

OBSTRUCTION DATA SHEET

**ODS 5233
NEWTON MUNICIPAL AIRPORT
NEWTON, IOWA**

DIGITIZED FROM

**OC 5233
SURVEYED SEPTEMBER 1991
1ST EDITION**



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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:

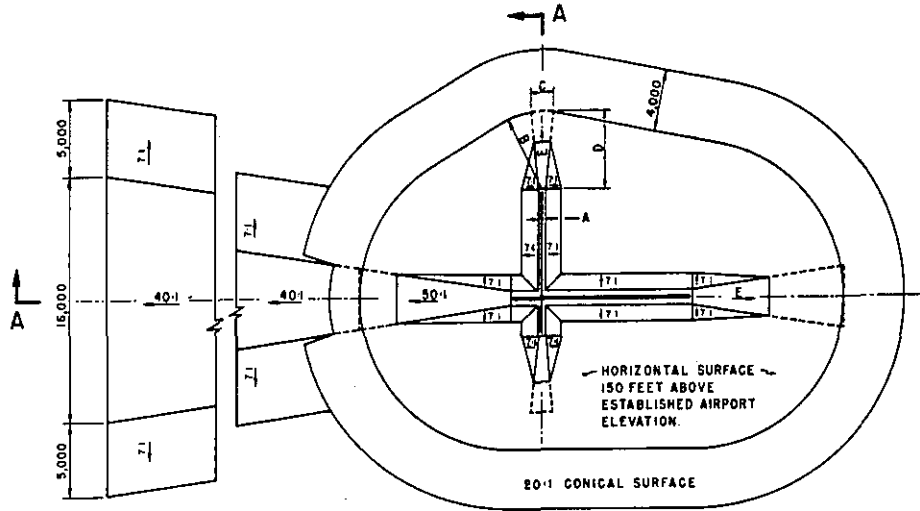
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

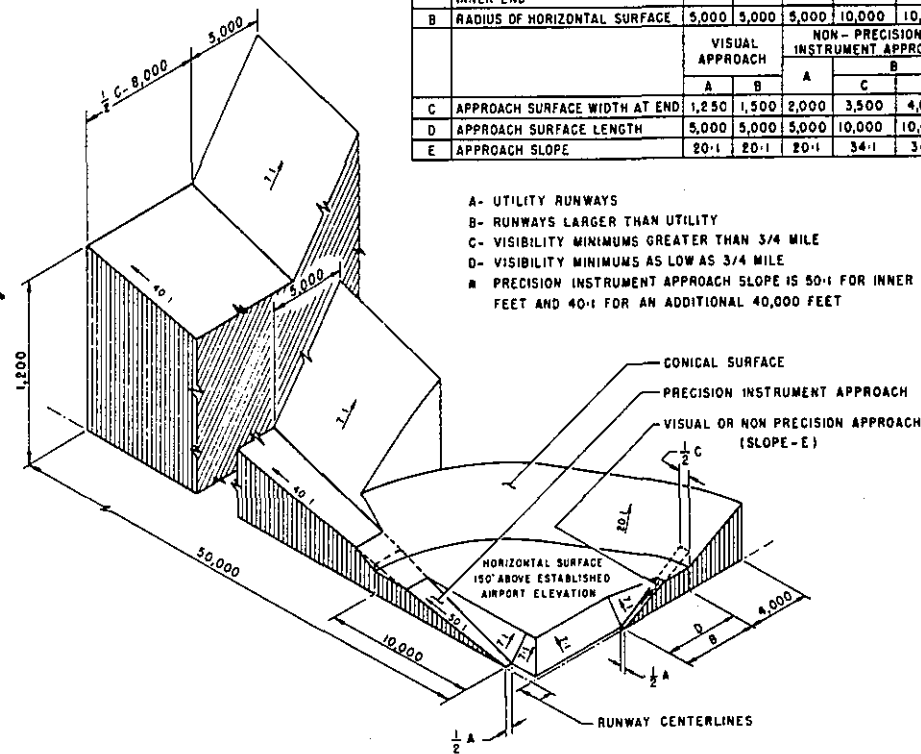
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
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

