FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

HALE COUNTY AIRPORT

PLAINVIEW, TEXAS

ODS 876

1st EDITION

OC 876
SURVEYED OCTOBER 1982
7th 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.

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THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SURVEY (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 ¾ mile. 34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than 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

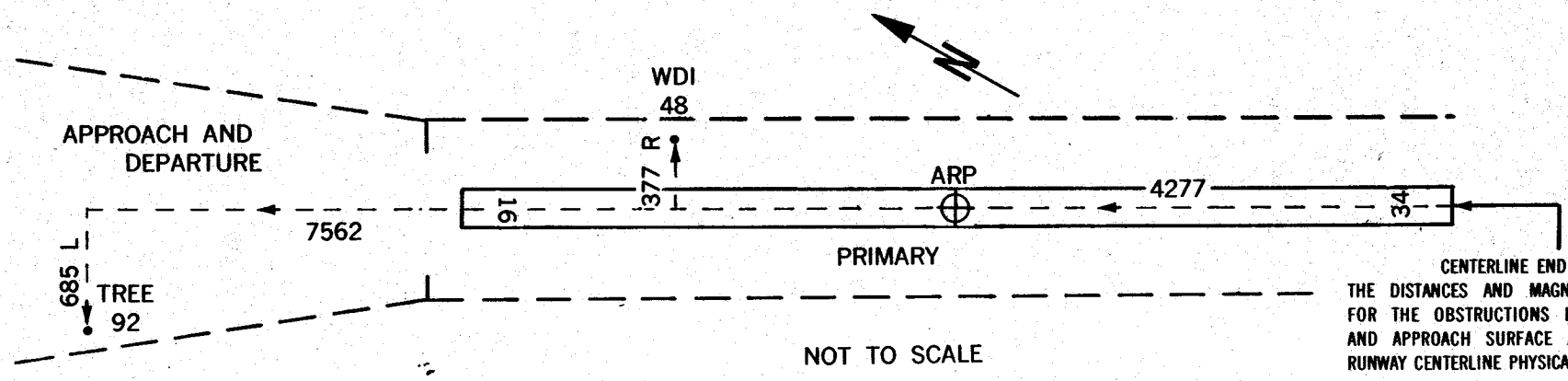
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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



CENTERLINE END OF RUNWAY 34

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

RUNWAY 4 CONDITION BV LAT 34 9 49.398N LONG 101 43 24.321W GEODETIC AZIMUTH 230 43 13

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
3384	1A	OL WINDSOCK	34 10 9.757N	101 42 49.593W	45	24	3571	3562	254R
3555	1B	AN OL GRAIN ELV	34 11 5.885N	101 41 44.481W	37	56	11409	11389	675L
3555	1B	OL GRAIN ELEV	34 11 6.131N	101 41 37.992W	39	38	11832	11826	350L

RUNWAY 22 CONDITION C LAT 34 10 21.940N LONG 101 42 36.450W GEODETIC AZIMUTH 50 43 40

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
3384	1A	OL WINDSOCK	34 10 9.757N	101 42 49.593W	212	29	1654	1635	254L
3385	1A	ROAD N	34 9 49.491N	101 43 27.492W	223	12	5400	5397	176R
3384	1A	ROAD N	34 9 47.196N	101 43 27.476W	221	17	5543	5543	4L

RUNWAY 13 CONDITION AV LAT 34 10 22.675N LONG 101 43 11.730W GEODETIC AZIMUTH 318 1 57

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
3375	1A	BUSH	34 9 52.037N	101 42 37.553W	127	46	4224	4223	64L

