

# OBSTRUCTION DATA SHEET

**ODS 708  
GREATER PORTSMOUTH REGIONAL AIRPORT  
PORTSMOUTH, OHIO**

**DIGITIZED FROM**

**OC 708  
SURVEYED 24 OCTOBER 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.

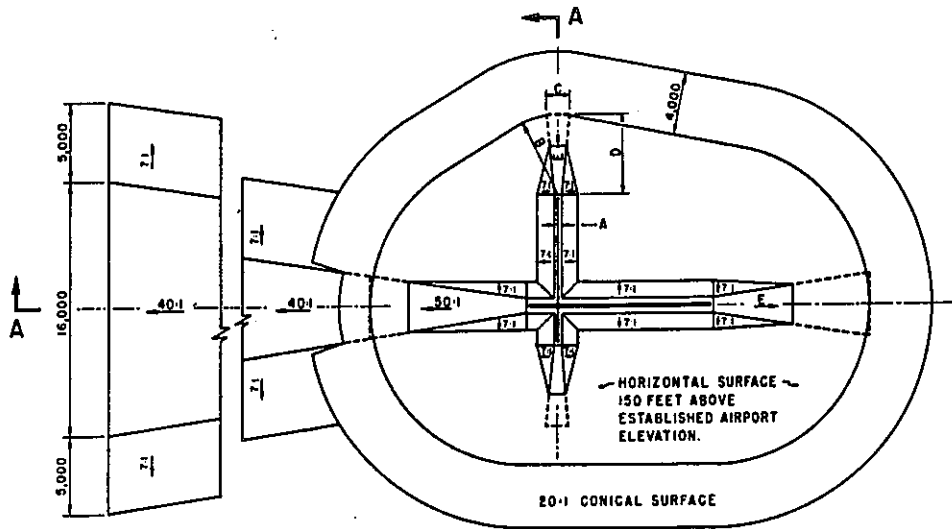
ODS information is arranged as follows:

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:

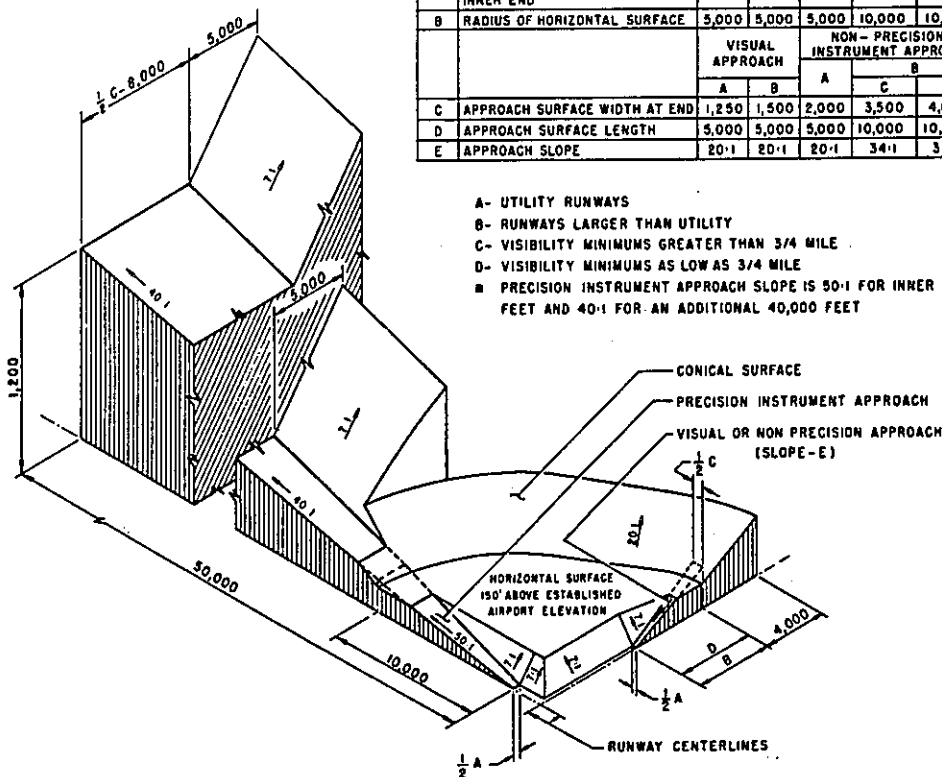
A(V) ..... Utility runway - visual approach only  
A(NP) .... Utility runway - nonprecision instrument approach  
B(V) ..... Nonutility runway - visual approach only  
C ..... Nonutility runway - nonprecision instrument  
approach with visibility minimums greater than  
3/4 mile  
D ..... Nonutility 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
		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

