OBSTRUCTION

DATA SHEET

ODS 5206
BEAVER COUNTY AIRPORT
BEAVER FALLS, PENNSYLVANIA

DIGITIZED FROM

OC 5206
SURVEYED JULY 1987
3RD 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
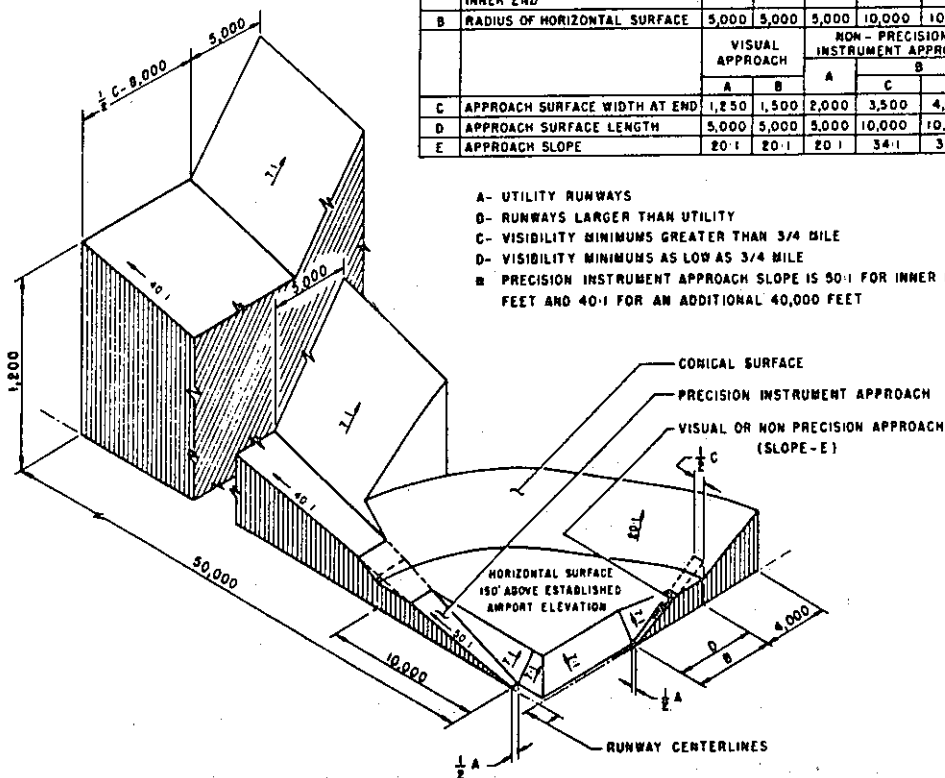SUPLC ... Supplemental C underlying a B(V)

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.
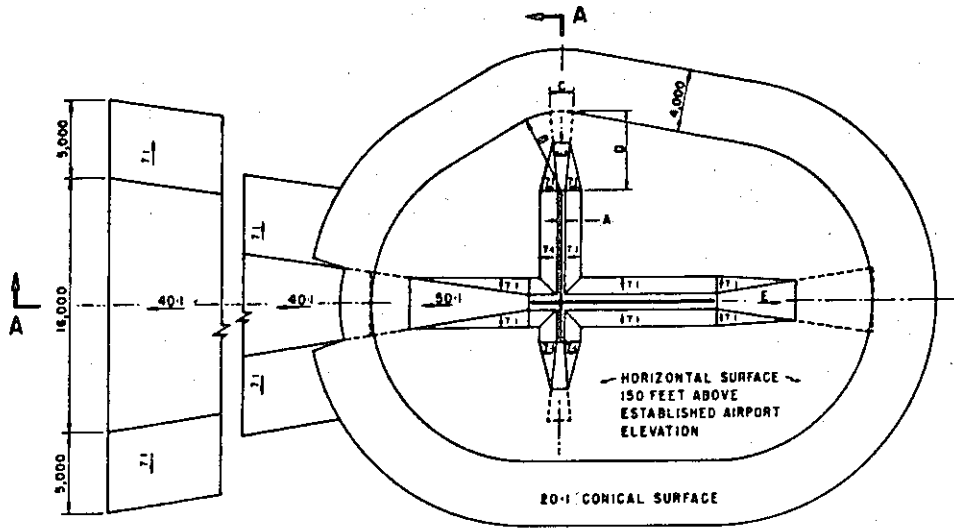
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON – PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON – PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					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

CONICAL SURFACE
PRECISION INSTRUMENT APPROACH
VISUAL OR NON PRECISION APPROACH (SLOPE-E)

