

OBSTRUCTION DATA SHEET

ODS 719
PRYOR FIELD
DECATUR, ALABAMA

DIGITIZED FROM

OC 719
SURVEYED MARCH 1987
7TH EDITION



PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

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:

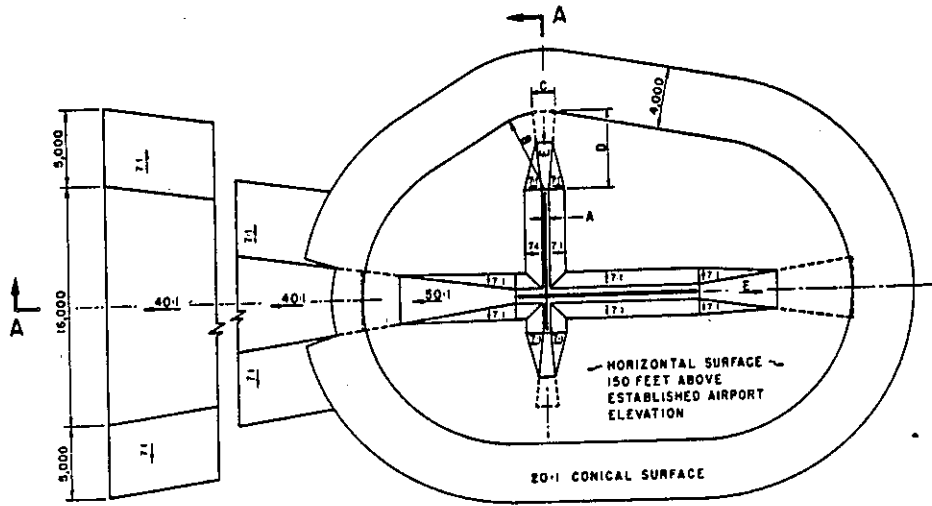
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the 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)

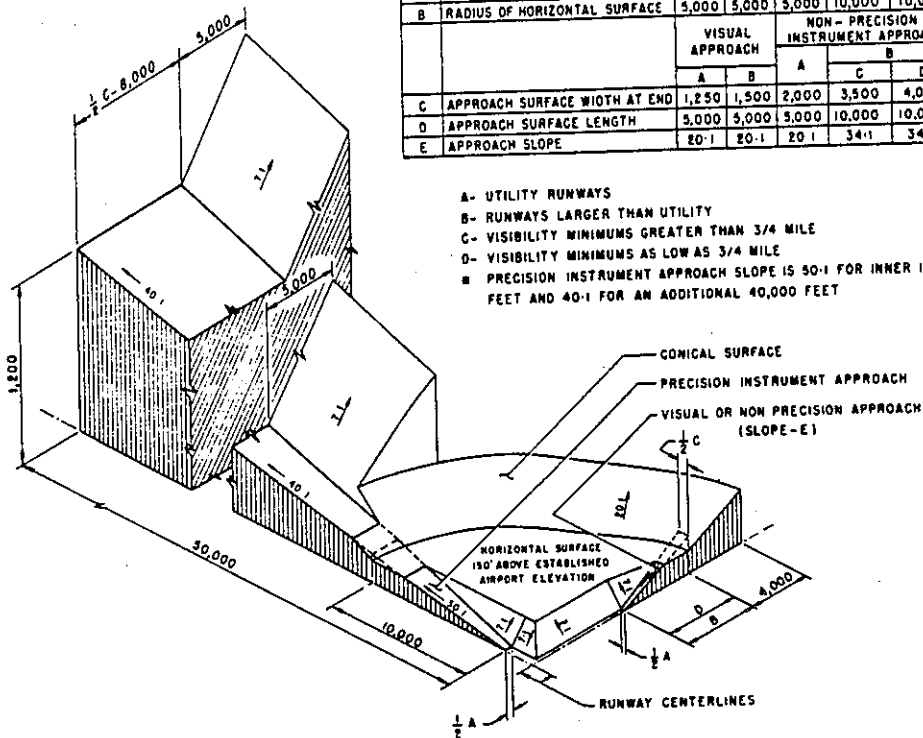
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
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
C	APPROACH SURFACE WIDTH AT END	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