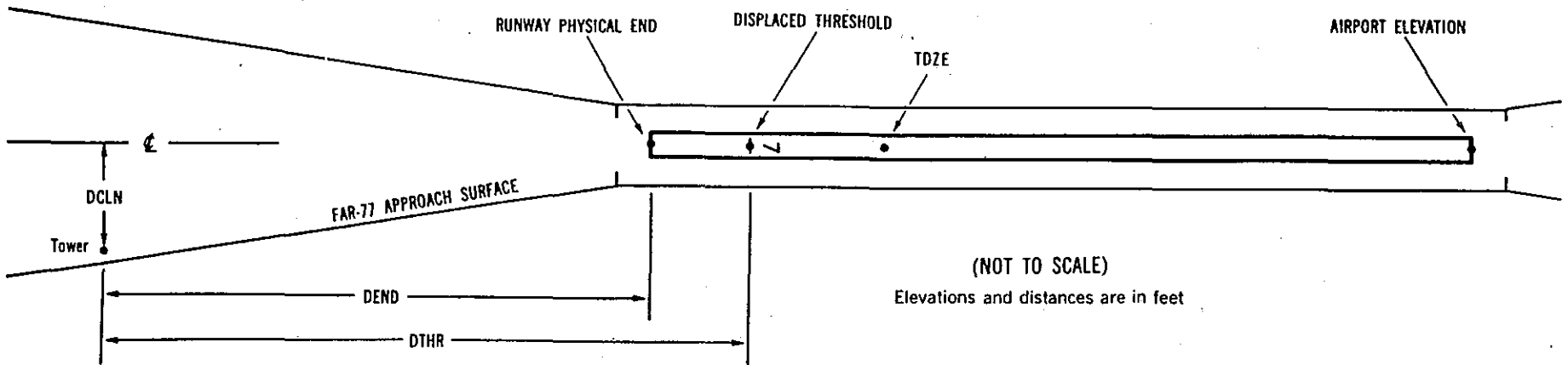
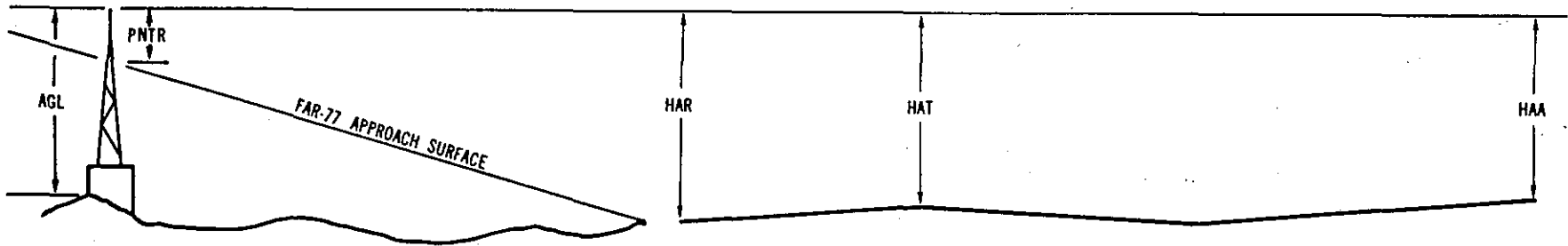
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXXX.XXX <sup>4</sup>	XXXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXXX.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>	
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	

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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 displace 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 displace 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).

