

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

WELLSVILLE MUNICIPAL AIRPORT-TARANTINE FIELD

WELLSVILLE, NEW YORK

ODS 5845

1st EDITION

OC 5845  
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 $\frac{3}{4}$ 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

PHYS END RWY 34 D

LAT 38 30 22.066N    LONG 121 29 34.116W

MEASURED FROM SOUTH

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

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ELEVATION

┌───┐

ACCURACY

┌───┐

DESCRIPTION

┌───┐

MAGNETIC BEARING

┌───┐

DISTANCE

┌───┐

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

┌───┐

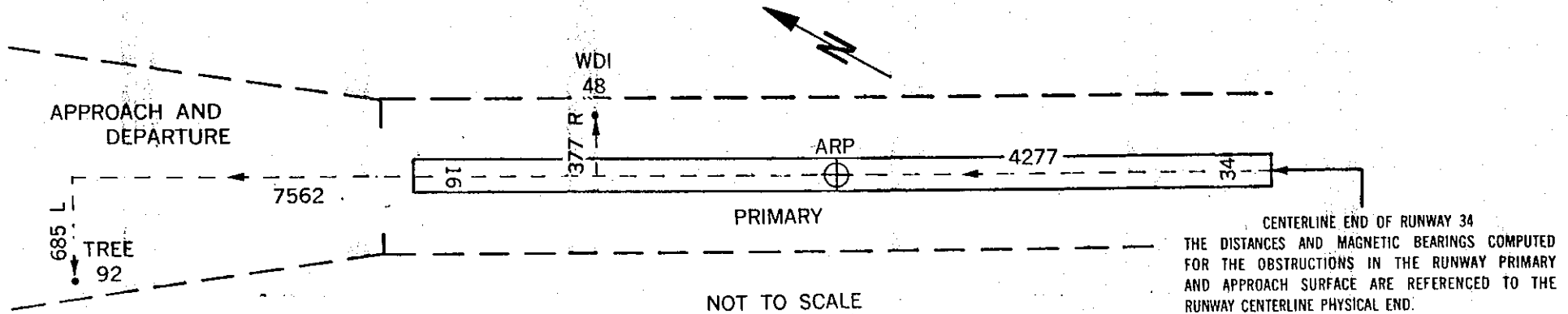
DISTANCE LEFT OR RIGHT OF CENTERLINE

\*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



RUNWAY 10    CONDITION D    LAT 42 6 33.718N LONG 78 0 0.071W GEODETIC AZIMUTH 269 17 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
2135	1A GROUND	42 6 31.466N	77 59 55.335W	132 10	424	354	232R
2123	1A GROUND	42 6 37.010N	77 59 46.387W	81 42	1084	1036	320L
2131	1A TREE	42 6 29.808N	77 59 35.615W	111 43	1885	1838	419R
2127	1A HANGAR	42 6 39.065N	77 59 32.781W	84 51	2127	2064	516L
2131	1A FLOODLIGHT	42 6 37.444N	77 59 30.299W	90 3	2276	2249	349L
2113	1A SIGN	42 6 36.409N	77 59 28.847W	93 0	2369	2357	243L
2146	1A WNDVANE ON HGR	42 6 38.984N	77 59 27.725W	87 16	2496	2445	503L
2141	1A OL ON LTD WSK	42 6 31.517N	77 59 24.175W	104 18	2715	2703	256R
2123	1A BUSH	42 6 30.431N	77 59 19.990W	105 53	3040	3017	370R
2110	1A GROUND	42 6 32.073N	77 59 18.026W	102 36	3174	3167	206R
2130	1A TREE	42 6 38.889N	77 59 17.494W	90 20	3252	3216	483L
2111	1A BUSH	42 6 31.026N	77 59 13.815W	104 4	3497	3483	316R
2124	1A GROUND	42 6 37.836N	77 59 9.646W	93 20	3824	3806	370L
2109	1A BUSH	42 6 31.014N	77 59 6.649W	103 29	4036	4023	324R

