

# OBSTRUCTION DATA SHEET

ODS 723  
HAZLETON MUNICIPAL AIRPORT  
HAZLETON, PENNSYLVANIA

DIGITIZED FROM

OC 723  
SURVEYED MAY 1993  
9TH EDITION

HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD



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## ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport Obstruction Charts - Obstruction Data Sheets," for possible corrections. National Oceanic and Atmospheric Administration (NOAA) publications are available through NOAA Distribution Branch (N/CG33), National Ocean Service, Riverdale, MD 20737. Telephone: 301-436-6990

## 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 No. 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 the OC depict a representation of objects that existed at the time of the OC field survey.

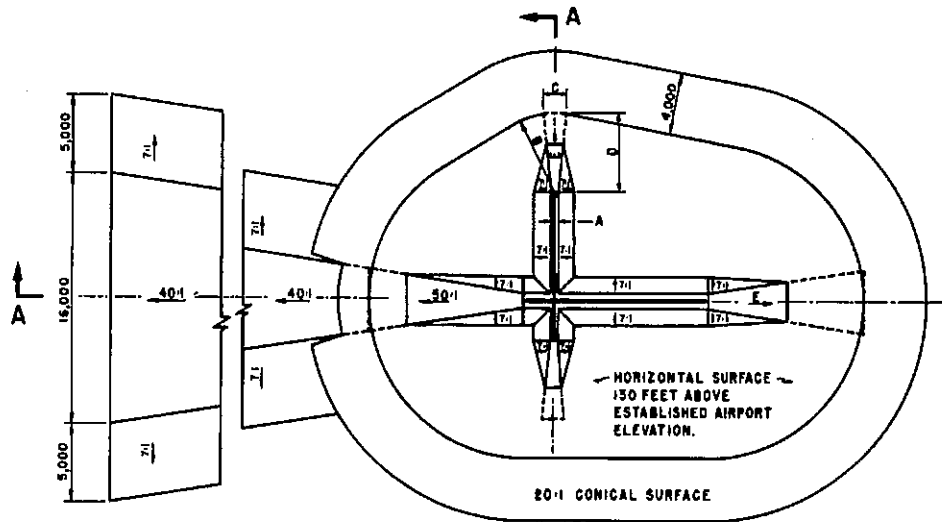
ODS information is arranged as follows:

1. Objects located in an FAR-77 approach or primary and listed with the associated runway (reference runway).
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.

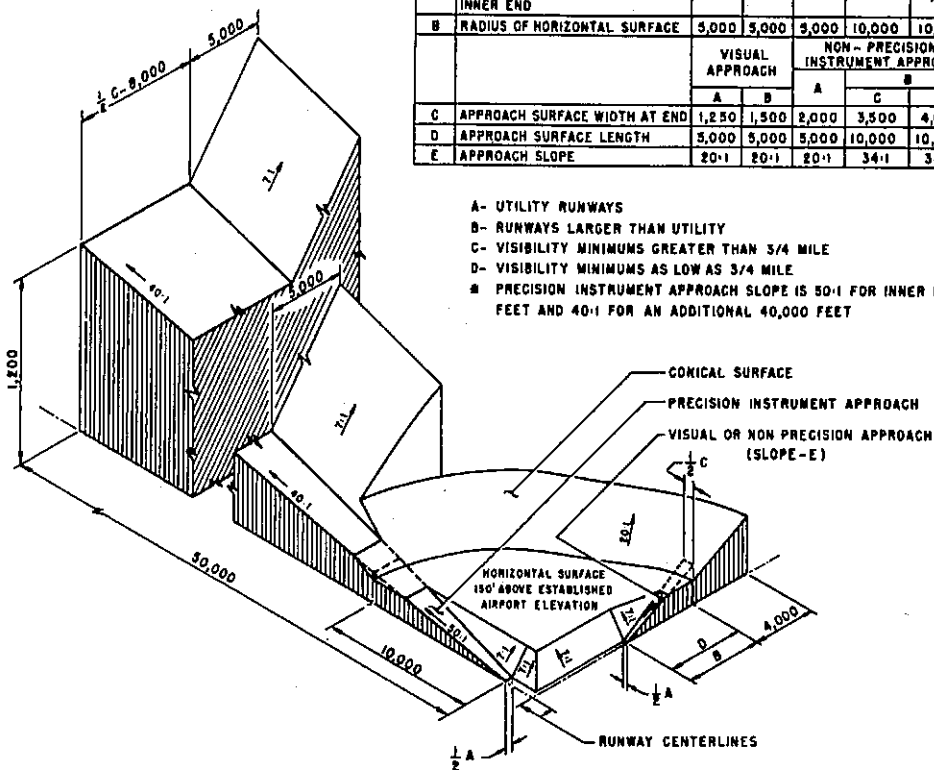
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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.



