

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

PETERSBURG AIRPORT  
PETERSBURG, ALASKA  
ODS 5619  
1st EDITION

OC 5619  
SURVEYED JULY 1981  
3rd EDITION

PREPARED AND DISTRIBUTED BY  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

## **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 SURVEY (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	M BRG	DIST	OUTCL	OFFCL	MEASURED FROM SOUTH GEODETTIC 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

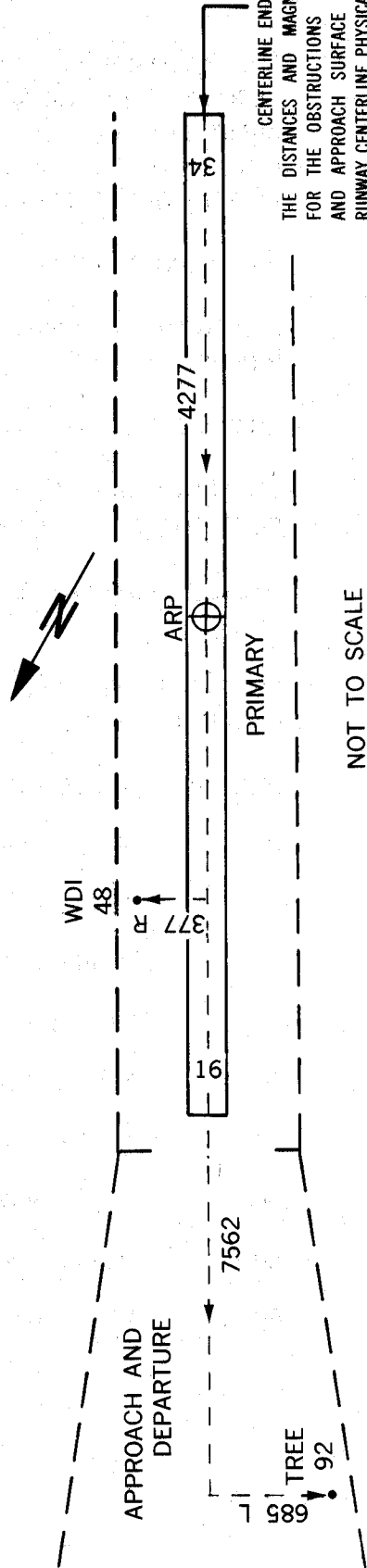
MAGNETIC BEARING  
 DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED  
 DISTANCE LEFT OR RIGHT OF CENTERLINE

\*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 4    CONDITION BV    LAT 56 47 57.420N LONG 132 57 27.740W GEODETIC AZIMUTH 250 44 32

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
126	1A WINDSOCK	56 48 0.546N	132 56 58.215W	50 59	1674	1657	243R
126	1A TREE	56 48 4.582N	132 56 39.265W	46 49	2795	2788	204R
103	1A BUSH	56 48 19.384N	132 55 44.930W	40 37	6143	6139	218L

