

# OBSTRUCTION DATA SHEET

ODS 851  
LEA COUNTY (HOBBS) AIRPORT  
HOBBS, NEW MEXICO

DIGITIZED FROM

OC 851  
SURVEYED DECEMBER 1987  
11TH 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:

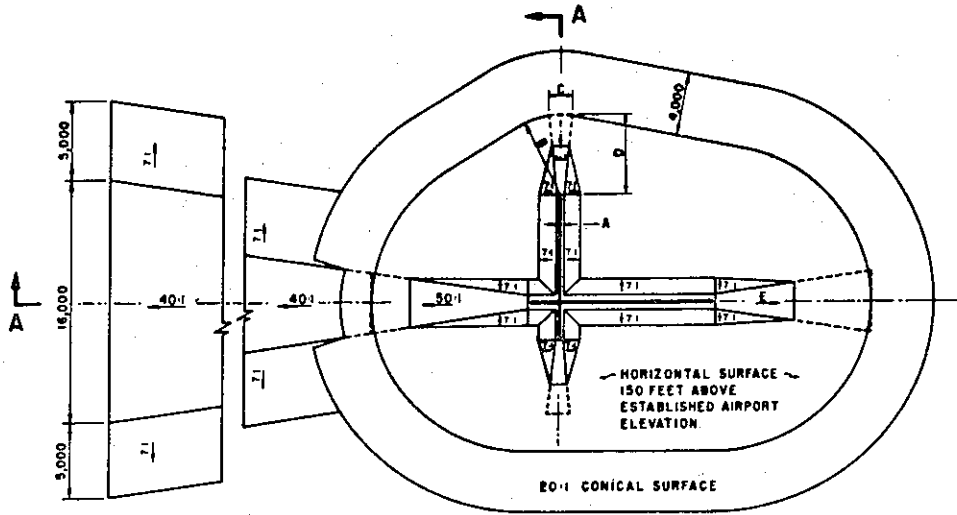
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

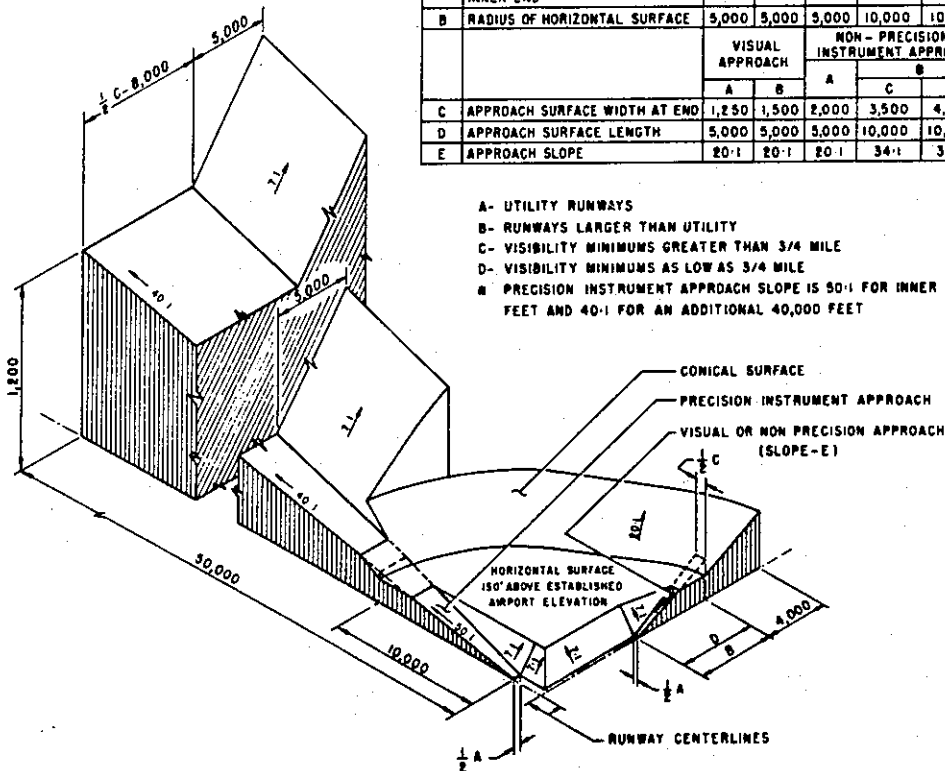
A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
 visibility minimums greater than 3/4 mile  
 D ..... Nonutility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

