# FEDERAL AVIATION ADMINISTRATION

# OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

OLEAN MUNICIPAL AIRPORT

OLEAN, NEW YORK

ODS 5072

1st EDITION

OC 5072
SURVEYED AUGUST 1984
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<br>40:1 for the next 40,000 FT |
| D | Nonprecision Instrument Runway with visibility minimums as low as ¾ mile.<br>34:1 Slope |
| C | Nonprecision Instrument Runway with visibility minimums greater than<br>¾ 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

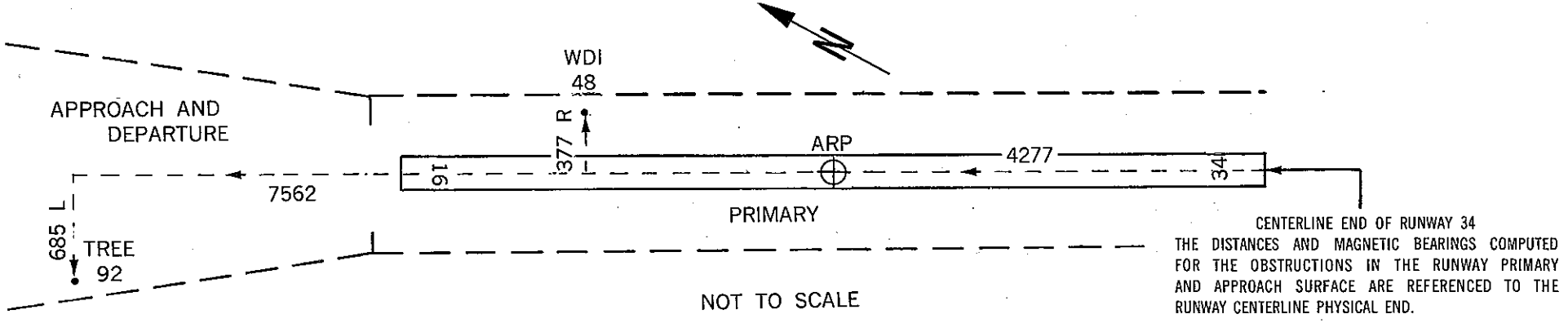
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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 4 CONDITION D LAT 42 14 4.749N LONG 78 22 35.650W GEODETIC AZIMUTH 212 12 22

