OBSTRUCTION DATA SHEET

ODS 892
VALDOSTA REGIONAL AIRPORT
VALDOSTA, GEORGIA

DIGITIZED FROM

OC 892
SURVEYED JANUARY 1992
9TH EDITION

HORIZONTAL DATUM NAD83
VERTICAL DATUM NGVD29

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FOR THE FEDERAL AVIATION ADMINISTRATION

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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 Nr. 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 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 FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

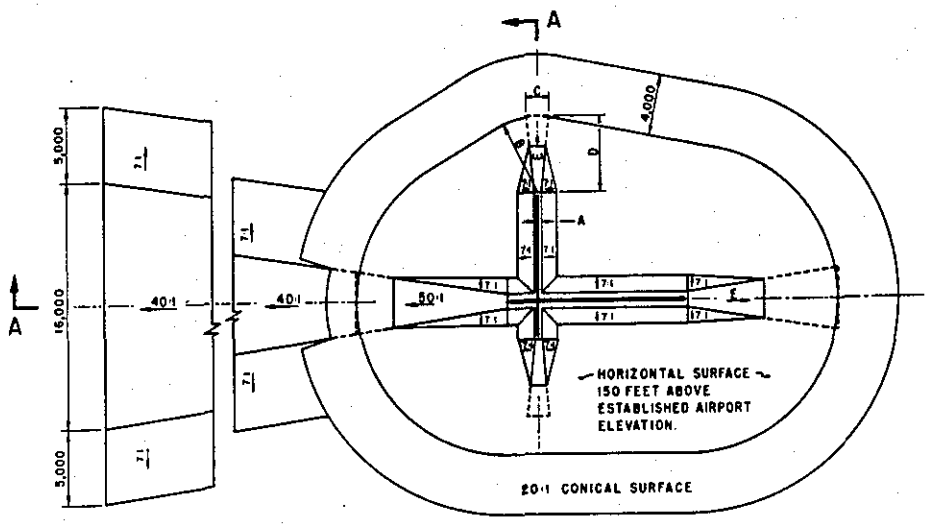
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

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)