0C0708

AIRPORT ELEVATION 664

18 C 660/ 664 385050.364 -825051.541 1774804.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	385027.24	-825047.77	1A	665		5	1	1	-2349		209L	3
GROUND	385034.27	-825048.09	1A	667		7	3	3	-1638		211L	4
GROUND	385044.38	-825048.30	1A	665		5	1	1	-615		233L	3
TREE	385057.40	-825054.75	1A	676		16	12	12	721		226R	1
TREE	385059.71	-825047.63	1A	682		22	18	18	933		345L	0
TREE	385103.71	-825057.04	1A	701		41	37	37	1366		383R	7
TREE	385105.15	-825054.55	1A	699		39	35	35	1504		181R	1
TREE	385127.50	-825101.49	1A	774		114	110	110	3784		642R	9

36 C 655/ 663 385001.019 -825049.118 3574805.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	385044.38	-825048.30	1A	665		10	2	1	-4381		233R	3
GROUND	385034.27	-825048.09	1A	667		12	4	3	-3358		211R	4
GROUND	385027.24	-825047.77	1A	665		10	2	1	-2647		209R	3

OC0708

AIRPORT ELEVATION 664

ARP	385025.692	-825050.329							
OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE	
OL ON WSK	385026.59	-825054.11	1A	688		24	29209	313	
ANT ON BLDG	385025.02	-825100.18	1A	703		39	27013	782	
ROD ON OL TWR	385019.22	-825057.59	1A	692		28	22627	871	
ROD ON APBN	385029.14	-825102.58	1A	725		61	29459	1030	
TREE	385017.29	-825101.40	1A	745		81	23102	1221	
TREE	384957.14	-825045.23	1A	667		3	17714	2916	
TREE	384957.15	-825044.07	1A	698		34	17528	2930	
TREE	385033.03	-825128.45	1B	820		156	28901	3106	
TREE	384954.11	-825055.01	1A	689		25	19149	3216	
TREE	385057.31	-825057.05	1A	691		27	35545	3243	
TREE	385057.92	-825047.00	1A	685		21	949	3271	
TREE	385020.05	-825135.26	1B	962		298	26604	3601	
TREE	385004.87	-825133.30	1B	966		302	24325	3999	
TREE	384955.55	-825126.46	1B	909		245	22820	4180	
TREE	385033.56	-825145.51	1B	980		316	28532	4438	
TREE	384946.93	-825118.01	1B	860		196	21423	4492	
TREE	385015.55	-825147.99	1B	1009		345	26231	4676	
TREE	385043.48	-825147.47	1B	995		331	29654	4866	
TREE	385004.42	-825148.77	1B	989		325	25015	5100	
ROD ON HAZARD BEACON	385052.06	-825149.49	1A	972		308	30453	5388	
ROD ON HAZARD BEACON	384933.47	-825124.59	1B	942		278	21221	5939	
TREE	385106.40	-825147.90	1B	1006		342	31719	6141	
TREE	385032.17	-824927.26	1B	885		221	8929	6605	
TREE	384957.68	-824933.82	1B	867		203	12016	6684	
TREE	385113.06	-824951.26	1B	842		178	4928	6694	
TREE	385103.24	-824940.34	1B	825		161	6044	6715	
TREE	385046.89	-824924.63	1B	921		257	7738	7111	
TREE	384911.59	-825119.73	1B	859		195	20226	7849	
OL ON MCWV TWR	385032.61	-825231.34	1A	1074		410	28012	8023	
TREE	384945.83	-824921.29	1B	880		216	12458	8118	
TREE	385008.49	-824909.84	1B	889		225	10732	8139	



AIRPORT ELEVATION 664

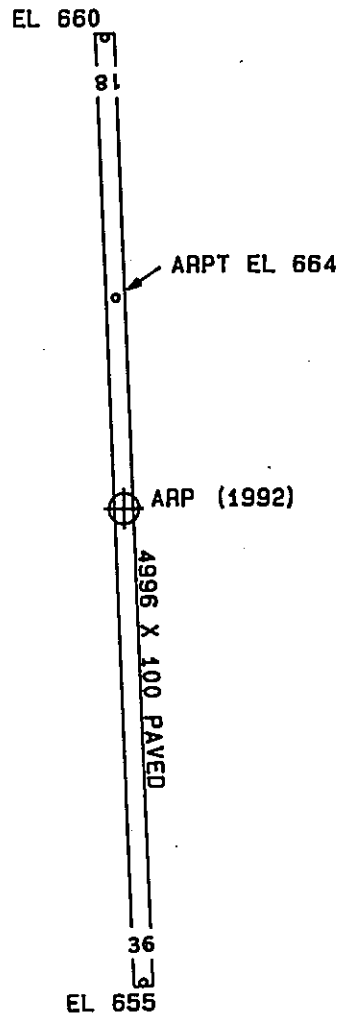
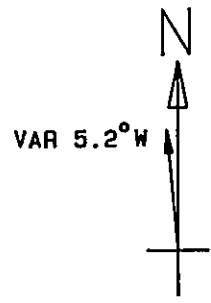
ARP 385025.692 -825050.329

