

OBSTRUCTION DATA SHEET

ODS 5288
LEESBURG MUNICIPAL/GODFREY FIELD
LEESBURG, VIRGINIA

DIGITIZED FROM

OC 5288
SURVEYED APRIL 1993
1ST EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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FOR THE FEDERAL AVIATION ADMINISTRATION

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.

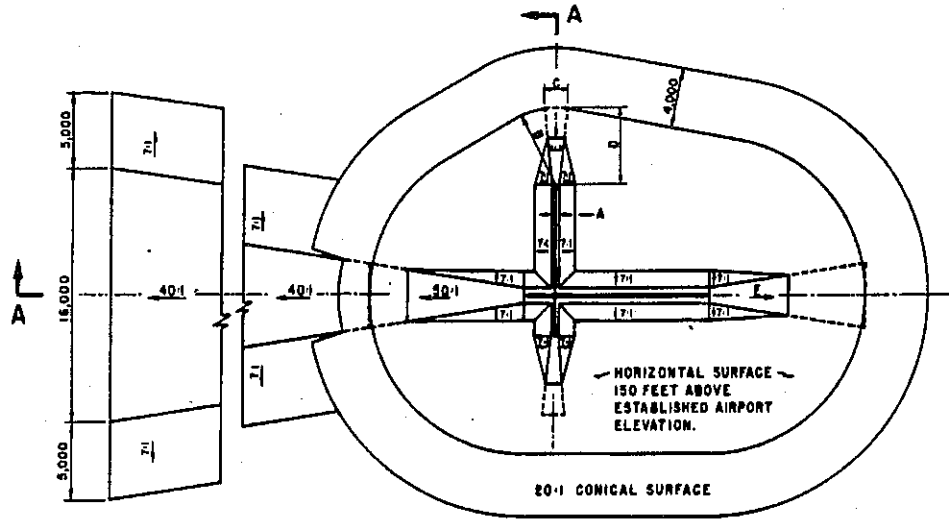
ODS information is arranged as follows:

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.

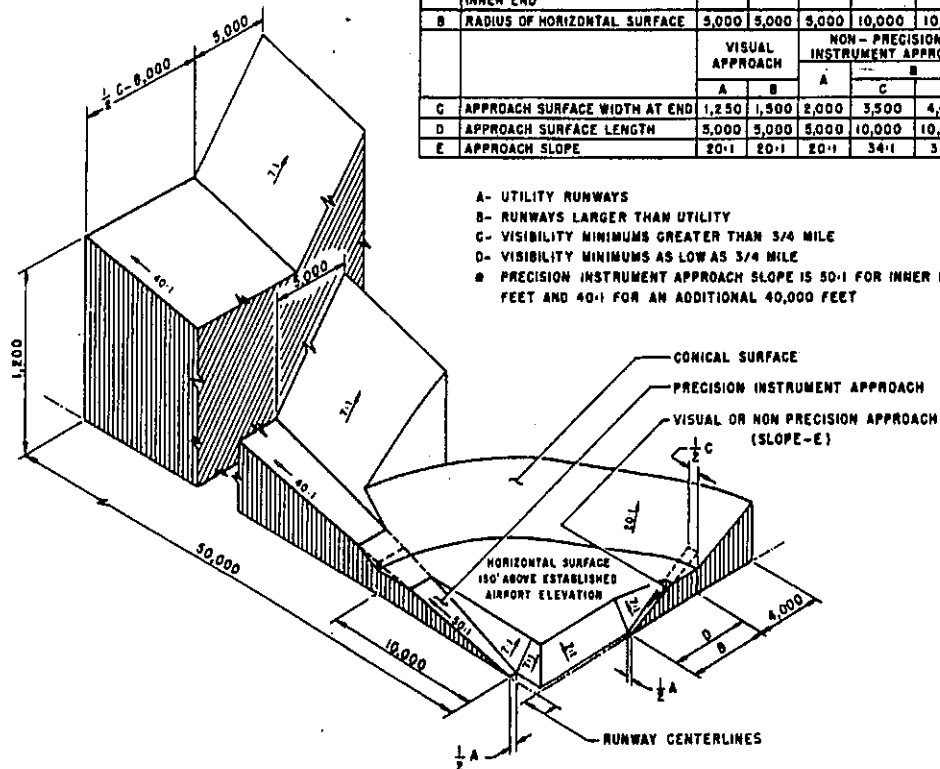
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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	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	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	*



