

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

GADSDEN MUNICIPAL AIRPORT

GADSDEN, ALABAMA

ODS 897

1st EDITION

OC 897
SURVEYED MAY 1984
6th 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

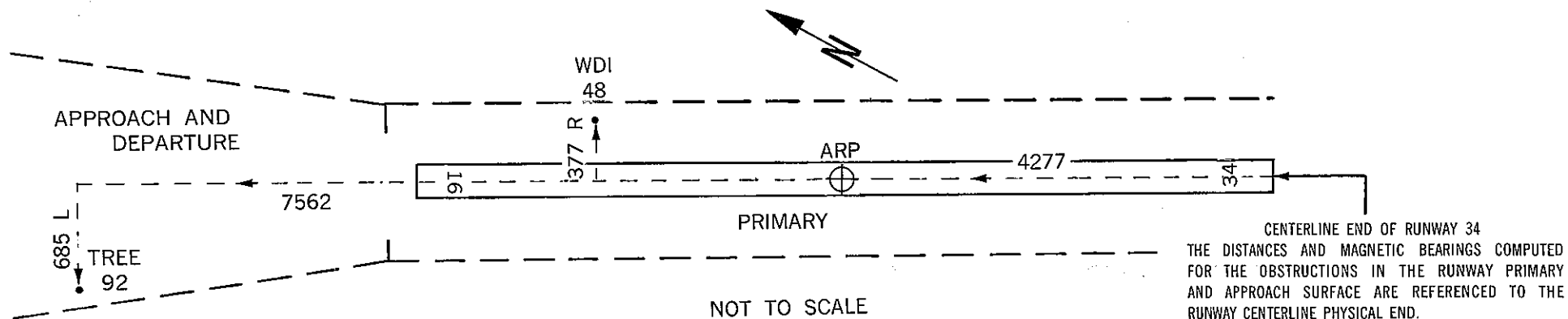
MAGNETIC BEARING
DISTANCE
DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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 6 CONDITION BV LAT 33 57 56.586N LONG 86 6 3.688W GEODETIC AZIMUTH 240 45 30
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 24 CONDITION C LAT 33 58 29.454N LONG 86 4 53.212W GEODETIC AZIMUTH 60 46 9
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 36 CONDITION BV LAT 33 58 8.775N LONG 86 5 9.401W GEODETIC AZIMUTH 180 15 10
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 18 CONDITION BV LAT 33 58 56.285N LONG 86 5 9.150W GEODETIC AZIMUTH 0 15 10

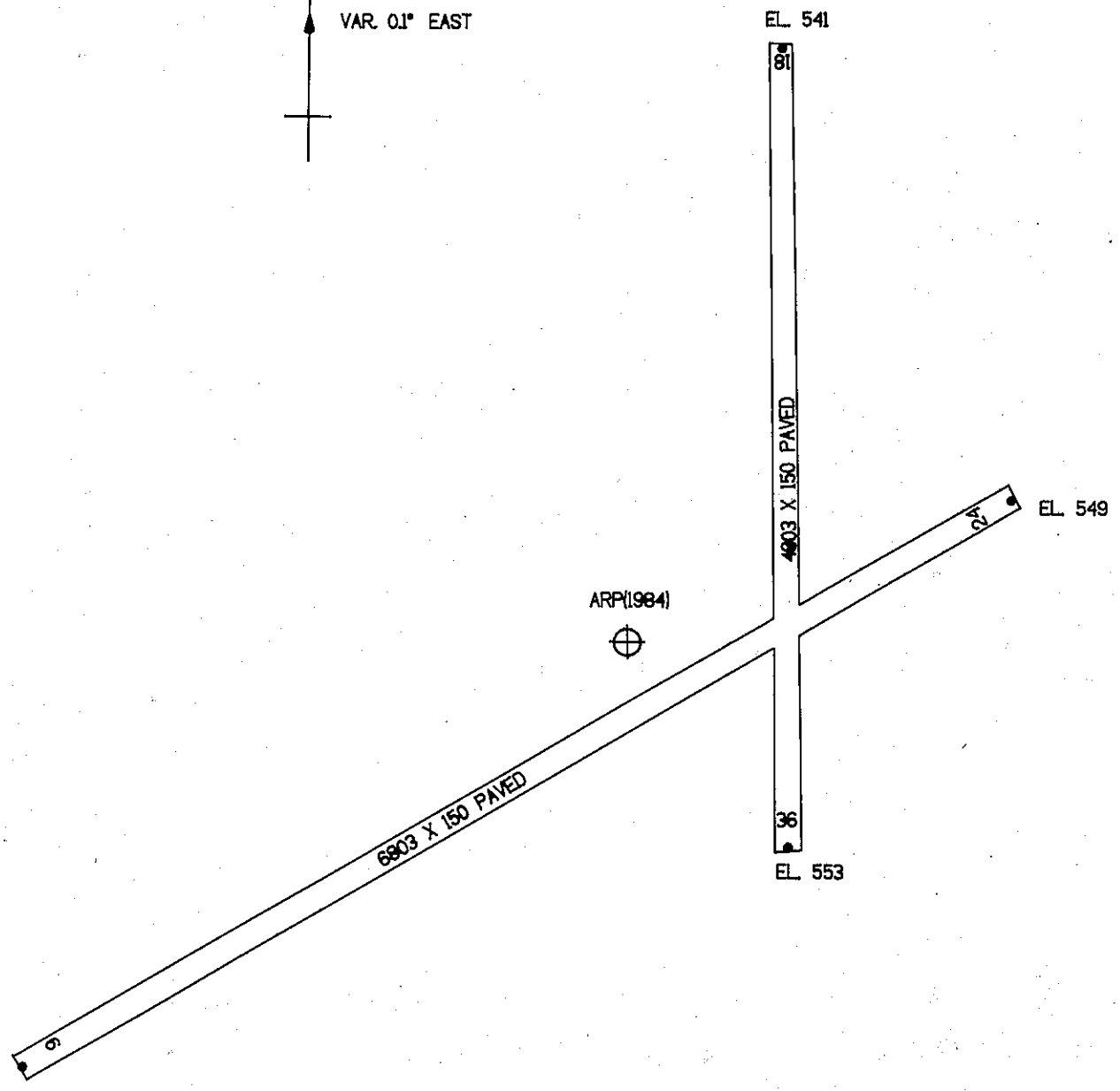
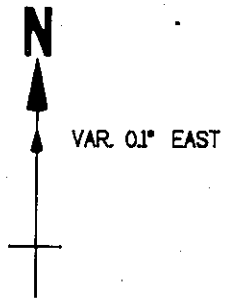
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

ARP 1984 LAT 33 58 21.095N LONG 86 5 20.516W GEODETIC AZIMUTH 0 0 0

ELEV A OBJECT LAT LONG M BRG DIST

615	1A	TREE	33 58 28.882N	86 5 16.216W	24 37	867
608	1A	TREE	33 58 17.213N	86 5 32.438W	248 33	1078
610	1A	TREE	33 58 14.654N	86 5 38.370W	246 29	1639
603	1A	TREE	33 58 45.777N	86 5 15.362W	9 46	2532
736	1B	ANT ON TOWER	33 59 35.820N	86 6 0.848W	335 42	8282



AIRPORT ELEV. 569 FT.

TOUCHDOWN ZONE

RUNWAY	ELEVATION
6	569
24	561
18	552
36	555

GADSDEN MUNICIPAL AIRPORT
 GADSDEN, ALABAMA
 (NOT TO SCALE)