FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

CALVERTON NAVAL WEAPONS INDUSTRIAL RESEARCH PLANT (PECONIC FIELD)

CALVERTON, NEW YORK

ODS 733

OC 733
SURVEYED OCTOBER 1984
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 ¾ mile.
	34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than
	¾ 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

MEASURED FROM SOUTH

PHYS END RWY 34 D 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

ELEVATION — ACCURACY — DESCRIPTION

MAGNETIC BEARING — DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

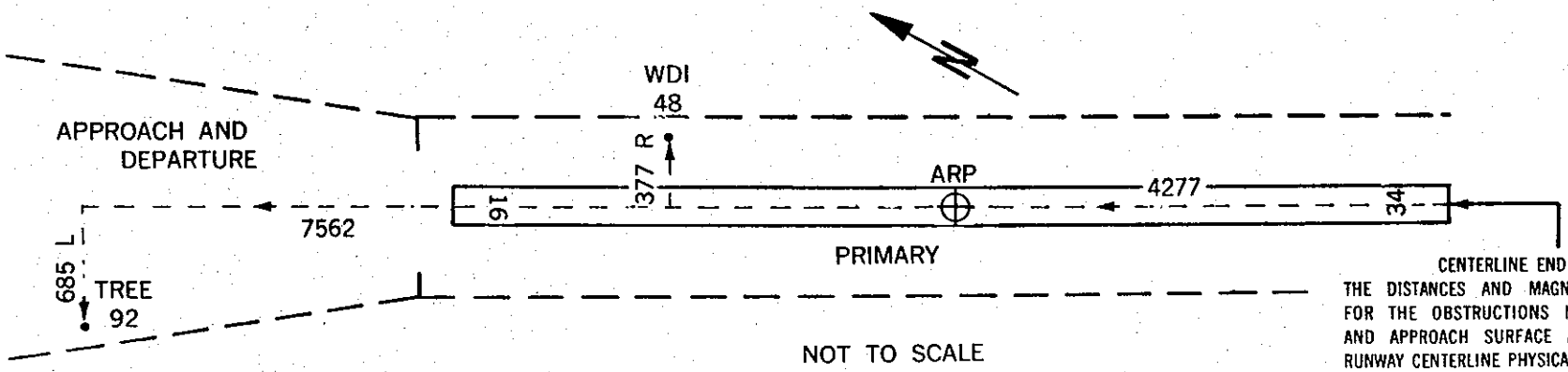
DISTANCE LEFT OR RIGHT OF CENTERLINE

*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



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 5 CONDITION BV LAT 40 54 27.395N LONG 72 48 57.996W GEODETIC AZIMUTH 215 17 25

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
79	1A	OPTIC LDG SYS	40 55 19.505N	72 48 7.692W		49 37	6537	6536	105R

RUNWAY 23 CONDITION BV LAT 40 55 23.853N LONG 72 48 5.312W GEODETIC AZIMUTH 35 18 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
79	1A	OPTIC LDG SYS	40 55 19.505N	72 48 7.692W		215 57	476	465	105L