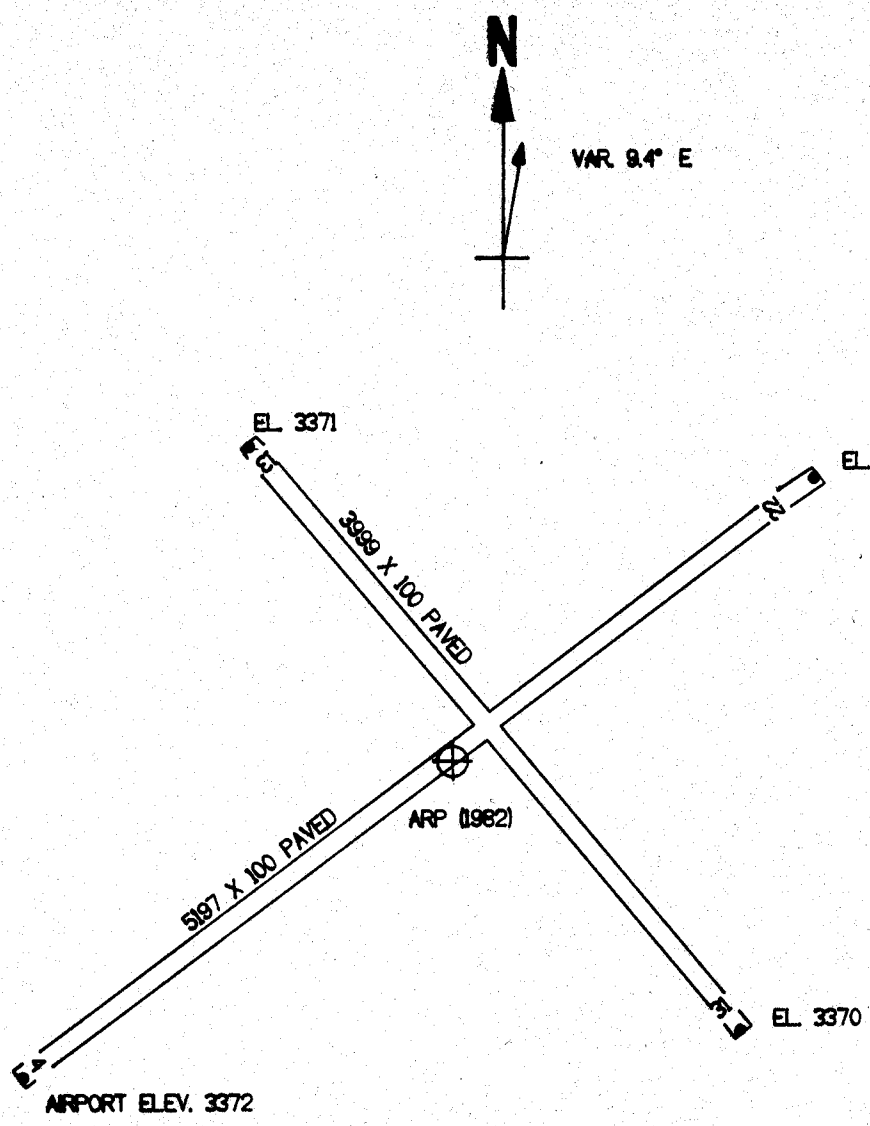
RUNWAY 31 CONDITION AV LAT 34 9 53.265N LONG 101 42 39.912W GEODETIC AZIMUTH 138 2 15

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL

*** NO OBSTRUCTIONS ***

ARP 1982 LAT 34 10 6.670N LONG 101 42 58.401W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
3428	1A	ANT ON OL DOME	34 10 9.661N	101 42 41.918W	68	17	1418
3560	1B	ANT OL RADIO TR	34 11 4.900N	101 42 5.711W	27	33	7365
3524	1B	ROD ON TANK	34 11 12.064N	101 42 1.732W	26	22	8147
3533	1B	AN OL GRAIN ELV	34 11 10.094N	101 41 40.539W	36	10	9160
3555	1B	ANT ON TANK	34 11 32.471N	101 43 36.716W	330	14	9252
3622	1B	VENT OL GRN ELV	34 11 40.673N	101 42 20.214W	9	15	10030
3564	1B	OL AN GRN ELEV	34 11 33.494N	101 41 55.896W	21	29	10228
3547	1B	OL TANK	34 11 44.294N	101 42 19.715W	8	50	10390
3583	1B	ANT OL RADIO TR	34 11 40.892N	101 42 2.114W	17	0	10634



TOUCHDOWN ZONE

RUNWAY	ELEVATION
4	3372
22	3372
13	3371
31	3371

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(NOT TO SCALE)