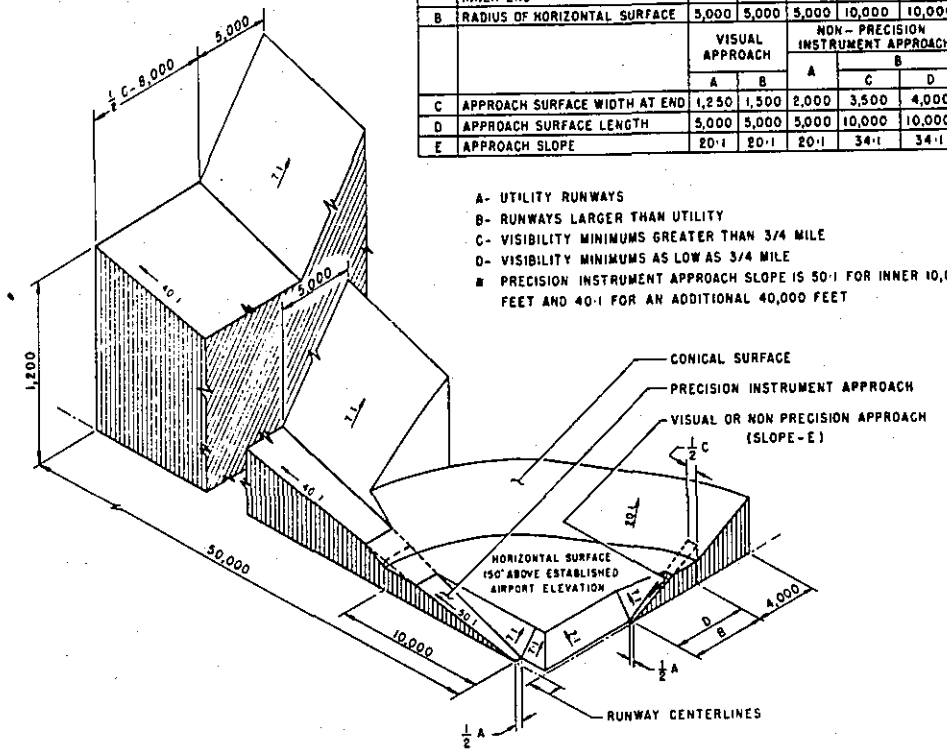
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B 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	B C	B 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[1] X[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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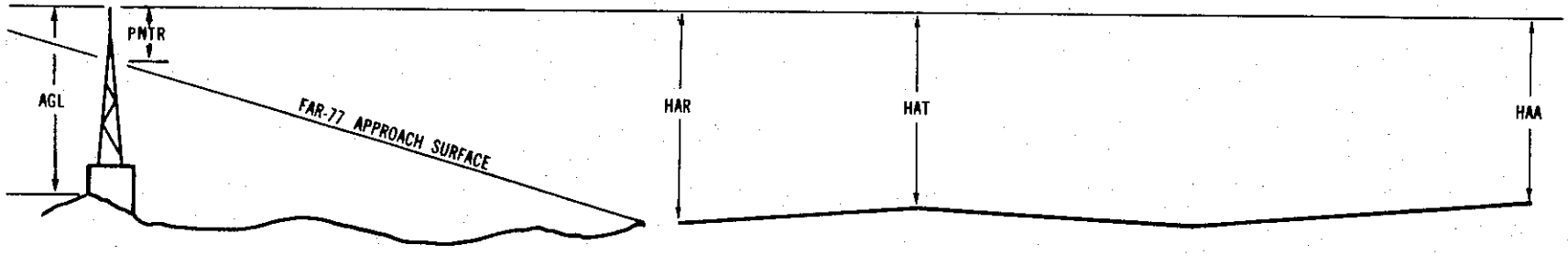
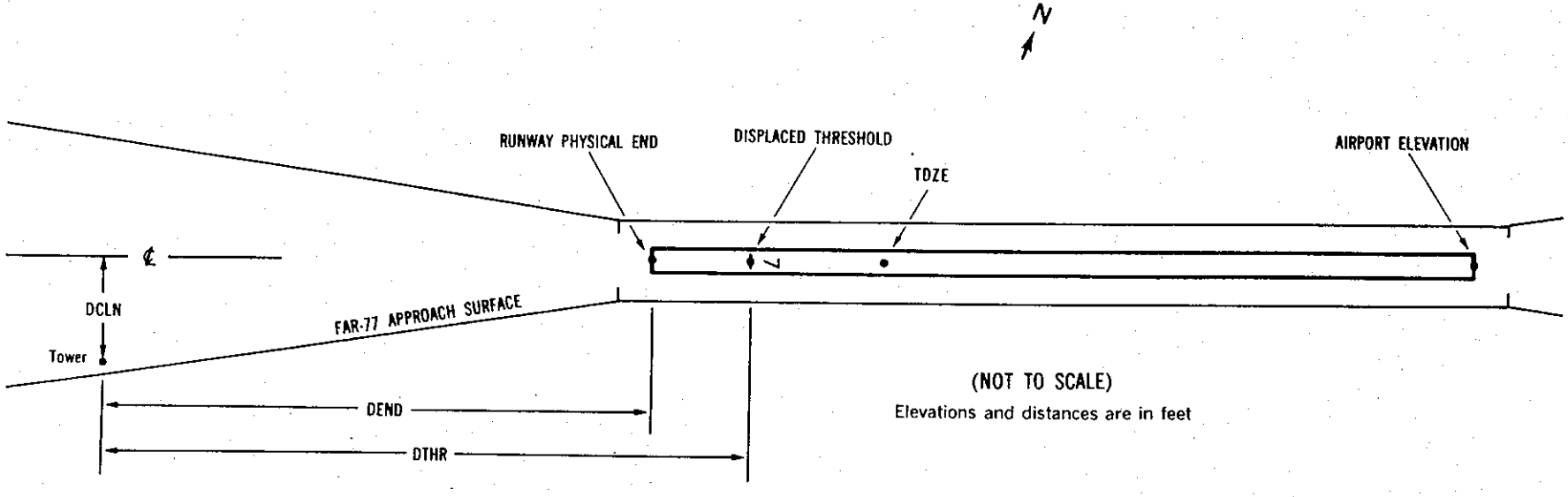