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
TREE	385129.78	-824947.25	1B	830		166	4246	8182
TREE	385058.22	-825227.60	1B	960		296	29821	8370
TREE	384908.75	-825132.35	1B	889		225	20820	8464
TREE	385035.93	-825237.60	1B	969		305	28209	8551
TREE	385118.56	-824925.92	1B	914		250	5629	8556
TREE	384922.91	-825208.05	1B	1010		346	22917	8841
TREE	384935.73	-824916.83	1B	873		209	12931	8960
TREE	385147.09	-824951.67	1B	828		164	3435	9452
TREE	384928.59	-825229.15	1B	1009		345	23845	9722
TREE	384854.03	-825128.96	1B	948		284	20327	9764
TREE	384950.42	-825245.24	1B	996		332	25347	9767
TREE	384858.52	-825148.12	1B	860		196	21236	9935
TREE	385137.61	-825218.54	1B	959		295	32124	10081
TREE	384900.51	-825209.40	1B	999		335	22111	10650
TREE	385054.20	-825300.30	2C	1006		342	29052	10680
TREE	385000.14	-825303.88	2C	1009		345	26127	10879
TREE	384837.06	-825115.36	1B	931		267	19525	11167
TREE	384942.62	-825303.29	2C	928		264	25242	11388
TREE	385211.46	-824958.20	1B	870		206	2616	11468
TREE	384919.82	-824848.94	2C	855		191	12956	11691
TREE	384855.03	-824918.15	1B	854		190	14641	11720
TANK	385111.28	-824833.49	2C	942		278	7206	11768
TREE	385211.25	-824945.94	1B	940		276	3041	11832
TREE	385124.16	-824838.73	2C	970		306	6535	11975
OL ON TRMSN TWR	384925.40	-825304.98	2C	1124		460	24525	12278
TREE	385222.48	-825006.57	1B	909		245	2131	12312
TREE	384852.49	-824908.82	2C	850		186	14445	12387
TREE	385140.22	-825254.63	2C	931		267	31241	12391
OL TRMSN TWR	384911.38	-825254.85	2C	1114		450	23752	12394
TREE	385121.21	-825312.36	2C	921		257	30146	12563
TRMSN TWR	384950.88	-825323.37	2C	1012		348	25859	12611

AIRPORT ELEVATION 664

ARP 385025.692 -825050.329

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
TRMSN TWR	384859.23	-825246.12	2C	1036		372	23132	12668
TREE	384848.90	-825232.01	2C	1019		355	22437	12674
TREE	384827.78	-825158.35	2C	998		334	20929	13087
TRMSN TWR	384847.57	-825238.61	2C	1045		381	22600	13114
TREE	384817.75	-825125.85	2C	955		291	19727	13245
TRMSN TWR	385024.95	-825339.41	2C	1064		400	27453	13378
TREE	385014.90	-825340.87	2C	1045		381	27035	13538
TRMSN TWR	384857.77	-825302.99	2C	1090		426	23456	13760
TREE	384833.84	-825229.93	2C	1036		372	22004	13790
TREE	385243.02	-825024.55	2C	915		251	1332	14043
TREE	385133.25	-825327.05	2C	975		311	30404	14158
TREE	385212.87	-825249.48	2C	994		330	32412	14367
TREE	385241.44	-824954.90	2C	956		292	2254	14416
TREE	384907.06	-825327.46	2C	1034		370	24236	14761
TREE	384819.92	-825226.51	2C	996		332	21605	14827
TREE	384818.91	-825242.30	2C	1014		350	21950	15590
TRMSN TWR	384804.37	-825210.96	2C	990		326	20915	15657



TOUCHDOWN ZONE RUNWAY ELEVATION	
18	664
36	663

GREATER PORTSMOUTH REGIONAL AIRPORT  
PORTSMOUTH, OHIO  
(NOT TO SCALE)  
(ELEVATIONS AND DISTANCES IN FEET)