

# OBSTRUCTION DATA SHEET

ODS 977  
SALISBURY-WICOMICO COUNTY REGIONAL AIRPORT  
SALISBURY, MARYLAND

DIGITIZED FROM

OC 977  
SURVEYED 14 DECEMBER 1992  
7TH 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.

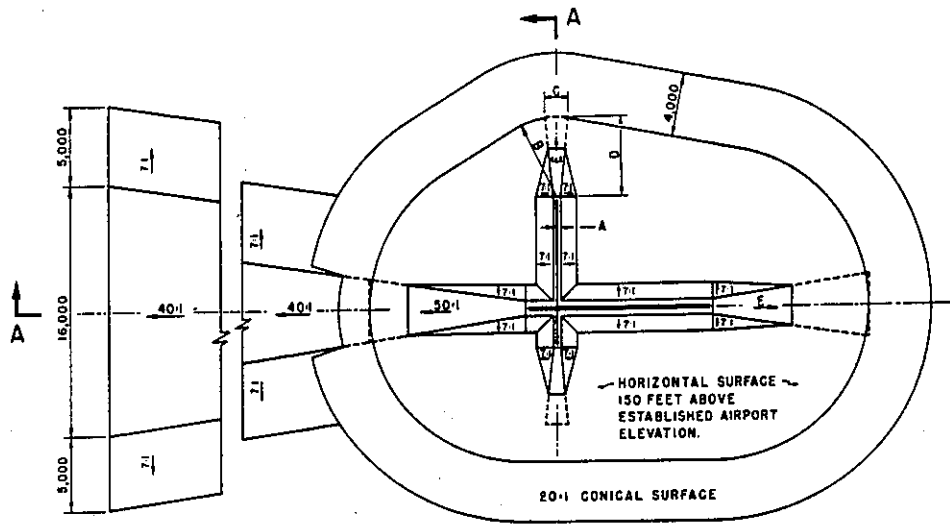
ODS information is arranged as follows:

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.

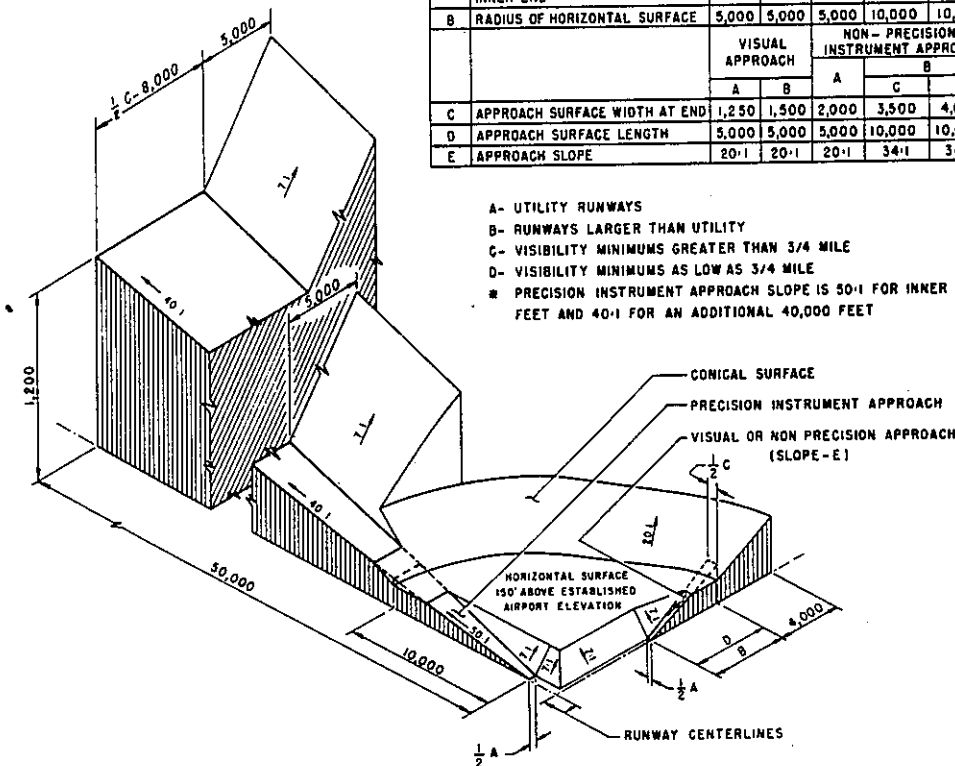
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

