

# OBSTRUCTION DATA SHEET

**ODS 779  
TOMPKINS COUNTY AIRPORT  
ITHACA, NEW YORK**

**DIGITIZED FROM**

**OC 779  
SURVEYED 17 OCTOBER 1992  
7TH EDITION**

**HORIZONTAL DATUM NAD83  
VERTICAL DATUM NGVD29**



PREPARED AND DISTRIBUTED BY  
THE NATIONAL OCEAN SERVICE  
U.S. DEPARTMENT OF COMMERCE  
FOR THE FEDERAL AVIATION ADMINISTRATION

## **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.

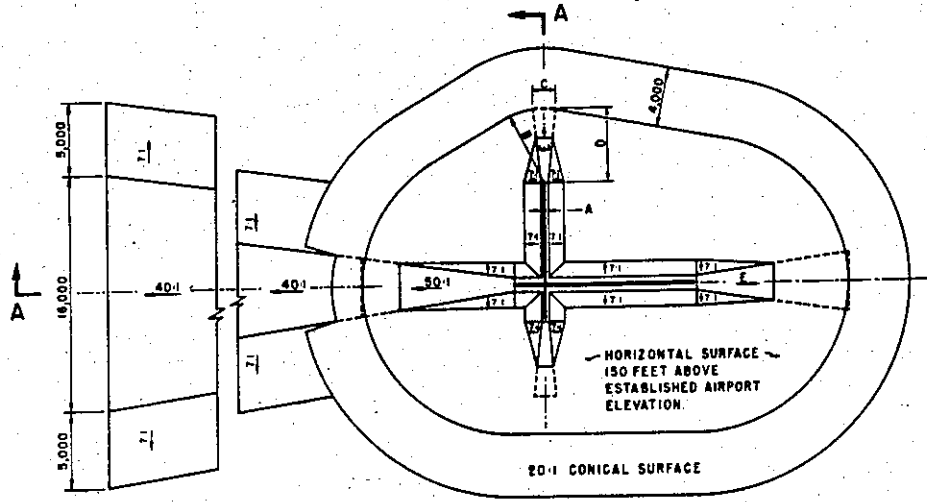
ODS information is arranged as follows:

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:

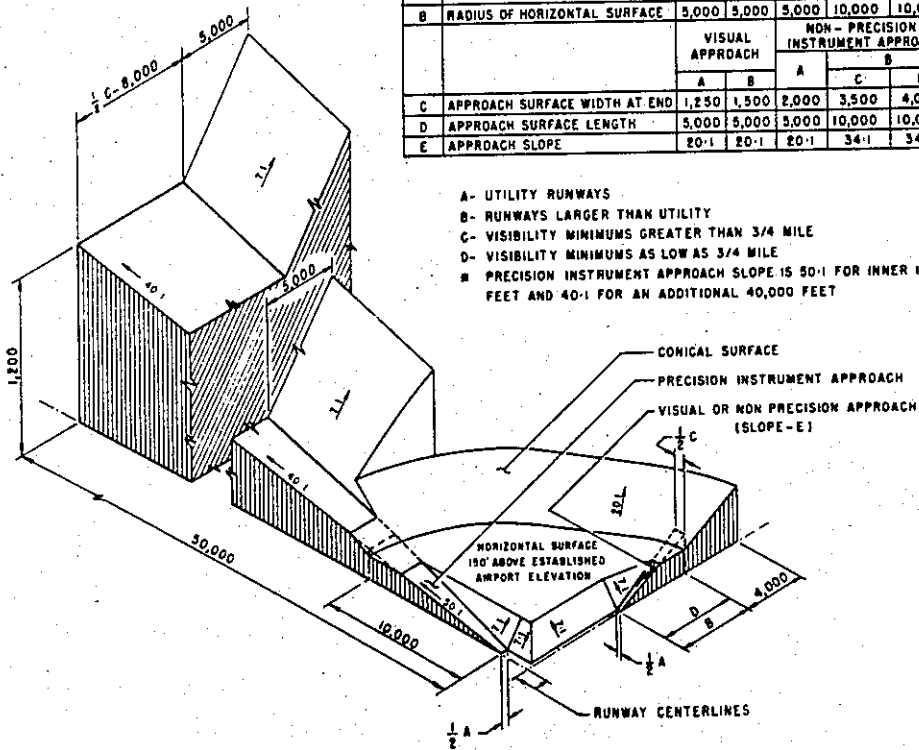
A(V) ..... Utility runway - visual approach only  
A(NP) .... Utility runway - nonprecision instrument approach  
B(V) ..... Nonutility runway - visual approach only  
C ..... Nonutility runway - nonprecision instrument  
approach with visibility minimums greater than  
3/4 mile  
D ..... Nonutility 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