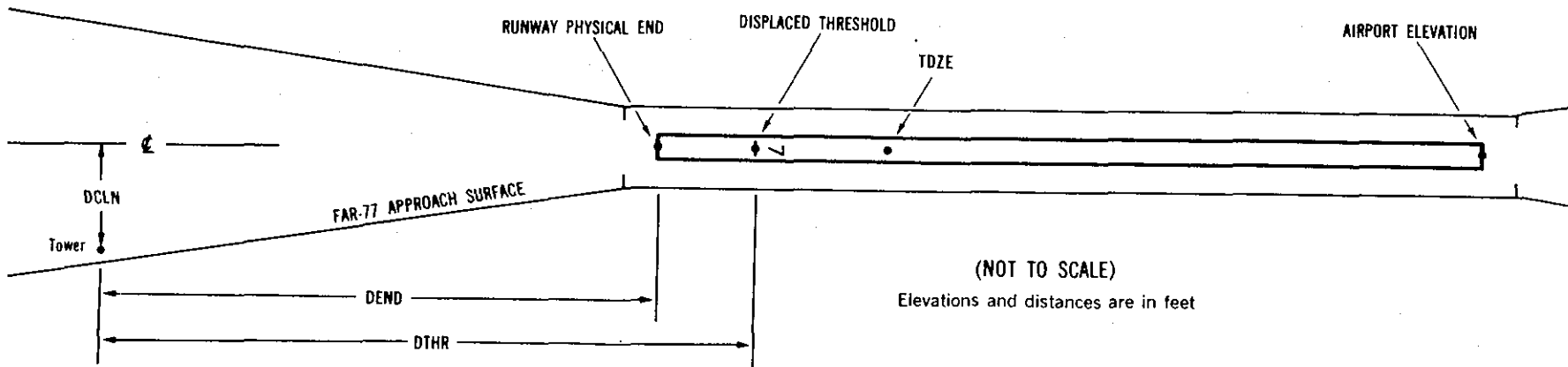
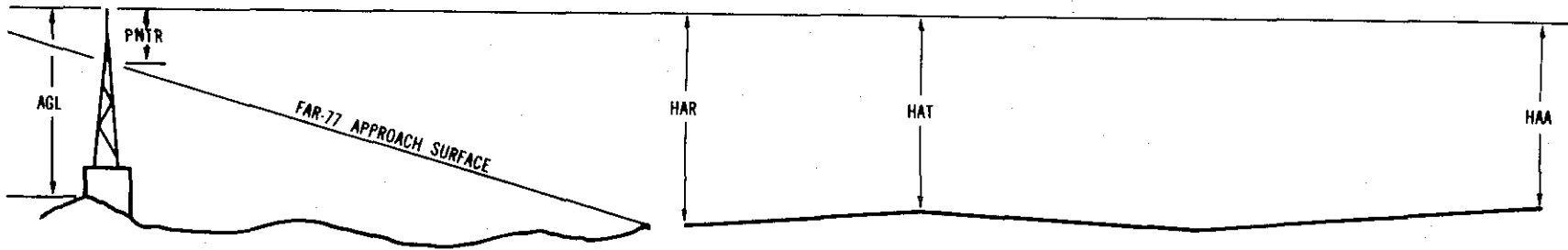
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X 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 952

13 C 952/952 414049.539N 0930140.623W 3211252

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	414036.64	0930133.57	1A	971		19	19	19	-1353		400R	19
ROD ON OL AIRPORT BEACON	414044.62	0930128.33	1A	1007		55	55	55	-972		415L	55
WINDSOCK ON HANGAR	414047.02	0930132.14	1A	972		20	20	20	-602		342L	20
HANGAR	414052.55	0930135.40	1A	973		21	21	21	-10		500L	21
TREE	414046.92	0930145.20	1A	989		37	37	37	11		437R	37
SIGN	414053.56	0930136.64	1A	967		15	15	15	128		491L	15
BUSH	414049.92	0930145.64	1A	957		5	5	5	269		273R	3
ROAD (N)	414055.05	0930137.84	1A	967		15	15	15	303		514L	12
ROAD (N)	414058.52	0930140.70	1A	968		16	16	16	712		565L	1
TREE	414100.16	0930144.58	1A	982		30	30	30	1026		439L	6
ANTENNA ON WATER TANK	414153.73	0930318.19	1B	1115		163	163	163	9702		1699R	-116
ANTENNA ON TOWER	414200.28	0930308.41	1A	1125		173	173	173	9754		705R	-108

