

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

WILLOWS-GLENN COUNTY AIRPORT

WILLOWS, CALIFORNIA

ODS 5296

1st EDITION

OC 5296
SURVEYED NOVEMBER 1983
3rd 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

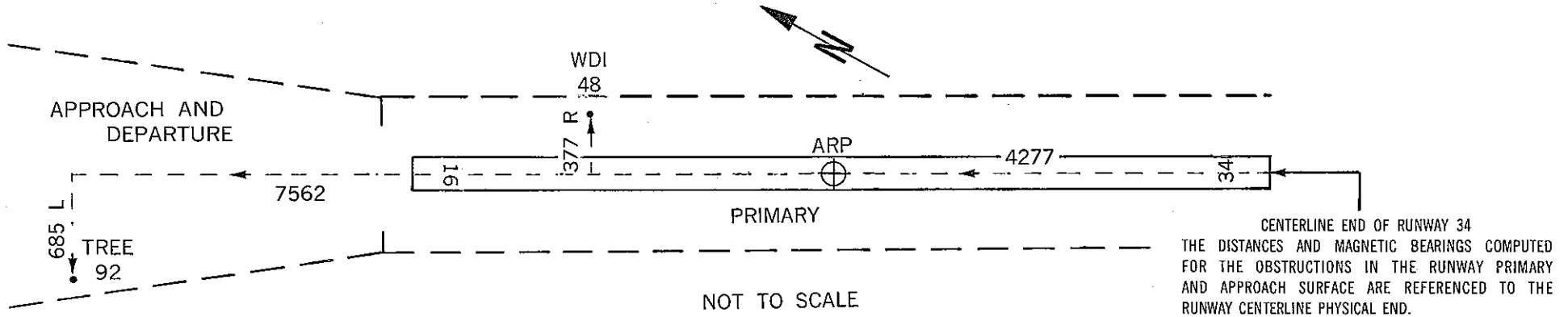
PHYS END RWY 34	D	LAT 38 30 22.066N	LONG 121 29 34.116W	GEODETIC AZIMUTH	168 05 12			
ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L
ELEVATION	ACCURACY	DESCRIPTION			MAGNETIC 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.

RUNWAY 13 CONDITION AV LAT 39 31 16.804N LONG 122 13 7.177W GEODETIC AZIMUTH 325 1 10

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
136	1A SIGN	39 30 48.003N	122 12 42.706W	129 39	3489	3487	99R

RUNWAY 31 CONDITION AV LAT 39 30 41.025N LONG 122 12 34.859W GEODETIC AZIMUTH 145 1 30

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
136	1A SIGN	39 30 48.003N	122 12 42.706W	301 57	936	931	99L
194	1A TREE	39 31 27.084N	122 13 17.177W	307 34	5720	5720	46L

RUNWAY 16 CONDITION C LAT 39 31 22.027N LONG 122 13 7.984W GEODETIC AZIMUTH 358 11 16

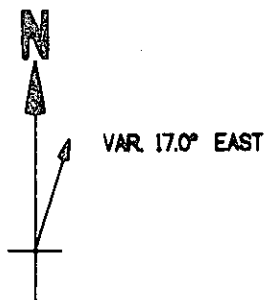
ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
142	1A FENCE POST	39 30 36.800N	122 13 9.385W	164 22	4577	4570	254R
140	1A GROUND	39 30 35.933N	122 13 7.942W	162 58	4664	4662	144R
137	1A GROUND	39 30 35.681N	122 13 4.497W	159 40	4697	4696	125L
142	1A FENCE	39 30 34.871N	122 13 4.508W	159 44	4779	4777	121L

RUNWAY 34 CONDITION BV LAT 39 30 37.511N LONG 122 13 6.166W GEODETIC AZIMUTH 178 11 17

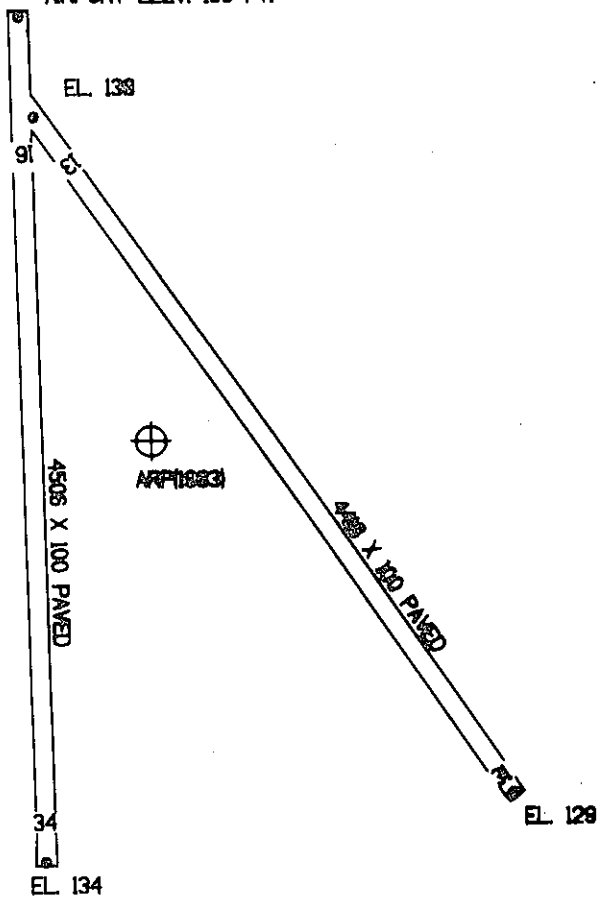
ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
172	1A WSK ON OL POLE	39 31 23.349N	122 13 4.819W	344 18	4639	4632	252R
142	1A FENCE	39 31 23.961N	122 13 5.306W	343 49	4700	4695	216R
152	1A BUSH	39 31 26.311N	122 13 6.141W	343 1	4938	4935	158R
162	1A POLE	39 31 27.815N	122 13 4.346W	344 36	5092	5083	304R

ARP 1983 LAT 39 30 59.344N LONG 122 12 59.125W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
159	1A	LIGHT ON WSK	39 31 5.125N	122 13 2.274W	320	7	635
177	1A	TREE	39 30 56.771N	122 13 13.082W	239	36	1124
166	1A	LIGHT POLE	39 31 20.782N	122 13 3.537W	333	57	2196
140	1A	FENCE POST	39 30 37.442N	122 13 2.614W	170	2	2233
167	1A	POLE	39 30 37.232N	122 13 11.401W	186	16	2436
193	1A	ANT OL AIR BCN	39 31 26.972N	122 13 2.649W	337	22	2809
303	1B	OL RADIO MAST	39 31 16.141N	122 11 41.609W	57	22	6308
289	1B	ROD ON RADIO TR	39 31 47.578N	122 11 30.256W	37	58	8504



AIRPORT ELEV. 139 FT.



TOUCHDOWN ZONE

RUNWAY	ELEVATION
13	138
31	133
16	139
34	136

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 (NOT TO SCALE)