HORIZONTAL SURFACE 150' ABOVE ESTABLISHED AIRPORT ELEVATION

RUNWAY CENTERLINES

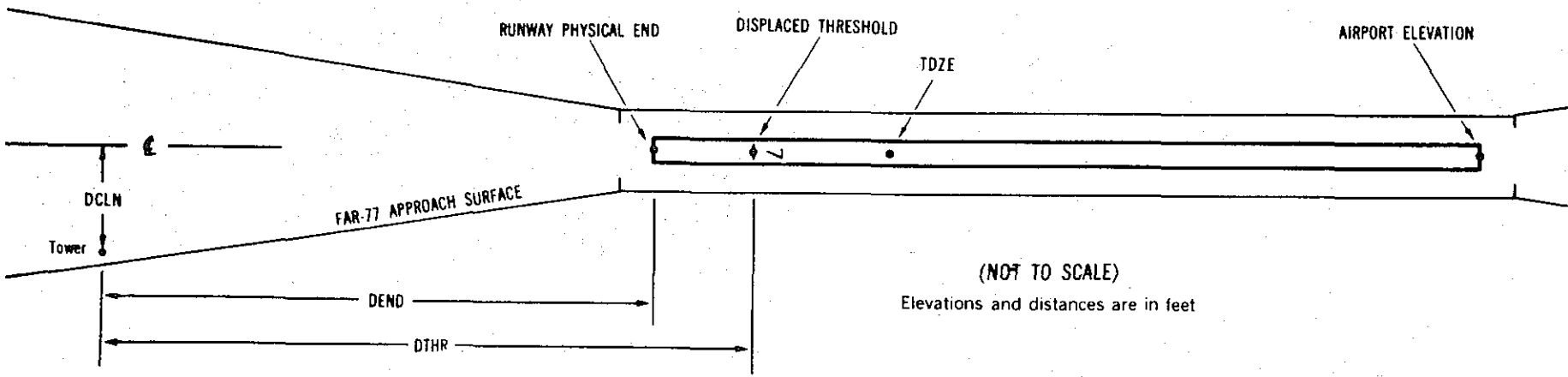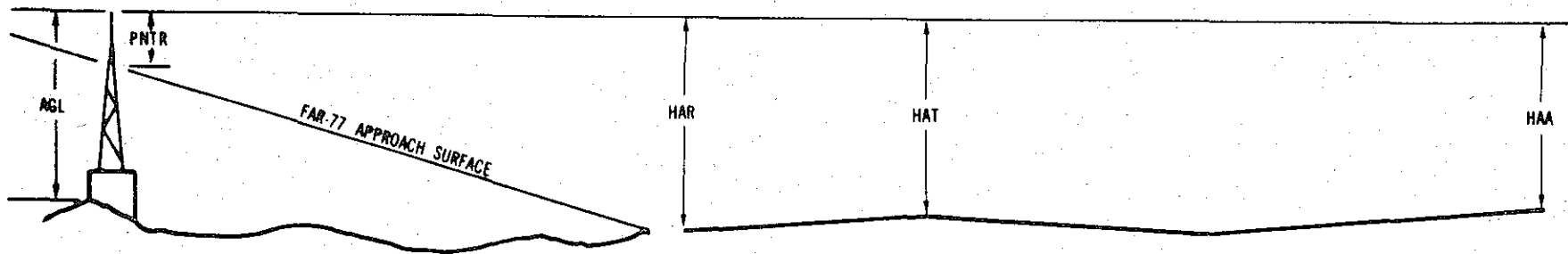ISOMETRIC VIEW OF SECTION A-A

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 XXXXXXX.XXX^4 XXXXXXX^5 XXXX/XXXX^6 XXXXXX.XXX^7 XXXXXXX.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}
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

****

N

RUNWAY PHYSICAL END   DISPLACED THRESHOLD   TDZE   AIRPORT ELEVATION

DCLN

Tower

FAR-77 APPROACH SURFACE

(NOT TO SCALE)
Elevations and distances are in feet

DEND

DTHR

ω

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).