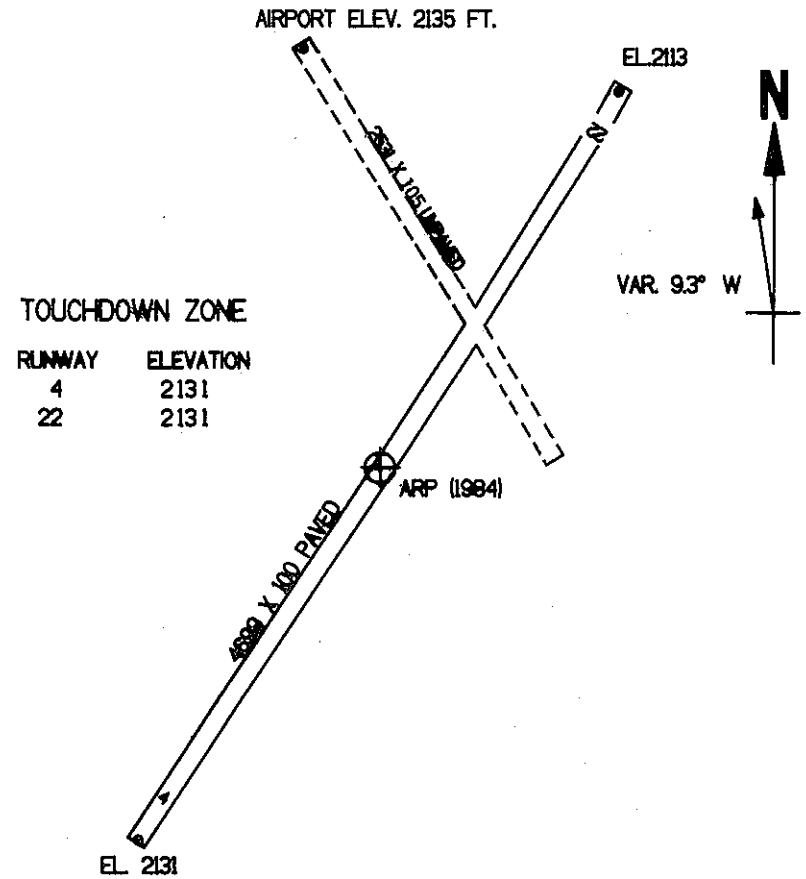
| ELEV | A | OBJECT | LAT | LONG | M BRG | DIST | OUTCL | OFFCL |
|---|---|---|---|---|---|---|---|---|
| 2164 | 1A | TREE | 42 14 5.398N | 78 22 31.459W | 87 32 | 322 | 224 | 232R |
| 2173 | 1A | TREE | 42 14 2.647N | 78 22 30.151W | 126 31 | 465 | 40 | 463R |
| 2145 | 1A | TREE | 42 14 9.343N | 78 22 38.596W | 343 49 | 515 | 275 | 435L |
| 2153 | 1A | TREE | 42 14 10.449N | 78 22 35.998W | 6 42 | 578 | 474 | 330L |
| 2177 | 1A | TREE | 42 14 8.351N | 78 22 26.175W | 72 12 | 801 | 688 | 409R |
| 2148 | 1A | TREE | 42 14 19.308N | 78 22 31.058W | 22 29 | 1514 | 1431 | 493L |
| 2154 | 1A | TREE | 42 14 19.060N | 78 22 17.804W | 52 7 | 1975 | 1941 | 364R |
| 2144 | 1A | HANGAR | 42 14 24.153N | 78 22 27.115W | 27 24 | 2066 | 2004 | 504L |
| 2159 | 1A | TREE | 42 14 21.537N | 78 22 15.533W | 50 59 | 2276 | 2245 | 375R |
| 2152 | 1A | FLOODLIGHT | 42 14 27.242N | 78 22 22.416W | 32 55 | 2485 | 2457 | 371L |
| 2155 | 1A | LTD WINDSOCK | 42 14 24.445N | 78 22 14.688W | 47 38 | 2542 | 2527 | 272R |
| 2184 | 1A | ANT ON OL HGR | 42 14 28.502N | 78 22 23.594W | 29 58 | 2570 | 2518 | 514L |
| 2139 | 1A | WIND TETRAHDRN | 42 14 32.668N | 78 22 18.823W | 33 26 | 3097 | 3066 | 435L |
| 2132 | 1A | BUSH | 42 14 31.375N | 78 22 7.555W | 47 24 | 3425 | 3407 | 352R |
| 2149 | 1A | TREE | 42 14 34.147N | 78 22 3.172W | 48 41 | 3850 | 3820 | 481R |
| 2133 | 1A | BUSH | 42 14 41.214N | 78 22 10.091W | 36 49 | 4162 | 4148 | 341L |
| 2130 | 1A | BUSH | 42 14 40.910N | 78 22 1.222W | 44 35 | 4484 | 4478 | 240R |
| 2135 | 1A | TREE | 42 14 45.287N | 78 22 6.474W | 37 26 | 4654 | 4642 | 330L |
| 2131 | 1A | TREE | 42 14 42.576N | 78 21 59.384W | 44 46 | 4702 | 4694 | 267R |
| 2126 | 1A | TREE | 42 14 49.644N | 78 22 3.644W | 37 13 | 5143 | 5129 | 385L |

ARP 1984 LAT 42 14 24.383N LONG 78 22 19.007W GEODETIC AZIMUTH 0 0 0

| ELEV | A | OBJECT | LAT | LONG | M BRG | DIST |
|---|---|---|---|---|---|---|
| 2152 | 1A | LIGHT STANDARD | 42 14 32.119N | 78 22 23.326W | 346 46 | 848 |
| 2158 | 1A | BUSH | 42 14 40.745N | 78 22 14.222W | 21 33 | 1695 |
| 2187 | 1A | TREE | 42 14 6.497N | 78 22 25.325W | 204 1 | 1872 |
| 2163 | 1A | TREE | 42 14 45.479N | 78 22 10.783W | 25 27 | 2223 |
| 2216 | 1A | ROD OL APT BCN | 42 14 48.373N | 78 22 16.035W | 14 33 | 2439 |

