

# OBSTRUCTION DATA SHEET

ODS 5114  
WASHINGTON COUNTY REGIONAL AIRPORT  
HAGERSTOWN, MARYLAND

DIGITIZED FROM

OC 5114  
SURVEYED NOVEMBER 1993  
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HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD 29



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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.

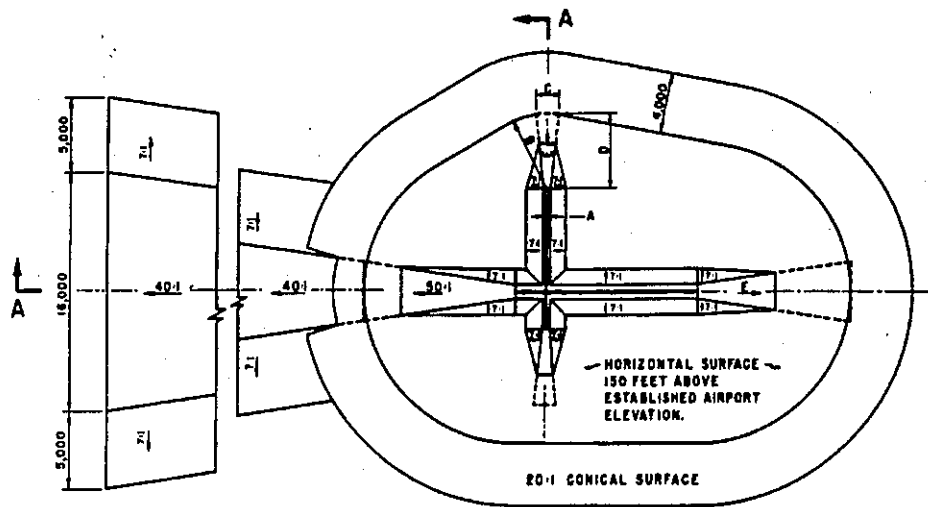
ODS information is arranged as follows:

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.

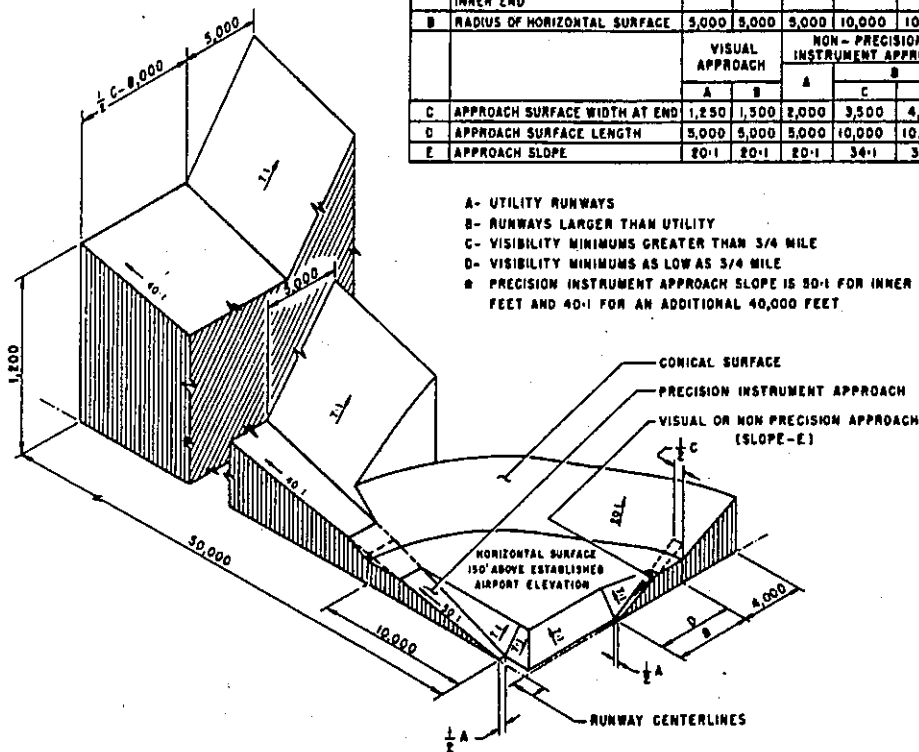
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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	300	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	
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
- E- PRECISION INSTRUMENT APPROACH SLOPE IS 20:1 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

