

OBSTRUCTION DATA SHEET

ODS 387
CRAIG FIELD
SELMA, ALABAMA

DIGITIZED FROM

OC 387
SURVEYED MARCH 1994
4TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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ATTENTION

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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 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.

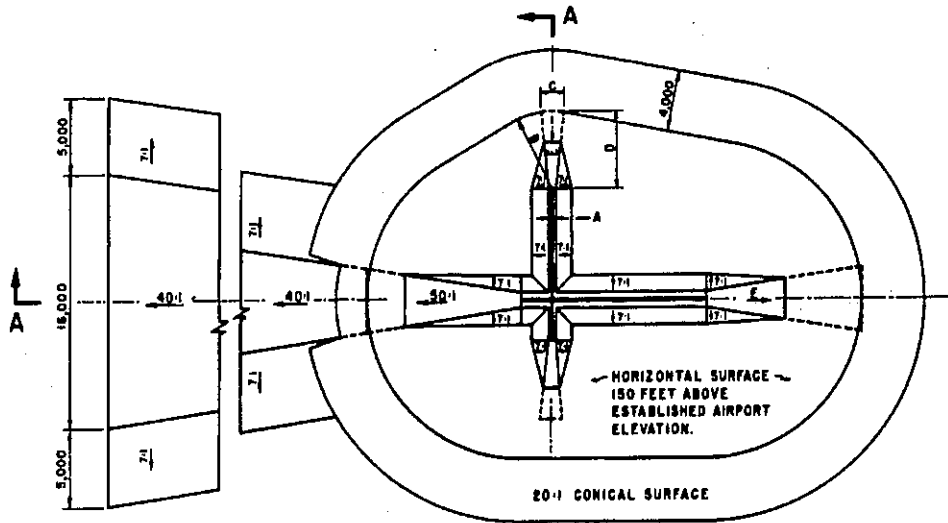
ODS information is arranged as follows:

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:

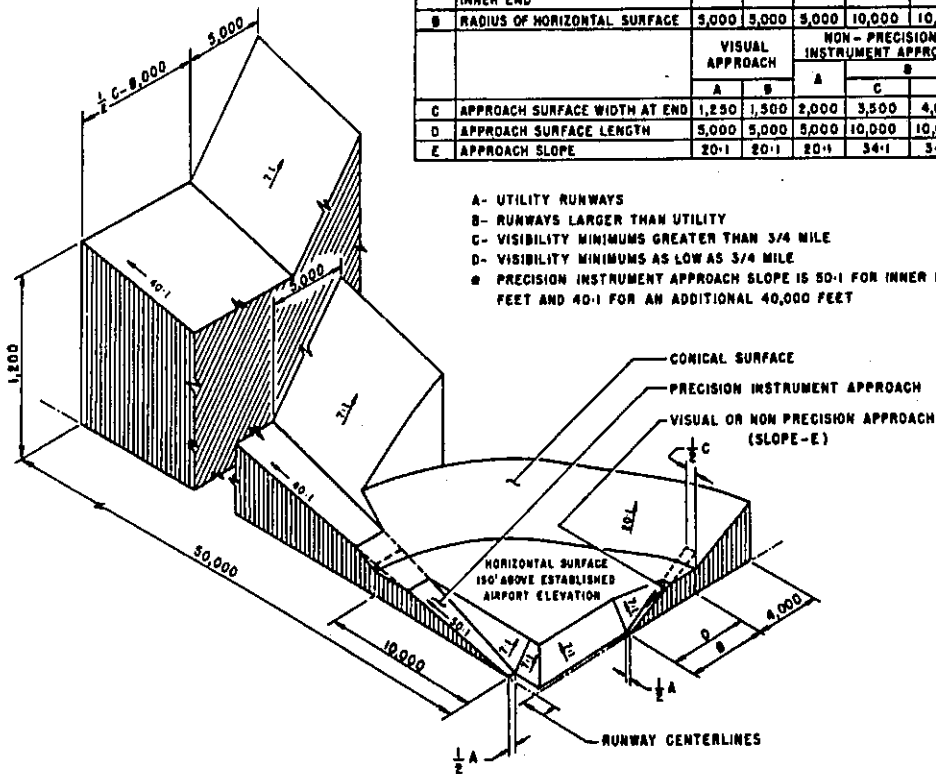
A(V) Utility runway - visual approach only
A(NP) Utility runway - nonprecision instrument approach
B(V) Nonutility runway - visual approach only
C Nonutility runway - nonprecision instrument
approach with visibility minimums greater than
3/4 mile
D Nonutility runway- nonprecision instrument approach
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	3,000	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