ISOMETRIC VIEW OF SECTION A-A

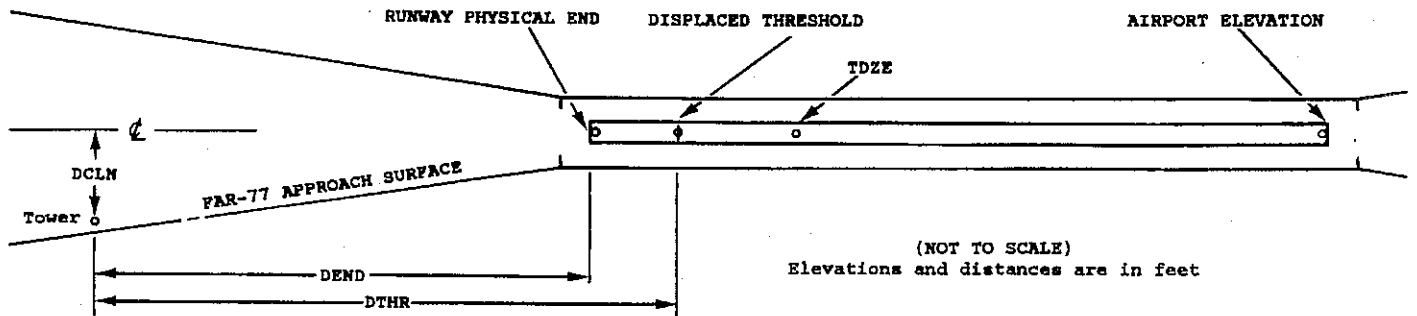
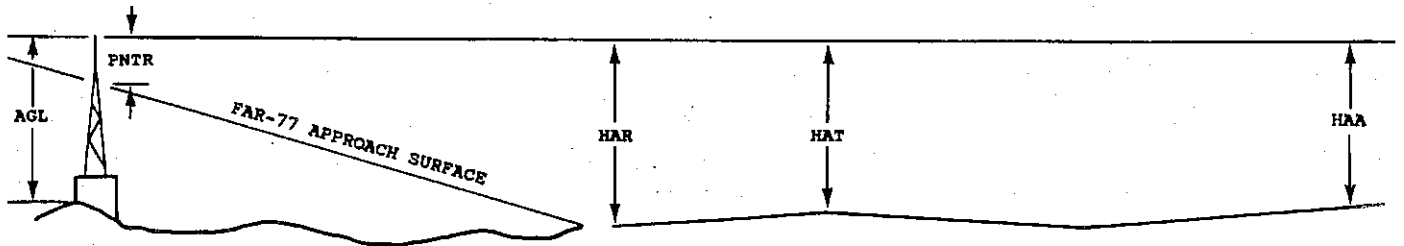
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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



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).

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AIRPORT ELEVATION 390

17 C 378/ 383 390506.428 -773338.188 1611703.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WSK	390437.67	-773327.65	1A	406		28	23	16	-3023		146R	23
TREE	390454.20	-773335.83	1A	394		16	11	4	-1232		221R	18
GROUND	390511.06	-773336.50	1A	383		5	0	-7	402		276L	-1
TREE	390515.49	-773342.34	1A	398		20	15	8	973		16R	-2

