

OBSTRUCTION DATA SHEET

ODS 864
ZANESVILLE MUNICIPAL AIRPORT
ZANESVILLE, OHIO

DIGITIZED FROM

OC 864
SURVEYED MAY 1987
8TH 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:

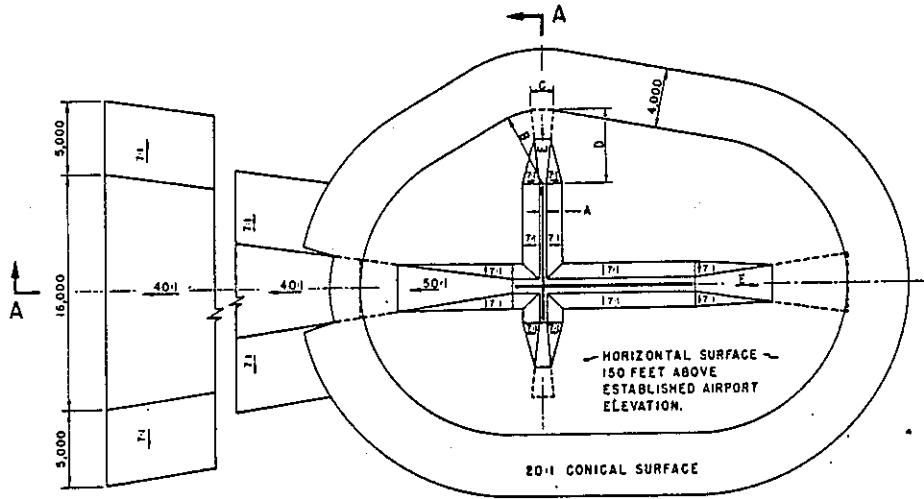
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

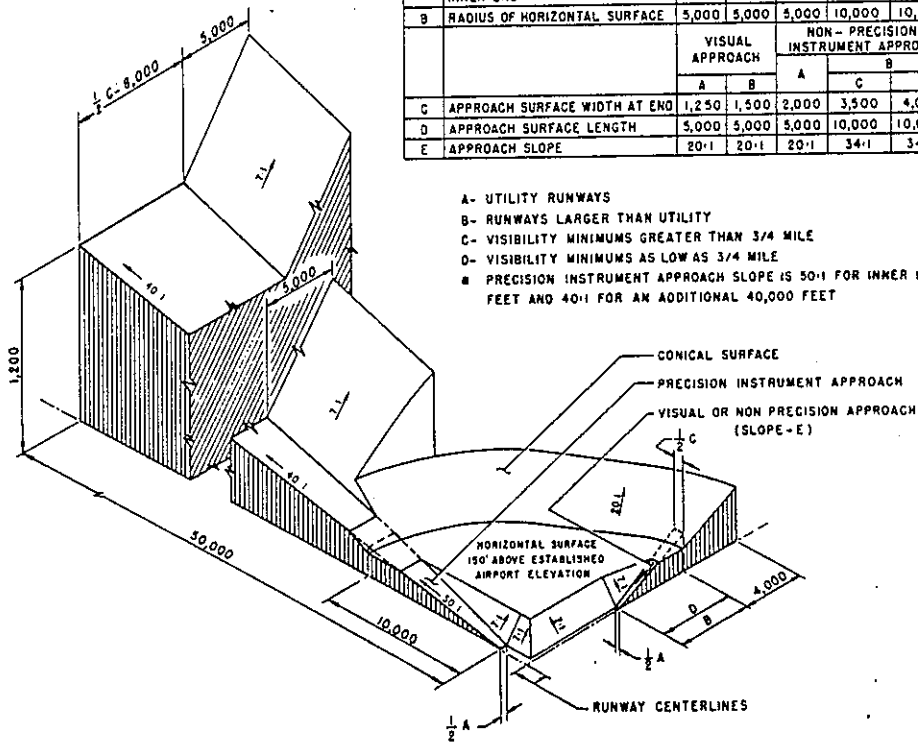
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
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	B		
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

