

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

WAYCROSS-WARE COUNTY AIRPORT

WAYCROSS, GEORGIA

ODS 994

1st EDITION

OC 994
SURVEYED APRIL 1984
7th 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

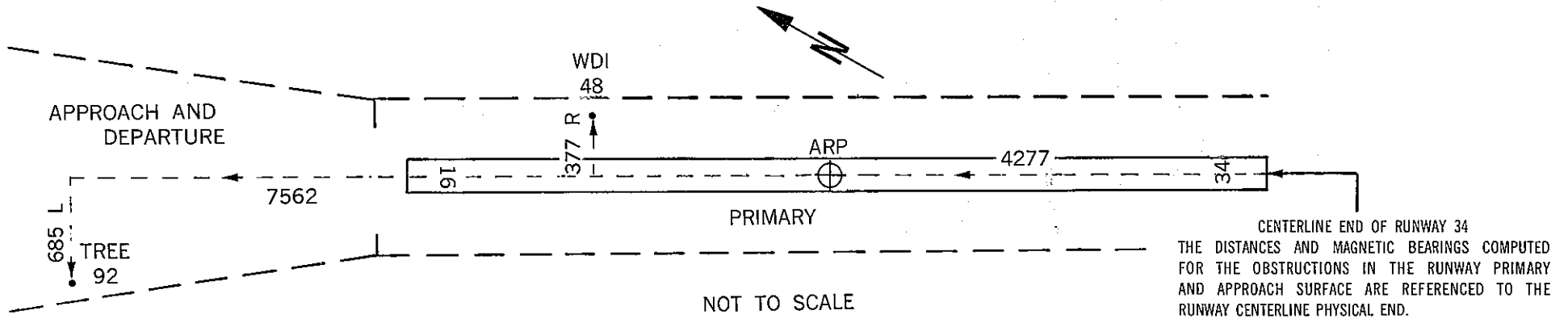
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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 4 CONDITION BV LAT 31 14 34.829N LONG 82 23 59.794W GEODETIC AZIMUTH 222 18 27
 ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 22 CONDITION BV LAT 31 15 11.681N LONG 82 23 20.752W GEODETIC AZIMUTH 42 18 47
 ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 13 CONDITION BV LAT 31 15 20.972N LONG 82 24 1.051W GEODETIC AZIMUTH 308 18 27
 ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

146 1A TREE	31 14 50.497N	82 23 14.454W	129 23	5084	5083	92L
170 1A CRANE	31 14 50.953N	82 23 12.151W	127 39	5217	5211	252L
164 1A TREE	31 14 45.393N	82 23 13.727W	133 17	5459	5452	274R
202 1A TREE	31 14 43.217N	82 23 9.225W	132 23	5899	5895	204R
218 1A TREE	31 14 42.348N	82 22 56.605W	127 0	6821	6809	406L

0307 RUNWAY 31 CONDITION BV LAT 31 14 50.223N LONG 82 23 15.752W GEODETIC AZIMUTH 128 18 51

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
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*** NO OBSTRUCTIONS ***

0307 RUNWAY 18 CONDITION BV LAT 31 15 16.979N LONG 82 23 54.672W GEODETIC AZIMUTH 359 14 47

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
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*** NO OBSTRUCTIONS ***