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	B		
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	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

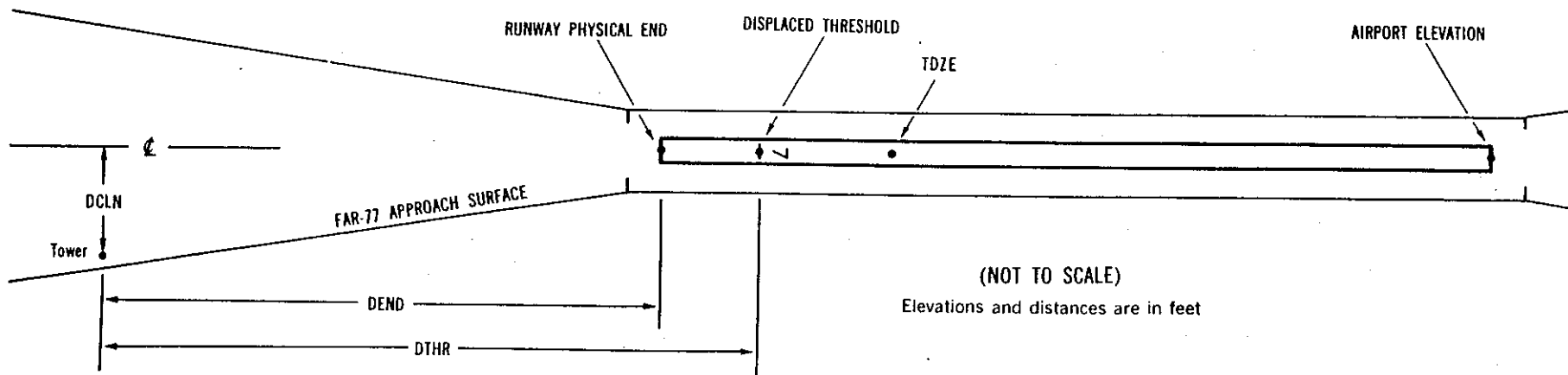
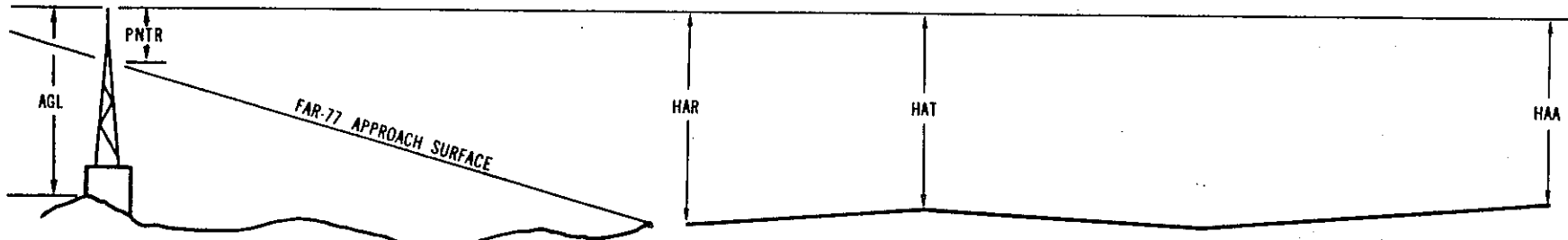
# ANNOTATION OF ODS DATA FORMAT

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>
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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(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).