31 PIR 945/950 414006.417N 0930054.413W 1411323

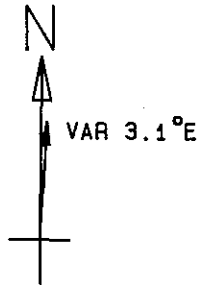
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	414053.56	0930136.64	1A	967		22	17	15	-5727		491R	15
TREE	414046.92	0930145.20	1A	989		44	39	37	-5610		437L	37
HANGAR	414052.55	0930135.40	1A	973		28	23	21	-5589		500R	21
WINDSOCK ON HANGAR	414047.02	0930132.14	1A	972		27	22	20	-4997		342R	20
ROD ON OL AIRPORT BEACON	414044.62	0930128.33	1A	1007		62	57	55	-4627		415R	55
OL ON LIGHTED WINDSOCK	414036.64	0930133.57	1A	971		26	21	19	-4246		400L	19
FENCE	413959.92	0930051.95	1A	948		3	-2	-4	630		266L	-6

OC5233

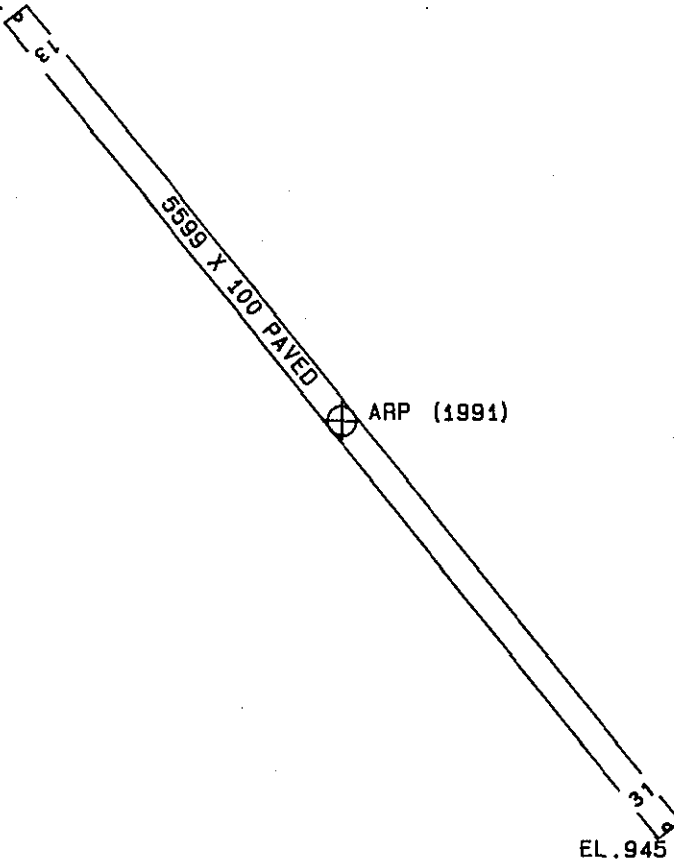
AIRPORT ELEVATION 952

ARP 414027.979N 0930117.516W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
POLE	414026.88	0930127.60	1A	971		19	258 39	774
TREE	414025.80	0930130.54	1A	996		44	254 18	1013
TREE	414040.25	0930120.84	1A	965		13	345 24	1268
TREE	414051.53	0930128.11	1A	1013		61	338 15	2516
TREE	414043.93	0930144.54	1A	996		44	305 7	2611
TREE	414057.36	0930138.84	1A	991		39	328 21	3386
ANTENNA ON OL RADIO MAST	414132.83	0930037.33	1B	1130		178	21 49	7238
ROD ON TOWER	414201.01	0930106.05	1B	1099		147	2 11	9456



ARPT ELEV. 952 FT.



TOUCHDOWN ZONE RUNWAY ELEVATION	
13	952
31	950

NEWTON MUNICIPAL AIRPORT
NEWTON, IOWA
(NOT TO SCALE)