

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

SAVOONGA AIRPORT

SAVOONGA, ALASKA

ODS 6772

1st EDITION

OC 6772
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

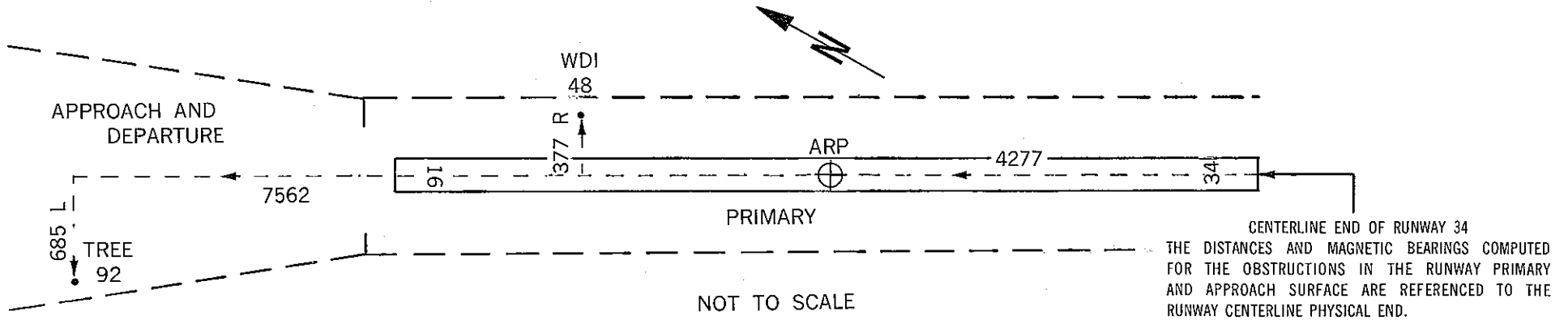
PHYS END RWY 34	D	LAT 38 30 22.066N	LONG 121 29 34.116W	MEASURED FROM SOUTH	GEODETIC AZIMUTH	168 05 12		
ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L
ELEVATION	ACCURACY	DESCRIPTION			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 6 CONDITION BV LAT 63 41 1.264N LONG 170 30 20.335W GEODETIC AZIMUTH 239 34 15

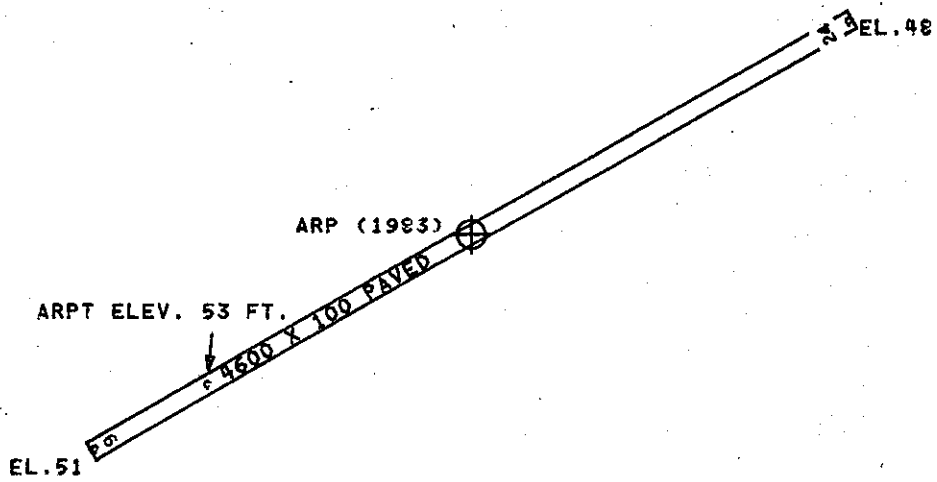
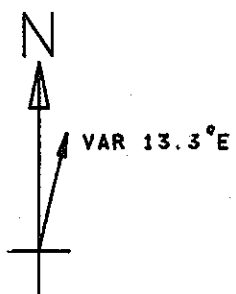
ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
65	1A ROAD (N)	63 40 59.091N	170 30 17.443W	136 7	256	1	256R
65	1A ROAD (N)	63 41 2.160N	170 30 12.374W	62 28	370	356	103R
61	1A ANT AT VAS1	63 41 6.805N	170 30 4.425W	38 35	912	904	122L
68	1A LTD WINDSOCK	63 41 14.569N	170 29 18.269W	50 55	3108	3098	252R
64	1A ROAD (N)	63 41 24.574N	170 28 59.461W	43 42	4348	4344	196L
62	1A ROAD (N)	63 41 24.276N	170 28 51.930W	46 18	4621	4621	2R

RUNWAY 24 CONDITION BV LAT 63 41 24.191N LONG 170 28 52.358W GEODETIC AZIMUTH 62 54 13

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
64	1A ROAD (N)	63 41 24.574N	170 28 59.461W	263 37	323	267	180R
68	1A LTD WINDSOCK	63 41 14.569N	170 29 18.269W	216 47	1523	1485	338L
61	1A ANT AT VAS1	63 41 6.805N	170 30 4.425W	228 11	3699	3698	92L
65	1A ROAD (N)	63 41 2.160N	170 30 12.374W	224 54	4246	4232	348L
65	1A ROAD (N)	63 40 59.091N	170 30 17.443W	223 6	4607	4577	522L
66	1A ROAD (N)	63 41 1.039N	170 30 20.955W	226 13	4636	4628	273L
56	1A GROUND	63 40 57.947N	170 30 22.008W	223 18	4843	4814	531L

ARP 1983 LAT 63 41 12.730N LONG 170 29 0.869W GEODETIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
64	1A POLE	63 41 25.162N	170 29 1.093W	346 15	1263
58	1A ROD ON TRNSFMR	63 41 26.766N	170 28 56.256W	355 0	1441
223	1B GROUND	63 40 33.711N	170 28 38.884W	152 39	4086



TOUCHDOWN ZONE RUNWAY ELEVATION	
6	53
24	52

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(NOT TO SCALE)