FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

GENESEE COUNTY AIRPORT

BATAVIA, NEW YORK

ODS 5562

1st EDITION

OC 5562
SURVEYED JULY 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
	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

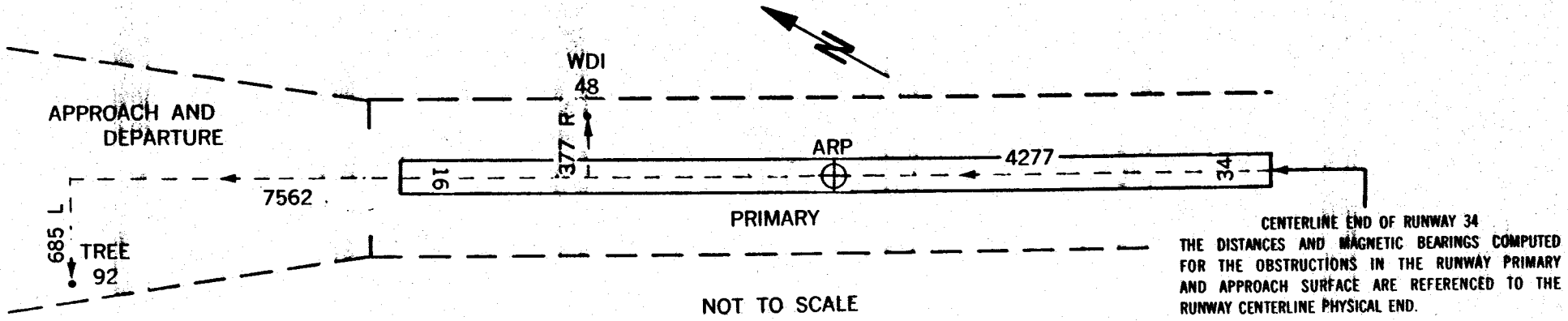
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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.

CORRECTION: Obstructions listed for RUNWAY 10 represent a BV(SUPPLC) Obstruction Identification Surface.

RUNWAY 10 CONDITION PIR LAT 43 1 54.349N LONG 78 10 33.953W GEODETIC AZIMUTH 270 49 45

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
924	1A	WIND TEE	43 1 56.805N	78 10 28.156W	69	53	497	427	255L
946	1A	TREE	43 1 59.295N	78 10 24.443W	64	34	866	699	511L
939	1A	OL ON LTD WSK	43 1 56.291N	78 10 24.355W	84	29	740	710	207L
948	1A	TREE	43 1 56.693N	78 10 18.515W	88	12	1171	1143	254L
930	1A	HANGAR	43 1 49.362N	78 10 18.580W	123	45	1249	1149	488R
930	1A	HANGAR	43 1 50.646N	78 10 18.541W	118	2	1205	1150	358R
933	1A	WINDSOCK	43 1 56.205N	78 10 13.528W	92	50	1529	1514	210L
946	1A	TREE	43 1 56.677N	78 10 10.636W	92	9	1748	1728	261L
950	1A	ANT ON HANGAR	43 1 50.187N	78 10 9.876W	113	9	1837	1794	395R
946	1A	FLOODLIGHT	43 1 49.647N	78 10 6.439W	113	1	2098	2050	446R
921	1A	PARKED A/C	43 1 50.003N	78 10 4.627W	111	19	2222	2184	408R
916	1A	SIGN	43 1 51.845N	78 10 4.079W	106	25	2233	2222	221R
951	1A	TREE	43 1 56.627N	78 10 2.233W	94	18	2367	2352	265L
971	1A	TREE	43 1 58.813N	78 9 52.343W	91	35	3123	3084	497L
913	1A	FENCE	43 1 49.485N	78 9 52.341W	108	57	3130	3098	447R
960	1A	TREE	43 1 56.708N	78 9 51.402W	95	34	3169	3157	285L
984	1A	TREE	43 1 58.978N	78 9 50.239W	91	41	3281	3240	516L
962	1A	ANT OL ILSGS AN	43 1 57.827N	78 9 49.451W	93	49	3324	3300	400L

