

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

BIG SPRING MCMAHON-WRINKLE AIRPORT

BIG SPRING, TEXAS

ODS 47

2nd EDITION

OC 47
SURVEYED FEBRUARY 1985
5th 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.

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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.

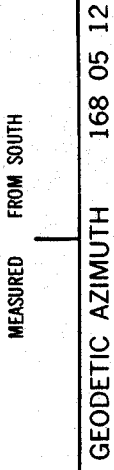
RUNWAY SURVEYING CRITERIA.

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

ELEV** A** OBJECT***

0048 1A WDI
0092 1A TREE

38 31 04.201
38 31 33.811

LAT LONG M BRG

121 29 40.588 354 7
121 30 02.190 343 55

DIST OUTCL OFFCL

4293 4277 377R
7593 7562 685L

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

DISTANCE LEFT OR RIGHT OF CENTERLINE

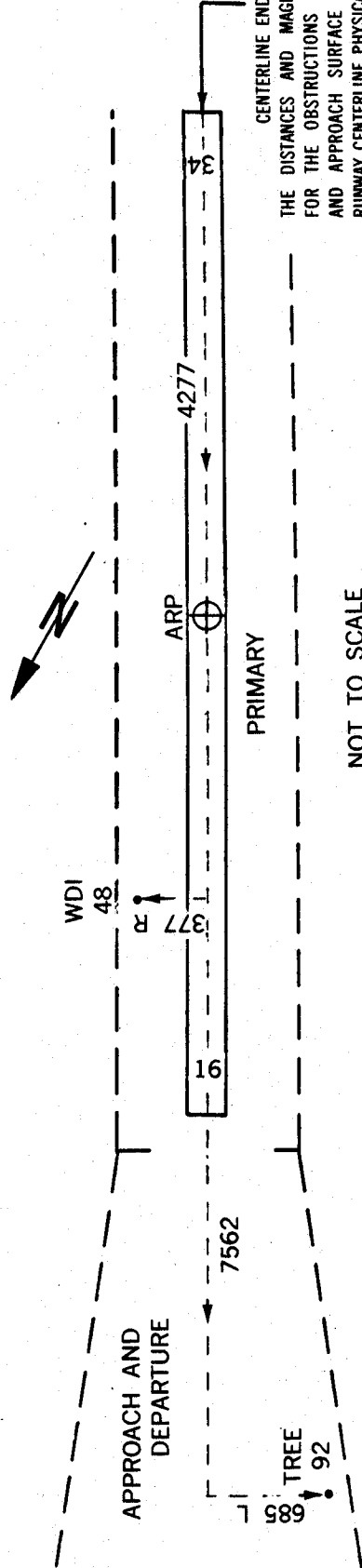
*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** 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



THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

NOT TO SCALE

RUNWAY 32 CONDITION AV LAT 32 13 6.760N LONG 101 30 47.436W GEODETIC AZIMUTH 143 32 1
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 35R CONDITION C LAT 32 12 9.081N LONG 101 31 17.017W GEODETIC AZIMUTH 181 53 18
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

