

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

ALLAIRE AIRPORT
BELMAR-FARMINGDALE, NEW JERSEY

ODS 908
2nd EDITION

OC 908
SURVEYED OCTOBER 1985
4th EDITION

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

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

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

PHYS END RWY 34 D

LAT 38 30 22.066N LONG 121 29 34.116W

GEODETIC AZIMUTH 168 05 12

ELEV* A** OBJECT***

LAT

LONG

M BRG

DIST

OUTCL

OFFCL

0048 1A WDI
0092 1A TREE

38 31 04.201
38 31 33.811

121 29 40.588
121 30 02.190

354 7
343 55

4293
7593

4277
7562

377R
685L

ELEVATION ACCURACY DESCRIPTION

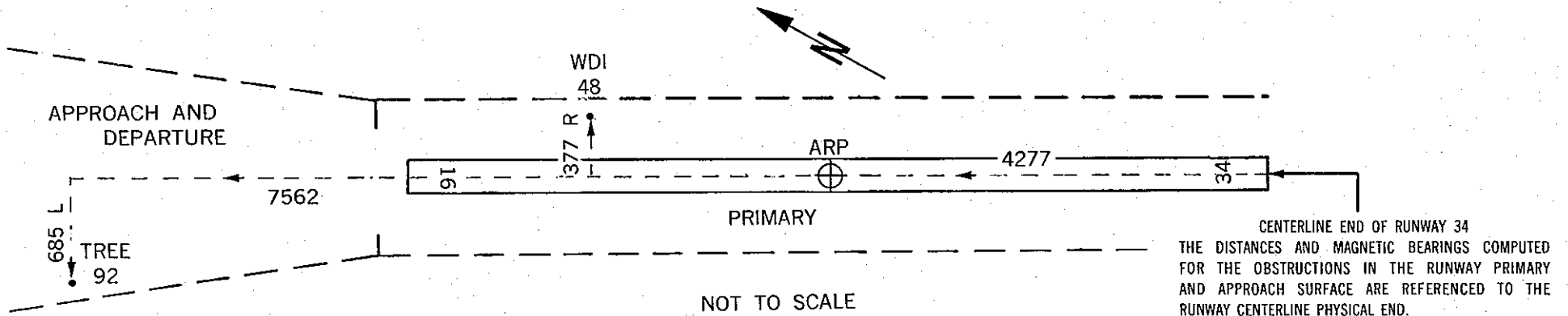
MAGNETIC BEARING
DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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



CENTERLINE END OF RUNWAY 34
THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

RUNWAY 3 CONDITION BV LAT 40 10 48.873N LONG 74 7 31.733W GEODETIC AZIMUTH 201 42 47

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST	OUTCL	OFFCL		
164	1A	TREE	40	10	50.839N	74	7	34.353W	326	46	284	110	263L
166	1A	TREE	40	10	57.901N	74	7	30.173W	19	57	922	894	226L
189	1A	HANGAR	40	11	19.010N	74	7	19.706W	29	25	3169	3179	261L
179	1A	HANGAR	40	11	23.080N	74	7	17.087W	30	35	3643	3636	225L
181	1A	POLE	40	11	22.113N	74	7	11.491W	37	26	3712	3706	215R
179	1A	LIGHT POLE	40	11	23.647N	74	7	15.965W	31	35	3726	3722	165L
166	1A	ROAD (N)	40	11	23.582N	74	7	13.658W	34	10	3782	3782	4R

RUNWAY 21 CONDITION BV LAT 40 11 22.906N LONG 74 7 14.062W GEODETIC AZIMUTH 21 42 59

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST	OUTCL	OFFCL		
181	1A	POLE	40	11	22.113N	74	7	11.491W	124	20	215	1	215L
179	1A	HANGAR	40	11	23.080N	74	7	17.087W	286	40	235	71	225R
189	1A	HANGAR	40	11	19.010N	74	7	19.706W	240	25	589	528	261R
166	1A	TREE	40	10	57.901N	74	7	30.173W	218	42	2822	2813	226R
164	1A	TREE	40	10	50.839N	74	7	34.353W	218	17	3607	3597	262R
165	1A	TREE	40	10	48.497N	74	7	30.809W	212	52	3717	3716	81L
170	1A	POLE	40	10	47.391N	74	7	30.942W	212	26	3825	3824	112L
187	1A	TREE	40	10	46.877N	74	7	30.855W	212	4	3872	3869	138L
174	1A	TREE	40	10	48.026N	74	7	35.615W	217	46	3906	3898	248R
170	1A	TREE	40	10	46.885N	74	7	33.817W	215	13	3954	3954	76R
174	1A	TREE	40	10	46.420N	74	7	32.530W	213	37	3961	3960	34L