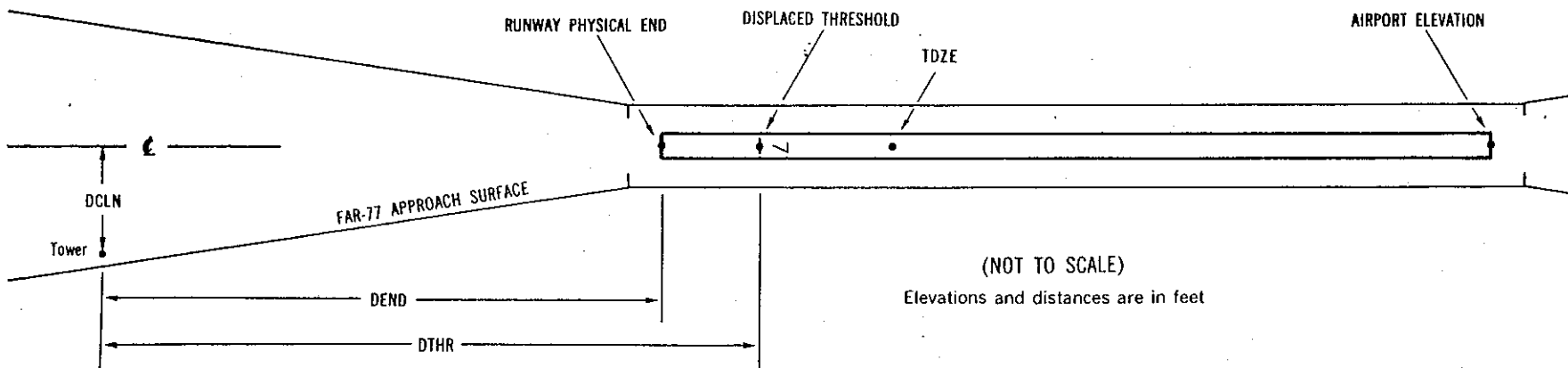
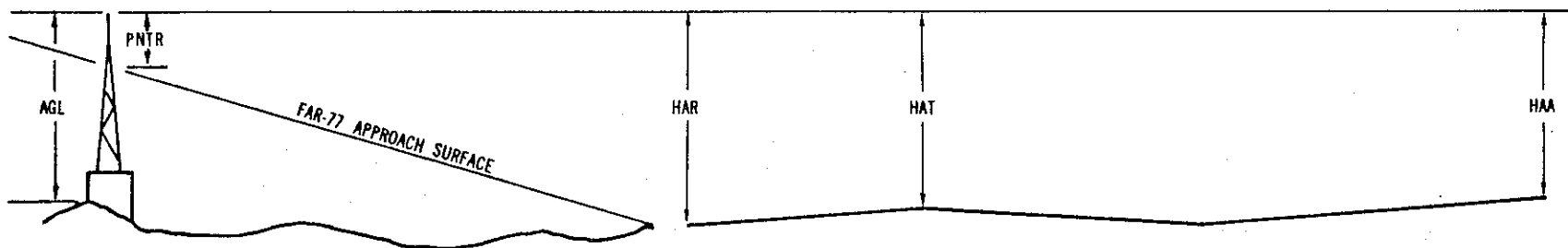
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXX.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
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

- 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).

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AIRPORT ELEVATION 900

4 A(NP) 896/900 395620.351N 0815345.610W 2135006

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	395614.97	0815345.75	1A	924		28	24	24	458		294R	15
TREE	395611.76	0815348.10	1A	933		37	33	33	831		323R	5

22 A(NP) 870/892 395701.394N 08153 9.864W 0335029

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
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*** NO OBSTRUCTIONS ***

15 A(V) 867/894 395700.588N 0815351.256W 3322823

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POLE	395703.12	0815353.93	1A	870		3	-24	-30	323		66R	-3
TREE	395719.16	0815402.41	1A	943		76	49	43	2068		98L	-17
TREE	395720.91	0815407.73	1A	968		101	74	68	2417		187R	-10

