

# OBSTRUCTION DATA SHEET

**ODS 123  
DOTHAN AIRPORT  
DOTHAN, ALABAMA**

**DIGITIZED FROM**

**OC 123  
SURVEYED MARCH 1992  
8TH EDITION**

**HORIZONTAL DATUM NAD83  
VERTICAL DATUM NGVD29**



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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.

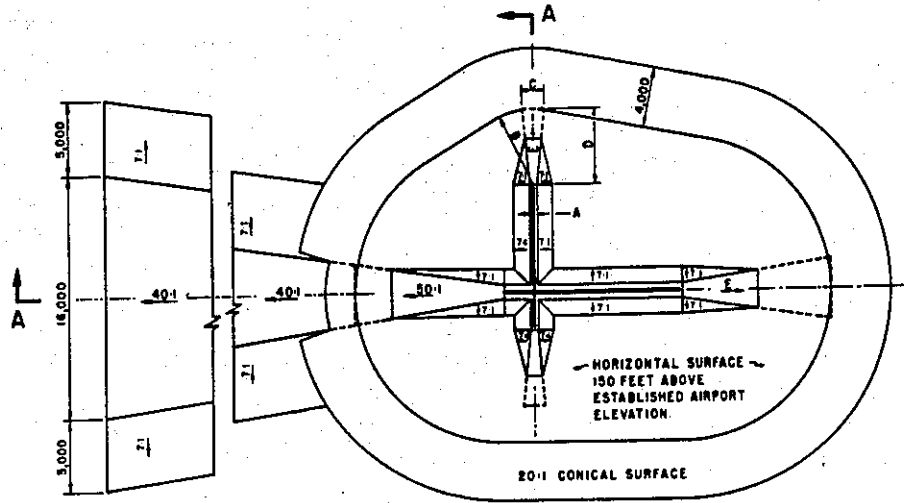
ODS information is arranged as follows:

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:

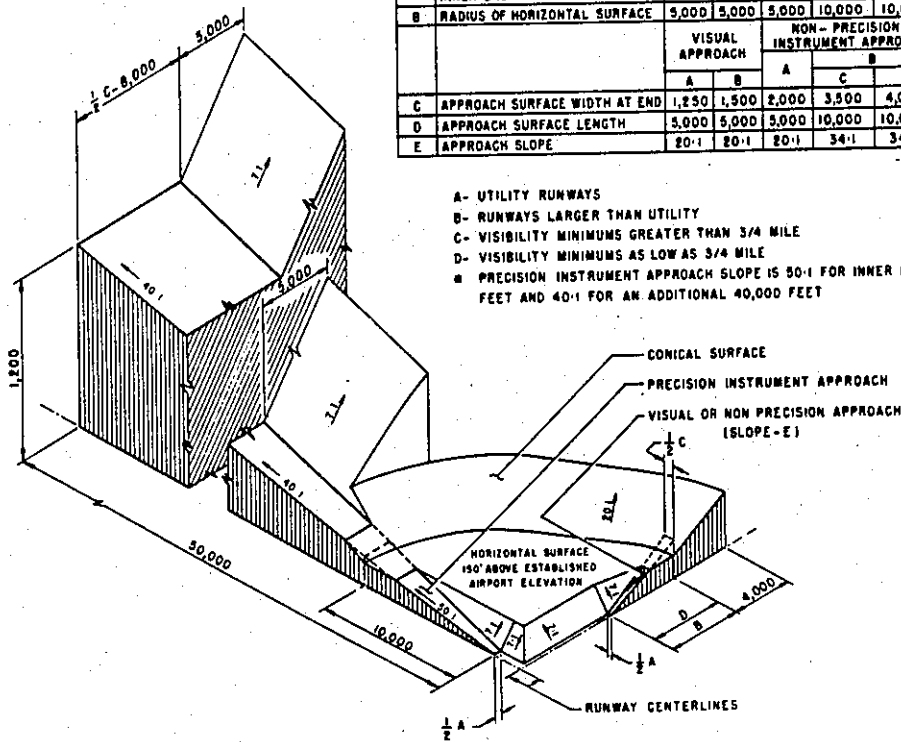
- A(V) ..... Utility runway - visual approach only
- A(NP) .... Utility runway - nonprecision instrument approach
- B(V) ..... Nonutility runway - visual approach only
- C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D ..... Nonutility runway- 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	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	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