(NOT TO SCALE)

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 area 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] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation 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). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway 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 object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0892

AIRPORT ELEVATION 204

12 AV 202/ 202 304702.236 -831654.511 3055102.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
											4R	-27
RAILROAD	304708.94	-831705.34	1A	223		21	21	19	1163		185R	-1
TREE	304707.91	-831707.22	1A	253		51	51	49	1235		11R	-12
TREE	304713.66	-831713.02	1A	279		77	77	75	1985			

30 AV 196/ 200 304641.206 -831620.805 1255120.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
											193R	14
TREE	304635.12	-831607.28	1A	266		70	66	62	1317		14L	-52
ROAD (N)	304633.01	-831607.94	1A	204		8	4	0	1394		50L	-9
TREE	304630.35	-831604.39	1A	267		71	67	63	1803			

17 C 197/ 199 304725.735 -831630.742 3504859.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
											224L	5
OL WINDSOCK	304634.14	-831618.48	1A	203		6	4	-1	-5317		400R	41
ROD ON OL GLIDE SLOPE	304634.09	-831625.71	1A	239		42	40	35	-5221		231R	19
TREE	304638.35	-831624.55	1A	216		19	17	12	-4812		429R	26
TREE	304724.55	-831635.50	1A	223		26	24	19	-52		579L	9
TREE	304742.75	-831627.20	1A	249		52	50	45	1648		139R	6
TREE	304741.77	-831635.36	1A	246		49	47	42	1663		367R	6
TREE	304742.99	-831638.24	1A	251		54	52	47	1825		242L	2
TREE	304744.40	-831631.43	1A	248		51	49	44	1872			

OC0892

AIRPORT ELEVATION 204

35 PIR 199/ 199 304624.163 -831619.213 1704904.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	304724.55	-831635.50	1A	223		24	24	19	-6250		429L	26
TREE	304638.35	-831624.55	1A	216		17	17	12	-1489		231L	19
ROD ON OL GLIDE SLOPE	304634.09	-831625.71	1A	239		40	40	35	-1081		400L	41
OL WINDSOCK	304634.14	-831618.48	1A	203		4	4	-1	-985		224R	5
TREE	304609.04	-831622.42	1A	239		40	40	35	1464		520L	15
TREE	304554.13	-831624.03	1A	270		71	71	66	2928		899L	16
TREE	304553.08	-831602.59	1A	281		82	82	77	3331		931R	19
TREE	304548.77	-831605.14	1A	286		87	87	82	3726		641R	16
TREE	304541.77	-831610.05	1A	282		83	83	78	4356		105R	0
TREE	304538.99	-831607.36	1A	286		87	87	82	4671		293R	-2
TREE	304535.92	-831604.58	1A	289		90	90	85	5016		482R	-6

3 SUPLC 199/ 202 304640.464 -831706.579 2154820.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	304637.98	-831707.54	1A	206		7	4	2	252		78R	5
TREE	304636.92	-831706.01	1A	224		25	22	20	262		250R	23
TREE	304635.09	-831707.01	1A	235		36	33	31	462		287R	28
TREE	304633.87	-831708.03	1A	238		39	36	34	614		288R	27
RAILROAD	304636.49	-831714.49	1A	220		21	18	16	729		324L	5
TREE	304633.54	-831714.60	1A	233		34	31	29	977		158L	11
TREE	304630.82	-831712.30	1A	231		32	29	27	1082		165R	6
TREE	304628.68	-831712.97	1A	241		42	39	37	1291		244R	10