RUNWAY 14 CONDITION C LAT 40 55 25.432N LONG 72 47 40.112W GEODETIC AZIMUTH 311 8 7

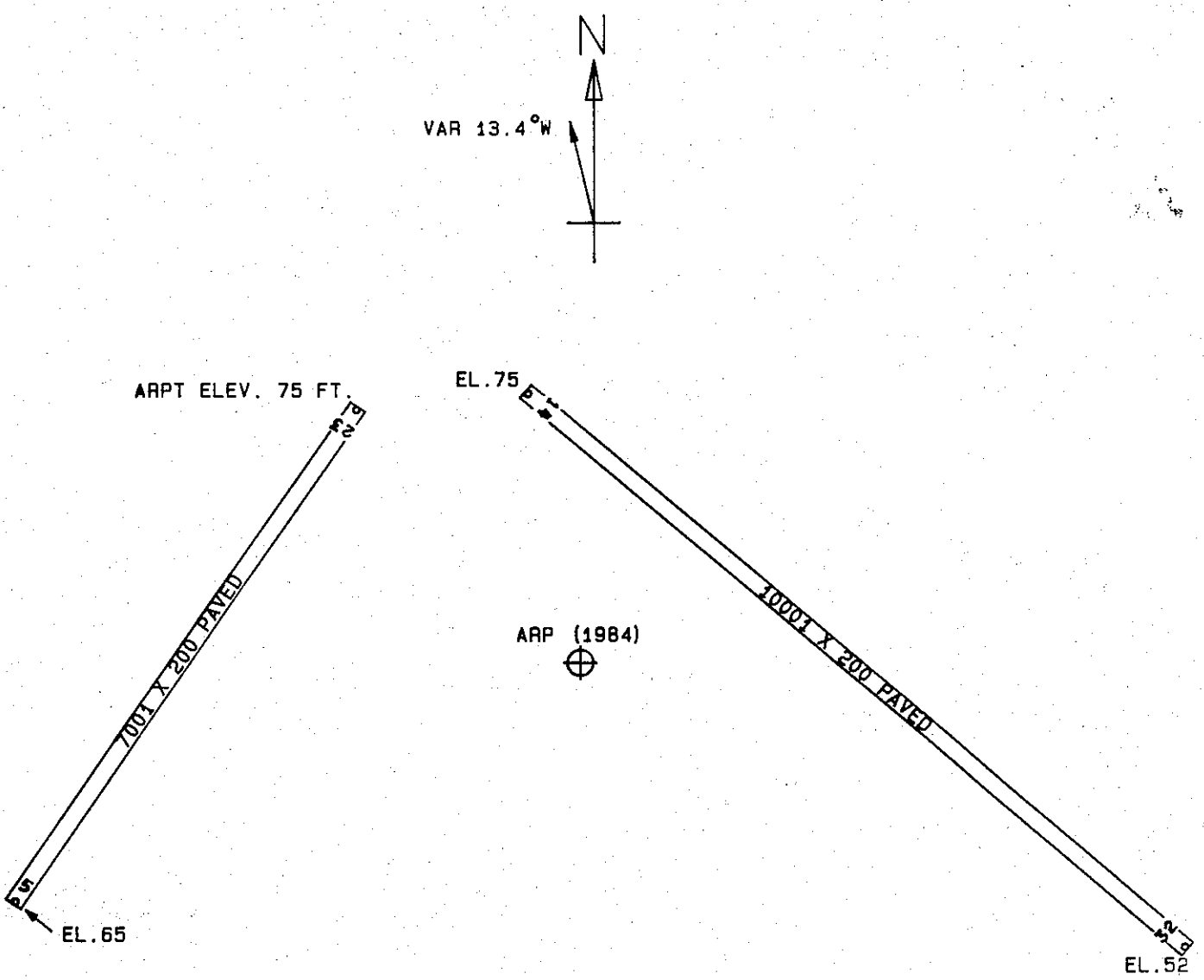
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
76	1A	FENCE	40 55 25.144N	72 47 35.422W		108 1	361	290	215L
78	1A	OPTIC LDG SYS	40 55 23.264N	72 47 34.588W		130 46	477	464	114L
55	1A	FENCE	40 54 21.967N	72 46 8.106W		145 40	9547	9546	189R
57	1A	OPTIC LDG SYS	40 54 22.646N	72 46 7.267W		145 6	9549	9549	95R
74	1A	TREE	40 54 14.610N	72 45 59.548W		146 16	10535	10530	317R
83	1A	TREE	40 54 18.153N	72 45 53.636W		143 11	10639	10636	251L
67	1A	TREE	40 54 15.054N	72 45 57.057W		145 23	10646	10645	158R
78	1A	TREE	40 54 13.699N	72 45 56.871W		145 53	10749	10746	252R

RUNWAY 32 CONDITION BV LAT 40 54 20.413N LONG 72 46 2.017W GEODETIC AZIMUTH 131 9 11

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
57	1A	OPTIC LDG SYS	40 54 22.646N	72 46 7.267W	312	40	462	452	95L
55	1A	FENCE	40 54 21.967N	72 46 8.106W	302	0	493	456	189L
78	1A	OPTIC LDG SYS	40 55 23.264N	72 47 34.588W	325	14	9538	9537	114R
76	1A	FENCE	40 55 25.144N	72 47 35.422W	325	49	9713	9711	215R

ARP 1984 LAT 40 54 54.040N LONG 72 47 32.480W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
93	1A	OL ON ANTENNA	40 54 39.494N	72 48 53.779W	270	8	6413
235	1B	TREE	40 52 54.852N	72 45 34.227W	156	25	15099
242	1B	TREE	40 52 50.294N	72 45 5.068W	151	16	16882
230	1A	TREE	40 53 17.368N	72 44 26.925W	137	51	17285
273	2C	TREE	40 52 40.611N	72 45 10.216W	154	25	17370



TOUCHDOWN ZONE RUNWAY	ELEVATION
5	72
23	75
14	75
32	54

CALVERTON NAVAL WPNS INDSTRL RSRCH PLT (PECONIC FD)

CALVERTON, NEW YORK

(NOT TO SCALE)