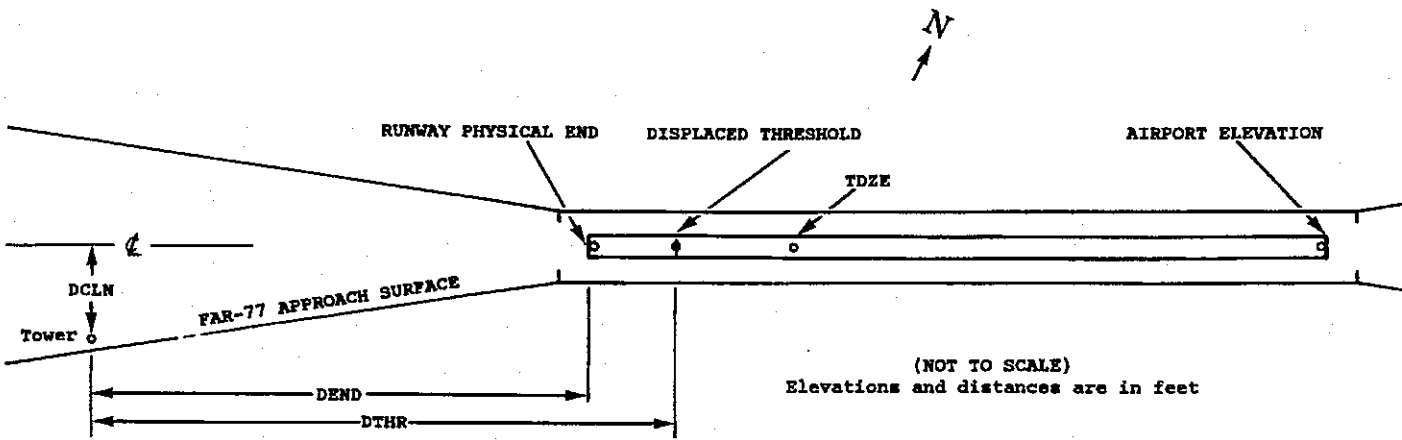
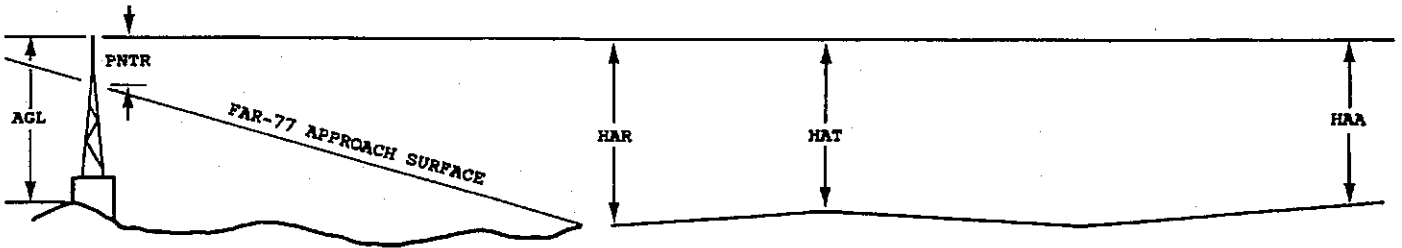
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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	XXXX	XXX	XXX	XXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXXX	XXX	XXX	XXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX

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### 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).

OC0181

AIRPORT ELEVATION 162

36 C 139/ 142 332852.559 -900518.764 12514.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GS	332946.58	-900521.89	1A	184		45	42	22	-5452		400L	40
OL ON LOC	332847.64	-900518.90	1A	143		4	1	-19	497		OR	-5
ANT ON BLDG	332847.56	-900515.67	1A	150		11	8	-12	499		275R	2

18 PIR 145/ 145 332956.875 -900516.861 1812515.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GS	332946.58	-900521.89	1A	184		39	39	22	-1050		400R	40
TREE	333008.47	-900523.83	1A	188		43	43	26	1157		619R	24
TREE	333011.83	-900524.41	1A	199		54	54	37	1496		677R	28
TREE	333014.39	-900522.99	1A	207		62	62	45	1757		563R	31
TREE	333020.12	-900508.22	1A	195		50	50	33	2367		674L	6
TREE	333028.74	-900526.96	1A	235		90	90	73	3199		935R	30
TREE	333029.34	-900520.15	1A	229		84	84	67	3273		360R	22
TREE	333030.33	-900523.71	1A	240		95	95	78	3366		664R	31
TREE	333031.73	-900519.33	1A	228		83	83	66	3517		296R	16
TREE	333033.26	-900513.29	1A	224		79	79	62	3684		211L	9
TREE	333035.42	-900527.30	1A	228		83	83	66	3873		980R	9

