

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

ST. MARYS MUNICIPAL AIRPORT

ST. MARYS, PENNSYLVANIA

ODS 5500

1st EDITION

OC 5500

SURVEYED AUGUST 1985

1st 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	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L

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

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

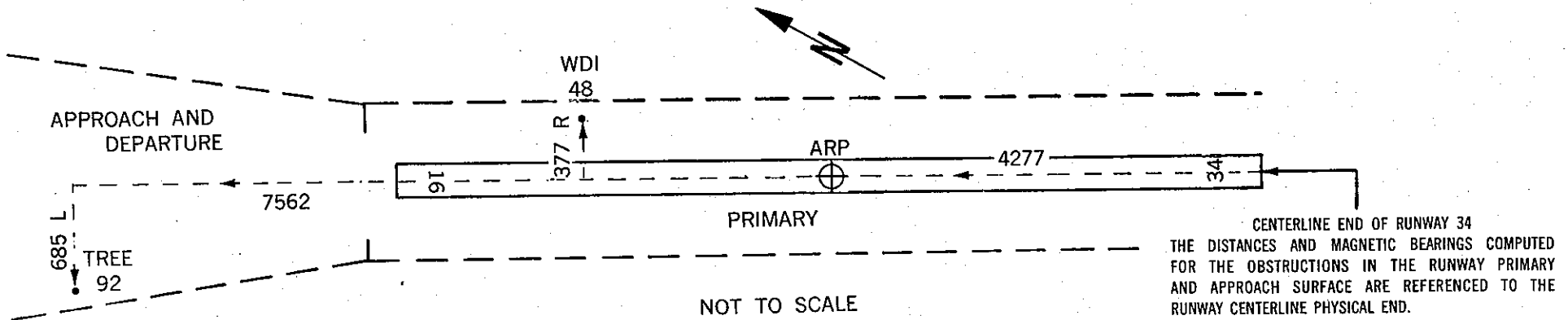
** ACCURACY IS CODED AS FOLLOWS

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



RUNWAY 10 CONDITION D LAT 41 24 44.717N LONG 78 30 38.658W GEODETIC AZIMUTH 269 58 50

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
1928	1A	VENT ON BLDG	41 24 40.902N	78 30 32.316W	138	1	619	483	386R
1924	1A	TREE	41 24 40.964N	78 30 23.822W	117	58	1193	1130	380R
1928	1A	TREE	41 24 41.088N	78 30 18.072W	112	35	1611	1569	368R
1952	1A	TREE	41 24 47.933N	78 30 10.831W	90	40	2145	2120	325L
1939	1A	TREE	41 24 41.202N	78 30 9.052W	108	21	2284	2256	356R
1976	1A	TREE	41 24 47.878N	78 29 50.543W	94	24	3680	3666	319L
1954	1A	POLE	41 24 40.658N	78 29 49.548W	105	40	3765	3742	412R
1968	1A	OL POLE	41 24 47.454N	78 29 43.737W	95	36	4194	4185	276L
1959	1A	GROUND	41 24 49.776N	78 29 42.291W	92	36	4325	4295	511L
1952	1A	ROAD (N)	41 24 47.449N	78 29 39.640W	95	53	4506	4497	275L
1952	1A	GROUND	41 24 49.802N	78 29 39.573W	92	52	4531	4502	514L
1963	1A	POLE	41 24 40.497N	78 29 36.836W	104	35	4730	4711	428R
1978	1A	POLE	41 24 50.018N	78 29 33.168W	93	15	5019	4990	535L
1951	1A	POLE	41 24 40.786N	78 29 33.084W	103	57	5013	4997	399R
1970	1A	ANT ON BLDG	41 24 48.798N	78 29 32.209W	94	44	5080	5063	412L
2045	1A	TREE	41 24 37.535N	78 29 16.190W	105	59	6326	6284	728R
2026	1A	TREE	41 24 52.067N	78 29 9.383W	93	9	6843	6803	743L

