

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

LONDON - CORBIN AIRPORT - MAGEE FIELD

LONDON, KENTUCKY

ODS: 720

1st EDITION

OC 720
SURVEYED NOVEMBER 1982
6th 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).

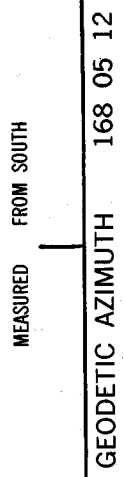
POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

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



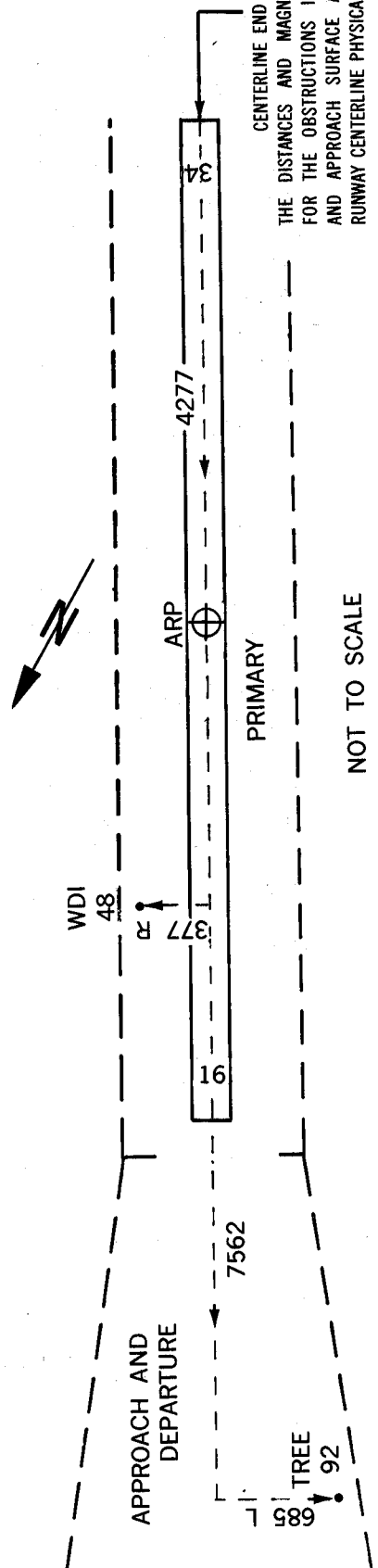
LAT 38 30 22.066N LONG 121 29 34.116W GEODETIC AZIMUTH 168 05 12

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

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

** ACCURACY IS CODED AS FOLLOWS
 HORIZONTAL (FT) VERTICAL (FT)
 1 = 15 A = 2
 2 = 40 B = 5
 C = 20

*ALL DISTANCES AND ELEVATIONS ARE IN FEET



CENTERLINE END OF RUNWAY 34
 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 23 CONDITION PIR LAT 37 5 31.949N LONG 84 4 7.362W GEODETIC AZIMUTH 52 19 10

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1211	1A	TREE	37 5 34.060N	84 4 10.661W	310 37	342	81	332R
1211	1A	POLE	37 5 31.918N	84 4 14.375W	271 41	568	452	345R
1194	1A	PARKED A/C	37 5 25.466N	84 4 23.861W	245 52	1489	1459	298R
1242	1A	ANT ON TOWER	37 5 24.368N	84 4 28.799W	248 11	1899	1843	455R
1200	1A	PARKED A/C	37 5 21.253N	84 4 29.029W	240 22	2062	2051	217R
1212	1A	OL ANEMOMETER	37 5 16.580N	84 4 24.304W	223 27	2074	2037	391L
1221	1A	TREE	37 5 15.390N	84 4 25.926W	223 56	2251	2214	406L
1219	1A	OL WINDSOCK	37 5 21.283N	84 4 32.052W	243 40	2273	2243	369R
1225	1A	TREE	37 5 20.173N	84 4 34.316W	243 24	2488	2456	392R
1259	1A	TREE	37 5 8.182N	84 4 37.094W	227 4	3403	3376	430L
1242	1A	TREE	37 5 12.863N	84 4 44.534W	239 21	3577	3564	314R
1248	1A	TREE	37 5 2.640N	84 4 46.994W	229 18	4370	4353	383L
1251	1A	TREE	37 5 6.282N	84 4 57.006W	239 10	4787	4770	405R
1262	1A	TREE	37 4 57.619N	84 4 53.078W	228 51	5077	5054	483L
1256	1A	TREE	37 5 3.736N	84 5 1.115W	238 46	5207	5191	404R
1247	1A	TREE	37 4 54.334N	84 5 0.917W	230 46	5771	5760	358L
1254	1A	TREE	37 4 58.009N	84 5 9.054W	237 32	6064	6054	339R
1242	1A	TREE	37 4 52.646N	84 5 4.628W	231 25	6110	6102	309L
1213	1A	GROUND	37 4 54.397N	84 5 7.974W	234 17	6209	6209	3L
1258	1A	TREE	37 4 50.431N	84 5 4.232W	229 40	6234	6214	506L
1273	1A	TREE	37 4 49.382N	84 5 6.878W	230 15	6465	6448	459L
1250	1A	POLE	37 4 49.632N	84 5 7.900W	230 54	6510	6498	388L
1264	1A	TREE	37 4 55.542N	84 5 16.407W	238 39	6698	6678	506R
1270	1A	TREE	37 4 44.097N	84 5 13.900W	230 6	7245	7225	534L
1239	1A	TREE	37 4 48.800N	84 5 19.058W	235 6	7266	7265	98R
1256	1A	TREE	37 4 46.210N	84 5 19.182W	233 32	7434	7433	103L
1260	1A	TREE	37 4 42.791N	84 5 19.619W	231 40	7681	7673	355L

