

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT

ALAMOGORDO, NEW MEXICO

ODS 5130

2nd EDITION

OC 5130
SURVEYED DECEMBER 1985
7th 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

RUNWAY 3 CONDITION BV LAT 32 49 59.196N LONG 105 59 53.521W GEODETIC AZIMUTH 225 33 0

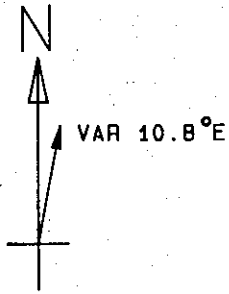
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
4148	1A	BUSH	32 50 0.566N	105 59 48.486W	61	20	451	404	202R
4195	1A	BUSH	32 50 39.062N	105 59 0.971W	37	15	6028	6022	263R
4203	1A	WINDSOCK	32 50 41.988N	105 58 58.110W	36	45	6408	6404	223R

RUNWAY 21 CONDITION C LAT 32 50 47.723N LONG 105 58 54.917W GEODETIC AZIMUTH 45 33 31

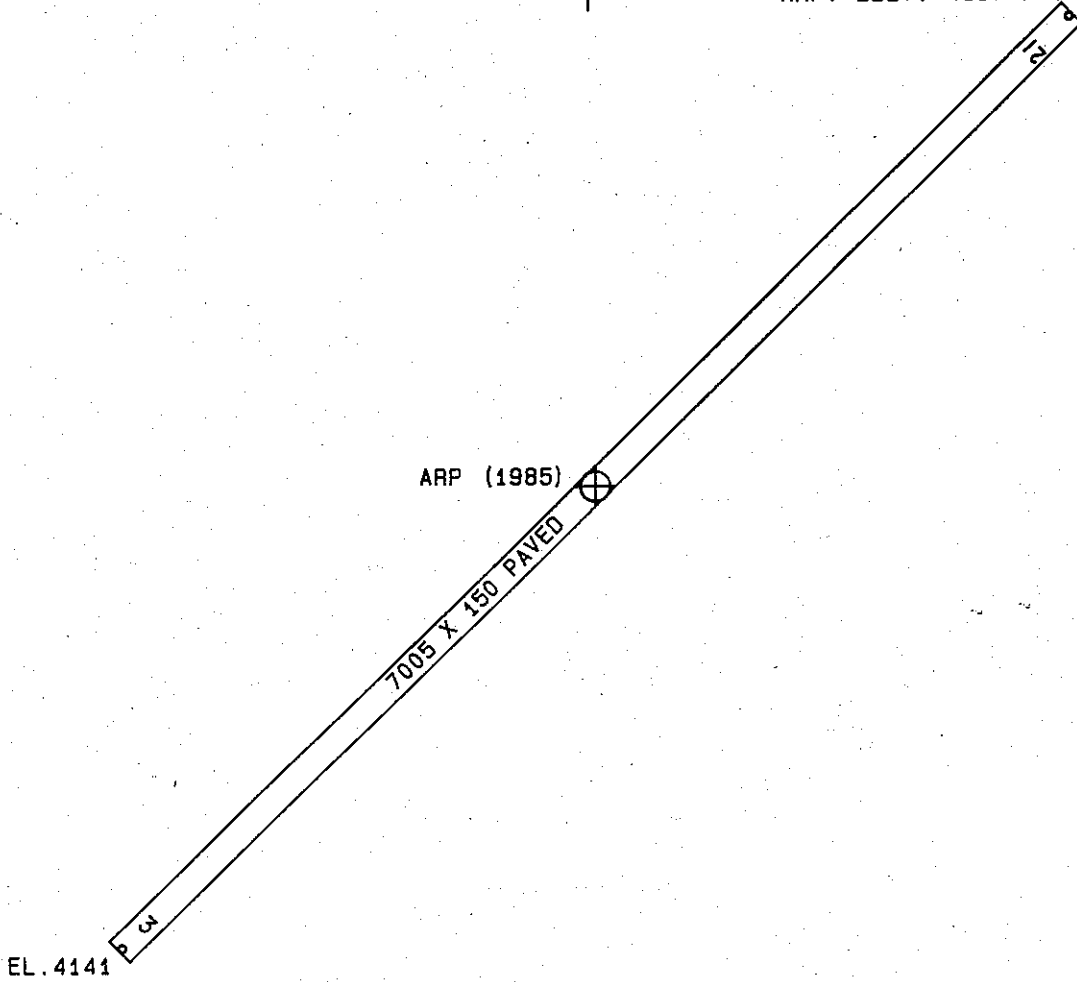
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
4203	1A	WINDSOCK	32 50 41.988N	105 58 58.110W	194	23	641	600	223L
4195	1A	BUSH	32 50 39.062N	105 59 0.971W	199	45	1016	982	263L
4148	1A	BUSH	32 50 0.566N	105 59 48.486W	213	0	6604	6600	202L

ARP 1985 LAT 32 50 23.461N LONG 105 59 24.221W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
4187	1A	OL ON WINDSOCK	32 50 14.404N	105 59 29.652W	196	3	1026
4361	1A	TREE	32 51 34.032N	105 57 44.154W	39	19	11124
4388	1B	POLE	32 51 23.050N	105 57 6.824W	52	0	13179
4370	1B	BUSH	32 51 38.511N	105 57 14.799W	44	42	13396
4398	2C	POLE	32 51 39.165N	105 57 9.533W	45	32	13805
4437	2C	POLE	32 51 12.773N	105 56 50.514W	58	23	14029
4406	2C	POLE	32 51 39.321N	105 57 6.145W	46	8	14055
4421	2C	GROUND	32 51 41.864N	105 56 55.349W	47	14	14970



ARPT ELEV. 4197 FT.



TOUCHDOWN ZONE RUNWAY ELEVATION	
3	4164
21	4197

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(NOT TO SCALE)