

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

GAMBELL AIRPORT

GAMBELL, ALASKA

ODS 6687

1st EDITION

OC 6687  
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.

## 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

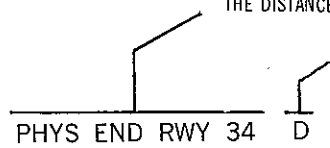
A(NP) Utility runway with nonprecision instrument approach. 20:1 Slope

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



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

ELEVATION ACCURACY DESCRIPTION

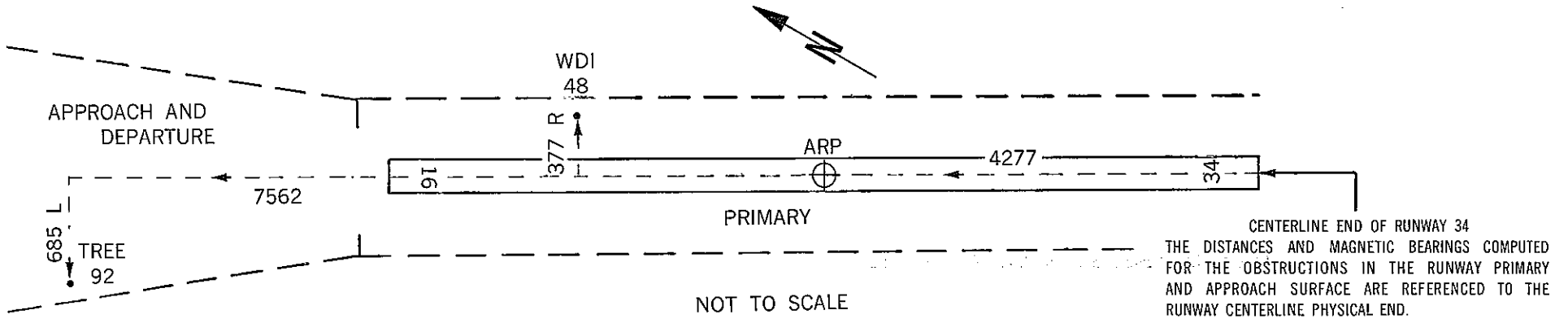
MAGNETIC BEARING      DISTANCE  
 DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED  
 DISTANCE LEFT OR RIGHT OF CENTERLINE

\*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



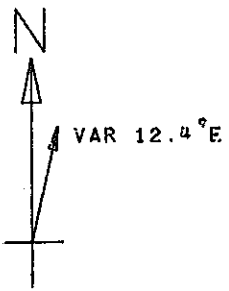
RUNWAY 16 CONDITION BV LAT 63 46 23.393N LONG 171 44 7.807W GEODETIC AZIMUTH 352 3 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
30	1A	METAL MAT	63 46 11.185N	171 44 7.223W	166	23	1240	1232	146R
28	1A	METAL MAT	63 46 5.986N	171 44 5.188W	163	47	1772	1768	128R
27	1A	GROUND	63 45 59.486N	171 44 3.550W	163	6	2436	2432	146R
27	1A	GROUND	63 45 39.412N	171 43 56.781W	161	16	4496	4494	127R
27	1A	GROUND	63 45 37.332N	171 43 54.829W	160	29	4716	4715	69R

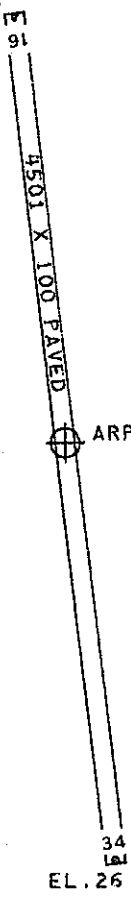
RUNWAY 34 CONDITION BV LAT 63 45 39.517N LONG 171 43 53.966W GEODETIC AZIMUTH 172 3 12

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
27	1A	GROUND	63 45 39.412N	171 43 56.781W	252	46	127	7	127L
27	1A	GROUND	63 45 59.486N	171 44 3.550W	335	36	2074	2069	146L
28	1A	METAL MAT	63 46 5.986N	171 44 5.188W	336	58	2736	2733	128L
30	1A	METAL MAT	63 46 11.185N	171 44 7.223W	337	6	3272	3269	146L
28	1A	GROUND	63 46 23.229N	171 44 10.949W	337	51	4506	4504	142L
42	1A	WSK AT AIR BCN	63 46 23.958N	171 44 3.971W	341	55	4537	4534	179R
30	1A	CRATE	63 46 25.855N	171 44 6.350W	340	51	4740	4739	99R

ARP 1983			LAT 63 46 1.455N LONG 171 44 0.885W				GEODETTIC AZIMUTH 0 0 0				
ELEV	A	OBJECT	LAT		LONG	M	BRG	DIST			
232	1B	ROCK	63	45	55.240N	171	42	42.423W	87	44	3584
614	1B	ROCK	63	45	51.281N	171	42	31.709W	92	3	4141
552	2C	ROCK	63	46	5.732N	171	42	9.379W	72	38	5033
487	1B	ROCK	63	45	36.982N	171	42	17.128W	105	38	5287
599	2C	ROCK	63	46	19.132N	171	41	35.102W	62	16	6796
618	2C	ROCK	63	46	30.527N	171	41	35.995W	53	12	7153
258	2C	ROCK	63	45	12.639N	171	42	0.768W	120	8	7334
608	2C	ROCK	63	46	49.556N	171	41	15.532W	44	16	8896



ARPT ELEV. 27 FT.



ARP (1983)

TOUCHDOWN ZONE	
RUNWAY ELEVATION	
16	27
34	26

GAMBELL AIRPORT  
GAMBELL, ALASKA  
(NOT TO SCALE)