

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

STEVENS POINT MUNICIPAL AIRPORT

STEVENS POINT, WISCONSIN

ODS 5050

1st EDITION

OC 5050
SURVEYED MAY 1984
5th EDITION

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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 $\frac{3}{4}$ mile. 34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than $\frac{3}{4}$ 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
0092 1A TREE

38 31 04.201
38 31 33.811

121 29 40.588
121 30 02.190

354 7
343 55

4293
7593

4277
7562

377R
685L

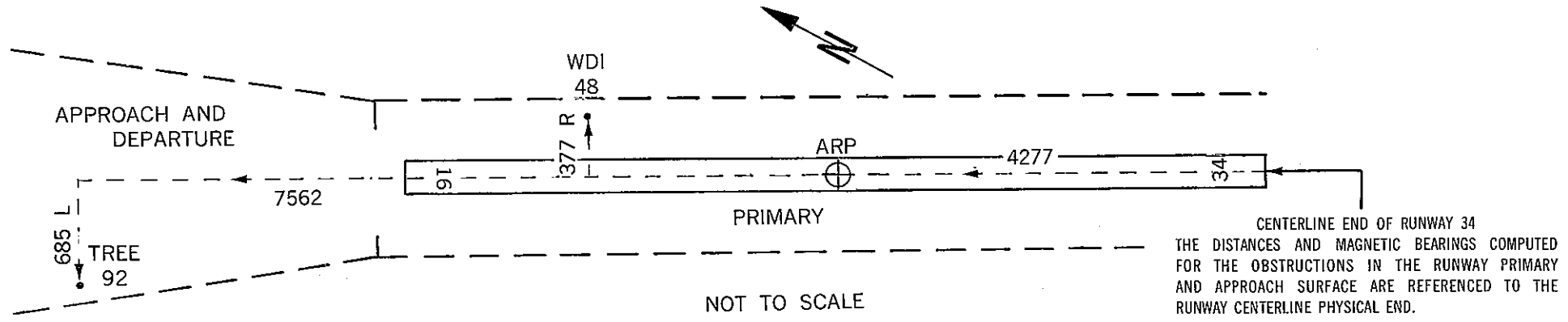
ELEVATION ACCURACY DESCRIPTION

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



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 44 32 18.458N LONG 89 32 11.347W GEODETIC AZIMUTH 209 38 10

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1167	1A TREE	44 33 30.247N	89 31 22.589W	25 18	8082	8065	526L

RUNWAY 21 CONDITION C LAT 44 33 10.188N LONG 89 31 30.189W GEODETIC AZIMUTH 29 38 39

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1171	1A TREE	44 32 0.342N	89 32 34.899W	212 56	8485	8466	576R

RUNWAY 12 CONDITION ANP LAT 44 32 48.512N LONG 89 32 6.749W GEODETIC AZIMUTH 299 39 24

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1106	1A GROUND	44 32 31.224N	89 31 19.482W	116 29	3845	3841	173L

RUNWAY 30 CONDITION AVP LAT 44 32 30.749N LONG 89 31 23.136W GEODETIC AZIMUTH 119 39 55

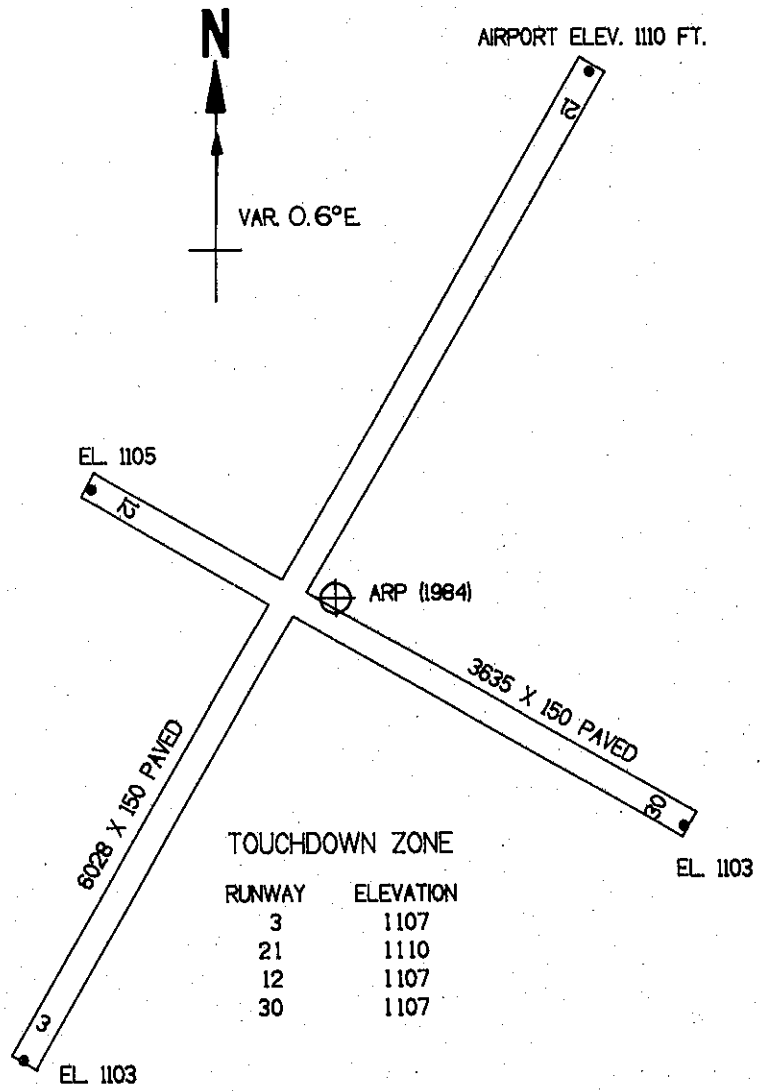
ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
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*** NO OBSTRUCTIONS ***

ARP 1984

LAT 44 32 42.558N LONG 89 31 48.578W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
1147	1A	VOR MONITR POLE	44 32 36.285N	89 31 49.037W	182	24	636
1141	1A	OL VORTAC	44 32 35.838N	89 31 49.588W	185	32	684
1126	1A	OL ON LTD WSK	44 32 36.124N	89 32 3.852W	238	54	1284
1187	1A	TREE	44 33 43.157N	89 31 18.933W	18	41	6501
1274	1B	ANT ON BLDG	44 32 38.414N	89 34 23.661W	267	17	11240
1281	1B	ROD ON STACK	44 32 0.323N	89 34 16.633W	247	40	11545
1473	2A	AN OL CBL TV TR	44 33 13.136N	89 35 28.288W	280	26	16210
1507	2A	OL ON RADIO TR	44 32 16.820N	89 35 38.782W	260	32	16876



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 (NOT TO SCALE)