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
		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

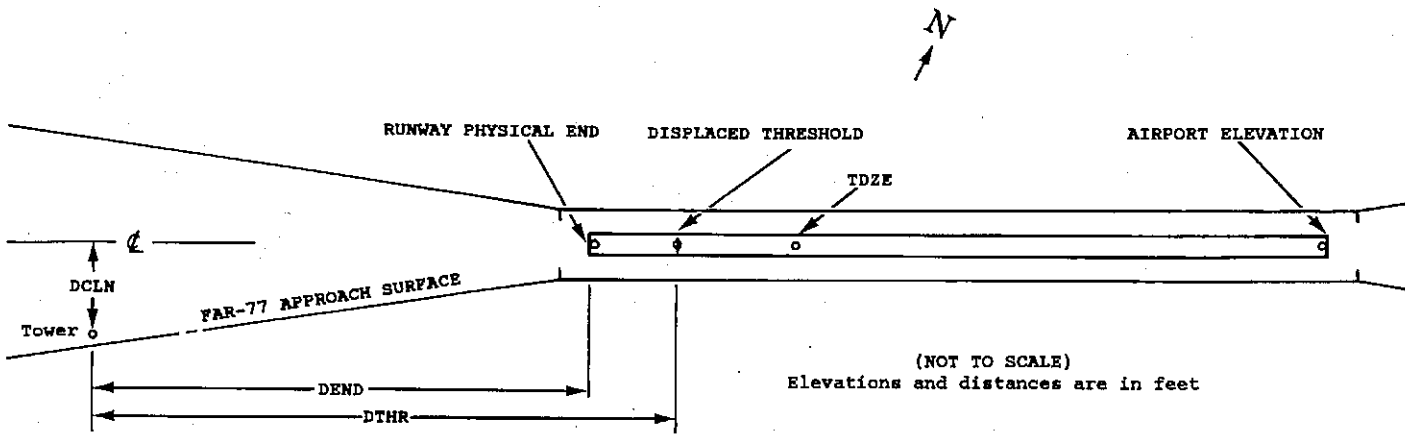
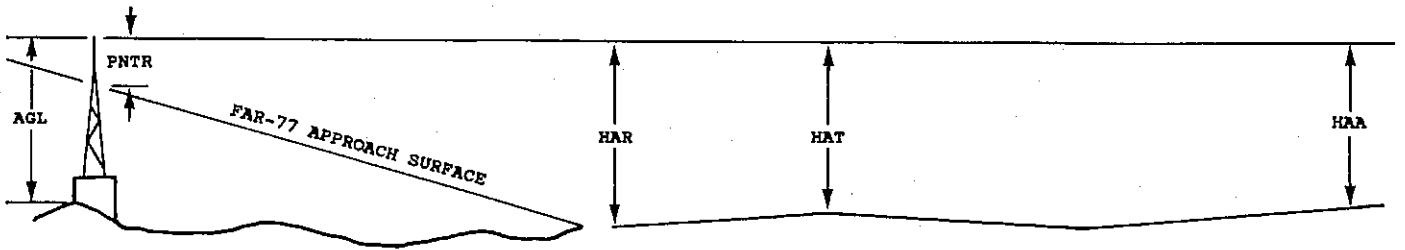
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	1	2	3	4	4	5	6	7	7			
	X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXXX.XXX	XXXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXXX.XXX			
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation
- 4 Latitude and longitude at approach end of reference runway
- 5 Geodetic azimuth of reference runway reckoned from north
- 6 Elevation at reference runway displaced threshold/touchdown zone elevation
- 7 Latitude and longitude at reference runway displaced threshold
- 8 Accuracy codes:           Horizontal FT   Vertical FT  
                          1 = 20           A = 2  
                          2 = 40           B = 5  
  C = 20
- 9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.
- 11 HAA - Height above airport  
HAR - Height above approach end of reference runway  
HAT - Height above reference runway touchdown zone elevation
- 12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway  
DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displace 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 that object is in primary on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0723

AIRPORT ELEVATION 1604

10 C 1596/1604 405914.153 -760013.467 940648.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	405909.94	-755908.40	1A	1603		7	-1	-1	-5008		67R	7
TREE	405908.56	-755913.81	1A	1629		33	25	25	-4604		236R	33
TREE	405908.98	-755921.70	1A	1636		40	32	32	-3997		237R	39
TREE	405916.59	-760013.53	1A	1602		6	-2	-2	22		246L	7
TREE	405914.27	-760014.92	1A	1601		5	-3	-3	112		4L	6
TREE	405917.77	-760022.91	1A	1616		20	12	12	748		313L	4
TREE	405919.74	-760047.42	1A	1700		104	96	96	2638		377L	32
TREE	405911.73	-760051.07	1A	1695		99	91	91	2859		452R	21
TREE	405921.40	-760104.16	1A	1737		141	133	133	3930		453L	31
OL TANK	405924.21	-760119.16	1A	1772		176	168	168	5098		654L	32
OL TANK	405908.43	-760144.96	1A	1791		195	187	187	6957		1080R	-4