35 C 387/ 390 390414.943 -773315.813 3411717.

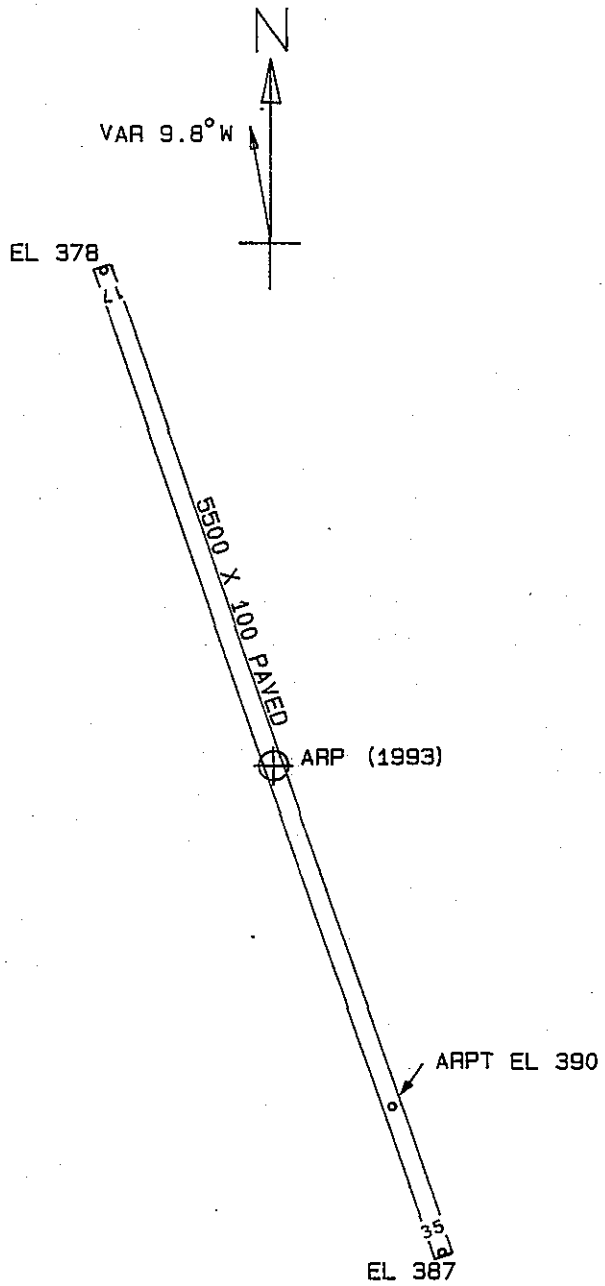
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	390454.20	-773335.83	1A	394		7	4	4	-4268		221L	18
OL ON WSK	390437.67	-773327.65	1A	406		19	16	16	-2477		146L	23
OL LOC	390405.56	-773311.73	1A	395		8	5	5	1003		OR	-16
OL DME	390406.32	-773308.67	1A	408		21	18	18	1007		254R	-3
TREE	390356.23	-773303.80	1A	464		77	74	74	2097		290R	21

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AIRPORT ELEVATION 390

ARP 390440.686 -773326.999

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
HANGAR	390442.27	-773321.81	1A	408		18	7821	440
PIPE	390438.50	-773321.62	1A	397		7	12720	478
TREE	390444.58	-773332.12	1A	399		9	32404	564
HANGAR	390452.55	-773327.35	1A	395		5	829	1200
TREE	390427.80	-773326.51	1A	428		38	18805	1304
TREE	390450.81	-773337.51	1A	422		32	33049	1317
TREE	390426.00	-773315.55	1A	409		19	15830	1739
TREE	390422.85	-773324.27	1A	424		34	18300	1817
TREE	390459.66	-773330.60	1A	396		6	123	1941
TREE	390416.06	-773309.23	1A	442		52	16026	2859
TREE	390412.21	-773320.70	1A	423		33	18000	2923
BLDG	390414.52	-773310.80	1A	401		11	16402	2939
ANT ON OL TWR	390428.24	-773253.11	1A	519		129	12501	2954
POLE	390514.44	-773333.06	1A	428		38	149	3448
POLE	390407.16	-773307.42	1A	421		31	16519	3727
TREE	390403.48	-773317.59	1A	427		37	17838	3836
TREE	390405.63	-773305.76	1A	441		51	16431	3922
TOWER	390638.53	-773500.49	1A	591	201	201	33804	14018
TREE	390527.15	-773620.49	1C	695		305	29846	14465
TREE	390544.22	-773617.37	1C	701		311	30523	14892



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
17	383
35	390

LEESBURG MUNICIPAL/GODFREY FIELD
 LEESBURG, VIRGINIA
 (NOT TO SCALE)
 (ELEVATIONS AND DISTANCES IN FEET)