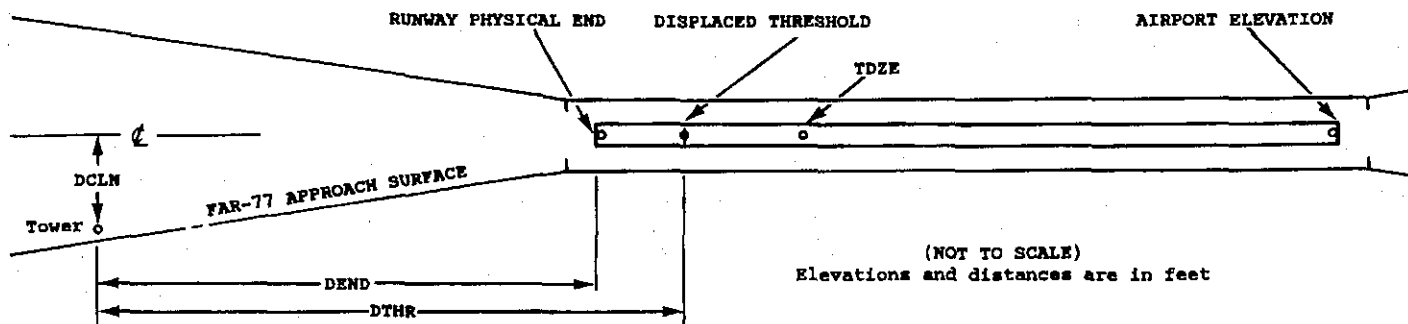
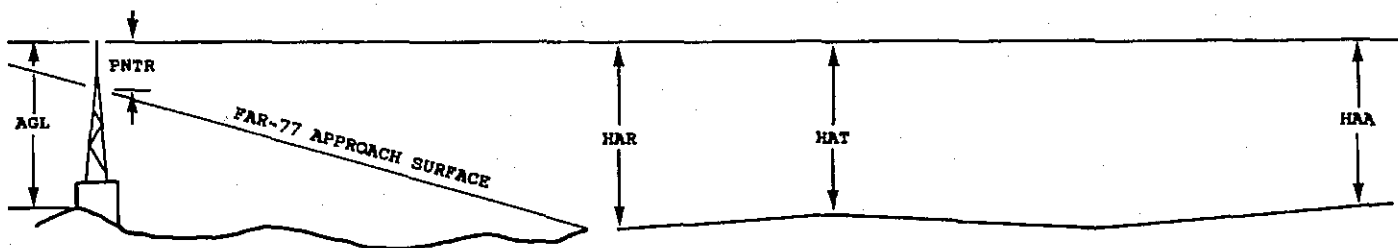
**FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES**

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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



(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 (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).

0C0387

AIRPORT ELEVATION 166

14 SUPLC 166/ 166 322110.951 -865942.306 1454753.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	322009.89	-865848.86	1A	177		11	11	11	-7680		324L	12
ROD ON OL GS	322011.84	-865900.61	1A	199		33	33	33	-6951		399R	34
BUSH	322056.93	-865935.67	1A	173		7	7	7	-1492		325R	10
WSK	322105.34	-865934.24	1A	184		18	18	18	-858		253L	20
TREE	322115.75	-865952.35	1A	194		28	28	28	885		440R	8
TREE	322117.22	-865954.93	1A	207		41	41	41	1133		539R	14
TREE	322125.92	-865945.74	1A	211		45	45	45	1417		606L	9

32 PIR 165/ 165 322005.463 -865849.883 3254821.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	322105.34	-865934.24	1A	184		19	19	18	-7144		253R	20
BUSH	322056.93	-865935.67	1A	173		8	8	7	-6509		325L	10
ROD ON OL GS	322011.84	-865900.61	1A	199		34	34	33	-1050		399L	34
WSK	322009.89	-865848.86	1A	177		12	12	11	-321		324R	12
TREE	321955.34	-865832.42	1A	211		46	46	45	1689		664R	16
TREE	321953.97	-865832.67	1A	220		55	55	54	1791		569R	23
TREE	321951.74	-865832.50	1A	211		46	46	45	1986		454R	10
TREE	321948.29	-865832.09	1A	212		47	47	46	2293		287R	5
TREE	321947.28	-865832.26	1A	222		57	57	56	2370		218R	14
TREE	321943.54	-865837.27	1A	232		67	67	66	2441		350L	22
TREE	321943.25	-865835.37	1A	231		66	66	65	2557		231L	19
TREE	321946.21	-865828.42	1A	216		51	51	50	2644		430R	2
TREE	321945.59	-865821.11	1A	227		62	62	61	3048		914R	5
TREE	321938.37	-865831.42	1A	221		56	56	55	3155		228L	-3

OC0387

AIRPORT ELEVATION 166

ARP 322038.208 -865916.092

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
VOR	322041.83	-865929.57	1A	194		28	28809	1213
OL ON APBN	322107.09	-865858.84	1A	239		73	2728	3273
OL ON TANK	322110.28	-865909.53	1A	285		119	1027	3290
ANT ON OL BLDG	322113.28	-865917.71	1A	268		102	35821	3547
OL ON TANK	322110.09	-865857.38	1A	315		149	2705	3600
TREE	322111.99	-865954.29	1A	240		74	31646	4732
TREE	321958.85	-865831.13	1A	217		51	13628	5541
OL ON TANK	322154.91	-865901.61	1A	312		146	942	7850
TREE	322006.10	-865725.32	1A	341		175	10926	10042
TREE	322003.72	-865723.69	1A	346		180	11027	10254
TREE	322007.50	-865718.66	1A	325		159	10742	10542
TREE	321953.07	-865723.28	1A	345		179	11549	10699
TREE	321956.82	-865720.77	1A	334		168	11330	10742
TANK	322223.95	-865946.06	1A	316		150	34704	10991
ANT ON OL TWR	321847.22	-865906.35	1A	419	244	253	17620	11247
TREE	321950.45	-865712.01	1C	332		166	11458	11689
TREE	322001.39	-865701.00	1A	343		177	10823	12173
TREE	321955.78	-865659.95	1A	336		170	11044	12442
TANK	322244.79	-865929.66	1A	295		129	35524	12844

ARPT EL 166

14
32

VAR 0.6° W



8002 X 150 PAVED

⊕ ARP (1994)

TOUCHDOWN ZONE
RUNWAY ELEVATION

14	166
32	165

32

EL 165

CRAIG FIELD
SELMA, ALABAMA

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)