FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

FORT YUKON AIRPORT

FORT YUKON, ALASKA

ODS 2054

1st EDITION

OC 2054
SURVEYED JUNE 1983
4th 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 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

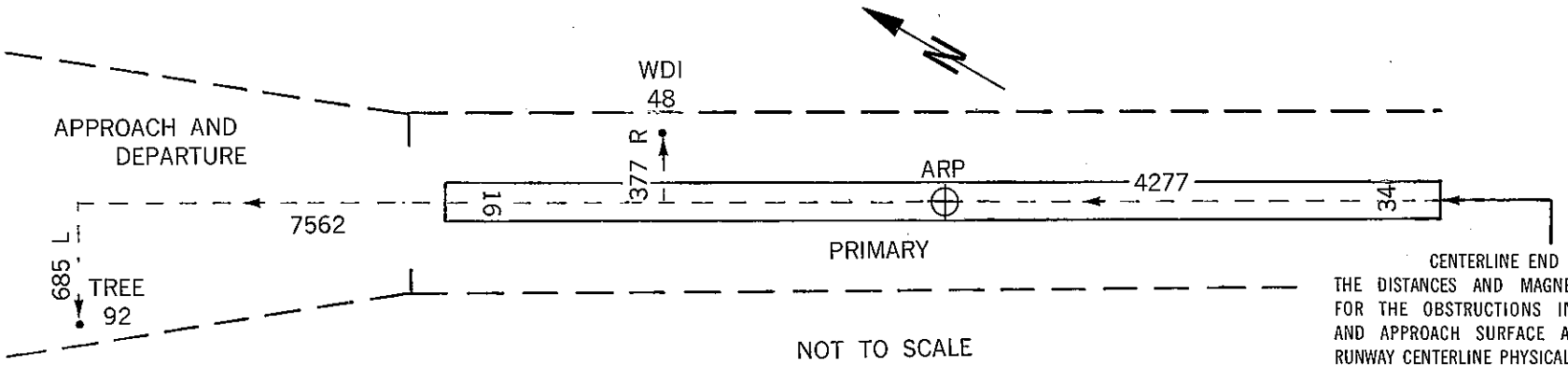
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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 3 CONDITION C LAT 66 34 4.433N LONG 145 15 54.506W GEODETIC AZIMUTH 240 18 20

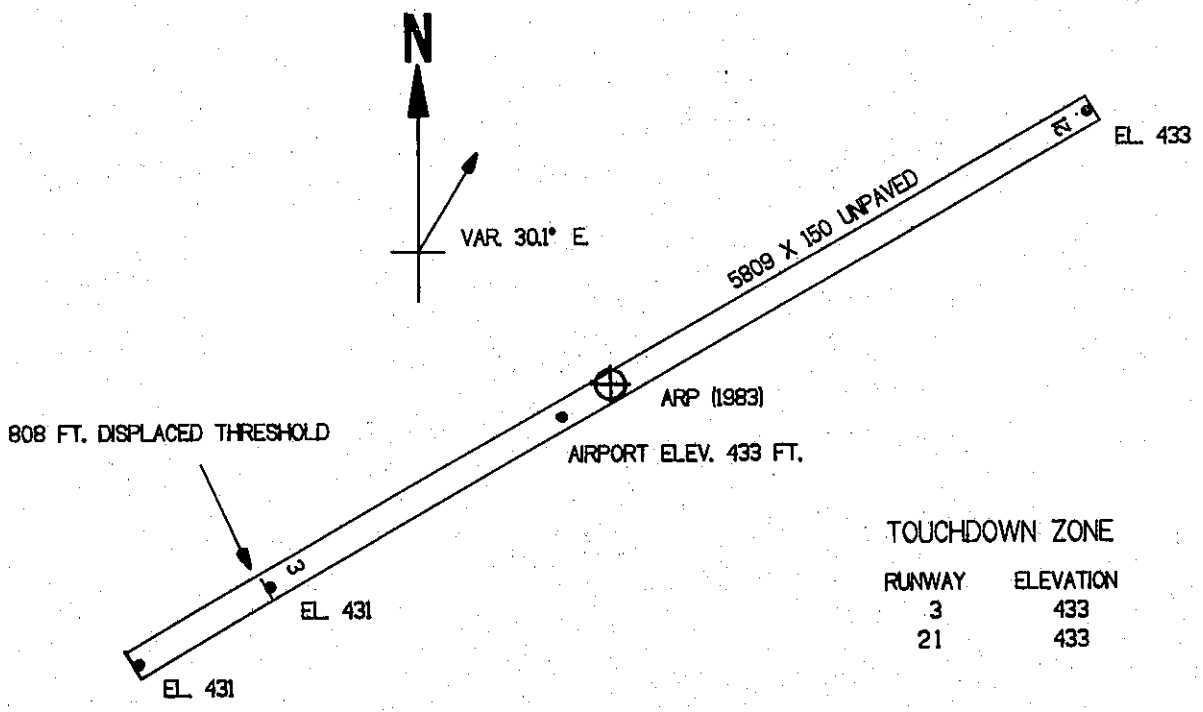
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
461	1A	OL WINDSOCK	66 34 6.715N	145 15 56.457W	311	6	245	46	241L
436	1A	PARKED A/C	66 34 4.253N	145 15 46.286W	63	3	333	280	181R
450	1A	TREE	66 34 5.202N	145 15 40.408W	52	6	576	534	215R
448	1A	TREE	66 34 9.431N	145 15 42.356W	13	57	707	679	198L
455	1A	TREE	66 34 13.251N	145 15 26.875W	21	11	1433	1415	225L
451	1A	TREE	66 34 11.668N	145 15 11.665W	36	54	1883	1870	220R
449	1A	TREE	66 34 18.286N	145 15 3.808W	25	26	2488	2479	207L
444	1A	TREE	66 34 21.712N	145 14 46.592W	27	18	3261	3257	165L
441	1A	TREE	66 34 19.394N	145 14 39.932W	33	9	3378	3374	173R
445	1A	TREE	66 34 21.348N	145 14 30.496W	33	3	3809	3804	189R
448	1A	TREE	66 34 27.463N	145 14 24.142W	27	15	4341	4335	223L
459	1A	TREE	66 34 27.397N	145 14 2.607W	32	37	5093	5088	214R
453	1A	TREE	66 34 29.734N	145 13 54.729W	31	56	5485	5483	165R
451	1A	TREE	66 34 32.042N	145 13 44.253W	31	51	5970	5967	171R
460	1A	TREE	66 34 32.367N	145 13 43.315W	31	44	6019	6017	161R
455	1A	TREE	66 34 34.457N	145 13 36.201W	31	16	6373	6372	119R
452	1A	TREE	66 34 37.832N	145 13 36.757W	28	32	6525	6522	190L
464	1A	TREE	66 34 34.579N	145 13 29.971W	32	14	6601	6597	233R
458	1A	TREE	66 34 39.181N	145 13 35.327W	27	47	6646	6640	281L
474	1A	TREE	66 34 40.632N	145 13 25.490W	28	29	7062	7059	212L
480	1A	TREE	66 34 43.293N	145 13 17.660W	27	59	7473	7468	291L