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AIRPORT ELEVATION 52

14 C 46/ 49 382045.681 -753100.068 1264022.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GS	382021.77	-753013.01	1A	81		35	32	29	-4452		300L	30
FENCE	382045.47	-753103.89	1A	50		4	1	-2	231		199R	3
TRAILER	382045.84	-753106.11	1A	59		13	10	7	395		275R	7
OL ON HANGAR	382044.01	-753107.92	1A	72		26	23	20	400		509R	20
VENT ON BLDG	382045.45	-753109.64	1A	61		15	12	9	598		474R	3
ANT ON BLDG	382050.23	-753112.20	1A	65		19	16	13	1050		208R	-6
TREE	382059.17	-753110.94	1A	81		35	32	29	1510		577L	-4
POLE	382053.72	-753116.85	1A	83		37	34	31	1558		146R	-3
TREE	382057.65	-753123.42	1A	106		60	57	54	2215		140R	1
TREE	382101.44	-753134.63	1A	128		82	79	76	3160		366R	-5
TREE	382111.76	-753135.70	1A	132		86	83	80	3852		421L	-22

32 PIR 52/ 52 382013.205 -753004.702 3064057.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GS	382021.77	-753013.01	1A	81		29	29	29	-1049		300R	30
GROUND	382008.20	-752940.71	1A	56		4	4	4	1836		736R	-28
TREE	381953.21	-752913.20	1A	123		71	71	71	4499		829R	-15
TREE	381939.75	-752925.80	1A	131		79	79	79	4507		862L	-7

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AIRPORT ELEVATION 52

5 C 45/ 48 382002.165 -753100.891 363938.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	381955.92	-753106.75	1A	60		15	12	8	786		3R	-2
ANT ON BLDG	381954.91	-753112.50	1A	83		38	35	31	1141		303L	10
TREE	381941.63	-753125.46	1A	124		79	76	72	2835		331L	2
TREE	381940.17	-753124.60	1A	125		80	77	73	2913		187L	0
TREE	381927.67	-753140.62	1A	149		104	101	97	4689		456L	-28

23 C 50/ 50 382041.811 -753023.420 2164001.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	382047.06	-753019.84	1A	62		12	12	10	596		88R	0
ANT ON BLDG	382053.10	-753013.51	1A	86		36	36	34	1387		48R	1
TREE	382104.42	-753010.30	1A	127		77	77	75	2458		527R	11
TREE	382100.47	-752957.05	1A	129		79	79	77	2769		558L	3
TREE	382104.09	-753002.29	1A	136		86	86	84	2813		4L	9

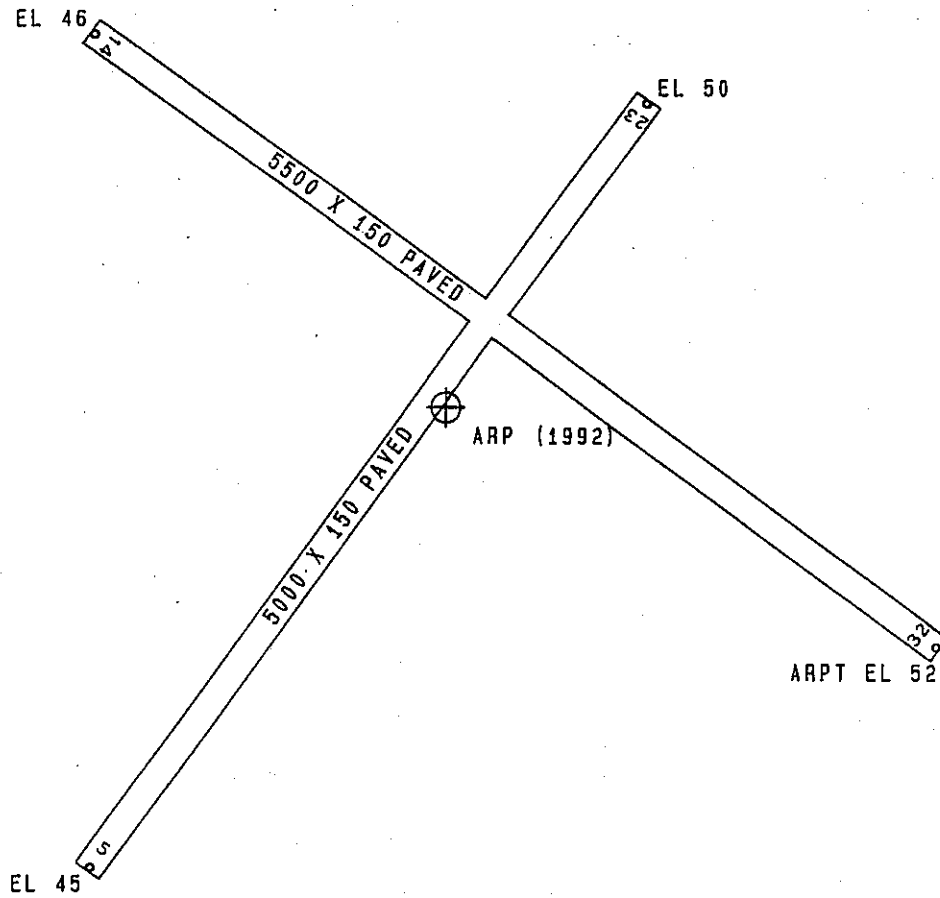
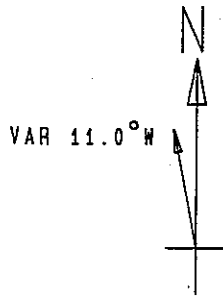