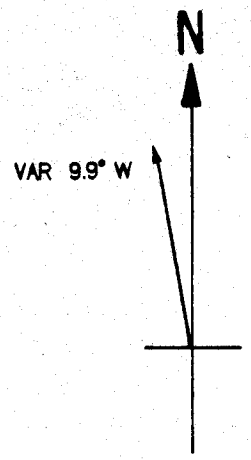
ARP 1984 LAT 43 1 54.033N LONG 78 10 4.318W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
980	1A	TREE	43 1 59.373N	78 10 3.080W	19	33	548
945	1A	FLOODLIGHT	43 1 48.472N	78 10 6.570W	206	27	587
987	1A	TREE	43 1 58.973N	78 9 45.188W	80	30	1506
998	1A	TREE	43 1 59.152N	78 9 41.615W	82	49	1764
988	1A	TREE	43 2 0.491N	78 9 38.450W	81	6	2030
945	1A	POLE	43 1 48.669N	78 10 42.567W	269	5	2892
990	1A	ANTENNA	43 1 43.530N	78 9 15.100W	116	7	3807
1078	1B	OL ON WATER TK	43 0 43.311N	78 11 44.877W	236	7	10348

CORRECTION: Obstructions listed for RUNWAY 28 represent a PIR Obstruction Identification Surface.

RUNWAY 28 CONDITION BVD LAT 43 1 53.716N LONG 78 9 34.683W GEODETIC AZIMUTH 90 50 25

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
962	1A	ANT OL ILSGS AN	43 1 57.827N	78 9 49.451W	300 41	1173	1103	400R
984	1A	TREE	43 1 58.978N	78 9 50.239W	304 39	1272	1163	516R
960	1A	TREE	43 1 56.708N	78 9 51.402W	293 37	1278	1246	285R
913	1A	FENCE	43 1 49.485N	78 9 52.341W	261 49	1380	1305	447L
971	1A	TREE	43 1 58.813N	78 9 52.343W	301 23	1410	1319	497R
951	1A	TREE	43 1 56.627N	78 10 2.233W	288 6	2067	2050	265R
916	1A	SIGN	43 1 51.845N	78 10 4.079W	274 57	2192	2180	221L
921	1A	PARKED A/C	43 1 50.003N	78 10 4.627W	270 19	2256	2218	408L
946	1A	FLOODLIGHT	43 1 49.647N	78 10 6.439W	270 0	2394	2352	446L
950	1A	ANT ON HANGAR	43 1 50.187N	78 10 9.876W	272 7	2638	2609	395L
946	1A	TREE	43 1 56.677N	78 10 10.636W	286 19	2687	2675	261R
933	1A	WINDSOCK	43 1 56.205N	78 10 13.528W	284 54	2896	2889	210R
930	1A	HANGAR	43 1 50.646N	78 10 18.541W	274 27	3272	3253	358L
930	1A	HANGAR	43 1 49.362N	78 10 18.580W	272 12	3290	3254	488L
948	1A	TREE	43 1 56.693N	78 10 18.515W	285 12	3270	3260	254R
939	1A	OL ON LTD WSK	43 1 56.291N	78 10 24.355W	283 57	3699	3693	207R
946	1A	TREE	43 1 59.295N	78 10 24.443W	288 36	3739	3704	511R
924	1A	WIND TEE	43 1 56.805N	78 10 28.156W	284 24	3984	3976	255R
915	1A	GROUND	43 1 52.569N	78 10 36.725W	278 28	4610	4606	183L
928	1A	BUILDING	43 1 51.571N	78 10 36.759W	277 13	4616	4607	284L
975	1A	ROD OL APT BCN	43 1 49.679N	78 10 37.679W	274 55	4697	4673	477L
964	1A	TREE	43 1 51.004N	78 10 39.140W	276 37	4796	4783	344L
972	1A	TREE	43 1 50.748N	78 10 41.152W	276 25	4946	4932	372L
978	1A	TREE	43 1 51.500N	78 10 42.134W	277 21	5015	5006	297L



TOUCHDOWN ZONE

RUNWAY	ELEVATION
10	913
28	911

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(NOT TO SCALE)