RUNWAY 21 CONDITION C LAT 66 34 32.731N LONG 145 13 49.754W GEODETIC AZIMUTH 59 37 53

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
453	1A	TREE	66 34 29.734N	145 13 54.729W	183 21	365	328	161L
459	1A	TREE	66 34 27.397N	145 14 2.607W	193 42	751	723	205L
448	1A	TREE	66 34 27.463N	145 14 24.142W	218 51	1490	1471	241R
445	1A	TREE	66 34 21.348N	145 14 30.496W	204 50	2013	2007	165L
441	1A	TREE	66 34 19.394N	145 14 39.932W	206 10	2441	2436	143L
444	1A	TREE	66 34 21.712N	145 14 46.592W	213 56	2557	2550	196R
449	1A	TREE	66 34 18.286N	145 15 3.808W	213 48	3336	3327	248R
451	1A	TREE	66 34 11.668N	145 15 11.665W	207 3	3945	3941	171L
455	1A	TREE	66 34 13.251N	145 15 26.875W	213 10	4399	4390	279R
448	1A	TREE	66 34 9.431N	145 15 42.356W	212 27	5134	5127	261R
450	1A	TREE	66 34 5.202N	145 15 40.408W	207 54	5279	5277	150L
436	1A	PARKED A/C	66 34 4.253N	145 15 46.286W	208 22	5532	5530	113L
461	1A	OL WINDSOCK	66 34 6.715N	145 15 56.457W	212 38	5767	5759	311R
458	1A	TREE	66 34 5.433N	145 15 59.763W	212 6	5946	5940	267R
438	1A	FENCE	66 34 2.521N	145 15 58.463W	209 23	6044	6044	15L
484	1A	ANTENNA	66 34 1.223N	145 15 57.938W	208 13	6095	6093	140L
445	1A	ROAD (N)	66 34 2.272N	145 16 2.862W	210 1	6211	6211	53R
485	1A	TREE	66 34 2.992N	145 16 12.530W	212 18	6519	6511	314R
451	1A	CHIMNEY ON BLDG	66 33 58.990N	145 16 8.851W	208 34	6590	6589	112L
477	1A	TREE	66 33 58.035N	145 16 9.415W	207 57	6660	6657	184L
482	1A	TREE	66 34 2.375N	145 16 20.881W	213 9	6848	6834	431R
482	1A	TREE	66 33 58.972N	145 16 18.812W	210 17	6938	6937	91R
478	1A	ANTENNA MAST	66 33 58.119N	145 16 27.631W	211 4	7291	7289	196R
475	1A	TREE	66 33 57.408N	145 16 30.593W	211 2	7431	7429	195R

ARP 1983 LAT 66 34 18.586N LONG 145 14 52.140W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST
468	1A	TREE	66 34 16.978N	145 15 16.139W	230 21	984
489	1A	TREE	66 34 14.347N	145 15 35.359W	226 4	1801
462	1A	TREE	66 34 10.893N	145 15 48.790W	221 4	2421
458	1A	POLE	66 34 1.794N	145 15 44.173W	200 53	2710
473	1A	TREE	66 34 1.701N	145 15 50.278W	203 48	2912
468	1A	TREE	66 34 6.464N	145 16 2.561W	216 31	3104
480	1A	TREE	66 34 4.178N	145 16 18.270W	217 7	3780
584	1B	OL COMM SCREEN	66 33 45.910N	145 13 12.486W	99 22	5224



TOUCHDOWN ZONE

RUNWAY	ELEVATION
3	433
21	433

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FORT YUKON, ALASKA
(NOT TO SCALE)