5 C 141/ 149 332935.370 -900527.947 522906.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	332935.01	-900533.72	1A	157		16	8	-5	410		269L	10
BUSH	332928.83	-900533.88	1A	160		19	11	-2	801		218R	2
TREE	332930.74	-900537.28	1A	174		33	25	12	912		110L	12
TREE	332927.50	-900536.18	1A	170		29	21	8	1037		207R	5
TREE	332924.85	-900552.57	1A	221		80	72	59	2301		426L	19
TREE	332922.07	-900554.78	1A	222		81	73	60	2621		317L	10
TREE	332922.37	-900558.13	1A	221		80	72	59	2828		514L	3
TREE	332908.64	-900608.73	1A	252		111	103	90	4385		39R	-12

OC0181

AIRPORT ELEVATION 162

23 SUPLC 155/ 155 333005.519 -900441.070 2322932.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	333009.83	-900439.15	1A	167		12	12	5	394		247R	7
TREE	333009.75	-900433.43	1A	180		25	25	18	774		55L	9
TREE	333013.07	-900434.17	1A	191		36	36	29	929		250R	15
TREE	333022.29	-900414.57	1A	238		83	83	76	2813		22L	7
TREE	333024.54	-900408.81	1A	252		97	97	90	3337		138L	5

9 AV 152/ 0 332955.599 -900450.467 912204.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
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\*\*\* NO OBSTRUCTIONS \*\*\*

27 AV 162/ 0 332954.963 -900418.727 2712222.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	332953.78	-900415.40	1A	174		12	174	12	285		113L	8
TREE	332954.32	-900405.39	1A	208		46	208	46	1131		38L	-1