33 A(V) 896/898 395616.779N 0815321.601W 1522842

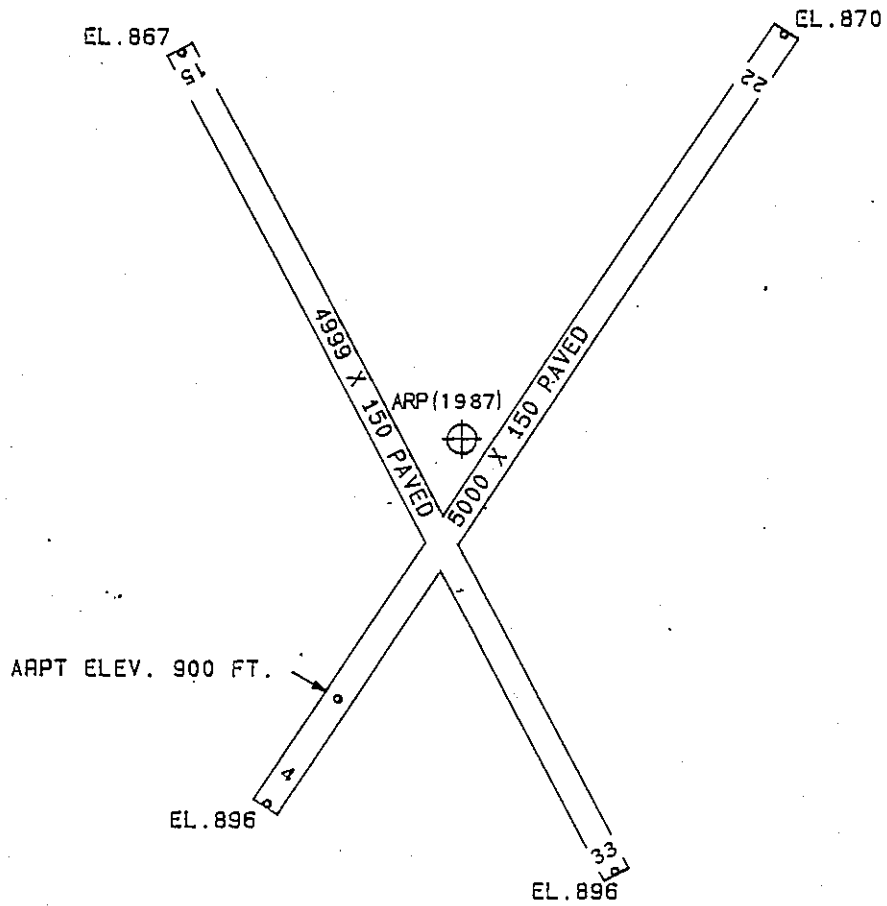
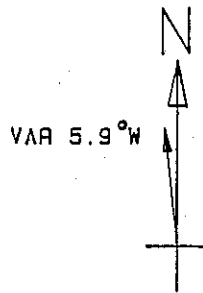
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	395556.26	0815307.71	1A	921		25	23	21	2342		OR	-82

DC0864

AIRPORT ELEVATION 900

ARP 395639.778N 0815332.083W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
WIND TETRAHEDRN	395643.02	0815332.60	1A	902		2	358 51	331
OL STACK	395649.80	0815331.64	1A	912		12	7 51	1015
OL VOR/DME	395626.86	0815333.91	1A	938		38	192 7	1315
OL APT BEACON	395654.75	0815330.61	1A	932		32	10 13	1519
BUSH	395620.10	0815327.81	1A	912		12	176 25	2019
TREE	395651.75	0815311.30	1A	919		19	59 6	2022
TREE	395620.67	0815340.26	1A	912		12	204 8	2036
TREE	395622.80	0815350.20	1A	967		67	225 18	2224
TREE	395655.52	0815309.98	1A	907		7	53 7	2345
TREE	395620.38	0815350.97	1A	942		42	222 45	2453
TREE	395701.48	0815317.23	1A	904		4	33 41	2482
TREE	395615.26	0815343.41	1A	948		48	205 29	2633
TREE	395613.58	0815322.89	1A	906		6	170 47	2746
TREE	395613.21	0815324.27	1A	924		24	173 9	2756
TREE	395611.76	0815346.87	1A	947		47	208 1	3061
TREE	395718.45	0815355.88	1A	931		31	340 34	4330
TREE	395719.14	0815409.42	1A	962		62	329 46	4931
ANT ON OL TOWER	395515.39	0815337.60	1B	1047		147	188 47	8549
OL TOWER	395731.38	0815511.94	1B	1052		152	309 47	9367



TOUCHDOWN ZONE RUNWAY ELEVATION	
4	900
22	892
15	894
33	898

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ZANESVILLE, OHIO
(NOT TO SCALE)