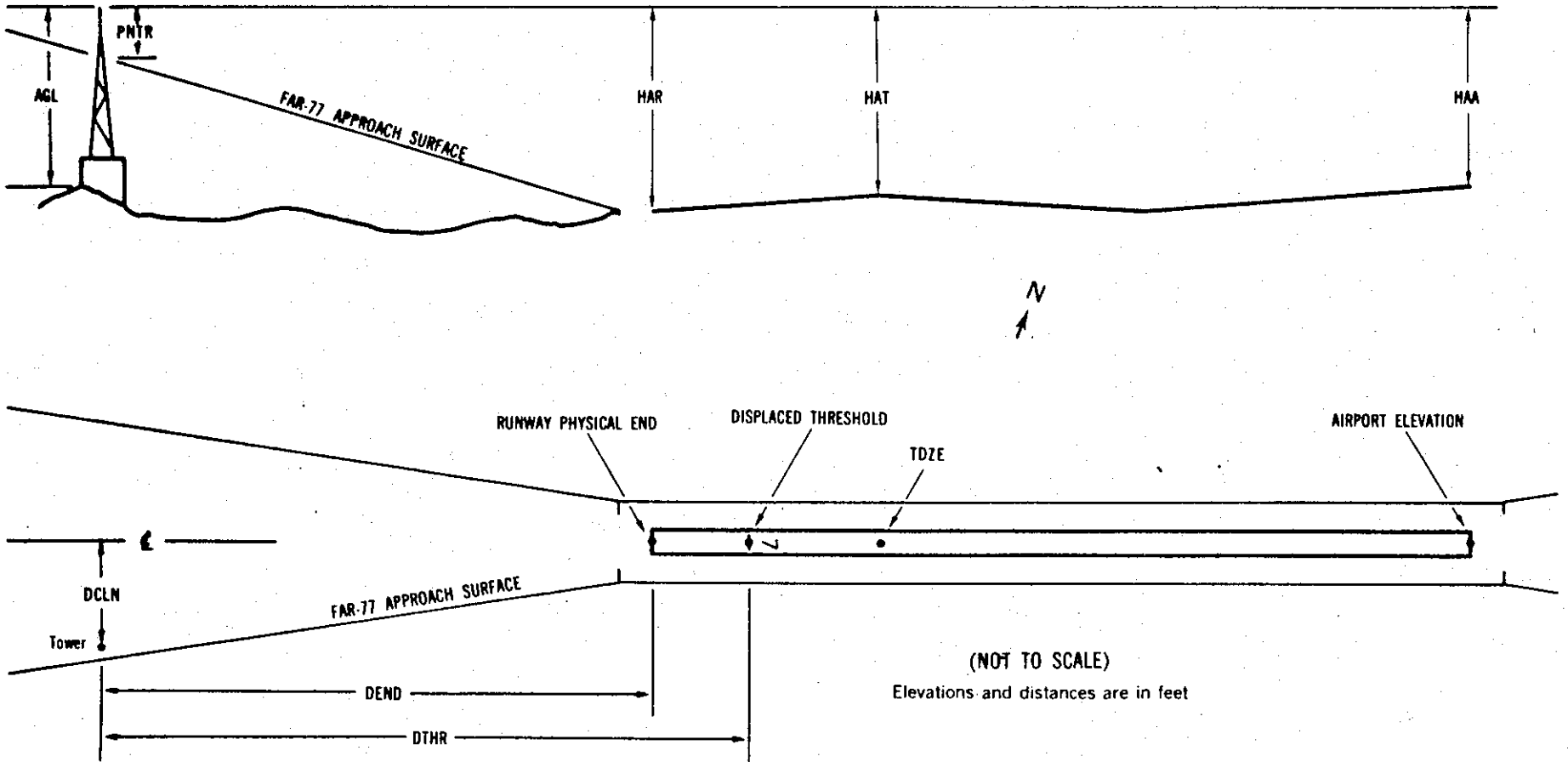
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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

\*\*\*\*\*



## EXPLANATION OF FOOTNOTES

- <sup>1</sup> 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.
- <sup>2</sup> For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- <sup>3</sup> Reference runway approach physical end elevation/touchdown zone elevation
- <sup>4</sup> Latitude and longitude of reference runway approach physical end
- <sup>5</sup> Reference runway geodetic azimuth reckoned clockwise from south
- <sup>6</sup> Reference runway displaced threshold elevation/touchdown zone elevation
- <sup>7</sup> Latitude and longitude of reference runway displaced threshold
- <sup>8</sup> Accuracy Code:                      Horizontal    Vertical
- |        |        |
|--------|--------|
| 1 = 20 | A = 2  |
| 2 = 40 | B = 5  |
|        | C = 20 |
- <sup>9</sup> 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.
- <sup>10</sup> 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  $\pm 10$  feet.
- <sup>11</sup> HAA - Height above airport  
 HAR - Height above reference runway approach physical end  
 HAT - Height above reference runway touchdown zone elevation
- <sup>12</sup> 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.
- <sup>13</sup> PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0851