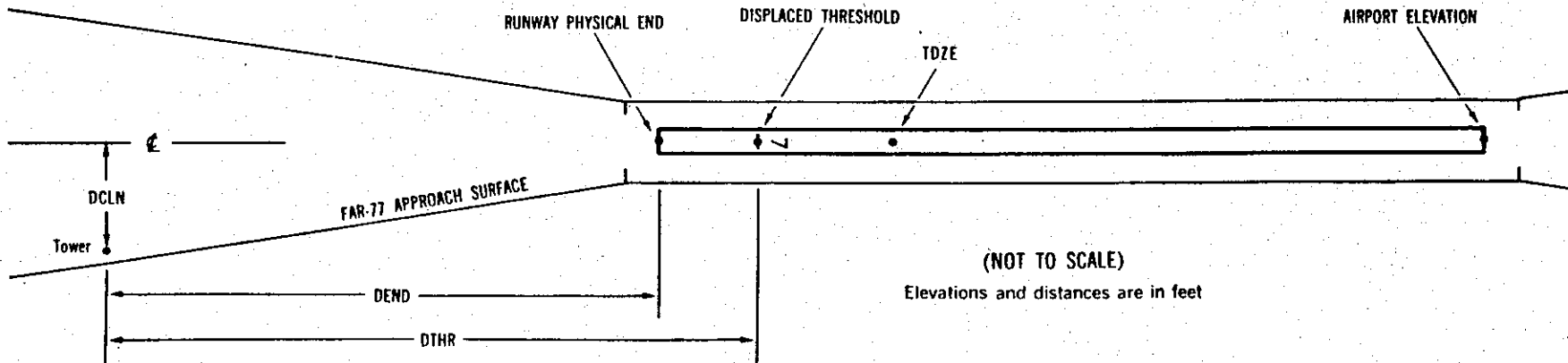
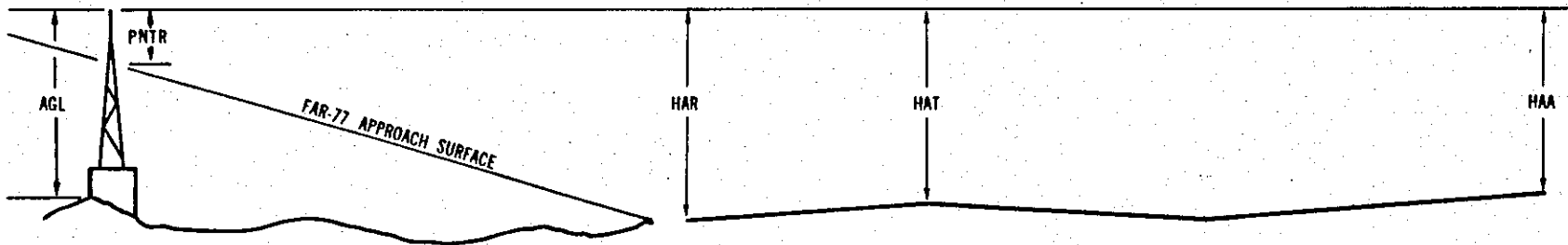
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x <sup>1</sup>	x <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXX.XXX <sup>7</sup>						
OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>		
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	XXXX	XXXX

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(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           Vertical  
                                   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 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0123

AIRPORT ELEVATION 401

13 C 401/ 401 311950.131 -852741.931 3145623.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WINDSOCK	311854.65	-852640.91	1A	384		-17	-17	-17	-7707		229R	8
ROD ON OL GLIDE SLOPE	311902.25	-852639.52	1A	414		13	13	13	-7249		400L	40
OL ON WINDSOCK	311913.27	-852652.13	1A	409		8	8	8	-5688		415L	31
OL ON WINDSOCK	311941.49	-852735.51	1A	407		6	6	6	-1011		225R	6
OL ON LOCALIZER	311953.58	-852745.96	1A	407		6	6	6	493		OR	-2
POLE	311952.25	-852748.84	1A	410		9	9	9	575		272R	-2

31 PIR 382/ 382 311850.720 -852632.590 1345659.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WINDSOCK	311941.49	-852735.51	1A	407		25	25	6	-7487		225L	6
OL ON WINDSOCK	311913.27	-852652.13	1A	409		27	27	8	-2809		415R	31
ROD ON OL GLIDE SLOPE	311902.25	-852639.52	1A	414		32	32	13	-1249		400R	40
OL ON WINDSOCK	311854.65	-852640.91	1A	384		2	2	-17	-791		229L	8
ROAD (N)	311848.02	-852619.56	1A	398		16	16	-3	992		606R	0
ROAD (N)	311842.53	-852622.97	1A	401		19	19	0	1175		4R	0

18 C 395/ 395 311935.560 -852644.014 3595859.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	311941.78	-852640.90	1A	414		19	19	13	629		270L	7
ROAD (N)	311943.52	-852644.07	1A	400		5	5	-1	805		5R	-13
TREE	311944.07	-852643.20	1A	416		21	21	15	860		71L	2
TREE	311946.32	-852641.65	1A	423		28	28	22	1087		205L	2

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AIRPORT ELEVATION 401

36 SUPLC 378/ 382 311846.074 -852643.997 1795859.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POLE	311831.72	-852644.23	1A	406		28	24	5	1451		21L	-9
POLE	311826.92	-852640.97	1A	418		40	36	17	1935		262R	-11
TREE	311825.81	-852648.97	1A	457		79	75	56	2047		432L	25
TREE	311824.96	-852644.10	1A	448		70	66	47	2133		10L	13
TREE	311823.70	-852644.61	1A	452		74	70	51	2261		54L	13
TREE	311821.45	-852640.05	1A	452		74	70	51	2488		342R	7