RUNWAY 22 CONDITION DC LAT 42 14 44.017N LONG 78 22 2.360W GEODETIC AZIMUTH 32 12 45

| ELEV | A | OBJECT | LAT | LONG | M | BRG | DIST | OUTCL | OFFCL |
|---|---|---|---|---|---|---|---|---|---|
| 2131 | 1A | TREE | 42 14 42.576N | 78 21 59.384W | 132 | 23 | 267 | 4 | 267L |
| 2130 | 1A | BUSH | 42 14 40.910N | 78 22 1.222W | 174 | 4 | 326 | 220 | 240L |
| 2135 | 1A | TREE | 42 14 45.287N | 78 22 6.474W | 301 | 52 | 335 | 56 | 330R |
| 2133 | 1A | BUSH | 42 14 41.214N | 78 22 10.091W | 253 | 18 | 647 | 550 | 341R |
| 2149 | 1A | TREE | 42 14 34.147N | 78 22 3.172W | 192 | 48 | 1001 | 878 | 481L |
| 2132 | 1A | BUSH | 42 14 31.375N | 78 22 7.555W | 206 | 17 | 1338 | 1291 | 352L |
| 2139 | 1A | WIND TETRAHDRN | 42 14 32.668N | 78 22 18.823W | 236 | 27 | 1689 | 1632 | 435R |
| 2155 | 1A | LTD WINDSOCK | 42 14 24.445N | 78 22 14.688W | 214 | 23 | 2188 | 2171 | 272L |
| 2184 | 1A | ANT ON OL HGR | 42 14 28.502N | 78 22 23.594W | 234 | 47 | 2240 | 2180 | 514R |
| 2152 | 1A | FLOODLIGHT | 42 14 27.242N | 78 22 22.416W | 230 | 55 | 2271 | 2241 | 371R |
| 2159 | 1A | TREE | 42 14 21.537N | 78 22 15.533W | 212 | 50 | 2482 | 2454 | 375L |
| 2144 | 1A | HANGAR | 42 14 24.153N | 78 22 27.115W | 232 | 6 | 2741 | 2694 | 504R |
| 2154 | 1A | TREE | 42 14 19.060N | 78 22 17.804W | 214 | 0 | 2781 | 2757 | 364L |
| 2148 | 1A | TREE | 42 14 19.308N | 78 22 31.058W | 230 | 6 | 3304 | 3267 | 493R |
| 2177 | 1A | TREE | 42 14 8.351N | 78 22 26.175W | 215 | 41 | 4030 | 4010 | 409L |
| 2153 | 1A | TREE | 42 14 10.449N | 78 22 35.998W | 225 | 59 | 4237 | 4224 | 330R |
| 2145 | 1A | TREE | 42 14 9.343N | 78 22 38.596W | 227 | 8 | 4444 | 4423 | 435R |
| 2164 | 1A | TREE | 42 14 5.398N | 78 22 31.459W | 218 | 33 | 4480 | 4474 | 232L |
| 2173 | 1A | TREE | 42 14 2.647N | 78 22 30.151W | 215 | 50 | 4681 | 4658 | 463L |
| 2155 | 1A | TREE | 42 14 5.339N | 78 22 39.607W | 224 | 53 | 4815 | 4806 | 284R |
| 2166 | 1A | TREE | 42 14 1.849N | 78 22 32.233W | 217 | 4 | 4824 | 4809 | 374L |
| 2157 | 1A | TREE | 42 14 4.389N | 78 22 40.012W | 224 | 32 | 4911 | 4904 | 258R |
| 2154 | 1A | TREE | 42 13 59.231N | 78 22 32.322W | 215 | 44 | 5063 | 5037 | 510L |
| 2158 | 1A | TREE | 42 14 1.813N | 78 22 39.384W | 222 | 24 | 5100 | 5099 | 79R |
| 2154 | 1A | TREE | 42 14 0.514N | 78 22 38.126W | 220 | 44 | 5161 | 5160 | 71L |
| 2148 | 1A | TREE | 42 13 58.591N | 78 22 34.418W | 216 | 59 | 5192 | 5176 | 411L |




OLEAN MUNICIPAL AIRPORT

OLEAN, NEW YORK

(NOT TO SCALE)