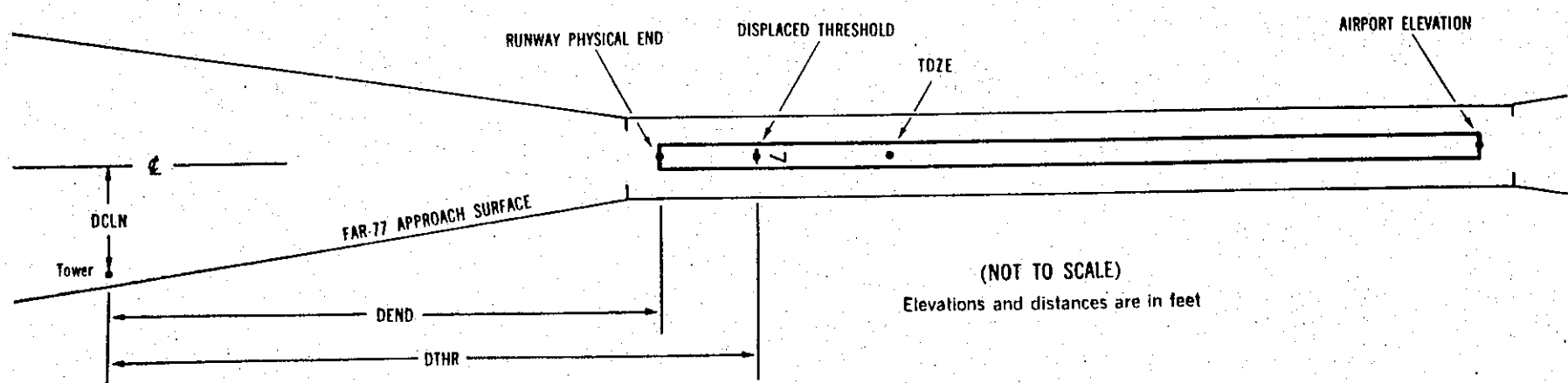
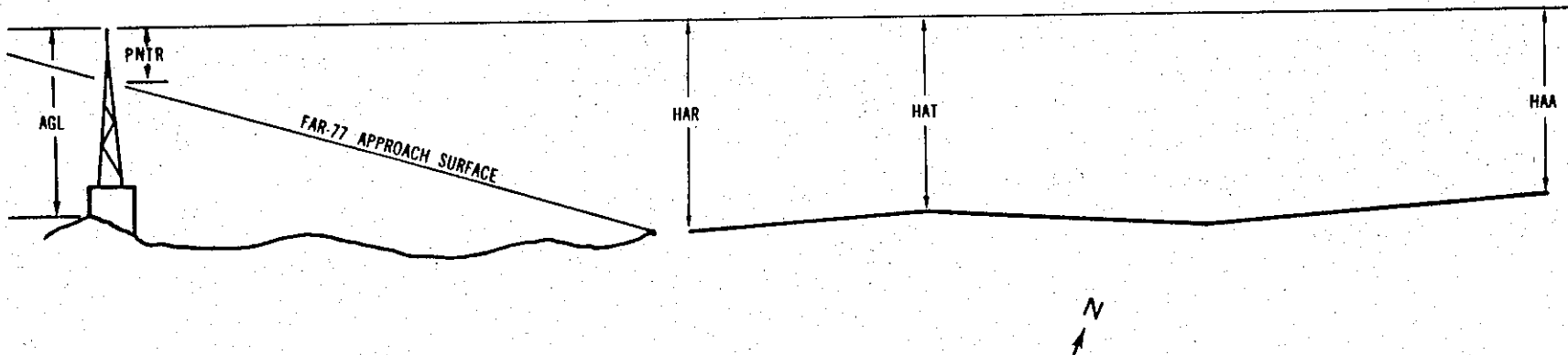
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXX.XXX <sup>7</sup>				
OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>	
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	