OC5206

AIRPORT ELEVATION 1253

10   C 1204/1238   404622.153N   0802359.097W   2735042

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	404621.10	0802257.87	1A	1257		53	19	4	-4708		210L	4
TREE	404616.67	0802259.59	1A	1263		59	25	10	-4606		247R	10
BUSH	404617.08	0802302.16	1A	1267		63	29	14	-4405		218R	15
BUSH	404617.44	0802307.54	1A	1258		54	20	5	-3990		209R	8
WIND TEE	404618.13	0802326.19	1A	1243		39	5	-10	-2554		237R	11
BUSH	404618.91	0802331.06	1A	1236		32	-2	-17	-2174		182R	10
BUSH	404618.42	0802335.73	1A	1235		31	-3	-18	-1819		256R	13
BUSH	404619.82	0802356.01	1A	1220		16	-18	-33	-253		220R	14
BUSH	404624.28	0802358.97	1A	1210		6	-28	-43	4		215L	6
BUSH	404623.89	0802401.21	1A	1213		9	-25	-40	174		164L	9
BUSH	404621.18	0802401.52	1A	1212		8	-26	-41	180		111R	8
BUSH	404622.79	0802401.68	1A	1209		5	-29	-44	202		51L	5
TREE	404622.99	0802402.69	1A	1210		6	-28	-43	281		66L	4
TREE	404618.46	0802421.88	1A	1285		81	47	32	1724		490R	36
TREE	404629.38	0802429.93	1A	1279		75	41	26	2416		570L	10
TREE	404624.60	0802433.51	1A	1280		76	42	27	2658		70L	4
TREE	404618.66	0802434.43	1A	1297		93	59	44	2689		535R	20
TRANSMISSION TR	404630.20	0802605.37	1A	1326		122	88	73	9748		163L	-159

AIRPORT ELEVATION 1253

28   C 1253/1253   404619.167N   08023 0.735W   0935120

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	404622.79	0802401.68	1A	1209		-44	-44	-44	-4703		51R	5
BUSH	404621.18	0802401.52	1A	1212		-41	-41	-41	-4680		111L	8
BUSH	404623.89	0802401.21	1A	1213		-40	-40	-40	-4675		164R	9
BUSH	404624.28	0802358.97	1A	1210		-43	-43	-43	-4505		215R	6
BUSH	404619.82	0802356.01	1A	1220		-33	-33	-33	-4248		220L	14
BUSH	404618.42	0802335.73	1A	1235		-18	-18	-18	-2682		256L	13
BUSH	404618.91	0802331.06	1A	1236		-17	-17	-17	-2326		182L	10
WIND TEE	404618.13	0802326.19	1A	1243		-10	-10	-10	-1947		237L	11
BUSH	404617.44	0802307.54	1A	1258		5	5	5	-510		209L	8
BUSH	404617.08	0802302.16	1A	1267		14	14	14	-95		218L	15
TREE	404616.67	0802259.59	1A	1263		10	10	10	105		247L	10
GROUND	404621.10	0802257.87	1A	1257		4	4	4	207		210R	4
BUSH	404617.61	0802256.63	1A	1270		17	17	17	326		136L	13
OL ON LOCALIZER	404618.91	0802255.57	1A	1263		10	10	10	398		0R	4
BUSH	404619.77	0802252.60	1A	1280		27	27	27	620		103R	15
TREE	404617.83	0802250.60	1A	1279		26	26	26	787		83L	9

AIRPORT ELEVATION 1253

ARP   404620.661N   0802329.915W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	404615.30	0802329.04	1A	1322		69	180 31	547
RADOME ON OL CONTROL TR	404625.60	0802324.18	1A	1283		30	49 4	666
TREE	404613.11	0802321.69	1A	1317		64	147 58	992
TREE	404617.74	0802342.77	1A	1274		21	260 58	1033
HANGAR	404625.03	0802316.58	1A	1261		8	74 16	1117
TREE	404615.81	0802316.50	1A	1291		38	123 2	1143
TREE	404628.84	0802316.07	1A	1340		87	59 46	1349
TREE	404627.19	0802350.57	1A	1239		-14	300 10	1721
TREE	404618.60	0802352.34	1A	1265		12	270 43	1738
FENCE	404624.83	0802353.08	1A	1214		-39	290 55	1832
TREE	404626.91	0802255.46	1A	1379		126	84 10	2725
TREE	404622.03	0802252.75	1A	1300		47	94 50	2863
TREE	404622.94	0802249.77	1A	1291		38	93 20	3097
TREE	404617.55	0802423.31	1A	1289		36	273 13	4120
TREE	404614.31	0802428.92	1A	1319		66	269 33	4585
TREE	404554.65	0802225.24	1B	1381		128	125 28	5630
STANDPIPE	404715.93	0802305.61	1B	1407		154	26 5	5897

N

VAR. 7.6° WEST

EL. 1204

ARP(1987)

AIRPORT ELEV. 1253

10   4501 X 100 PAVED

28
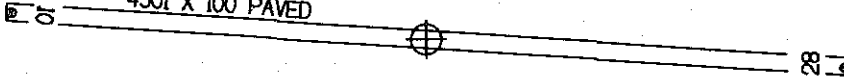
TOUCHDOWN ZONE

RUNWAY	ELEVATION
10	1238
28	1253

BEAVER COUNTY AIRPORT

BEAVER FALLS, PENNSYLVANIA

(NOT TO SCALE)