FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

ST. MARYS AIRPORT
ST. MARYS, ALASKA
ODS 6072
1ST EDITION

OC 6072
SURVEYED JULY 1981
2ND EDITION

PREPARED AND DISTRIBUTED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

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

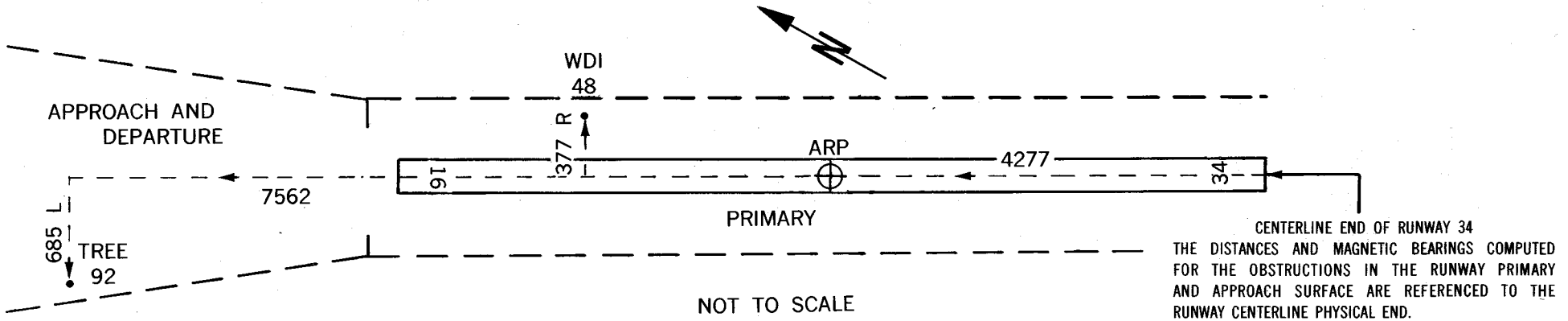
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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.

CORRECTION: Obstructions listed for RUNWAY 16 represent a PIR Obstruction Identification Surface.

RUNWAY 6 CONDITION AV LAT 62 3 13.737N LONG 163 18 35.258W GEODETIC AZIMUTH 257 21 43

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
326	1A	BUSH	62 3 19.930N	163 17 44.289W		57 47	2510	2508	83L

RUNWAY 24 CONDITION AV LAT 62 3 17.829N LONG 163 17 56.366W GEODETIC AZIMUTH 77 22 17

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 16 CONDITION DC LAT 62 4 17.840N LONG 163 17 50.983W GEODETIC AZIMUTH 2 26 41

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
301	1A	WINDSOCK	62 4 15.089N	163 17 56.437W		205 13	382	290	248R
306	1A	GROUND	62 4 10.869N	163 17 58.833W		190 9	801	723	343R
323	1A	BUSH	62 4 9.439N	163 17 59.470W		187 39	944	870	368R
321	1A	OL ON ILS-GS	62 4 7.014N	163 17 46.208W		150 37	1123	1089	274L
303	1A	BUSH	62 3 54.683N	163 17 46.734W		157 23	2361	2341	303L
311	1A	GROUND	62 3 44.621N	163 17 59.151W		168 53	3396	3388	245R
327	1A	OL WINDSOCK	62 3 33.987N	163 17 48.199W		160 36	4456	4444	323L
313	1A	GROUND	62 3 24.323N	163 17 48.947W		161 17	5436	5427	329L
307	1A	GROUND	62 3 21.650N	163 18 0.528W		166 51	5725	5721	211R
310	1A	ROAD N	62 3 16.660N	163 17 49.337W		161 35	6214	6205	343L
308	1A	OL ON ILS-DME	62 3 16.305N	163 17 49.965W		161 51	6250	6242	315L
308	1A	OL ON ILS-LO	62 3 15.471N	163 17 56.659W		164 45	6340	6340	OR