\*\*\*\*\*



(NOT TO SCALE)  
Elevations and distances are in feet

## 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           Vertical  
                           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 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0779

AIRPORT ELEVATION 1099

14 C 1080/1087 422944.346 -762755.004 1323019.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ANT ON OL GS	422914.98	-762705.81	1A	1128		48	41	29	-4725		300L	35
GROUND	422923.71	-762717.72	1A	1096		16	9	-3	-3471		348L	7
BUSH	422923.65	-762719.00	1A	1102		22	15	3	-3404		278L	14
OL ON LTD WSK	422921.69	-762729.38	1A	1106		26	19	7	-2964		394R	19
OL AMOM	422925.70	-762735.35	1A	1097		17	10	-2	-2361		396R	15
GROUND	422936.22	-762736.85	1A	1088		8	1	-11	-1558		313L	6
BUSH	422946.11	-762751.70	1A	1091		11	4	-8	-62		299L	10
GROUND	422946.84	-762752.38	1A	1086		6	-1	-13	26		319L	6
GROUND	422949.40	-762752.63	1A	1090		10	3	-9	215		498L	10
OL ON LOC	422948.68	-762801.40	1A	1087		7	0	-12	650		OR	-6
ANT ON OL BLDG	422950.85	-762759.35	1A	1099		19	12	0	685		265L	5
ROAD(N)	422953.57	-762757.62	1A	1105		25	18	6	775		556L	8
TREE	422954.01	-762758.74	1A	1120		40	33	21	867		532L	21

OC0779

AIRPORT ELEVATION 1099

32 PIR 1099/1099 422905.628 -762657.934 3123057.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	422946.84	-762752.38	1A	1086		-13	-13	-13	-5826		319R	6
BUSH	422946.11	-762751.70	1A	1091		-8	-8	-8	-5738		299R	10
GROUND	422936.22	-762736.85	1A	1088		-11	-11	-11	-4242		313R	6
OL AMOM	422925.70	-762735.35	1A	1097		-2	-2	-2	-3439		396L	15
OL ON LTD WSK	422921.69	-762729.38	1A	1106		7	7	7	-2836		394L	19
BUSH	422923.65	-762719.00	1A	1102		3	3	3	-2396		278R	14
GROUND	422923.71	-762717.72	1A	1096		-3	-3	-3	-2330		348R	7
ANT ON OL GS	422914.98	-762705.81	1A	1128		29	29	29	-1075		300R	35
ROAD(N)	422858.84	-762658.28	1A	1101		2	2	2	445		524L	-3
TREE	422857.51	-762656.37	1A	1117		18	18	18	641		527L	9
TRMSN POLE	422845.78	-762641.84	1A	1137		38	38	38	2247		666L	-3
TREE	422844.23	-762638.05	1A	1169		70	70	70	2562		590L	23
TREE	422851.53	-762623.24	1A	1154		55	55	55	2880		705R	1
TRMSN POLE	422845.26	-762629.58	1A	1153		54	54	54	2959		84L	-1
TREE	422845.90	-762621.52	1A	1161		62	62	62	3360		372R	-1
TRMSN POLE	422844.30	-762608.61	1A	1166		67	67	67	4183		906R	-13
TREE	422736.87	-762500.93	1A	1506		407	407	407	12535		694L	148
TREE	422727.99	-762439.00	1A	1563		464	464	464	14354		246L	160
MCWV TWR	422656.82	-762354.71	1A	1613		514	514	514	18933		325L	96
TREE	422716.61	-762309.82	1A	1741		642	642	642	20057		3426R	195
TREE	422656.83	-762253.85	1A	1776		677	677	677	22293		2762R	175
TREE	422624.66	-762145.27	1A	1752		653	653	653	28283		3841R	1

