

# OBSTRUCTION DATA SHEET

ODS 2119  
ST. PAUL ISLAND AIRPORT  
ST. PAUL ISLAND, ALASKA

DIGITIZED FROM

OC 2119  
SURVEYED JULY 1987  
1ST EDITION



PREPARED AND DISTRIBUTED BY  
THE NATIONAL OCEAN SERVICE  
U.S. DEPARTMENT OF COMMERCE  
FOR THE FEDERAL AVIATION ADMINISTRATION

## OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

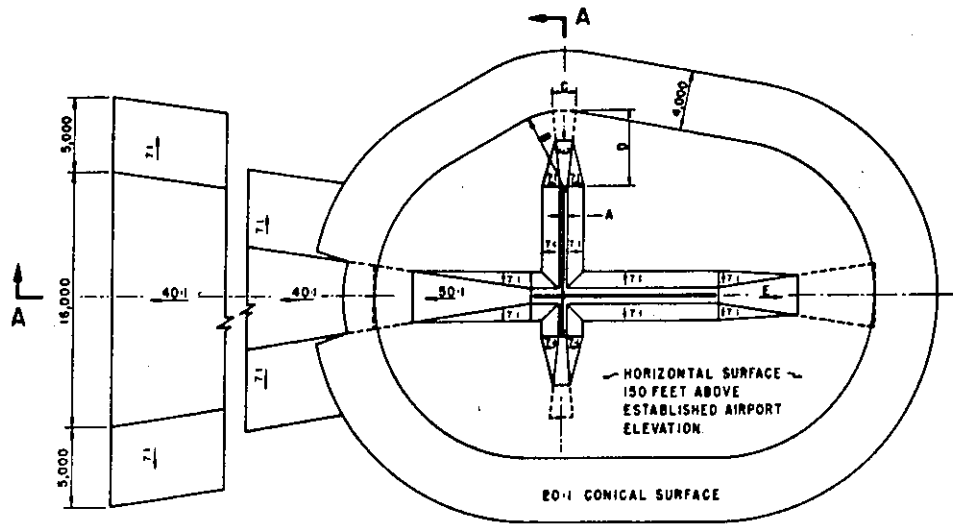
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
           visibility minimums greater than 3/4 mile  
 D ..... Nonutility runway - nonprecision instrument approach with  
           visibility minimums as low as 3/4 mile  
 PIR ..... Precision instrument runway  
 SUPLC ... Supplemental C underlying a B(V)

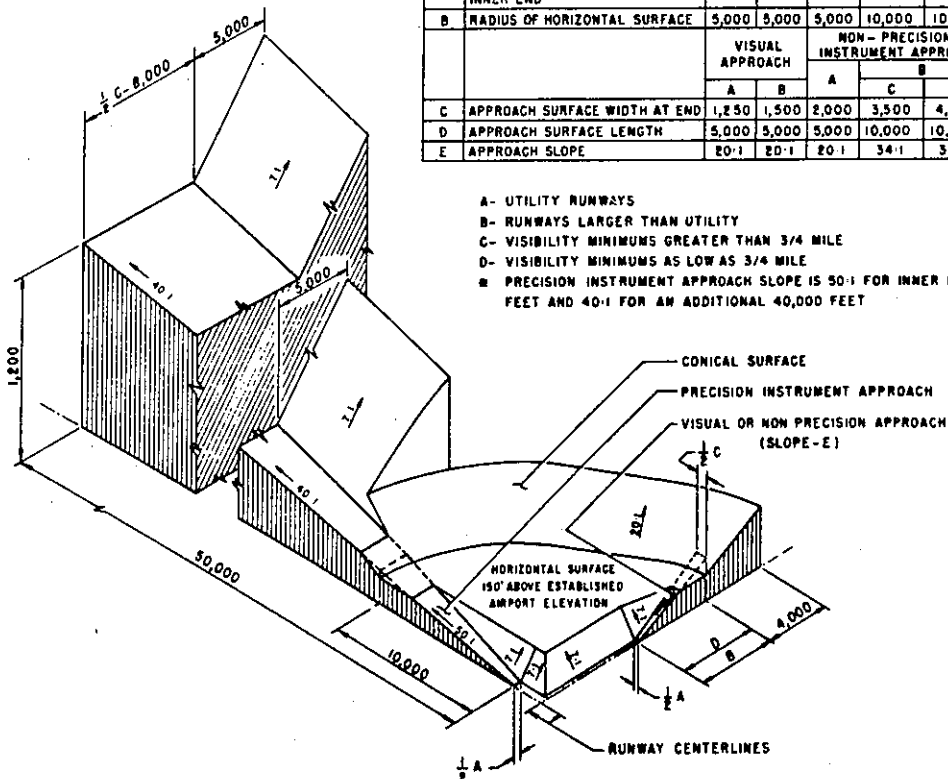
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- \* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT  
IMAGINARY SURFACES