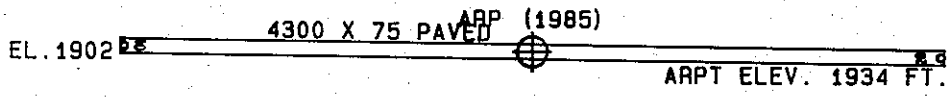
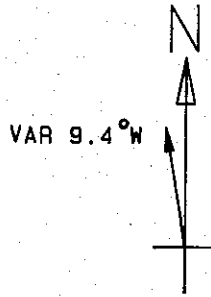
RUNWAY 28 CONDITION DC LAT 41 24 44.727N LONG 78 29 42.231W GEODETIC AZIMUTH 89 59 28

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
1959	1A	GROUND	41 24 49.776N	78 29 42.291W	8	53	511	5	511R
1968	1A	OL POLE	41 24 47.454N	78 29 43.737W	346	49	299	115	276R
1954	1A	POLE	41 24 40.658N	78 29 49.548W	242	57	693	558	412L
1976	1A	TREE	41 24 47.878N	78 29 50.543W	306	7	709	633	319R
1939	1A	TREE	41 24 41.202N	78 30 9.052W	269	30	2075	2044	356L
1952	1A	TREE	41 24 47.933N	78 30 10.831W	287	52	2203	2179	325R
1928	1A	TREE	41 24 41.088N	78 30 18.072W	271	43	2756	2731	368L
1924	1A	TREE	41 24 40.964N	78 30 23.822W	272	33	3192	3169	380L
1928	1A	VENT ON BLDG	41 24 40.902N	78 30 32.316W	273	37	3836	3817	386L
1948	1A	TREE	41 24 47.565N	78 30 38.822W	283	13	4322	4312	288R
1928	1A	WINDSOCK	41 24 42.112N	78 30 39.853W	275	57	4399	4391	264L
1947	1A	TREE	41 24 47.628N	78 30 41.370W	283	8	4516	4506	295R
1917	1A	CEILOMETER	41 24 42.409N	78 30 42.916W	276	30	4630	4624	233L
1967	1A	TREE	41 24 49.130N	78 30 44.788W	284	45	4787	4767	447R
1919	1A	OL LOC	41 24 44.712N	78 30 46.007W	279	23	4860	4860	OL
1928	1A	OL DME	41 24 42.186N	78 30 48.177W	276	29	5032	5025	256L
1940	1A	TREE	41 24 41.590N	78 30 57.140W	276	13	5717	5708	316L

ARP 1985

LAT 41 24 44.723N LONG 78 30 10.444W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
1974	1A	TREE	41 24 51.068N	78 30 15.566W	338	7	751
2003	1A	TREE	41 24 51.856N	78 30 2.890W	47	58	923
1918	1A	ANT ON OL ANEM	41 24 39.363N	78 30 23.831W	251	24	1155
1912	1A	OL WINDSOCK	41 24 38.680N	78 30 23.863W	248	31	1191
1956	1A	TREE	41 24 50.335N	78 30 27.205W	303	23	1398
1975	1A	TREE	41 24 51.324N	78 30 35.199W	298	54	2001
1981	1A	AIRPORT BEACON	41 24 38.529N	78 30 36.494W	261	52	2082
1998	1A	TREE	41 24 35.583N	78 30 43.761W	259	23	2702
1954	1A	POLE	41 24 38.351N	78 30 45.380W	265	47	2739
1987	1A	TREE	41 24 38.004N	78 29 28.800W	111	30	3245
2094	1B	TREE	41 23 50.534N	78 31 27.080W	236	12	8012
2180	1B	TREE	41 23 21.467N	78 29 27.969W	168	23	9027
2190	2C	TREE	41 23 1.791N	78 30 27.533W	196	32	10499
2111	1B	TREE	41 23 23.534N	78 31 41.812W	229	41	10771
2240	1B	TREE	41 23 56.079N	78 27 45.699W	123	26	12079
2287	2C	TREE	41 22 35.583N	78 29 42.120W	180	1	13248
2380	2C	TREE	41 22 43.625N	78 28 20.850W	155	7	14832



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
10	1909
28	1934

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(NOT TO SCALE)