

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

COX FIELD  
PARIS, TEXAS  
ODS 803  
1st EDITION

OC 803  
SURVEYED MARCH 1984  
7th EDITION

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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.

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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<br>40:1 for the next 40,000 FT              |
| D     | Nonprecision Instrument Runway with visibility minimums as low as $\frac{3}{4}$ mile.<br>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

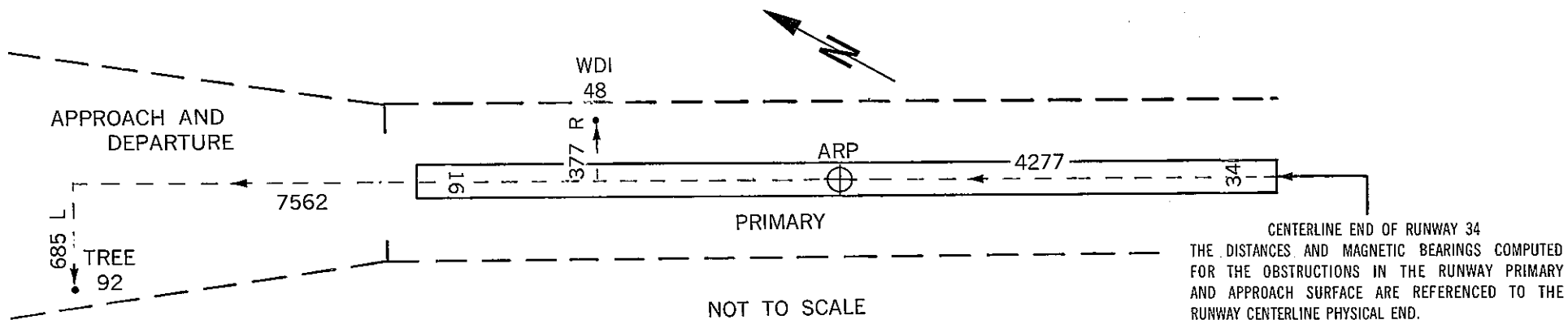
\*ALL DISTANCES AND ELEVATIONS ARE IN FEET

\*\* 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



CENTERLINE END OF RUNWAY 34  
THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

RUNWAY 3      CONDITION BV      LAT 33 37 48.628N LONG 95 27 9.999W GEODETIC AZIMUTH 217 10 17

| ELEV | A OBJECT | LAT           | LONG          | M BRG | DIST | OUTCL | OFFCL |
|------|----------|---------------|---------------|-------|------|-------|-------|
| 548  | 1A FENCE | 33 38 1.877N  | 95 26 54.562W | 37 58 | 1870 | 1856  | 231R  |
| 548  | 1A FENCE | 33 38 23.637N | 95 26 34.594W | 33 56 | 4635 | 4628  | 247R  |
| 551  | 1A FENCE | 33 38 27.746N | 95 26 38.205W | 27 55 | 4781 | 4775  | 247L  |

RUNWAY 21      CONDITION BV      LAT 33 38 25.085N LONG 95 26 36.949W GEODETIC AZIMUTH 37 10 36

| ELEV | A OBJECT | LAT           | LONG          | M BRG  | DIST | OUTCL | OFFCL |
|------|----------|---------------|---------------|--------|------|-------|-------|
| 548  | 1A FENCE | 33 38 1.877N  | 95 26 54.562W | 206 7  | 2779 | 2769  | 231L  |
| 532  | 1A FENCE | 33 37 46.646N | 95 27 8.523W  | 208 12 | 4714 | 4709  | 221L  |

RUNWAY 13      CONDITION BV      LAT 33 38 34.059N LONG 95 27 10.780W GEODETIC AZIMUTH 321 10 27

| ELEV | A OBJECT | LAT           | LONG          | M BRG  | DIST | OUTCL | OFFCL |
|------|----------|---------------|---------------|--------|------|-------|-------|
| 546  | 1A FENCE | 33 38 29.085N | 95 27 2.331W  | 118 50 | 874  | 840   | 241L  |
| 551  | 1A FENCE | 33 38 21.519N | 95 26 54.856W | 126 58 | 1849 | 1832  | 254L  |
| 547  | 1A FENCE | 33 38 5.725N  | 95 26 39.804W | 131 15 | 3881 | 3873  | 245L  |
| 549  | 1A FENCE | 33 37 58.377N | 95 26 32.601W | 131 52 | 4840 | 4834  | 254L  |

RUNWAY 31      CONDITION BV      LAT 33 37 58.417N LONG 95 26 36.493W GEODETIC AZIMUTH 141 10 46

| ELEV | A OBJECT | LAT           | LONG          | M BRG  | DIST | OUTCL | OFFCL |
|------|----------|---------------|---------------|--------|------|-------|-------|
| 547  | 1A FENCE | 33 38 5.725N  | 95 26 39.804W | 332 56 | 790  | 751   | 245R  |
| 551  | 1A FENCE | 33 38 21.519N | 95 26 54.856W | 320 5  | 2804 | 2793  | 254R  |
| 546  | 1A FENCE | 33 38 29.085N | 95 27 2.331W  | 318 32 | 3792 | 3785  | 241R  |
| 541  | 1A FENCE | 33 38 35.588N | 95 27 8.652W  | 317 49 | 4638 | 4632  | 237R  |