19 NUL 422936.773 -762748.292 1770637.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
--------	-----	------	---	----	-----	-----	-----	-----	------	------	------	------

\*\*\* NO OBSTRUCTIONS \*\*\*



OC0779

AIRPORT ELEVATION 1099

1 NUL 422918.991 -762747.079 3570638.

OBJECT LAT LONG A EL AGL HAR HAT HAA DEND DTHR DCLN PNTR

\*\*\* NO OBSTRUCTIONS \*\*\*

OC0779

AIRPORT ELEVATION 1099

ARP	422925.674	-762731.497							
OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG	BEARING	DISTANCE
OL APBN	422917.46	-762733.59	1A	1124		25		20241	846
OL ANT ON BLDG	422917.29	-762730.50	1A	1151		52		18658	852
ANT ON OL ATCT	422927.43	-762742.85	1A	1137		38		29350	869
OL ON TANK	422914.09	-762738.70	1A	1193		94		21643	1290
OL VOR	422942.10	-762735.01	1A	0		-1099		259	1684
OL DME	422942.11	-762735.81	1A	1147		48		100	1694
TREE	422907.84	-762721.89	1A	1169		70		17015	1944
ANT ON OL MCWV TWR	422933.13	-762800.30	1A	1203		104		30117	2286
TREE	422915.47	-762659.38	1A	1136		37		12514	2619
TREE	422940.52	-762807.64	1A	1135		36		31101	3097
POLE	422952.19	-762754.39	1A	1130		31		33925	3185
GROUND	422909.75	-762653.89	1A	1102		3		13145	3246
TREE	422916.39	-762646.76	1A	1198		99		11739	3481
POLE	422955.15	-762756.49	1A	1136		37		33953	3523
TREE	422954.98	-762757.59	1A	1151		52		33837	3553
TREE	422910.02	-762648.86	1A	1137		38		12823	3566
TREE	422857.39	-762700.66	1A	1140		41		15306	3679
TREE	422857.51	-762657.70	1A	1129		30		15023	3814
TREE	422948.17	-762813.40	1A	1116		17		31757	3878
TREE	422948.53	-762814.50	1A	1126		27		31741	3966
TREE	422946.29	-762817.10	1A	1149		50		31325	4004
TREE	422910.51	-762640.05	1A	1194		95		12342	4149
TREE	422906.04	-762642.78	1A	1147		48		13033	4156
TRMSN POLE	422853.21	-762656.60	1A	1150		51		15329	4199
TREE	422904.69	-762637.08	1A	1172		73		12930	4597
TREE	422849.45	-762648.51	1A	1138		39		15042	4881
TREE	422859.00	-762632.99	1A	1146		47		13337	5148
TRMSN POLE	422846.06	-762646.82	1A	1151		52		15208	5223
TREE	422843.74	-762645.75	1A	1182		83		15304	5456
TREE	422844.42	-762643.15	1A	1187		88		15103	5528
TREE	423015.71	-762821.77	1A	1170		71		33522	6312

OC0779

Continued from previous page

AIRPORT ELEVATION 1099

ARP 422925.674 -762731.497

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG	BEARING	DISTANCE
TREE	423033.85	-762558.33	1B	1245		146		5718	9815
TREE	423042.66	-762602.21	2C	1283		184		5237	10269
TREE	423058.02	-762628.46	1B	1262		163		3847	10472
POLE	422729.36	-762303.87	1A	1814		715		13223	23256

VAR 12.0°W



EL 1080

1802 X 100 UNPAVED

ARP (1992) ⊕

5801 X 150 PAVED

ARPT EL 1099

TOUCHDOWN ZONE RUNWAY ELEVATION	
14	1087
32	1099

TOMPKINS COUNTY AIRPORT  
ITHACA, NEW YORK  
(NOT TO SCALE)  
(ELEVATIONS AND DISTANCES IN FEET)