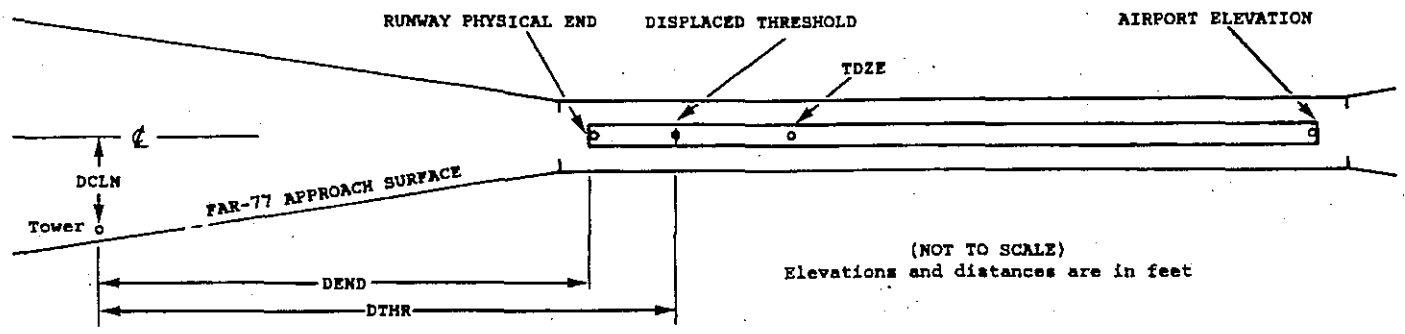
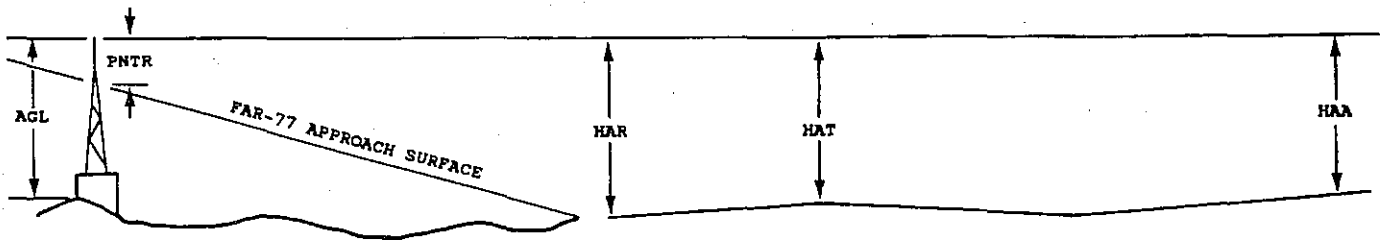
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1 X	2 X	3 XXXX/XXXX	4 XXXXXX.XXX	4 XXXXXX.XXX	5 XXXXXX	6 XXXX/XXXX	7 XXXXXX.XXX	7 XXXXXX.XXX	8 A	9 ELEV	10 AGL	11 HAR	11 HAT	11 HAA	12 DEND	12 DTHR	12 DCLN	13 PNTR
XXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX XXXX XXXX	XXX	XXX	XXX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX	XXXX
XXXXXXXXXX			XXXXXX.XXX	XXXXXX.XXX	XX XXXX XXXX	XXX	XXX	XXX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	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 displaced 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).

OC5114

AIRPORT ELEVATION 704

2 SUPLC 691/ 697 394211.946 -774344.676 145124.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	394243.49	-774331.49	1A	705		14	8	1	-3350		177R	3
ROD ON OL TWR	394233.81	-774334.01	1A	721		30	24	17	-2352		238R	24
OL ON WSK	394232.56	-774339.81	1A	721		30	24	17	-2114		168L	24
OL ON TWR	394208.05	-774343.88	1A	707		16	10	3	365		161R	11
ROAD (N)	394207.57	-774346.06	1A	705		14	8	1	456		9R	6
POLE	394207.92	-774349.93	1A	715		24	18	11	499		292L	15
OL ON TWR	394207.55	-774348.21	1A	705		14	8	1	500		153L	5
OL POLE	394201.09	-774347.64	1A	734		43	37	30	1121		58R	16
TREE	394159.86	-774344.30	1A	735		44	38	31	1174		342R	15
SIL0	394159.67	-774347.66	1A	733		42	36	29	1261		93R	11
TREE	394153.84	-774345.18	1A	743		52	46	39	1781		432R	5
TREE	394153.81	-774346.82	1A	739		48	42	35	1816		309R	0