RUNWAY 17    CONDITION C    LAT 33 38 40.966N LONG 95 27 15.094W GEODETIC AZIMUTH 359 9 53  
ELEV A OBJECT                    LAT                    LONG                    M BRG    DIST    OUTCL    OFFCL

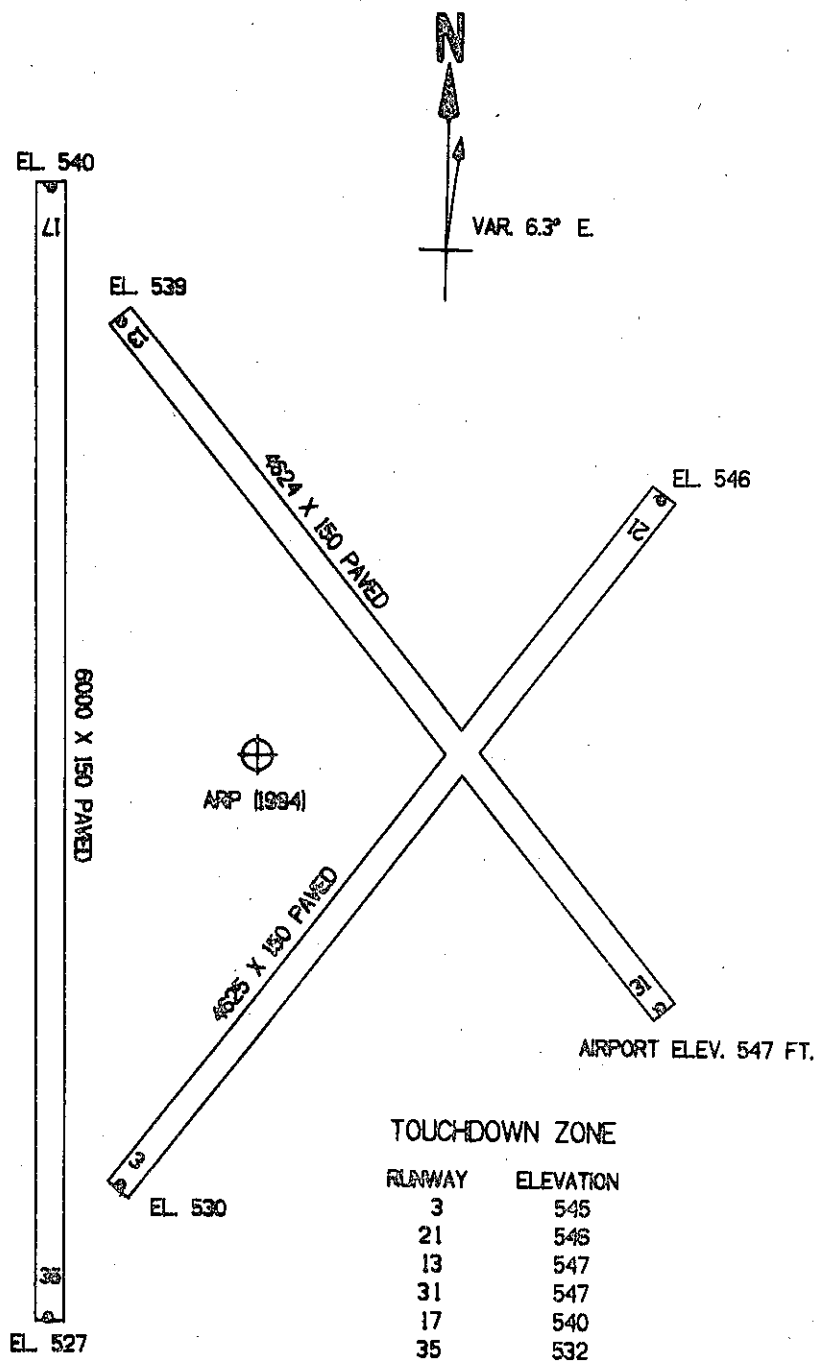
\*\*\* NO OBSTRUCTIONS \*\*\*

RUNWAY 35    CONDITION BV    LAT 33 37 41.612N LONG 95 27 14.059W GEODETIC AZIMUTH 179 9 54  
ELEV A OBJECT                    LAT                    LONG                    M BRG    DIST    OUTCL    OFFCL

\*\*\* NO OBSTRUCTIONS \*\*\*

ARP 1984                            LAT 33 38 11.446N LONG 95 27 1.826W GEODETIC AZIMUTH 0 0 0  
ELEV A OBJECT                    LAT                    LONG                    M BRG    DIST

\*\*\* NO OBSTRUCTIONS \*\*\*



COX FIELD  
 PARIS, TEXAS  
 (NOT TO SCALE)