RUNWAY 14 CONDITION BV LAT 40 11 38.367N LONG 74 8 7.266W GEODETIC AZIMUTH 312 29 12

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
179	1A	GROUND	40 11 35.739N	74 7 59.361W	125	50	669	632	218L
171	1A	BUSH	40 11 25.463N	74 7 47.529W	142	51	2013	2011	72L
174	1A	TREE	40 11 22.147N	74 7 49.129W	151	47	2162	2147	260R
164	1A	GROUND	40 11 24.029N	74 7 43.478W	140	34	2348	2341	177L
168	1A	TREE	40 11 23.405N	74 7 42.824W	141	0	2427	2421	165L
169	1A	TREE	40 11 17.186N	74 7 40.894W	148	43	2964	2957	198R
183	1A	TREE	40 10 49.879N	74 7 2.546W	146	43	7022	7018	225R
179	1A	TREE	40 10 50.099N	74 7 2.104W	146	24	7031	7028	185R
177	1A	TREE	40 10 49.343N	74 7 1.330W	146	30	7127	7124	201R
171	1A	TREE	40 10 48.829N	74 6 59.753W	146	6	7252	7250	157R

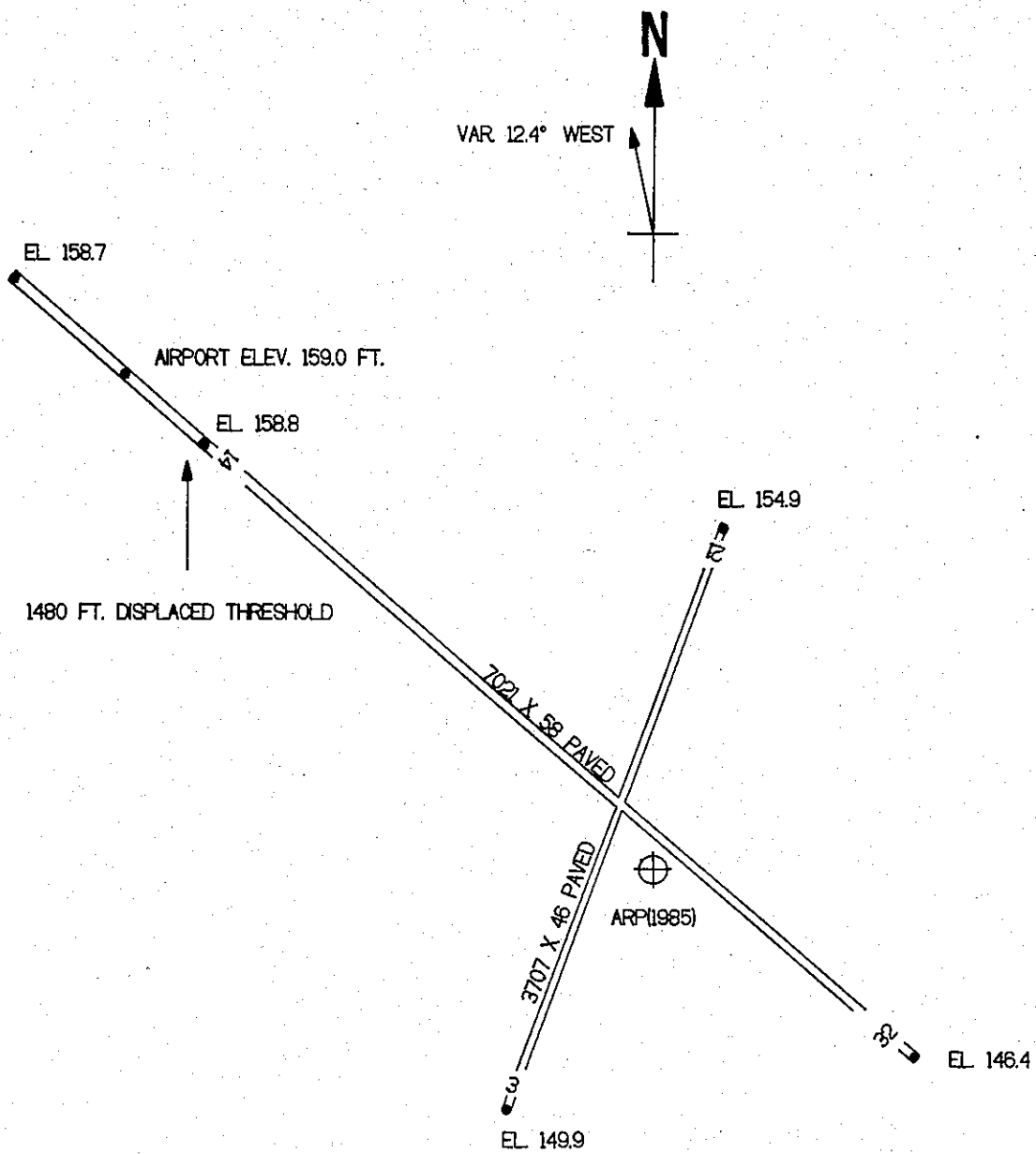
RUNWAY 32 CONDITION C LAT 40 10 51.496N LONG 74 7 0.557W GEODETIC AZIMUTH 132 29 55