RUNWAY 5 CONDITION DC LAT 37 4 55.673N LONG 84 5 5.975W GEODETIC AZIMUTH 232 18 34

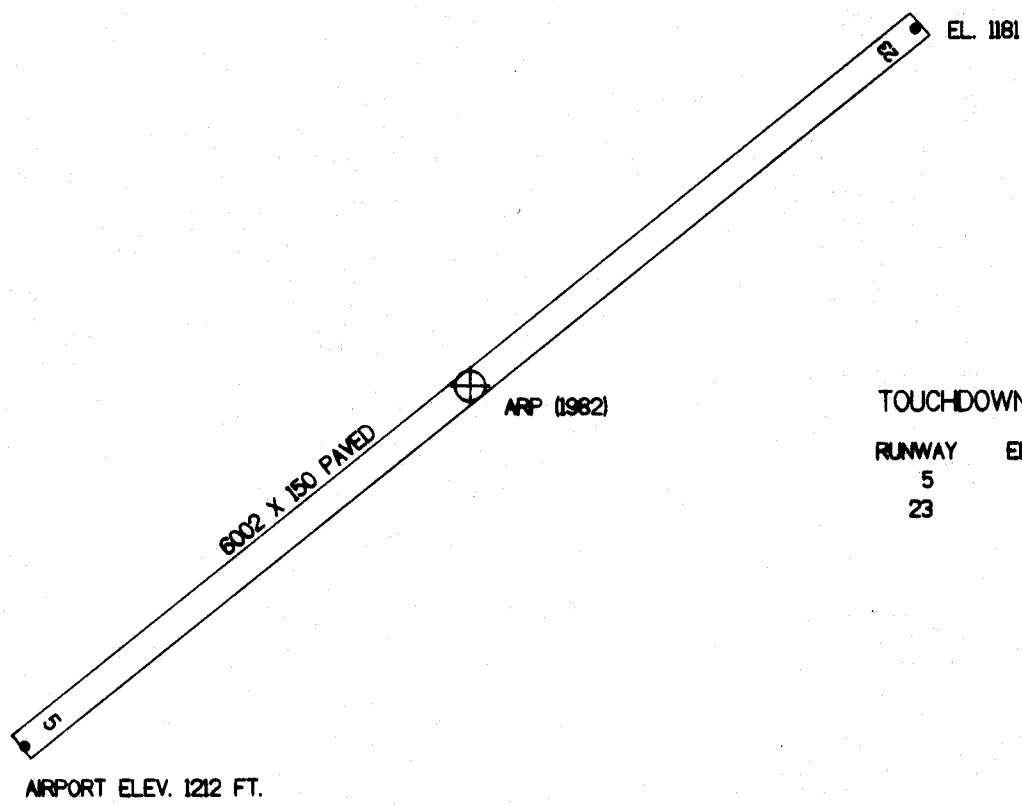
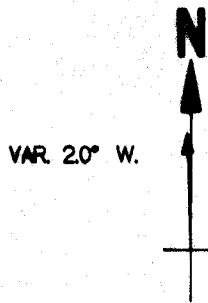
ELEV	A	OBJECT		LAT		LONG	M	BRG	DIST	OUTCL	OFFCL
1247	1A	TREE	37	4	54.334N	84	5	0.917W	432	242	358R
1256	1A	TREE	37	5	3.736N	84	5	1.115W	906	810	405L
1262	1A	TREE	37	4	57.619N	84	4	53.078W	1063	947	483R
1251	1A	TREE	37	5	6.282N	84	4	57.006W	1296	1231	405L
1248	1A	TREE	37	5	2.640N	84	4	46.994W	1692	1648	383R
1242	1A	TREE	37	5	12.863N	84	4	44.534W	2458	2438	314L
1259	1A	TREE	37	5	8.182N	84	4	37.094W	2660	2625	430R
1225	1A	TREE	37	5	20.173N	84	4	34.316W	3567	3545	393L
1219	1A	OL WINDSOCK	37	5	21.283N	84	4	32.052W	3777	3759	369L
1221	1A	TREE	37	5	15.390N	84	4	25.926W	3809	3787	406K
1200	1A	PARKED A/C	37	5	21.253N	84	4	29.029W	3957	3951	217L
1212	1A	OL ANEMOMETER	37	5	16.580N	84	4	24.304W	3984	3965	391R
1242	1A	ANT ON TOWER	37	5	24.368N	84	4	28.799W	4183	4158	455L
1194	1A	PARKED A/C	37	5	25.466N	84	4	23.861W	4552	4543	298L
1211	1A	POLE	37	5	31.918N	84	4	14.375W	5561	5550	345L
1211	1A	TREE	37	5	34.060N	84	4	10.661W	5930	5920	332L
1184	1A	BUSH	37	5	33.147N	84	4	6.829W	6110	6110	70L
1211	1A	TREE	37	5	36.179N	84	4	8.762W	6187	6173	408L
1199	1A	TREE	37	5	37.828N	84	4	8.321W	6325	6303	518L
1192	1A	TREE	37	5	31.704N	84	3	58.347W	6581	6564	466R
1208	1A	POLE	37	5	38.925N	84	4	2.676W	6741	6733	326L
1209	1A	OL POLE	37	5	38.383N	84	3	57.324W	7043	7043	18L
1207	1A	FLAGPOLE	37	5	34.038N	84	3	53.164W	7061	7041	536R
1209	1A	POLE	37	5	37.587N	84	3	55.798W	7093	7092	121R
1227	1A	TREE	37	5	42.637N	84	3	58.436W	7246	7235	413L
1235	1A	TREE	37	5	40.196N	84	3	55.672W	7261	7261	81L
1226	1A	TREE	37	5	37.875N	84	3	53.328W	7271	7268	221R
1213	1A	POLE	37	5	43.905N	84	3	59.157W	7288	7267	551L
1247	1A	TREE	37	5	37.367N	84	3	49.469W	7497	7484	452R
1255	1A	TREE	37	5	36.440N	84	3	47.339W	7589	7563	632R
1248	1A	TREE	37	5	48.066N	84	3	53.124W	7932	7911	585L
1411	1A	TREE	37	6	22.092N	84	2	55.463W	13719	13711	454L