20 SUPLC 704/ 704 394245.323 -774333.212 1945131.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WSK	394232.56	-774339.81	1A	721		17	17	17	-1380		168R	24
ROD ON OL TWR	394233.81	-774334.01	1A	721		17	17	17	-1142		238L	24
SIGN	394243.49	-774331.49	1A	705		1	1	1	-145		177L	3
TREE	394251.19	-774327.60	1A	774		70	70	70	686		272L	56
TREE	394253.81	-774327.77	1A	774		70	70	70	939		191L	48
OL ON BLDG	394256.70	-774333.12	1A	749		45	45	45	1115		288R	18
ROAD (N)	394256.90	-774329.11	1A	742		38	38	38	1214		9L	8
TREE	394258.68	-774326.43	1A	769		65	65	65	1443		166L	29
TREE	394301.31	-774327.76	1A	789		85	85	85	1673		3R	42
TREE	394302.68	-774327.82	1A	790		86	86	86	1806		43R	39
TREE	394303.60	-774326.72	1A	788		84	84	84	1918		16L	34
TREE	394305.50	-774322.38	1A	807		103	103	103	2190		295L	45
TREE	394307.79	-774332.68	1A	778		74	74	74	2208		543R	15
TREE	394306.89	-774324.72	1A	794		90	90	90	2279		82L	29
TREE	394306.60	-774320.11	1A	825		121	121	121	2344		437L	58
TREE	394315.58	-774318.38	1A	808		104	104	104	3257		335L	14
TREE	394317.17	-774317.56	1A	807		103	103	103	3428		356L	8

OC5114

AIRPORT ELEVATION 704

9 C 660/ 692 394224.164 -774425.103 802946.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GS	394233.30	-774333.76	1A	722		62	30	18	-4110		250L	24
ROD ON OL TWR	394233.81	-774334.01	1A	721		61	29	17	-4100		304L	23
OL ON BLDG	394227.59	-774333.74	1A	722		62	30	18	-4017		321R	24
OL ON WSK	394232.56	-774339.81	1A	721		61	29	17	-3631		254L	25
TREE	394221.18	-774410.80	1A	700		40	8	-4	-1053		482R	28
TREE	394218.17	-774430.49	1A	694		34	2	-10	516		529R	25
ROAD (I)	394223.08	-774432.99	1A	655		-5	-37	-49	626		6R	-17
TREE	394226.28	-774435.87	1A	671		11	-21	-33	794		350L	-6
TREE	394220.12	-774434.93	1A	678		18	-14	-26	825		276R	0
OL ON LOC	394222.11	-774440.98	1A	662		2	-30	-42	1258		0R	-29
ANT ON BLDG	394217.31	-774441.23	1A	713		53	21	9	1358		476R	19
TREE	394217.13	-774442.57	1A	708		48	16	4	1464		476R	11

27 PIR 702/ 394233.052 -774316.320 2603030. 702/ 702 394232.864 -774317.774

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	394221.18	-774410.80	1A	700		-2	-2	-4	-4398	-4283	482L	28
OL ON WSK	394232.56	-774339.81	1A	721		19	19	17	-1819	-1704	254R	25
OL ON BLDG	394227.59	-774333.74	1A	722		20	20	18	-1434	-1318	321L	24
ROD ON OL TWR	394233.81	-774334.01	1A	721		19	19	17	-1351	-1236	304R	23
OL GS	394233.30	-774333.76	1A	722		20	20	18	-1340	-1225	250R	24
POLE	394231.51	-774306.52	1A	715		13	13	11	730	845	280L	2
POLE	394233.41	-774306.80	1A	710		8	8	6	740	855	87L	-3
POLE	394235.38	-774307.18	1A	709		7	7	5	743	858	114R	-4
TREE	394240.95	-774302.46	1A	736		34	34	32	1200	1316	610R	14
TREE	394232.83	-774258.60	1A	720		18	18	16	1362	1477	251L	-6