AIRPORT ELEVATION 3659

3 PIR 3651/3651 324042.868N 1031331.342W 2250543

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GLIDE SLOPE	324046.24	1031319.07	1A	3687		36	36	28	-983		499R	39
TREE	324038.19	1031347.58	1A	3683		32	32	24	1317		645L	10
TREE	324036.42	1031348.60	1A	3670		19	19	11	1505		580L	-7
POLE	324001.75	1031405.03	1A	3701		50	50	42	4974		910R	-45

21 C 3645/3648 324134.530N 1031230.041W 0450616

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GLIDE SLOPE	324046.24	1031319.07	1A	3687		42	39	28	-6414		499L	39
FENCE	324133.66	1031222.28	1A	3647		2	-1	-12	408		530L	-4
OL ON LOCALIZER	324138.91	1031224.86	1A	3654		9	6	-5	626		1R	-4
ANT ON OL BLDG	324137.53	1031223.07	1A	3661		16	13	2	636		206L	3
TREE	324137.25	1031219.92	1A	3683		38	35	24	807		416L	20
ROAD (N)	324147.24	1031214.90	1A	3663		18	15	4	1824		3L	-30

8 A(V) 3652/3652 324114.732N 1031314.127W 2700705

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	324114.73	1031317.95	1A	3658		6	6	-1	326		1R	0
BUSH	324113.31	1031319.07	1A	3661		9	9	2	422		145R	-2
BUSH	324115.84	1031319.13	1A	3663		11	11	4	428		111L	0
BUSH	324114.36	1031322.66	1A	3669		17	17	10	729		39R	-9

OC0851

AIRPORT ELEVATION 3659

26 A(V) 3646/3652 324114.658N 1031233.048W 0900728

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	324114.34	1031210.32	1A	3662		16	10	3	1943		27L	-71

12 SUPLC 3659/3659 324137.676N 1031314.904W 3150529

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	324059.39	1031233.90	1A	3656		-3	-3	-3	-5215		250R	14
ROAD (N)	324147.28	1031326.35	1A	3681		22	22	22	1378		7R	-13

30 SUPLC 3636/3648 324055.625N 1031225.344W 1350556

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	324059.39	1031233.90	1A	3656		20	8	-3	-786		250L	14
BUSH	324054.05	1031219.92	1A	3640		4	-8	-19	440		216R	-3

OC0851

AIRPORT ELEVATION 3659

17 SUPLC 3658/ 324145.736N 1031313.181W 0000540 3659/3659 324140.868N 1031313.190W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	324146.74	1031313.26	1A	3663		5	4	4	101	0	7R	5
ROAD (N)	324147.35	1031313.25	1A	3675		17	16	16	163	0	7R	17
POLE	324148.60	1031315.44	1A	3685		27	26	26	290	0	194R	24
POLE	324148.62	1031313.77	1A	3684		26	25	25	291	0	51R	23
POLE	324148.62	1031312.13	1A	3682		24	23	23	291	0	89L	21
POLE	324149.23	1031313.70	1A	3693		35	34	34	353	0	45R	30
BUILDING	324151.83	1031311.66	1A	3686		28	27	27	616	0	129L	16
POLE	324156.23	1031309.09	1A	3696		38	37	37	1061	0	348L	13
POLE	324156.39	1031310.88	1A	3696		38	37	37	1077	0	195L	12

35 SUPLC 3649/3656 324056.291N 1031313.277W 1800540

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	324147.35	1031313.25	1A	3675		26	19	16	-5160		7L	17
FENCE	324146.74	1031313.26	1A	3663		14	7	4	-5098		7L	5
BUSH	324048.25	1031312.02	1A	3655		6	-1	-4	812		108R	-12