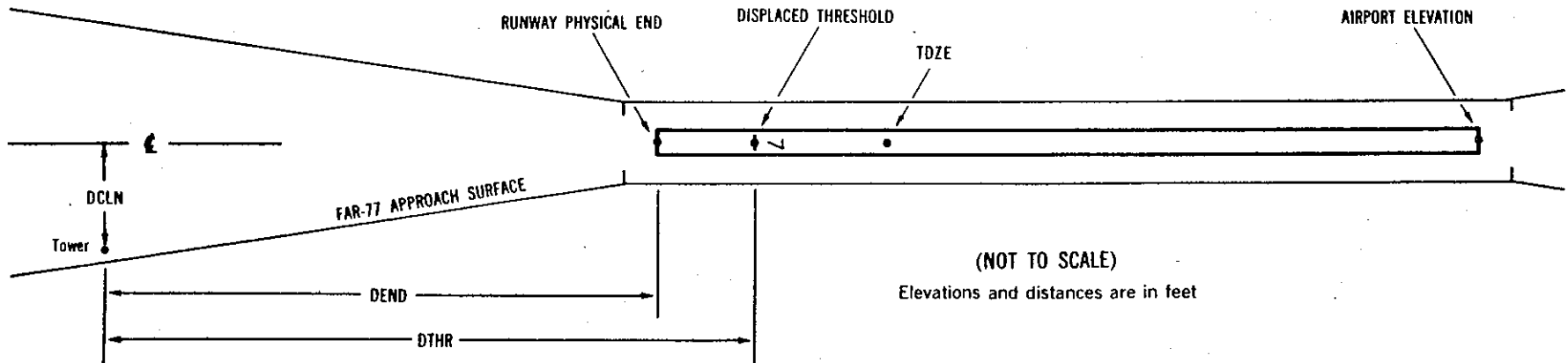
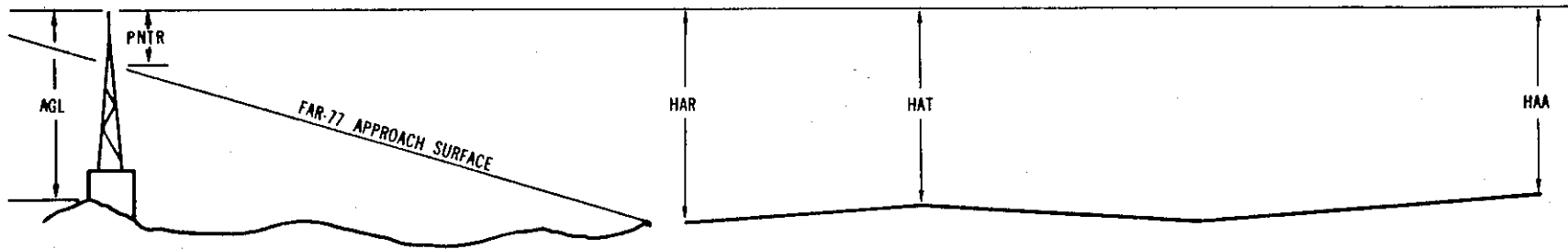
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXX.XXX ⁴	XXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXX.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
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



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).

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AIRPORT ELEVATION 592

36 C 583/588 343844.043N 0865643.902W 1810731

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	343926.94	0865640.18	1A	595		12	7	3	-4342		226R	3
GROUND	343842.64	0865641.05	1A	585		2	-3	-7	137		241R	2
TREE	343839.55	0865647.36	1A	597		14	9	5	460		280L	6
ROAD (N)	343836.17	0865640.06	1A	603		20	15	11	789		337R	3
TREE	343823.15	0865650.64	1A	690		107	102	98	2123		521L	50
TREE	343822.79	0865646.65	1A	662		79	74	70	2153		187L	22
TREE	343813.90	0865647.62	1A	662		79	74	70	3053		251L	-5

18 C 590/592 343934.444N 0865642.704W 0010732

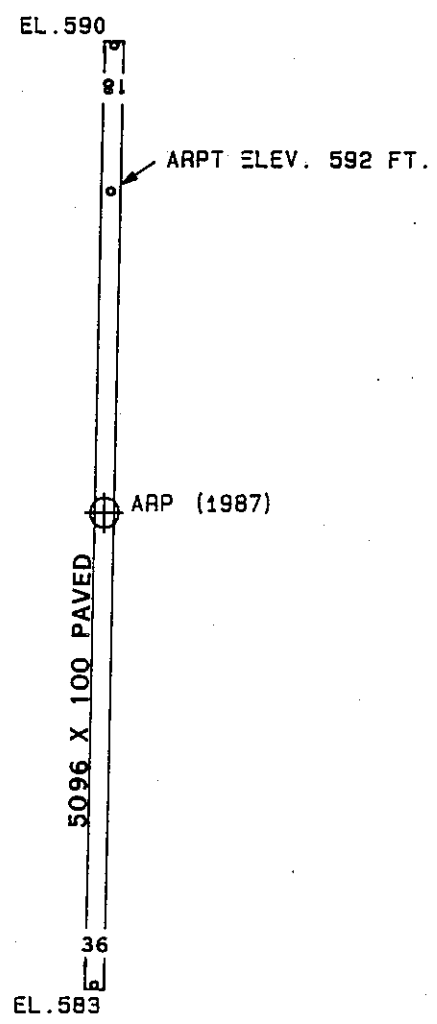
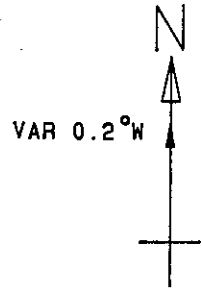
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	343842.64	0865641.05	1A	585		-5	-7	-7	-5233		241L	2
SIGN	343926.94	0865640.18	1A	595		5	3	3	-754		226L	3
ROAD (N)	343952.84	0865636.22	1A	597		7	5	5	1870		505L	-42

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AIRPORT ELEVATION 592

ARP 343909.243N 0865643.303W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	343909.67	0865639.70	1A	613		21	82 6	304
TREE	343905.15	0865639.76	1A	613		21	144 37	509
OL ON HANGAR	343912.19	0865652.00	1A	619		27	292 30	785
OL WINDSOCK	343900.19	0865638.66	1A	609		17	157 13	994
TREE	343921.12	0865638.98	1A	608		16	16 56	1254
ANT ON OL AFBN	343856.02	0865653.22	1A	636		44	211 59	1573
VOR/DME	343853.58	0865622.14	1B	620		28	132 2	2373
BUILDING	343845.67	0865652.24	1A	619		27	197 36	2498
TREE	343834.34	0865652.18	1A	666		74	192 4	3606
STACK	343856.03	0865733.88	1R	732		140	252 40	4432
TREE	343823.38	0865651.13	1A	697		105	188 14	4682
TREE	344009.84	0865632.49	1A	685		93	8 35	6192



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
36	588
18	592

PRYOR FIELD
 DECATUR, ALABAMA
 (NOT TO SCALE)