RUNWAY 5 CONDITION DC LAT 37 4 55.673N LONG 84 5 5.975W GEODETIC AZIMUTH 232 18 34

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1605	1A TREE	37 6 39.282N	84 2 47.047W	49 2	15379	15313	1413L
1613	1A OL POLE	37 6 19.218N	84 2 16.098W	60 26	16151	16058	1725R
1634	1A TREE	37 6 19.762N	84 2 16.021W	60 17	16185	16097	1685R

ARP 1982 LAT 37 5 13.812N LONG 84 4 36.670W GEODETIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
1275	1A TREE	37 5 18.447N	84 4 41.198W	323 57	595
1232	1A TREE	37 5 11.695N	84 4 26.501W	106 34	851
1284	1A TREE	37 5 27.720N	84 4 32.696W	14 54	1443
1264	1A TREE	37 5 10.662N	84 4 54.083W	259 17	1446
1257	1A TREE	37 4 59.703N	84 4 46.504W	211 11	1634
1255	1A TREE	37 5 31.950N	84 4 20.964W	36 45	2233
1279	1A TREE	37 5 3.088N	84 5 5.560W	247 9	2580
1267	1A TREE	37 4 52.618N	84 4 59.212W	222 26	2816
1218	1A TREE	37 5 36.386N	84 4 11.624W	43 38	3055
1235	1A TREE	37 5 39.752N	84 4 7.361W	44 9	3539
1262	1A TREE	37 4 58.253N	84 5 16.985W	246 17	3626
1264	1A TREE	37 5 43.208N	84 4 3.356W	44 14	4016
1383	1B TREE	37 6 52.215N	84 4 42.775W	359 9	9965
1381	1B TREE	37 5 38.993N	84 2 36.779W	77 18	10043
1388	1B TREE	37 6 58.829N	84 3 57.070W	18 48	11095
1430	1B TREE	37 6 0.422N	84 2 22.909W	68 29	11819
1440	1B TREE	37 5 57.171N	84 2 20.447W	70 19	11876
1395	1B TREE	37 6 50.064N	84 3 10.869W	37 31	11962
1400	1B TANK	37 7 11.514N	84 4 0.494W	15 50	12260
1476	1B TREE	37 6 9.336N	84 2 19.401W	65 12	12459
1523	2C ANTENNA	37 6 42.290N	84 2 15.902W	53 52	14496
1541	2C TREE	37 6 44.138N	84 2 5.166W	55 20	15301



TOUCHDOWN ZONE

RUNWAY	ELEVATION
5	1212
23	1194

LONDON-CORBIN AIRPORT-MAGEE FIELD
LONDON, KENTUCKY
(NOT TO SCALE)