# ANNOTATION OF ODS DATA FORMAT

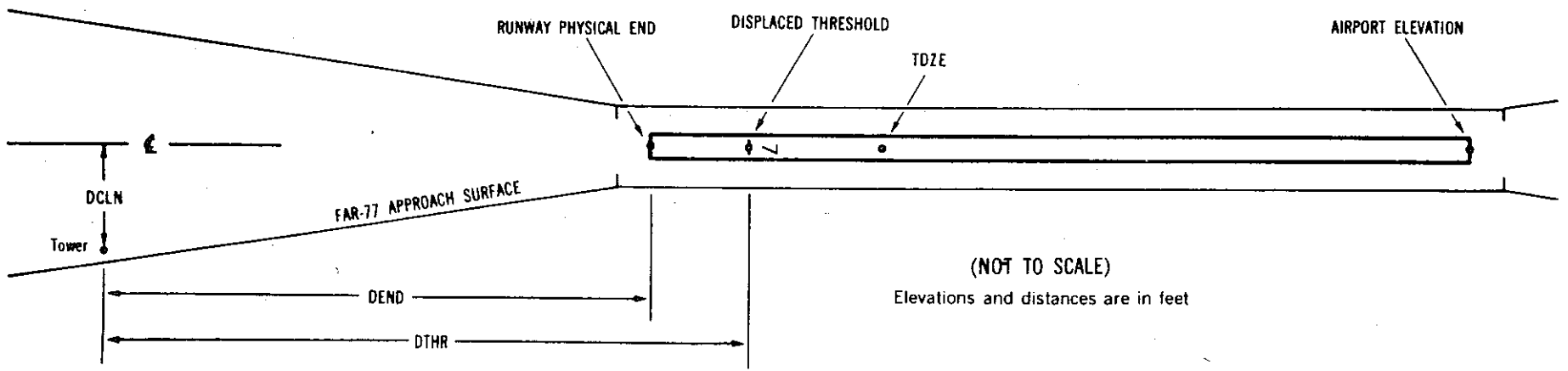
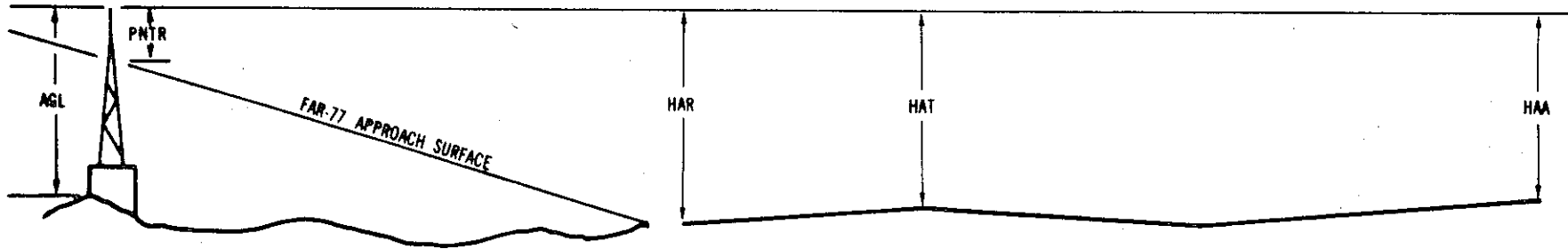
OC XXXX

AIRPORT ELEVATION XXXX

x<sup>1</sup> x<sup>2</sup> XXXX/XXXX<sup>3</sup> XXXXXX.XXX<sup>4</sup> XXXXXXXX.XXX<sup>4</sup> XXXXXXXX<sup>5</sup> XXXX/XXXX<sup>6</sup> XXXXXX.XXX<sup>7</sup> XXXXXXXX.XXX<sup>7</sup>

OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

\*\*\*\*\*



(NOT TO SCALE)  
Elevations and distances are in feet

## EXPLANATION OF FOOTNOTES

- <sup>1</sup> Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.
- <sup>2</sup> For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- <sup>3</sup> Reference runway approach physical end elevation/touchdown zone elevation
- <sup>4</sup> Latitude and longitude of reference runway approach physical end
- <sup>5</sup> Reference runway geodetic azimuth reckoned clockwise from south
- <sup>6</sup> Reference runway displaced threshold elevation/touchdown zone elevation
- <sup>7</sup> Latitude and longitude of reference runway displaced threshold
- <sup>8</sup> Accuracy Code:
- | Horizontal | Vertical |
|------------|----------|
| 1 = 20     | A = 2    |
| 2 = 40     | B = 5    |
|            | C = 20   |
- <sup>9</sup> Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.
- <sup>10</sup> Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is  $\pm 10$  feet.
- <sup>11</sup> HAA - Height above airport  
 HAR - Height above reference runway approach physical end  
 HAT - Height above reference runway touchdown zone elevation
- <sup>12</sup> DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end  
 DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold  
 DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.
- A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.
- <sup>13</sup> PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 43