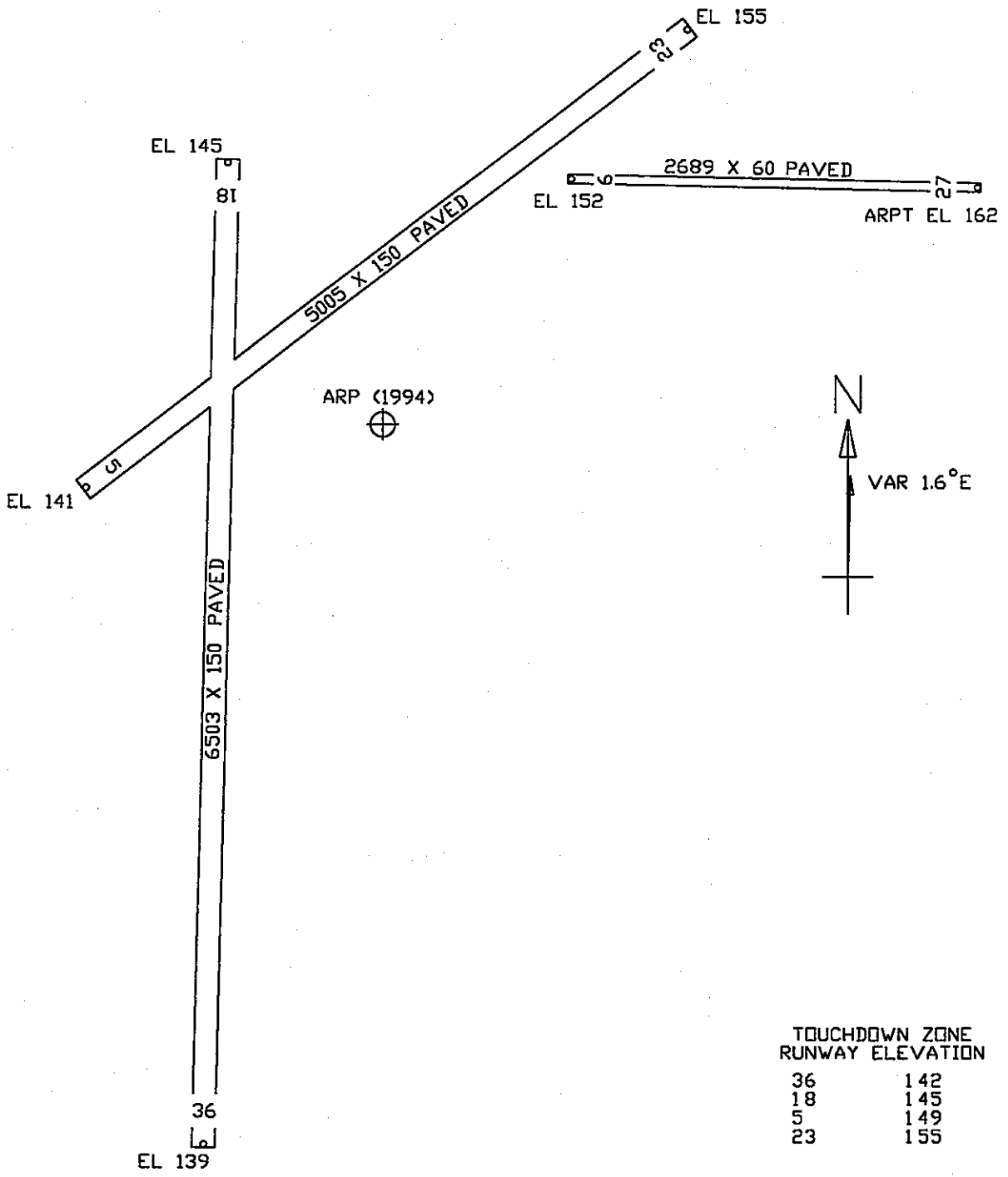


OC0181

AIRPORT ELEVATION 162

ARP 332939.576 -900504.938

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ANT ON OL ATCT	332941.62	-900508.34	1A	172		10	30400	354
ROD ON OL APBN	332935.19	-900505.68	1A	202		40	18630	447
OL ON WSK	332944.13	-900524.38	1A	172		10	28400	1709
BUSH	332936.26	-900533.74	1A	151		-11	26035	2462
TREE	333006.97	-900508.73	1A	190		28	35146	2787
TREE	332934.26	-900541.73	1A	192		30	25837	3162
TREE	333007.24	-900524.68	1A	176		14	32731	3258
POLE	332911.59	-900526.91	1A	166		4	21144	3385
TREE	333009.36	-900525.86	1A	222		60	32755	3493
ANT ON OL TANK	332942.50	-900422.36	1A	311		149	8342	3618
TREE	333010.91	-900526.16	1A	204		42	32849	3642
TREE	333009.73	-900440.48	1A	182		20	3235	3685
TREE	333014.11	-900525.41	1A	224		62	33159	3898
POLE	332904.93	-900527.01	1A	164		2	20629	3969
TREE	333015.56	-900525.36	1A	220		58	33258	4027
TREE	332928.85	-900551.23	1A	207		45	25256	4067
TREE	332926.50	-900552.98	1A	221		59	25024	4278
TREE	332953.11	-900415.41	1A	186		24	7019	4412
TREE	332957.71	-900415.43	1A	190		28	6447	4575
POLE	332851.36	-900527.07	1A	168		6	19926	5222
TREE	333032.08	-900502.53	1A	228		66	36	5311
OL DF	332920.72	-900404.63	1A	382		220	10851	5451
ANT ON OL TWR	332910.84	-900403.70	1A	403		241	11738	5944
TREE	332907.46	-900402.34	1A	396		234	11952	6216
TREE	332845.34	-900352.58	1A	393		231	13012	8222
TREE	332833.82	-900407.71	1A	363		201	14217	8225
TREE	333014.26	-900316.23	1A	372		210	6732	9851
TREE	333024.04	-900317.68	1A	396		234	6203	10134
TREE	332807.73	-900357.78	1A	419		257	14653	10888
TREE	332757.11	-900402.22	1A	427		265	15114	11640
TREE	333002.04	-900247.46	1A	395		233	7721	11862
TREE	333014.95	-900244.70	1A	410		248	7137	12402
TREE	332737.59	-900417.90	1A	406		244	16029	12958
TREE	332731.63	-900344.99	1C	426		264	15045	14598
TREE	332717.57	-900421.57	1C	397		235	16402	14816



GREENWOOD-LEFLORE AIRPORT  
 GREENWOOD, MISSISSIPPI  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)