OC0977

AIRPORT ELEVATION 52

ARP 382025.894 -753037.037

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON WSK	382029.27	-753044.64	1A	73		21	31027	695
OL AMOM	382025.21	-753049.15	1A	69		17	27652	967
OL ON VORTAC	382042.02	-753038.09	1A	86		34	803	1633
ANT ON BLDG	382032.59	-753058.79	1A	101		49	30221	1861
TREE	382030.17	-753012.26	1A	122		70	8838	2021
TREE	382038.58	-753013.71	1A	131		79	6621	2258
TREE	382004.62	-753046.11	1A	124		72	20934	2270
TREE	382027.10	-753007.60	1A	119		67	9801	2349
ROD ON DF	382031.57	-753106.73	1A	131		79	29438	2434
OL ON APBN	382029.04	-753109.23	1A	104		52	28804	2585
HANGAR	382042.27	-753105.18	1A	63		11	31728	2788
TREE	382053.81	-753023.68	1A	122		70	3139	3018
TREE	381957.73	-753051.69	1A	128		76	21317	3080
TREE	381957.55	-753052.69	1A	123		71	21430	3127
BUSH	382006.53	-753004.85	1A	56		4	13822	3227
TREE	382002.04	-753009.69	1A	132		80	14854	3251
TREE	382041.51	-753114.22	1A	116		64	30904	3357
TREE	382056.62	-753019.43	1A	135		83	3516	3410
TREE	381954.55	-753054.82	1A	127		75	21504	3473
TREE	381955.39	-753057.69	1A	97		45	21904	3497
TREE	382056.00	-753059.92	1A	138		86	34005	3549
TREE	382003.27	-753111.67	1A	122		70	24119	3585
TREE	381955.03	-753059.53	1A	87		35	22051	3600
TREE	382001.46	-753114.05	1A	124		72	24101	3848
TREE	381958.95	-753111.67	1A	118		66	23621	3879
TREE	381947.89	-753104.06	1A	105		53	22014	4407
TREE	381952.56	-753117.80	1A	127		75	23455	4682
TREE	382047.87	-753128.93	1A	133		81	30916	4694
TREE	382101.17	-752953.91	1A	134		82	5454	4954
TREE	381940.93	-753109.91	1A	118		66	22056	5249



TOUCHDOWN ZONE RUNWAY ELEVATION	
14	49
32	52
5	48
23	50

SALISBURY-WICOMICO COUNTY REGIONAL AIRPORT  
 SALISBURY, MARYLAND  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)