

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

HALLIBURTON FIELD

DUNCAN, OKLAHOMA

ODS 5140

1st EDITION

OC 5140  
SURVEYED MARCH 1983  
5th EDITION

PREPARED AND DISTRIBUTED BY  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE

## FEDERAL AVIATION ADMINISTRATION

### OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

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 40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as $\frac{3}{4}$ mile. 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  
 GEODETIC AZIMUTH 168 05 12

LAT 38 30 22.066N LONG 121 29 34.116W

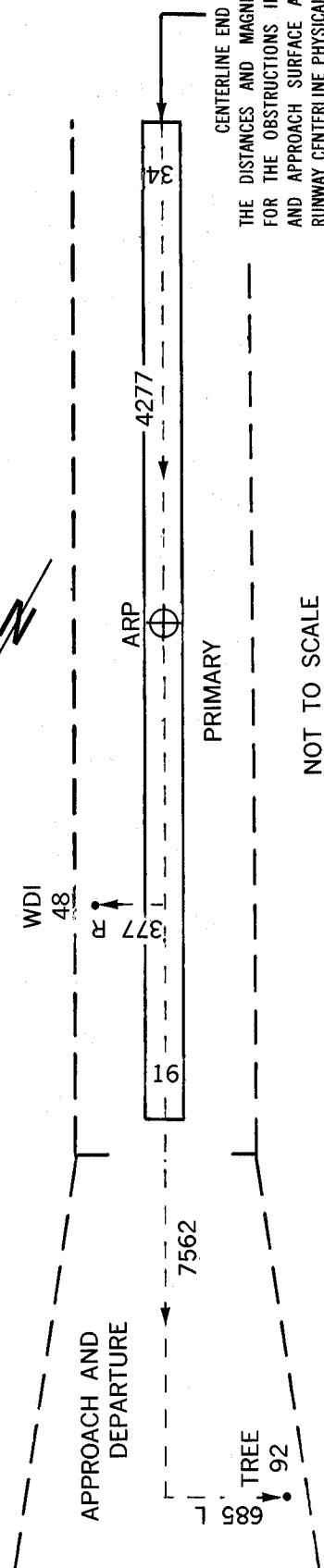
PHYS END RWY 34 D

ELEV*	A**	OBJECT***	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354	7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343	55	7593	7562	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



NOT TO SCALE

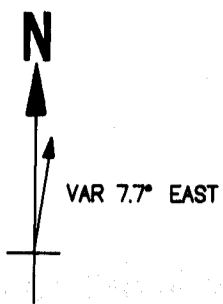
RUNWAY 17    CONDITION C    LAT 34 28 44.478N LONG 97 57 34.797W    GEODETIC AZIMUTH 359 17 54  
ELEV A OBJECT    LAT    LONG    M BRG    DIST    OUTCL    OFFCL

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

RUNWAY 35    CONDITION BV    LAT 34 27 55.020N LONG 97 57 34.066W    GEODETIC AZIMUTH 179 17 54  
ELEV A OBJECT    LAT    LONG    M BRG    DIST    OUTCL    OFFCL

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

ARP 1983    LAT 34 28 19.749N LONG 97 57 34.432W    GEODETIC AZIMUTH 0 0 0  
ELEV A OBJECT    LAT    LONG    M BRG    DIST  
1161 1A ANT ON BLDG    34 28 26.260N    97 57 41.883W    308 50    907  
1124 1A OL WINDSOCK    34 28 28.392N    97 57 29.984W    15 23    950



AIRPORT ELEV. 1113 FT.



35

EL. 1090

TOUCHDOWN ZONE

RUNWAY	ELEVATION
17	1113
35	1097

ARP (1983)

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(NOT TO SCALE)