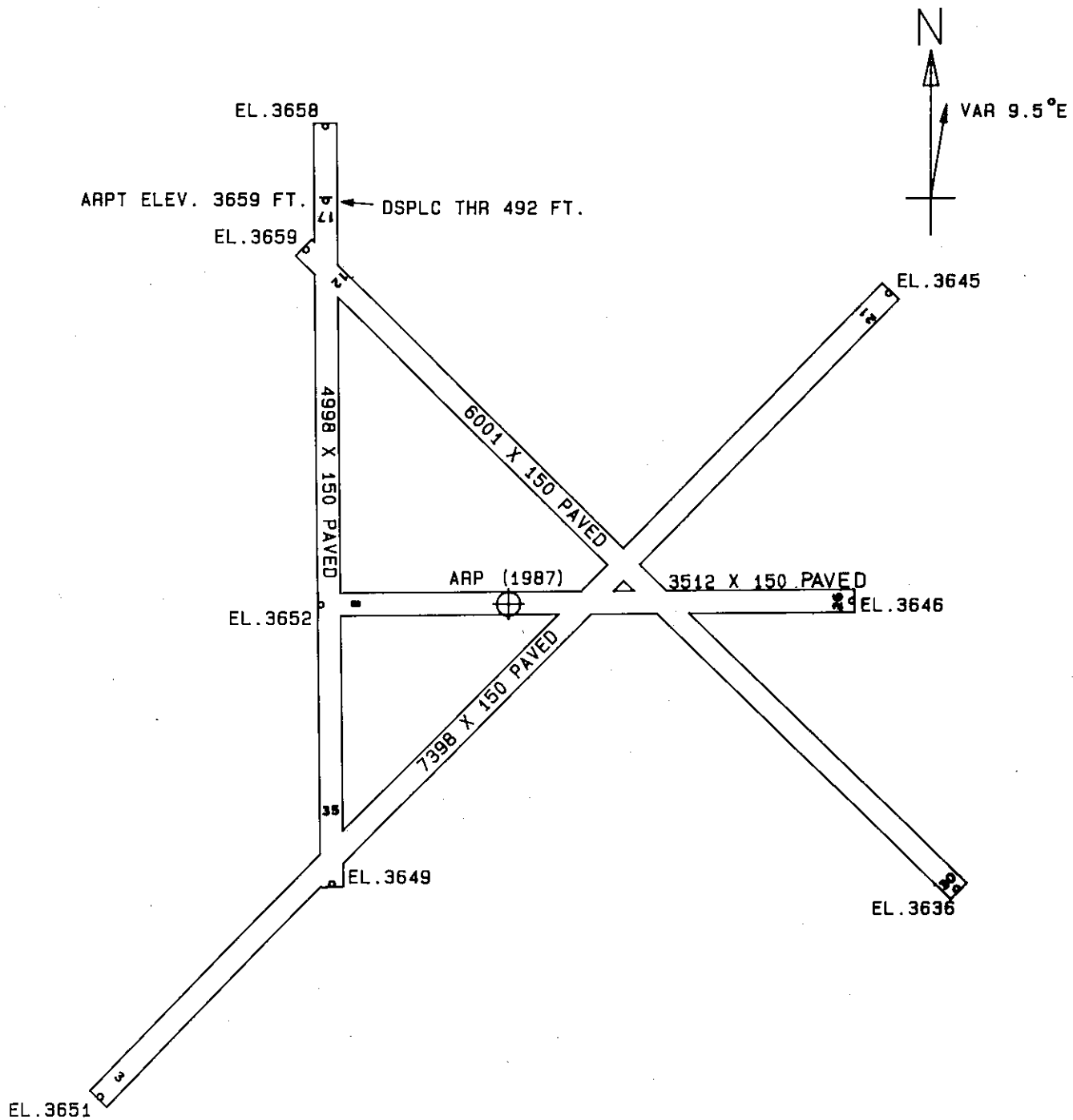


OC0851

AIRPORT ELEVATION 3659

ARP 324114.648N 1031259.519W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON WINDSOCK	324124.63	1031253.26	1A	3678		19	18 25	1142
ANEMOMETER	324125.06	1031253.77	1A	3681		22	15 31	1162
TREE	324108.18	1031317.91	1A	3666		7	237 55	1702
ANT & APT BCN ON OL CT TR	324131.97	1031250.69	1A	3722		63	13 49	1906
WINDSOCK	324136.43	1031318.14	1A	3675		16	314 39	2717
POLE	324148.70	1031319.03	1A	3689		30	324 39	3824
TREE	324134.34	1031220.86	1A	3680		21	49 26	3857
POLE	324145.53	1031229.99	1A	3687		28	29 27	4014
SIGN	324145.13	1031229.01	1A	3676		17	30 44	4036
WINDSOCK	324047.76	1031336.14	1A	3674		15	219 32	4145
TREE	324136.32	1031217.16	1A	3700		41	49 19	4231
POLE	324028.88	1031332.88	1A	3671		12	202 10	5434
TREE	324038.84	1031348.21	1A	3690		31	219 30	5515



TOUCHDOWN ZONE  
RUNWAY ELEVATION

3	3651
21	3648
8	3652
26	3652
12	3659
30	3648
35	3656
17	3659

LEA COUNTY (HOBBS) AIRPORT  
HOBBS, NEW MEXICO  
(NOT TO SCALE)