OC0892

AIRPORT ELEVATION 204

21 SUPLC 197/ 204 304725.383 -831629.045 354839.

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	304733.40	-831616.67	1A	267		70	63	63	1288		402L	38
TREE	304736.81	-831616.25	1A	265		68	61	61	1589		229L	27
TREE	304739.94	-831619.22	1A	268		71	64	64	1695		165R	27
TREE	304740.81	-831617.42	1A	274		77	70	70	1858		90R	28

OC0892

AIRPORT ELEVATION 204

ARP 304657.069 -831636.171

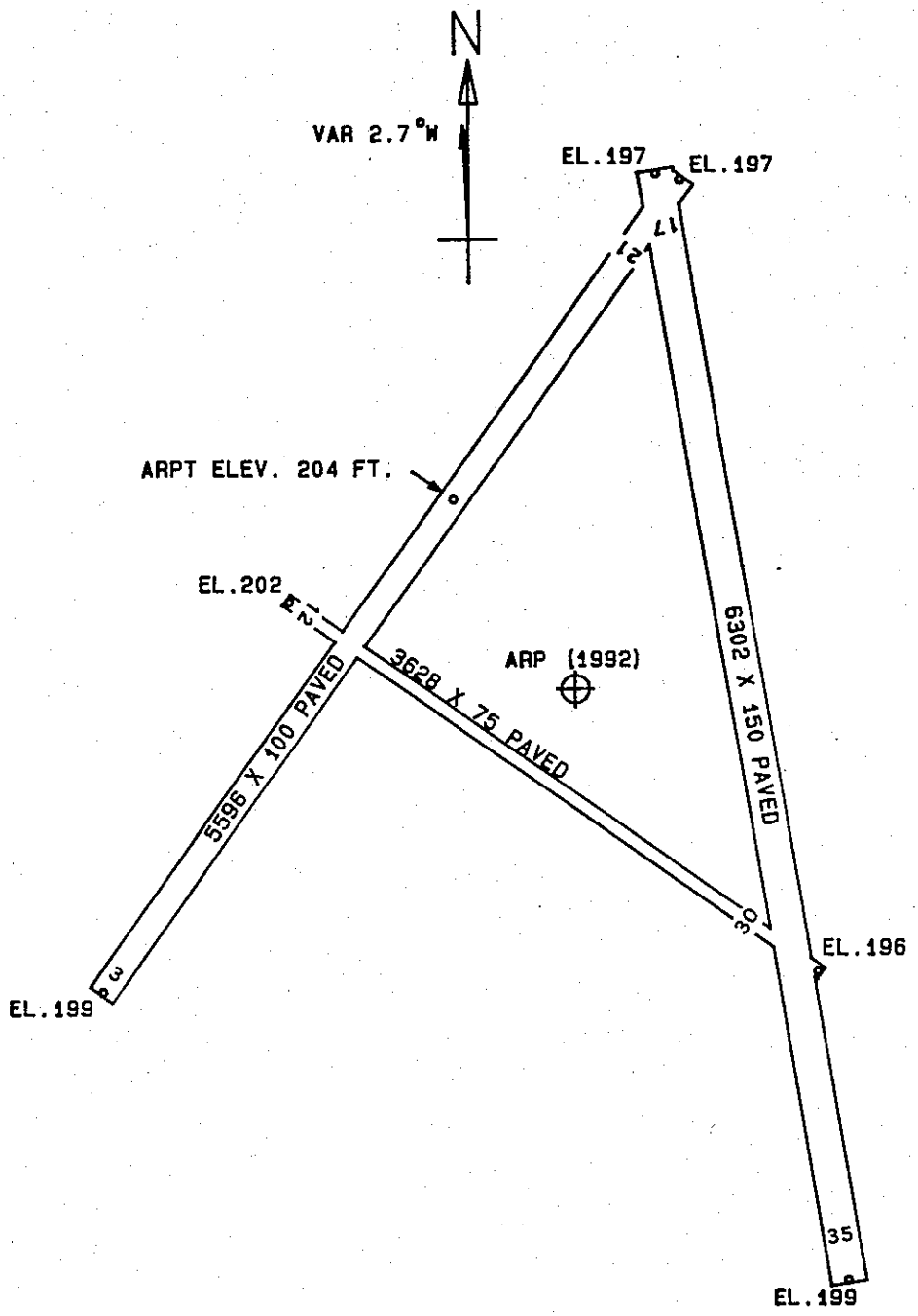
OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL WINDSOCK	304704.64	-831633.33	1A	217		13	2038	804
OL ANEMOMETER	304705.93	-831635.56	1A	222		18	604	896
VOR/DME	304649.69	-831646.97	1A	228		24	23420	1202
TREE	304707.73	-831647.70	1A	250		46	31940	1474
TREE	304703.87	-831651.78	1A	236		32	29928	1525
ANTENNA ON OL ATCT	304701.59	-831618.57	1A	257		53	7607	1602
TREE	304711.41	-831644.45	1A	245		41	33612	1618
TREE	304659.19	-831655.62	1A	249		45	27953	1710
TREE	304656.80	-831657.14	1A	252		48	27151	1829
TREE	304639.49	-831629.14	1A	240		36	16339	1879
TREE	304715.71	-831640.85	1A	247		43	35028	1927
ANTENNA ON OL APBN	304704.37	-831615.12	1A	279		75	7048	1979
TREE	304707.14	-831657.10	1A	253		49	30150	2090
HANGAR	304714.61	-831619.54	1A	224		20	4159	2290
TREE	304703.68	-831701.92	1A	245		41	28915	2343
TREE	304720.86	-831636.61	1A	240		36	147	2404