28 C 1596/1604 405910.677 -755909.756 2740730.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	405914.27	-760014.92	1A	1601		5	-3	-3	-5011		4R	6
TREE	405916.59	-760013.53	1A	1602		6	-2	-2	-4921		246R	7
TREE	405908.98	-755921.70	1A	1636		40	32	32	-902		237L	39
TREE	405908.56	-755913.81	1A	1629		33	25	25	-294		236L	33
TREE	405909.94	-755908.40	1A	1603		7	-1	-1	109		67L	7
TREE	405910.99	-755905.23	1A	1615		19	11	11	344		57R	15
TREE	405912.03	-755903.98	1A	1620		24	16	16	432		169R	17
TREE	405907.06	-755857.47	1A	1638		42	34	34	966		298L	20
TREE	405912.71	-755851.97	1A	1670		74	66	66	1346		303R	40
TREE	405906.31	-755852.01	1A	1644		48	40	40	1389		343L	13
TREE	405910.11	-755851.59	1A	1654		58	50	50	1393		43R	23
TREE	405913.32	-755822.09	1A	1710		114	106	106	3627		530R	13
TREE	405910.85	-755819.18	1A	1716		120	112	112	3868		297R	12

01

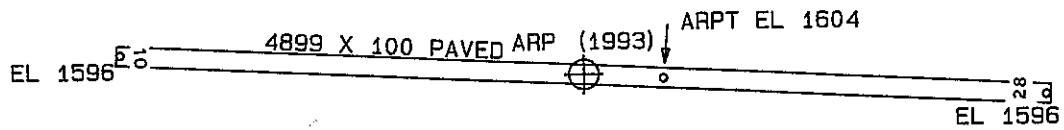
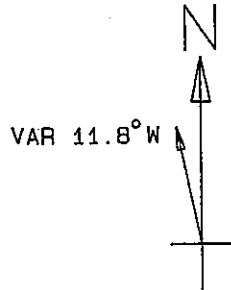
OC0723

AIRPORT ELEVATION 1604

ARP 405912.416 -755941.611

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL WSK	405908.62	-755937.35	1A	1626		22	15124	504
TREE	405910.01	-755950.28	1A	1636		32	26141	708
NDB	405918.85	-755949.08	1A	1646		42	33026	867
ANT ON OL APBN	405920.48	-755937.44	1A	1667		63	3311	877
AMOM ON POLE	405917.85	-755930.88	1A	1649		45	6803	990
TREE	405916.16	-755954.52	1A	1648		44	30245	1060
TREE	405916.17	-760003.12	1A	1627		23	29446	1692
TREE	405910.75	-760006.14	1A	1625		21	27641	1889
TREE	405916.20	-755913.29	1A	1655		51	9147	2205
TREE	405911.32	-760011.45	1A	1622		18	27901	2291
TREE	405907.59	-755910.78	1A	1647		43	11328	2415
TREE	405915.64	-755909.71	1A	1652		48	9411	2468
TREE	405913.40	-755908.29	1A	1637		33	9934	2557
TREE	405915.08	-755905.98	1A	1657		53	9610	2746
TREE	405907.26	-755905.99	1A	1638		34	11236	2781
TREE	405911.41	-760019.81	1A	1606		2	27948	2931
TREE	405907.20	-755903.24	1A	1635		31	11157	2990
TREE	405919.66	-760022.10	1A	1639		35	29505	3191
TREE	405915.65	-755900.14	1A	1666		62	9555	3198
TREE	405909.30	-760023.32	1A	1630		26	27609	3214
TREE	405916.37	-755852.65	1A	1685		81	9542	3776
TREE	405921.69	-760035.59	1A	1663		59	29434	4245
TREE	405921.85	-760039.12	1A	1676		72	29401	4512
TREE	405909.72	-760040.82	1A	1668		64	27821	4549
TREE	405943.07	-760026.84	1A	1762		158	32336	4653
TREE	410006.09	-755831.38	1A	1765		161	5632	7649
OL TANK	405743.91	-755917.42	1A	1837		233	18005	9147
ROD ON OL STACK	405754.81	-755830.66	1A	1875		271	15704	9555
ANT	405736.76	-755952.37	1A	1758		154	19640	9717
OL ON TANK	405925.25	-755729.49	1A	1816		212	9428	10215
TREE	405918.80	-755727.68	1A	1793		189	9811	10292
STACK	405759.19	-755752.67	1A	1856		252	14321	11169
OL ON TWR	405807.85	-755727.63	1A	2053		449	13414	12178
ANT ON OL MCWV TWR	405810.02	-755709.24	1A	2006		402	13010	13284





TOUCHDOWN ZONE RUNWAY ELEVATION	
10	1604
28	1604

HAZLETON MUNICIPAL AIRPORT  
 HAZLETON, PENNSYLVANIA  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)

10/10