RUNWAY 28    CONDITION BVC    LAT 42 6 34.245N LONG 77 59 3.023W GEODETIC AZIMUTH 89 17 38

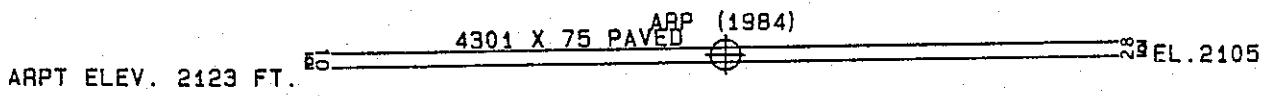
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
2109	1A	BUSH	42 6 31.014N	77 59 6.649W	229	29	426	277	324L
2124	1A	GROUND	42 6 37.836N	77 59 9.646W	315	40	618	495	370R
2111	1A	BUSH	42 6 31.026N	77 59 13.815W	257	46	876	817	316L
2130	1A	TREE	42 6 38.889N	77 59 17.494W	302	55	1188	1085	484R
2110	1A	GROUND	42 6 32.073N	77 59 18.026W	268	36	1152	1134	206L
2123	1A	BUSH	42 6 30.431N	77 59 19.990W	262	48	1336	1284	370L
2141	1A	OL ON LTD WSK	42 6 31.517N	77 59 24.175W	269	47	1618	1598	256L
2146	1A	WINDVANE ON HGR	42 6 38.984N	77 59 27.725W	294	3	1923	1856	503R
2113	1A	SIGN	42 6 36.409N	77 59 28.847W	286	1	1959	1944	243R
2131	1A	FLOODLIGHT	42 6 37.444N	77 59 30.299W	288	33	2081	2052	349R
2127	1A	HANGAR	42 6 39.065N	77 59 32.781W	291	53	2296	2237	516R
2131	1A	TREE	42 6 29.808N	77 59 35.615W	269	15	2497	2462	419L
2123	1A	GROUND	42 6 37.010N	77 59 46.387W	284	30	3281	3265	320R
2135	1A	GROUND	42 6 31.466N	77 59 55.335W	275	31	3953	3946	232L
2172	1A	TREE	42 6 28.661N	78 0 2.669W	272	26	4531	4503	509L
2125	1A	OL ON ILS-LO	42 6 33.692N	78 0 2.928W	278	54	4516	4516	OR
2162	1A	TREE	42 6 30.290N	78 0 6.770W	274	51	4822	4810	341L

ARP 1984

LAT 42 6 33.983N LONG 77 59 31.547W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
2143	1A	TREE	42 6 28.832N	77 59 31.562W	189	43	521
2146	1A	TREE	42 6 28.065N	77 59 34.554W	210	19	640
2165	1A	ROD OL APT BCN	42 6 40.323N	77 59 27.586W	34	33	708
2159	1A	TREE	42 6 39.316N	77 59 24.710W	53	16	746
2169	1A	TREE	42 6 41.847N	77 59 36.024W	346	38	865
2146	1A	TREE	42 6 28.233N	77 59 14.540W	124	1	1408
2218	1A	TREE	42 6 26.382N	77 59 47.572W	247	7	1432
2154	1A	ROAD (N)	42 6 28.463N	77 59 53.448W	260	54	1743
2222	1A	TREE	42 6 25.573N	77 59 56.947W	255	38	2095
2186	1A	TREE	42 6 42.257N	77 59 3.731W	77	49	2258
2208	1A	TREE	42 6 26.213N	78 0 0.989W	260	5	2355
2283	1A	TREE	42 6 19.199N	77 59 59.080W	243	49	2559
2179	1A	TREE	42 6 27.660N	78 0 6.353W	265	54	2701
2335	1B	VORTAC	42 5 22.502N	77 59 59.363W	205	46	7534
2297	1B	TREE	42 5 11.736N	77 59 36.896W	192	22	8335
2339	1B	TREE	42 5 15.183N	77 58 43.180W	165	2	8771
2340	1B	TREE	42 4 56.644N	78 0 10.589W	206	14	10283
2301	1B	TREE	42 5 7.018N	77 58 5.877W	153	19	10918

VAR 9.6°W



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
10	2123
28	2118

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WELLSVILLE, NEW YORK  
(NOT TO SCALE)