

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

NORTH PERRY AIRPORT

HOLLYWOOD, FLORIDA

ODS 5606

2nd EDITION

OC 5606

SURVEYED NOVEMBER 1985

5th 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

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ELEVATION

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ACCURACY

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DESCRIPTION

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MAGNETIC BEARING

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DISTANCE

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DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

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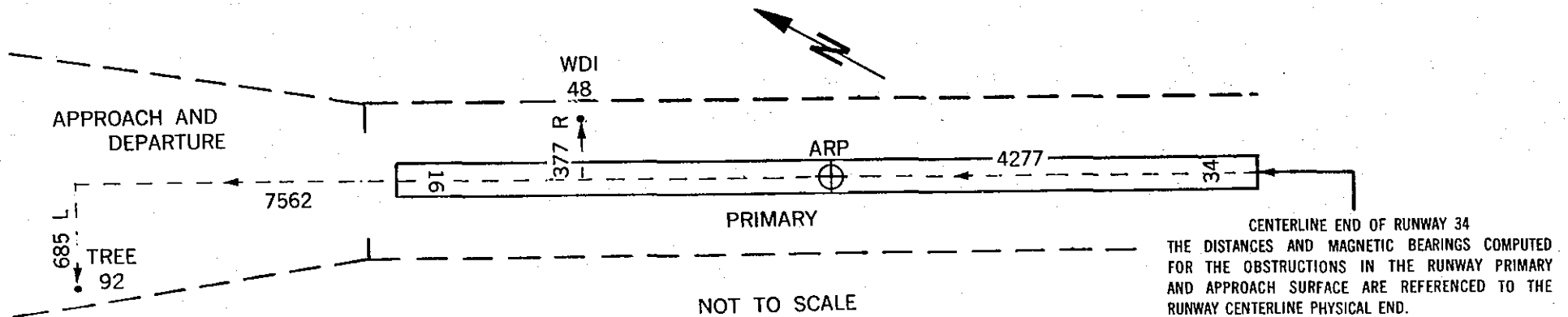
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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



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.

RUNWAY 9L CONDITION AV LAT 26 0 6.820N LONG 80 14 39.946W GEODETIC AZIMUTH 270 20 2

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 27R CONDITION AV LAT 26 0 6.643N LONG 80 14 6.521W GEODETIC AZIMUTH 90 20 17

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 9R CONDITION AV LAT 25 59 52.283N LONG 80 14 37.243W GEODETIC AZIMUTH 270 19 52

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 27L CONDITION AV LAT 25 59 52.110N LONG 80 14 4.369W GEODETIC AZIMUTH 90 20 7

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 36R CONDITION AV LAT 25 59 51.712N LONG 80 14 23.604W GEODETIC AZIMUTH 180 21 2

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 18L CONDITION AV LAT 26 0 22.070N LONG 80 14 23.398W GEODETIC AZIMUTH 0 21 2

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 36L CONDITION AV LAT 25 59 54.326N LONG 80 14 39.478W GEODETIC AZIMUTH 180 20 11

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 18R CONDITION AV LAT 26 0 24.044N LONG 80 14 39.285W GEODETIC AZIMUTH 0 20 11

ELEV A OBJECT LAT LONG M BRG DIST OUTCL OFFCL

*** NO OBSTRUCTIONS ***

ARP 1985

LAT 26 0 3.781N LONG 80 14 26.699W GEODETIC AZIMUTH 0 0 0

ELEV A OBJECT

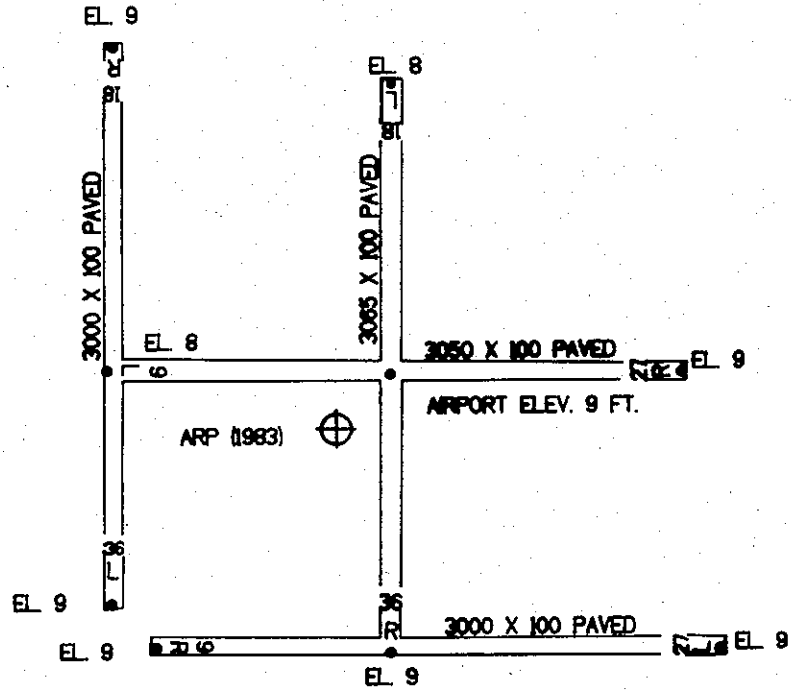
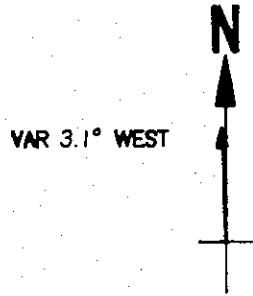
LAT

LONG

M BRG

DIST

84	1A	ANT ON OL C TR	25 59 46.612N	80 14 32.644W	200 29	1816
219	1B	ANT ON OL TANK	25 59 59.915N	80 15 15.057W	268 3	4429



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HOLLYWOOD, FLORIDA
(NOT TO SCALE)