

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

BOMAR FIELD-SHELBYVILLE MUNICIPAL AIRPORT
SHELBYVILLE, TENNESSEE

ODS 5299

1st EDITION

OC 5299
SURVEYED MARCH 1986
4th 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	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

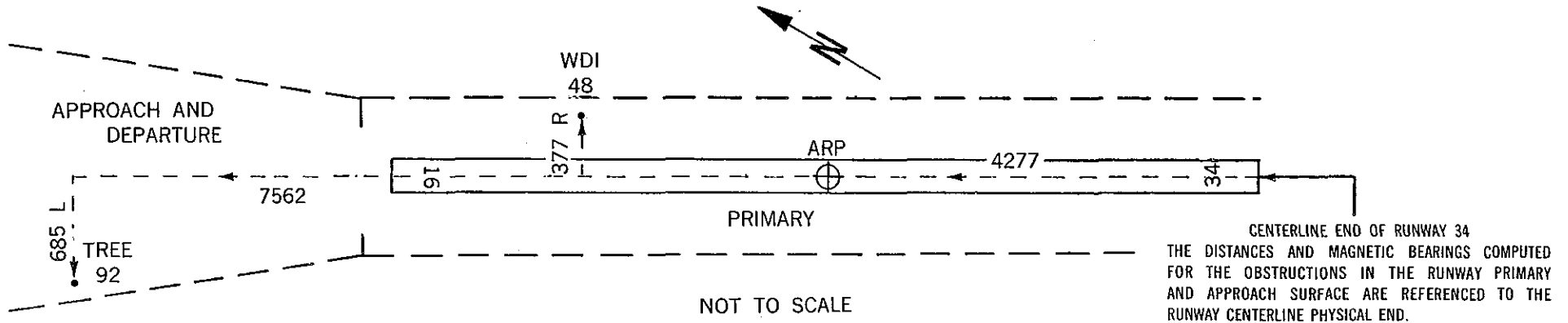
*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** 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 18 CONDITION C LAT 35 34 0.834N LONG 86 26 33.320W GEODETIC AZIMUTH 359 20 46

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
800	1A	GROUND	35 33 46.697N	86 26 36.005W	189	37	1447	1427	238R
801	1A	WIND TETRAHDRN	35 33 41.630N	86 26 35.550W	186	13	1951	1940	206R
802	1A	GROUND	35 33 30.387N	86 26 30.666W	176	44	3086	3081	184L
801	1A	GROUND	35 33 25.871N	86 26 35.277W	183	25	3539	3533	202R

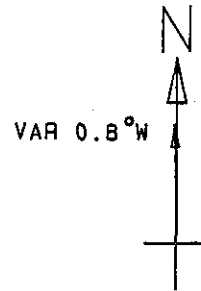
RUNWAY 36 CONDITION C LAT 35 33 11.358N LONG 86 26 32.629W GEODETIC AZIMUTH 179 20 46

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
801	1A	GROUND	35 33 25.871N	86 26 35.277W	352	19	1484	1470	202L
802	1A	GROUND	35 33 30.387N	86 26 30.666W	5	37	1931	1922	184R
801	1A	WIND TETRAHDRN	35 33 41.630N	86 26 35.550W	356	18	3070	3063	206L
800	1A	GROUND	35 33 46.697N	86 26 36.005W	356	20	3584	3576	238L
800	1A	FENCE	35 34 2.615N	86 26 36.360W	357	24	5192	5186	249L
803	1A	ROAD (N)	35 34 3.099N	86 26 36.393W	357	24	5241	5235	251L

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LAT 35 33 36.096N LONG 86 26 32.974W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
832	1A	OL WINDSOCK	35 33 36.860N	86 26 27.720W	80	43	441
845	1A	TREE	35 34 4.220N	86 26 40.560W	348	22	2912
823	1A	BUILDING	35 34 6.567N	86 26 37.442W	353	58	3103
855	1A	TREE	35 33 2.959N	86 26 25.514W	170	22	3407
851	1A	TREE	35 32 57.206N	86 26 26.311W	172	50	3971
969	1B	TREE	35 34 17.663N	86 24 51.252W	64	13	9397
979	1B	TREE	35 32 1.549N	86 25 6.063W	143	53	11957
978	1B	TRANSMSSN TWR	35 31 50.487N	86 25 23.229W	152	26	12135
998	2C	GROUND	35 31 57.149N	86 25 3.002W	144	10	12465
1040	2C	TREE	35 32 46.749N	86 24 14.599W	114	22	12476
1019	2C	TRANSMSSN TWR	35 31 49.606N	86 25 16.037W	150	14	12505
1047	2C	TREE	35 31 45.747N	86 25 15.839W	151	3	12850
1061	2C	TRANSMSSN TWR	35 31 46.718N	86 24 58.443W	145	33	13540
1086	2C	TREE	35 31 36.118N	86 25 4.377W	149	41	14170



EL. 799

91

5003 X 100 PAVED

⊕ ARP (1986)

ARPT ELEV. 800 FT.

36

EL. 795

TOUCHDOWN ZONE	
RUNWAY ELEVATION	
18	799
36	800

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SHELBYVILLE, TENNESSEE
(NOT TO SCALE)