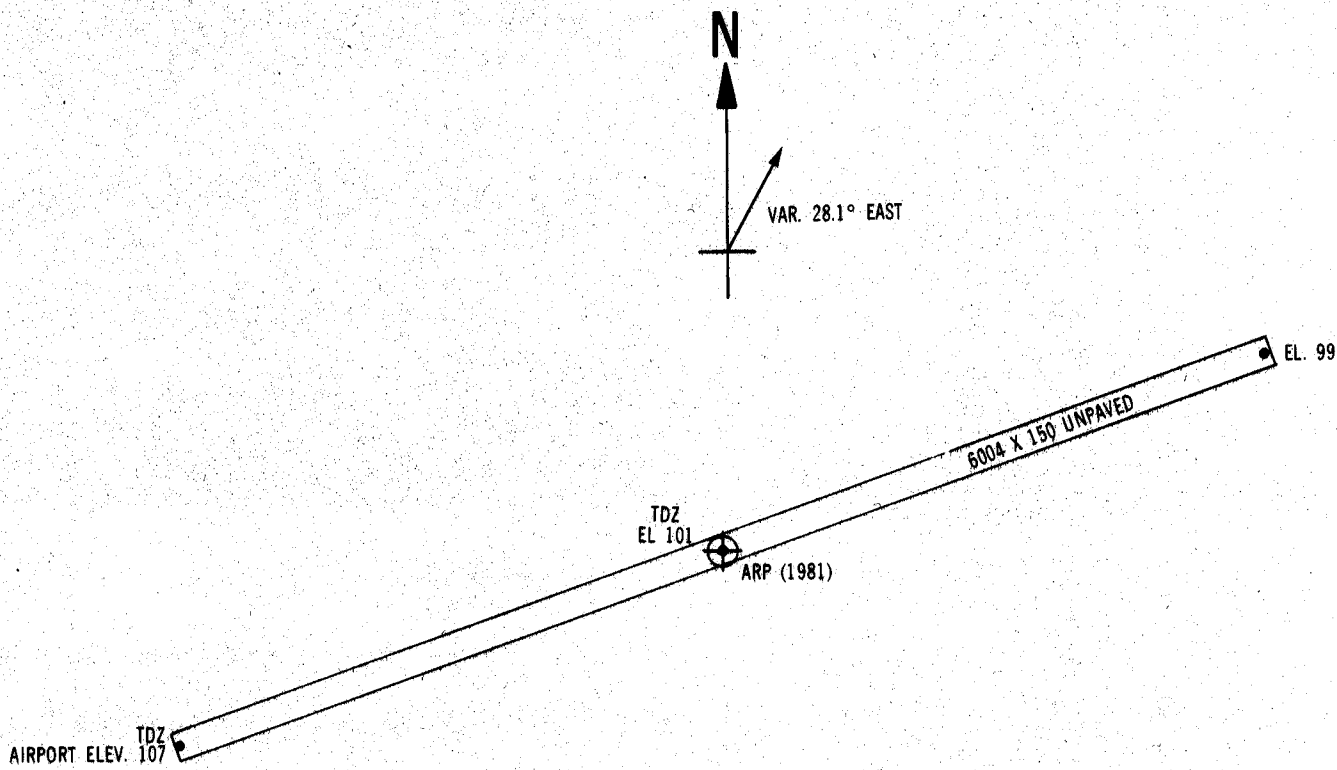
RUNWAY 22    CONDITION BV    LAT 56 48 16.920N LONG 132 55 45.939W GEODETIC AZIMUTH 70 45 57

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
126	1A TREE	56 48 4.582N	132 56 39.265W	219 2	3222	3216	204L
126	1A WINDSOCK	56 48 0.546N	132 56 58.215W	219 28	4354	4347	243L
118	1A TREE	56 47 54.607N	132 57 27.607W	220 7	6097	6091	272L
113	1A BUSH	56 47 54.556N	132 57 29.582W	220 27	6201	6197	241L

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LAT 56 48 7.173N LONG 132 56 36.843W GEODETIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
185	1A TREE	56 48 14.892N	132 56 33.530W	345 9	805
210	1A TREE	56 48 0.807N	132 56 17.546W	92 55	1254
192	1A TREE	56 48 10.673N	132 56 59.305W	257 45	1300
235	1A TREE	56 47 54.862N	132 56 46.832W	175 54	1368
244	1A TREE	56 47 54.563N	132 56 50.764W	183 6	1496
179	1A TREE	56 48 17.634N	132 56 17.412W	17 26	1516
286	1A OL ON TOWER	56 48 2.023N	132 55 47.563W	72 41	2793
188	1A TREE	56 47 49.136N	132 57 21.449W	205 31	3086
277	1B TREE	56 47 30.095N	132 57 28.749W	189 26	4745
1105	2C TREE	56 47 22.452N	132 55 42.008W	117 58	5470
288	1B TREE	56 48 2.850N	132 54 49.100W	66 4	6015
1477	2C TREE	56 47 10.223N	132 55 57.917W	131 20	6173
381	1B TREE	56 47 46.078N	132 54 40.161W	80 7	6841
302	1B TREE	56 47 53.785N	132 54 34.915W	73 12	6924
1202	2C TREE	56 46 59.386N	132 56 57.009W	161 10	6970
1727	2C TREE	56 46 54.135N	132 56 22.769W	145 52	7454
1126	2C TREE	56 47 22.183N	132 54 12.255W	91 26	9256



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PETERSBURG, ALASKA  
(NOT TO SCALE)