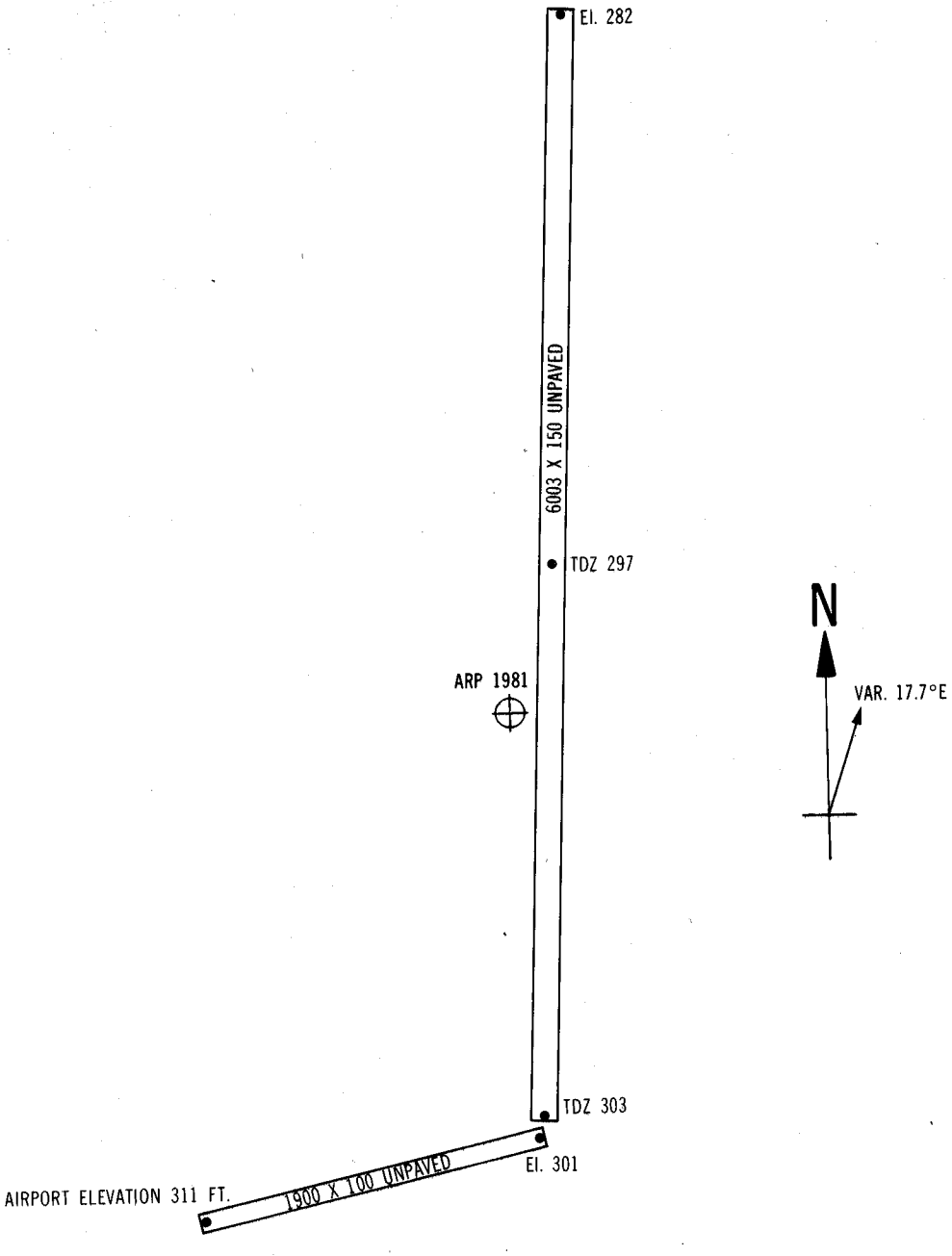
CORRECTION: Obstructions listed for RUNWAY 34 represent a C Obstruction Identification Surface.

RUNWAY 34 CONDITION PIR LAT 62 3 18.795N LONG 163 17 56.355W GEODETIC AZIMUTH 182 26 36

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
307	1A	GROUND	62 3 21.650N	163 18 0.528W	307	51	352	281	211L
313	1A	GROUND	62 3 24.323N	163 17 48.947W	14	28	663	576	329R
327	1A	OL WINDSOCK	62 3 33.987N	163 17 48.199W	356	26	1591	1558	323R
311	1A	GROUND	62 3 44.621N	163 17 59.151W	339	24	2626	2615	245L
303	1A	BUSH	62 3 54.683N	163 17 46.734W	349	28	3674	3661	303R
321	1A	OL ON ILS-GS	62 4 7.014N	163 17 46.208W	347	56	4921	4914	274R
323	1A	BUSH	62 4 9.439N	163 17 59.470W	340	39	5146	5133	368L
306	1A	GROUND	62 4 10.869N	163 17 58.833W	341	1	5290	5279	343L
301	1A	WINDSOCK	62 4 15.089N	163 17 56.437W	342	16	5718	5712	248L

ARP 1981 LAT 62 3 40.496N LONG 163 17 58.995W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
389	1A	ANTENNA	62 3 26.328N	163 17 36.605W	125	44	1791
315	1A	WINDSOCK	62 3 18.521N	163 18 8.347W	173	36	2276
550	1B	GROUND	62 3 12.425N	163 15 37.096W	95	8	7340
659	1B	GROUND	62 2 31.770N	163 16 44.350W	135	17	7835
506	1B	GROUND	62 3 48.466N	163 14 49.866W	67	9	9050
580	2C	GROUND	62 2 18.649N	163 14 28.952W	111	58	13015



ST. MARYS AIRPORT
ST. MARYS, ALASKA
(NOT TO SCALE)