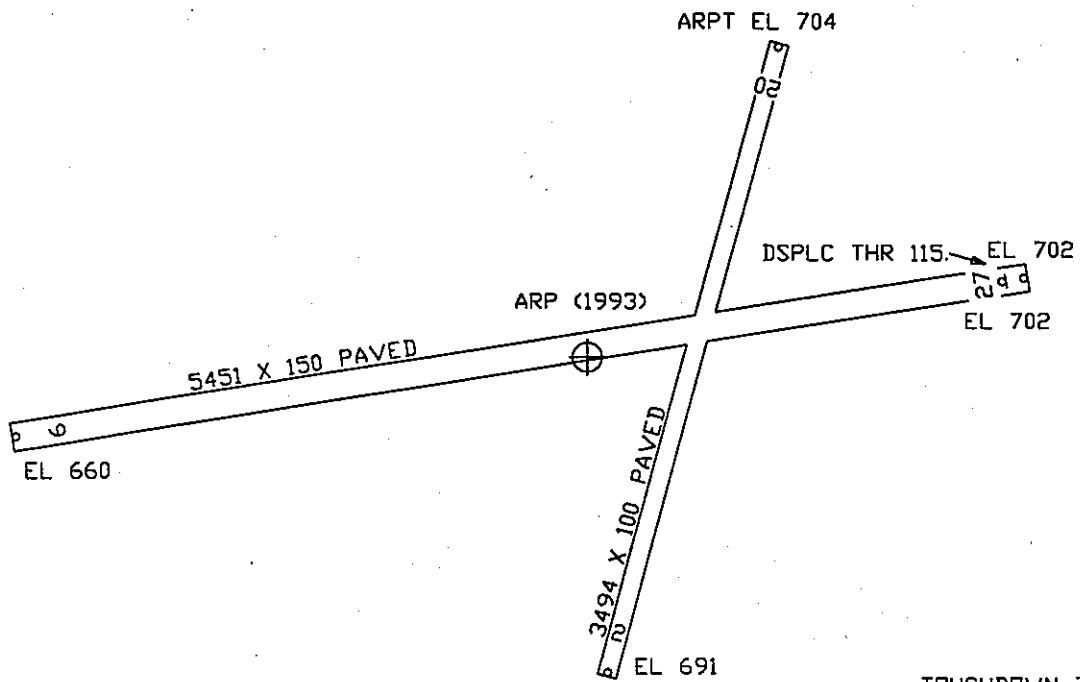
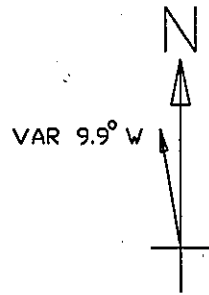


OC5114

AIRPORT ELEVATION 704

ARP 394228.619 -774346.115

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
GROUND	394234.94	-774351.00	1A	711		7	33905	745
ANT ON OL ATCT	394238.10	-774350.19	1A	779		75	35131	1010
ANT	394239.79	-774343.94	1A	744		40	1826	1143
AMOM ON BLDG	394218.12	-774352.16	1A	740		36	21352	1163
LT ON BLDG	394219.73	-774336.05	1A	761		57	14843	1195
OL ON POLE	394216.75	-774339.64	1A	715		11	16703	1303
LIGHT	394213.22	-774351.15	1A	719		15	20403	1607
ANT ON BLDG	394212.41	-774336.63	1A	766		62	16534	1800
ANT ON BLDG	394219.12	-774406.04	1A	737		33	24812	1830
LIGHT	394208.35	-774341.62	1A	724		20	18010	2081
TREE	394225.46	-774319.55	1A	762		58	10838	2101
APBN ON OL TANK	394250.10	-774347.73	1A	771		67	634	2177
POLE	394245.38	-774328.52	1A	730		26	4856	2183
VENT ON OL HANGAR	394240.04	-774321.18	1A	739		35	6913	2266
TREE	394228.24	-774314.39	1A	728		24	10046	2480
TREE	394225.08	-774313.08	1A	767		63	10747	2607
TREE	394218.40	-774426.92	1A	671		-33	26156	3353
TREE	394228.63	-774432.78	1A	674		-30	27954	3647
TREE	394241.85	-774302.65	1A	747		43	7823	3651
TREE	394216.69	-774433.80	1A	712		8	26157	3917
TREE	394306.49	-774333.61	1A	780		76	2412	3955
SILO	394231.15	-774447.82	1A	719		15	28257	4829



TOUCHDOWN ZONE RUNWAY ELEVATION	
2	697
20	704
9	692
27	702

WASHINGTON COUNTY REGIONAL AIRPORT  
 HAGERSTOWN, MARYLAND  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)