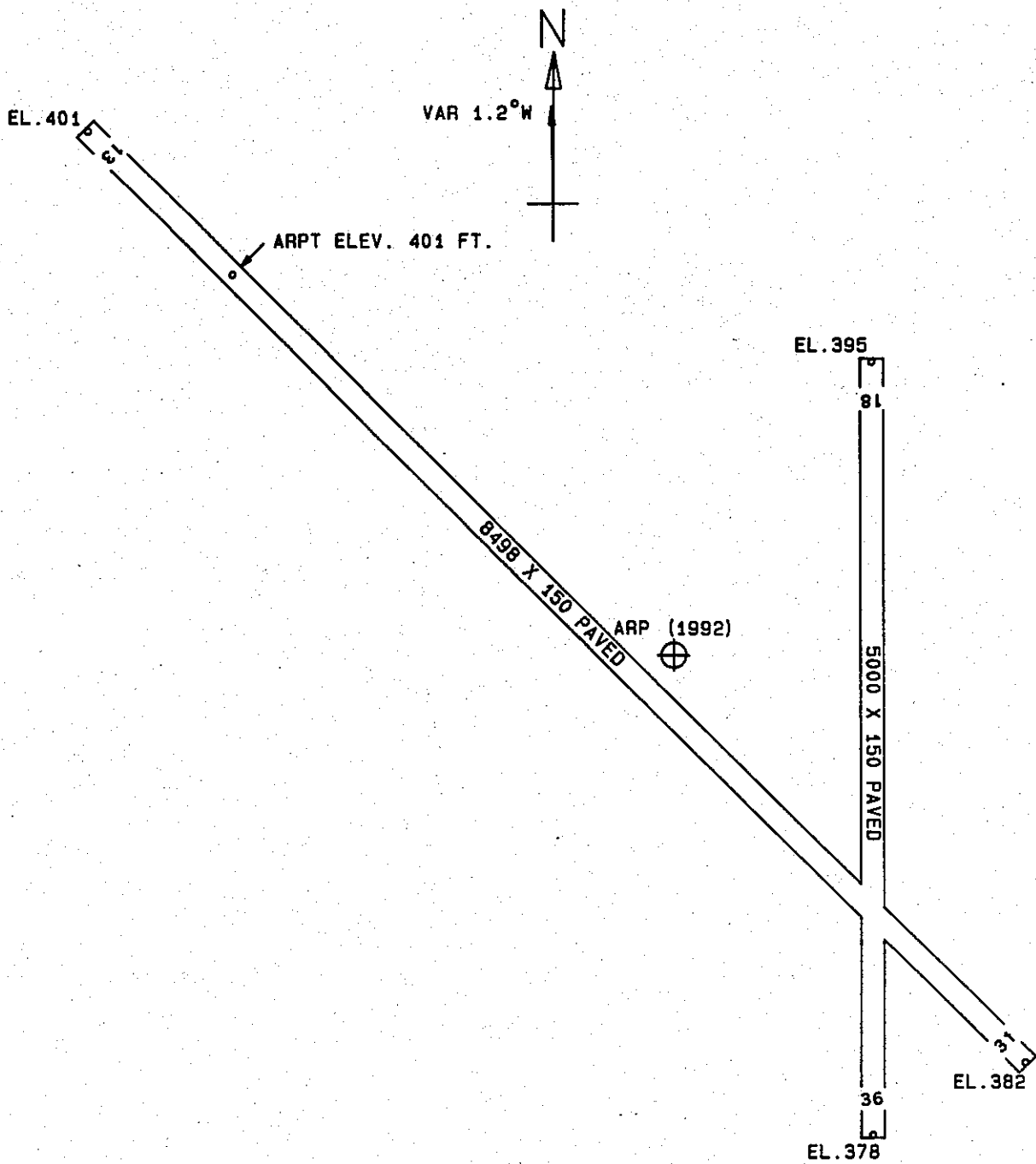


OC0123

AIRPORT ELEVATION 401

ARP 311916.867 -852658.644

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANTENNA ON OL ATCT	311907.26	-852709.91	1A	492		91	22623	1377
ROD ON APBN ON OL TANK	311909.07	-852717.58	1A	555		154	24533	1821
ANTENNA ON BUILDING	311856.75	-852653.25	1A	405		4	16814	2085
TREE	311931.63	-852641.07	1A	410		9	4649	2133
OL DIRECTION FINDER	311855.71	-852657.01	1A	408		7	17724	2142
ROD ON OL TRANSMISSOMETER	311902.16	-852635.99	1A	391		-10	12818	2463
OL ANEMOMETER	311847.84	-852650.25	1A	394		-7	16715	3022
TREE	311942.27	-852639.83	1A	424		23	3338	3041
TREE	311850.82	-852618.57	1A	444		43	12819	4360
TREE	311949.24	-852750.00	1A	427		26	30729	5527
OL ON WATER TANK	311916.57	-852911.88	1B	512		111	27103	11557



TOUCHDOWN ZONE RUNWAY ELEVATION	
13	401
31	382
18	395
36	382

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 (NOT TO SCALE)