0307 RUNWAY 36 CONDITION C LAT 31 14 27.081N LONG 82 23 53.908W GEODETIC AZIMUTH 179 14 47

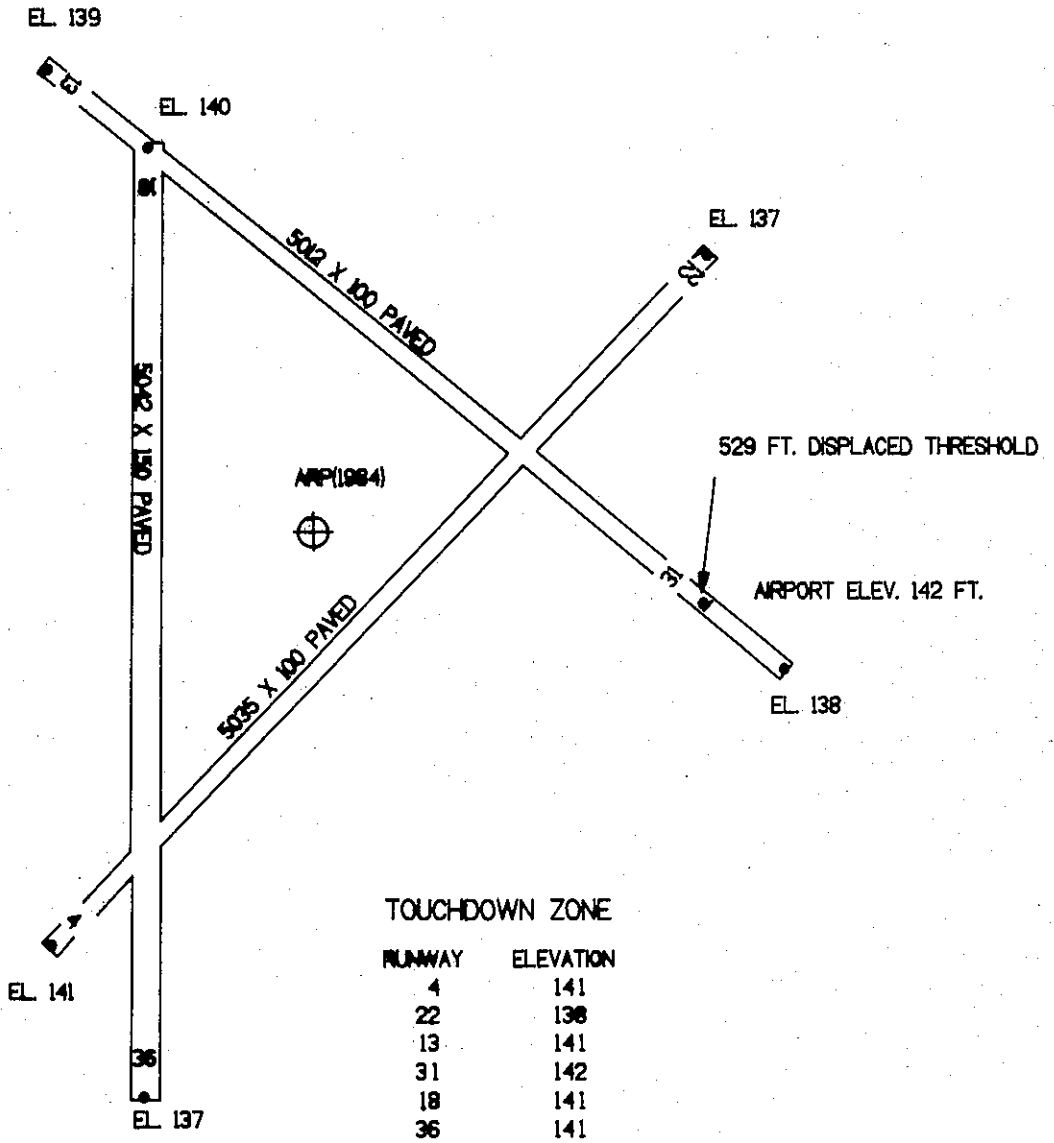
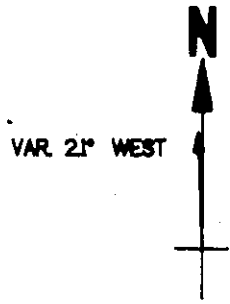
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
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191	1A	TREE	31 15 36.017N	82 23 50.176W	4	46	6973	6960	416R
230	1A	TREE	31 15 46.088N	82 23 47.635W	6	0	8002	7975	649R

ARP 1984

LAT 31 14 56.946N LONG 82 23 44.335W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
160	1A	OL ON LTD WSK	31 15 0.234N	82 23 50.520W	303	51	631
199	1A	TREE	31 15 12.397N	82 23 29.821W	41	0	2006
200	1A	TREE	31 14 46.776N	82 23 20.982W	118	58	2273
208	1A	TREE	31 15 17.127N	82 23 24.479W	42	18	2670
182	1A	TREE	31 14 44.304N	82 23 13.900W	117	54	2935
239	1A	TREE	31 14 26.658N	82 23 45.016W	183	12	3061
215	1A	TREE	31 14 24.729N	82 23 47.733W	187	17	3269
222	1A	TREE	31 14 23.344N	82 23 47.721W	187	3	3408
198	1A	TREE	31 14 48.718N	82 23 6.106W	106	10	3421
183	1A	TREE	31 14 25.151N	82 24 0.478W	205	40	3505
211	1A	TREE	31 14 46.957N	82 23 4.114W	108	13	3635
208	1A	TREE	31 14 23.014N	82 24 0.270W	204	5	3697
198	1A	TREE	31 15 35.354N	82 23 48.875W	356	18	3901
220	1A	TREE	31 14 17.434N	82 24 0.049W	200	58	4219
404	2A	OL ON RADIO MST	31 12 50.915N	82 22 46.374W	160	32	13693



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 WAYCROSS, GEORGIA
 (NOT TO SCALE)