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
183	1A	TREE	40 10 49.879N	74 7 2.546W	235	44	225	3	225L
169	1A	TREE	40 11 17.186N	74 7 40.894W	322	6	4069	4064	198L
168	1A	TREE	40 11 23.405N	74 7 42.824W	326	57	4603	4600	165R
164	1A	GROUND	40 11 24.029N	74 7 43.478W	327	4	4683	4680	177R
174	1A	TREE	40 11 22.147N	74 7 49.129W	321	51	4882	4875	260L
171	1A	BUSH	40 11 25.463N	74 7 47.529W	325	43	5010	5010	72R
179	1A	GROUND	40 11 35.739N	74 7 59.361W	326	51	6393	6389	218R
181	1A	TREE	40 11 36.744N	74 8 9.573W	322	56	7047	7043	242L
176	1A	TREE	40 11 40.568N	74 8 6.090W	326	43	7108	7105	226R
168	1A	TREE	40 11 41.900N	74 8 11.781W	325	6	7521	7521	27R

ARP 1985

LAT 40 11 11.808N LONG 74 7 30.104W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST
192	1A	TREE	40	11	17.950N	74	7	30.894W	6 46 624
166	1A	VENT ON BLDG	40	11	8.736N	74	7	17.373W	119 52 1036
192	1A	LIGHT POLE	40	11	9.751N	74	7	16.749W	113 45 1057
164	1A	OL WIND TEE	40	11	1.701N	74	7	20.523W	156 23 1265
166	1A	WINDSOCK	40	11	0.716N	74	7	19.907W	157 13 1373
192	1A	TREE	40	11	24.759N	74	7	41.593W	338 10 1585
176	1A	HANGAR	40	10	53.793N	74	7	34.468W	202 56 1854
184	1A	TREE	40	11	23.001N	74	7	50.580W	317 53 1951
164	1A	OL ON SDF ANT	40	10	56.790N	74	7	13.735W	152 30 1981
184	1A	TREE	40	11	23.821N	74	7	9.831W	64 43 1986
210	1A	ANT BCN ON C TR	40	11	3.556N	74	7	6.536W	126 56 2011
200	1A	TREE	40	11	23.825N	74	7	52.355W	317 33 2112
185	1A	TREE	40	10	50.456N	74	7	35.385W	203 9 2199
207	1A	TREE	40	11	24.158N	74	7	54.685W	315 38 2281
198	1A	TREE	40	11	26.561N	74	7	59.324W	315 45 2715
208	1A	TREE	40	11	28.165N	74	8	0.992W	317 2 2913
179	1A	TREE	40	10	49.728N	74	7	4.709W	150 59 2979
204	1A	TREE	40	11	29.355N	74	8	2.610W	317 33 3085
187	1A	TREE	40	10	40.391N	74	7	30.974W	193 37 3180
207	1A	TREE	40	11	32.072N	74	8	6.527W	318 22 3492
199	1A	TREE	40	11	38.491N	74	8	1.294W	330 32 3626
200	1A	TREE	40	11	33.147N	74	8	9.395W	317 42 3736



TOUCHDOWN ZONE

RUNWAY	ELEVATION
3	155.2
21	155.2
14	158.8
32	156.6

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 (NOT TO SCALE)