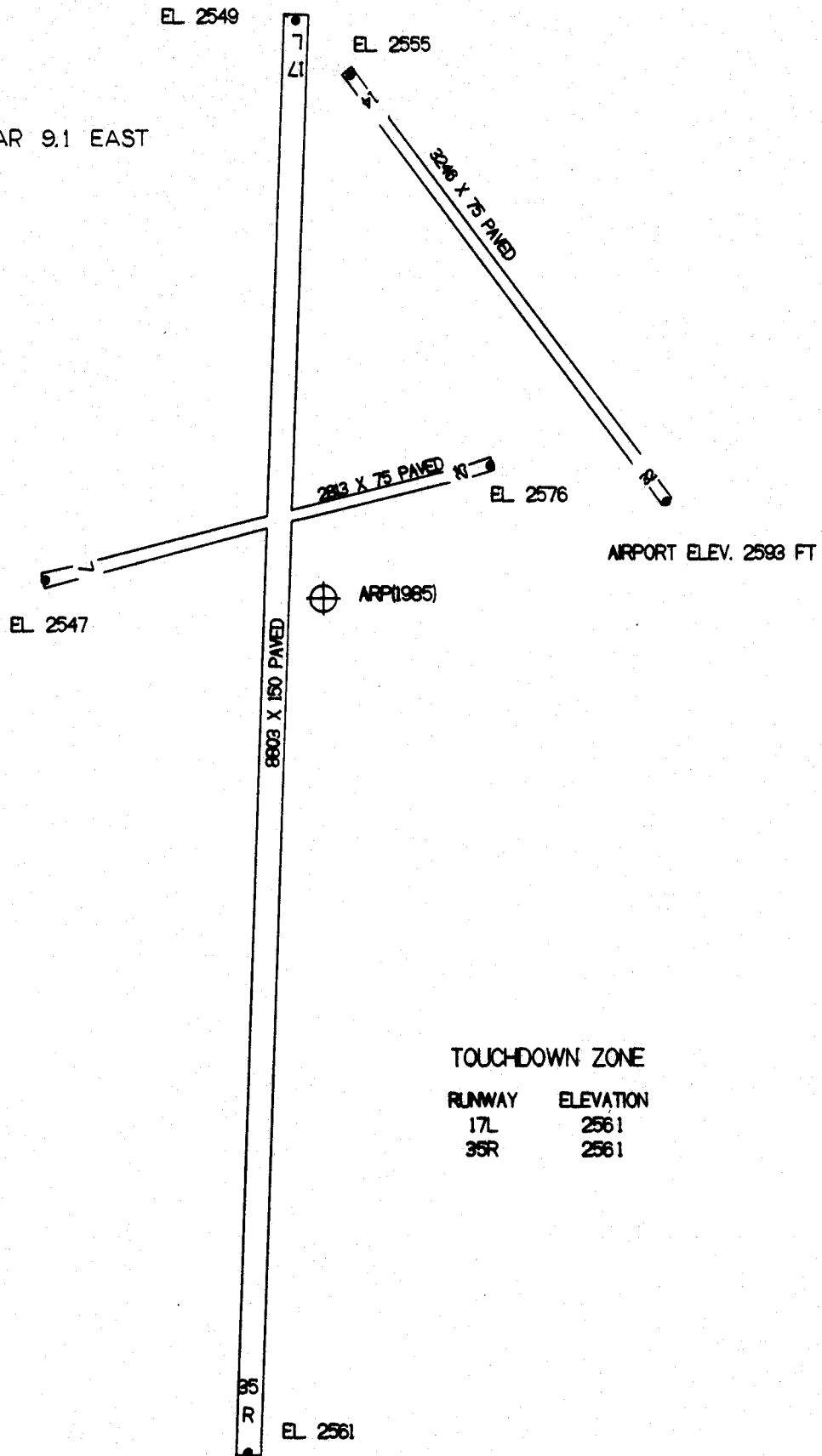
RUNWAY 17L CONDITION C LAT 32 13 36.129N LONG 101 31 13.641W GEODETIC AZIMUTH 1 53 19
ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

ARP 1985		LAT 32 13 0.953N LONG 101 31 11.739W GEODETIC AZIMUTH 0 0 0			
ELEV	A OBJECT	LAT	LONG	M BRG	DIST
2762	1A BUSH	32 13 15.921N	101 30 4.242W	66 16	5993
2770	1A POLE	32 13 16.202N	101 30 1.506W	66 34	6228
2753	1B TREE	32 13 14.056N	101 29 57.788W	69 7	6490
2759	1B POLE	32 13 20.678N	101 29 58.861W	63 14	6571
2765	1B BUSH	32 13 28.320N	101 30 0.303W	56 38	6731
2783	1B POLE	32 13 24.010N	101 29 57.698W	60 47	6774
2753	1B TREE	32 13 17.289N	101 29 52.494W	67 16	7005
2821	1B ANT ON POLE	32 13 32.753N	101 29 51.640W	55 52	7595
2819	1B BUSH	32 13 43.263N	101 29 35.473W	53 33	9310
2795	1B POLE	32 13 30.953N	101 29 27.109W	62 15	9486
2842	1B ANTENNA	32 13 49.738N	101 29 28.770W	51 46	10127
2826	1B POLE	32 13 54.866N	101 29 25.913W	49 58	10599
2814	1B TREE	32 13 59.469N	101 29 22.638W	48 39	11082



VAR 9.1 EAST



TOUCH-DOWN ZONE

RUNWAY	ELEVATION
17L	2561
35R	2561

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(NOT TO SCALE)