

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

POINT HOPE AIRPORT

POINT HOPE, ALASKA

ODS 6685

1st EDITION

OC 6685

SURVEYED JULY 1983

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.

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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

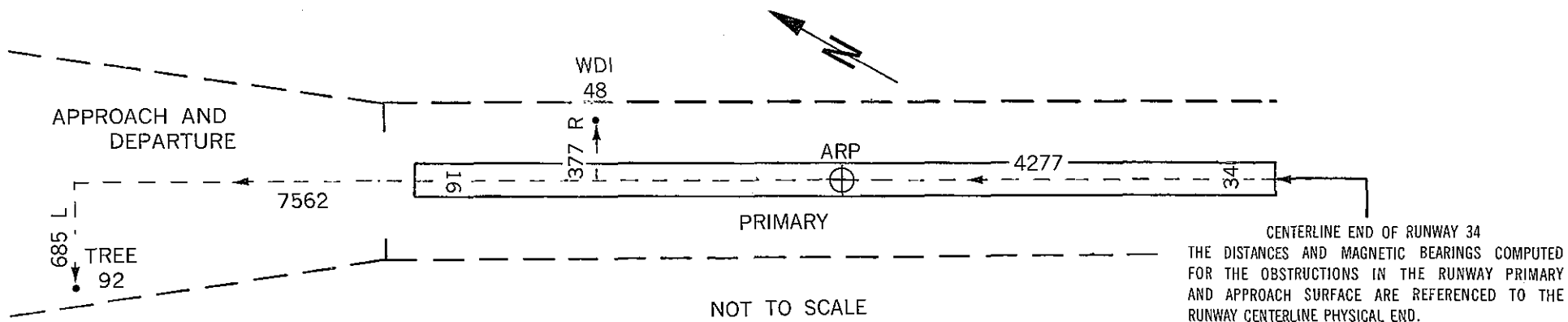
MAGNETIC BEARING
DISTANCE
DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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



RUNWAY 1 CONDITION C LAT 68 20 39.944N LONG 166 48 6.929W GEODETIC AZIMUTH 202 16 13

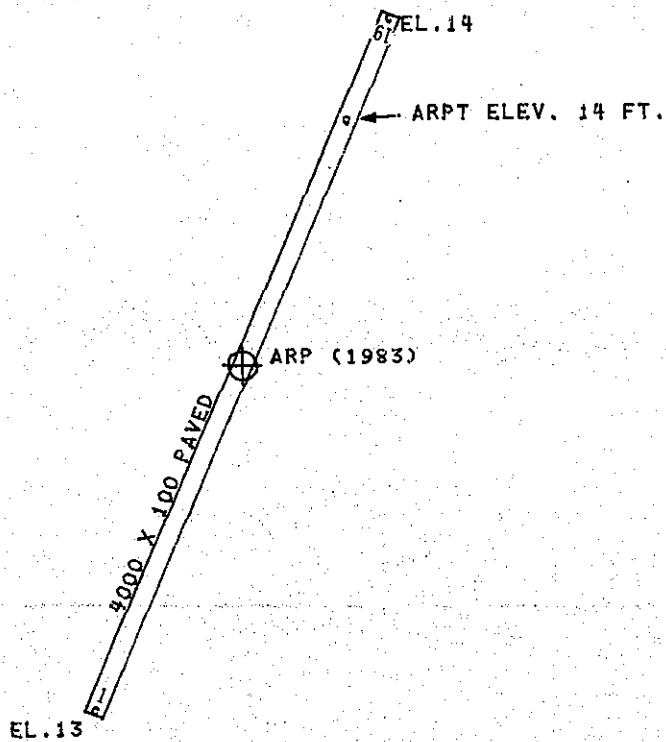
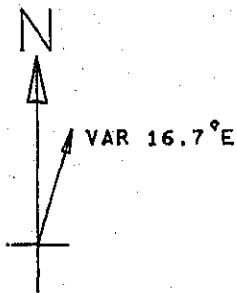
ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST	OUTCL	OFFCL		
15	1A	DAY MARKER	68	20	40.696N	166	48	4.920W	27	55	107	99	41R
22	1A	SIGN POST	68	20	53.359N	166	47	56.167W	359	48	1422	1415	143L
16	1A	DEBRIS	68	20	53.928N	166	47	47.011W	11	3	1606	1599	153R
23	1A	POST	68	20	55.906N	166	47	55.977W	357	31	1674	1657	234L
21	1A	POST	68	21	4.097N	166	47	37.350W	7	38	2695	2693	97R
16	1A	DAY MARKER	68	21	15.639N	166	47	29.001W	4	43	3898	3897	58L

RUNWAY 19 CONDITION C LAT 68 21 16.356N LONG 166 47 26.538W GEODETIC AZIMUTH 22 16 51

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST	OUTCL	OFFCL		
16	1A	DAY MARKER	68	21	15.639N	166	47	29.001W	215	3	118	102	58R
21	1A	POST	68	21	4.097N	166	47	37.350W	181	20	1311	1307	97L
23	1A	POST	68	20	55.906N	166	47	55.977W	191	18	2354	2343	234R
16	1A	DEBRIS	68	20	53.928N	166	47	47.011W	181	56	2406	2401	153L
22	1A	SIGN POST	68	20	53.359N	166	47	56.167W	188	45	2589	2585	143R
15	1A	DAY MARKER	68	20	40.696N	166	48	4.920W	184	59	3901	3901	41L
15	1A	DEBRIS	68	20	37.971N	166	48	11.508W	186	42	4252	4251	83R

ARP 1983 LAT 68 20 58.150N LONG 166 47 46.738W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT		LONG		M	BRG	DIST		
35	1A	OL ON WINDSOCK	68	20	55.955N	166	47	40.630W	117	31	320
38	1A	MAST	68	20	48.755N	166	48	9.638W	205	18	1285



TOUCHDOWN ZONE RUNWAY ELEVATION	
1	14
19	14

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 (NOT TO SCALE)