TREE	304649.23	-831703.13	1A	250		46	25405	2481
TREE	304710.54	-831702.21	1A	263		59	30337	2648
TREE	304637.43	-831658.41	1A	276		72	22703	2775
TREE	304646.18	-831706.03	1A	253		49	24948	2828
TREE	304711.94	-831703.76	1A	270		66	30440	2837
TREE	304637.81	-831703.86	1A	237		33	23351	3101
TREE	304644.61	-831709.42	1A	242		38	24914	3162
TREE	304646.71	-831712.12	1A	267		63	25414	3306
TREE	304642.72	-831711.83	1A	250		46	24742	3432
TREE	304621.60	-831630.07	1A	264		60	17414	3623
TREE	304640.69	-831713.95	1A	259		55	24602	3688
TREE	304637.41	-831714.56	1A	235		31	24201	3893
TREE	304741.08	-831642.03	1A	245		41	35608	4476
TREE	304616.43	-831605.47	1A	281		77	14934	4903
TREE	304608.64	-831628.88	1A	272		68	17517	4934
TREE	304747.00	-831625.98	1A	256		52	1241	5122
TREE	304557.19	-831624.85	1A	274		70	17325	6131
TREE	304553.15	-831624.23	1A	275		71	17332	6541
ANTENNA ON OL MCWV T	304931.72	-831656.17	2A	462	263	258	35619	15722

OC0892 Continued from previous page

AIRPORT ELEVATION 204

ARP 304657.069 -831636.171

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANTENNA ON OL MCWV T	304930.09	-831716.29	2A	470	267	266	34957	15851



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	202
21	204
12	202
30	200
17	199
35	199

VALDOSTA REGIONAL AIRPORT

VALDOSTA, GEORGIA

(NOT TO SCALE)