

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

COLD BAY AIRPORT

COLD BAY, ALASKA

ODS 1241

1st EDITION

OC 1241

SURVEYED JUNE 1984

4th 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

RUNWAY 8 CONDITION BV LAT 55 11 59.444N LONG 162 43 31.441W GEODETIC AZIMUTH 274 46 46

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
92	1A VASI	55 12 1.214N	162 43 14.451W	62 47	1002	968	261L
99	1A GROUND	55 11 59.842N	162 42 45.879W	72 13	2644	2632	261L
101	1A GROUND	55 11 57.687N	162 42 14.182W	75 22	4487	4483	197L

RUNWAY 26 CONDITION BV LAT 55 11 55.226N LONG 162 42 3.419W GEODETIC AZIMUTH 94 47 58

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
101	1A GROUND	55 11 57.687N	162 42 14.182W	274 53	-673	643	197R
99	1A GROUND	55 11 59.842N	162 42 45.879W	263 52	2508	2495	261R
92	1A VASI	55 12 1.214N	162 43 14.451W	261 30	4167	4159	261R
99	1A ROAD (N)	55 11 57.156N	162 43 37.332W	255 10	5454	5447	260L
97	1A ROAD (N)	55 11 59.822N	162 43 37.999W	257 58	5509	5509	6R

ARP 1984 LAT 55 12 23.253N LONG 162 43 20.084W GEODETIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
94	1A GROUND	55 12 38.529N	162 43 27.952W	326 41	1616
147	1A OL ON APT BCN	55 12 6.587N	162 43 1.526W	130 36	2005
93	1A GROUND	55 12 2.408N	162 43 32.051W	181 17	2226
935	2C GROUND	55 11 35.753N	162 47 12.931W	233 30	14346

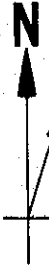
RUNWAY 14 CONDITION D LAT 55 13 23.715N LONG 162 44 9.274W GEODETIC AZIMUTH 338 21 4

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
90	1A	OL ILSGS MONITR	55 13 18.294N	162 43 57.356W	111	36	883	766	440L
119	1A	OL ILS-GS ANT	55 13 15.921N	162 43 56.452W	119	51	1086	1009	400L
87	1A	GROUND	55 12 49.792N	162 43 37.572W	134	59	3902	3877	440L
85	1A	GROUND	55 12 34.272N	162 43 41.210W	145	7	5274	5263	337R
87	1A	GROUND	55 12 24.794N	162 43 20.551W	137	47	6613	6599	422L
90	1A	GROUND	55 12 7.365N	162 43 23.340W	144	7	8192	8183	380R
108	1A	OL WINDSOCK	55 12 4.053N	162 43 7.901W	139	19	8832	8826	329L
92	1A	VASI	55 12 1.214N	162 43 14.451W	142	17	8954	8953	131R
124	1A	OL ANEMOMETER	55 12 2.540N	162 43 6.199W	139	8	9012	9005	364L
93	1A	VASI	55 11 55.151N	162 43 10.057W	142	10	9620	9619	121R
107	1A	GROUND	55 11 52.776N	162 43 12.613W	143	29	9795	9789	347R
100	1A	GROUND	55 11 53.283N	162 43 0.342W	139	32	10009	10003	334L
102	1A	GROUND	55 11 49.529N	162 43 10.498W	143	27	10146	10140	355R
92	1A	GROUND	55 11 49.376N	162 42 58.198W	139	47	10422	10418	303L
106	1A	ANT ON BLDG	55 11 44.770N	162 42 56.166W	140	11	10898	10896	240L

RUNWAY 32 CONDITION PIR LAT 55 11 48.298N LONG 162 43 3.069W GEODETIC AZIMUTH 158 21 58

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
102	1A	GROUND	55 11 49.529N	162 43 10.498W	269	15	449	275	355L
100	1A	GROUND	55 11 53.283N	162 43 0.342W	0	28	530	412	334R
107	1A	GROUND	55 11 52.776N	162 43 12.613W	292	27	716	626	347L
93	1A	VASI	55 11 55.151N	162 43 10.057W	312	51	805	796	121L
124	1A	OL ANEMOMETER	55 12 2.540N	162 43 6.199W	335	56	1456	1410	364R
92	1A	VASI	55 12 1.214N	162 43 14.451W	316	21	1467	1462	131L
108	1A	OL WINDSOCK	55 12 4.053N	162 43 7.901W	333	9	1623	1589	329R
90	1A	GROUND	55 12 7.365N	162 43 23.340W	311	48	2264	2232	380L
87	1A	GROUND	55 12 24.794N	162 43 20.551W	327	47	3839	3816	422R
85	1A	GROUND	55 12 34.272N	162 43 41.210W	317	43	5163	5152	337L
87	1A	GROUND	55 12 49.792N	162 43 37.572W	325	19	6552	6538	440R
119	1A	OL ILS-GS ANT	55 13 15.921N	162 43 56.452W	323	54	9414	9406	399R
90	1A	OL ILSGS MONITR	55 13 18.294N	162 43 57.356W	324	4	9659	9649	440R

EL 70



VAR. 16.9° EAST

1045 X 150 PAVED

TOUCHDOWN ZONE

RUNWAY	ELEVATION
8	95
26	98
14	72
32	90



ARP(1984)

EL 86

AIRPORT ELEV. 98 FT.

5126 X 150 PAVED

EL 90

COLD BAY AIRPORT
COLD BAY, ALASKA
(NOT TO SCALE)