36 PIR 33/36 570922.583N 1701317.050W 1893744

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	571011.32	1701255.47	1A	49		16	13	6	-5076		346R	6
POST	571012.31	1701306.20	1A	53		20	17	10	-5076		254L	10
ROCK PILE	571012.36	1701310.25	1A	56		23	20	13	-5044		475L	13
DIRT PILE	571007.81	1701308.83	1A	55		22	19	12	-4602		321L	15
ELECTRICAL BOX	571003.54	1701311.64	1A	46		13	10	3	-4148		401L	7
GROUND	571000.85	1701300.31	1A	40		7	4	-3	-3984		260R	1
ROCK PILE	570957.90	1701310.88	1A	44		11	8	1	-3591		264L	6
ROAD (N)	570956.83	1701315.57	1A	56		23	20	13	-3440		501L	19
GROUND	570954.51	1701311.65	1A	41		8	5	-2	-3244		249L	4
ROAD (N)	570942.42	1701317.97	1A	58		25	22	15	-1977		387L	24
ROCK PILE	570939.37	1701318.17	1A	47		14	11	4	-1670		346L	13
OL ON LIGHTED WINDSOCK	570934.33	1701305.24	1A	54		21	18	11	-1285		443R	20
OL ON GLIDE SLOPE	570933.36	1701320.12	1A	82		49	46	39	-1050		350L	48
SIGN	570930.93	1701308.77	1A	35		2	-1	-8	-912		309R	1
POST	570928.17	1701323.08	1A	39		6	3	-4	-504		423L	6
ELECTRICAL BOX	570926.22	1701322.99	1A	37		4	1	-6	-310		385L	4
ROAD (N)	570922.17	1701308.36	1A	38		5	2	-5	-39		480R	5
ROAD (N)	570921.10	1701313.48	1A	38		5	2	-5	115		219R	5
ROAD (N)	570918.45	1701326.19	1A	38		5	2	-5	498		427L	-1
ANTENNA	570903.58	1701323.19	1A	66		33	30	23	1958		11L	-2
GROUND	570855.59	1701313.40	1A	49		16	13	6	2667		657R	-33
GROUND	570853.57	1701322.51	1A	51		18	15	8	2953		196R	-37
GROUND	570853.34	1701331.18	1A	59		26	23	16	3056		272L	-31

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AIRPORT ELEVATION 43

18 C 43/43 571011.898N 17013 1.644W 0093807

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	570921.10	1701313.48	1A	38		-5	-5	-5	-5192		219L	5
ROAD (N)	570922.17	1701308.36	1A	38		-5	-5	-5	-5038		480L	5
ELECTRICAL BOX	570926.22	1701322.99	1A	37		-6	-6	-6	-4767		385R	4
POST	570928.17	1701323.08	1A	39		-4	-4	-4	-4573		423R	6
SIGN	570930.93	1701308.77	1A	35		-8	-8	-8	-4165		309L	1
OL ON GLIDE SLOPE	570933.36	1701320.12	1A	82		39	39	39	-4027		350R	48
OL ON LIGHTED WINDSOCK	570934.33	1701305.24	1A	54		11	11	11	-3792		443L	20
ROCK PILE	570939.37	1701318.17	1A	47		4	4	4	-3407		346R	13
ROAD (N)	570942.42	1701317.97	1A	58		15	15	15	-3100		387R	24
GROUND	570954.51	1701311.65	1A	41		-2	-2	-2	-1832		249R	4
ROAD (N)	570956.83	1701315.57	1A	56		13	13	13	-1636		501R	19
ROCK PILE	570957.90	1701310.88	1A	44		1	1	1	-1486		264R	6
GROUND	571000.85	1701300.31	1A	40		-3	-3	-3	-1093		260L	1
ELECTRICAL BOX	571003.54	1701311.64	1A	46		3	3	3	-929		401R	7
DIRT PILE	571007.81	1701308.83	1A	55		12	12	12	-475		321R	15
ROCK PILE	571012.36	1701310.25	1A	56		13	13	13	-33		475R	13
POST	571012.31	1701306.20	1A	53		10	10	10	-1		254R	10
POST	571011.32	1701255.47	1A	49		6	6	6	-1		346L	6
GROUND	571015.78	1701300.43	1A	51		8	8	8	400		0L	2
GROUND	571016.18	1701304.47	1A	52		9	9	9	402		226R	3
GROUND	571015.37	1701255.70	1A	52		9	9	9	402		264L	3
ROD ON BUILDING	571021.51	1701303.17	1A	69		26	26	26	948		246R	4
OL ON LOCALIZER	571021.12	1701258.77	1A	65		22	22	22	949		0R	0

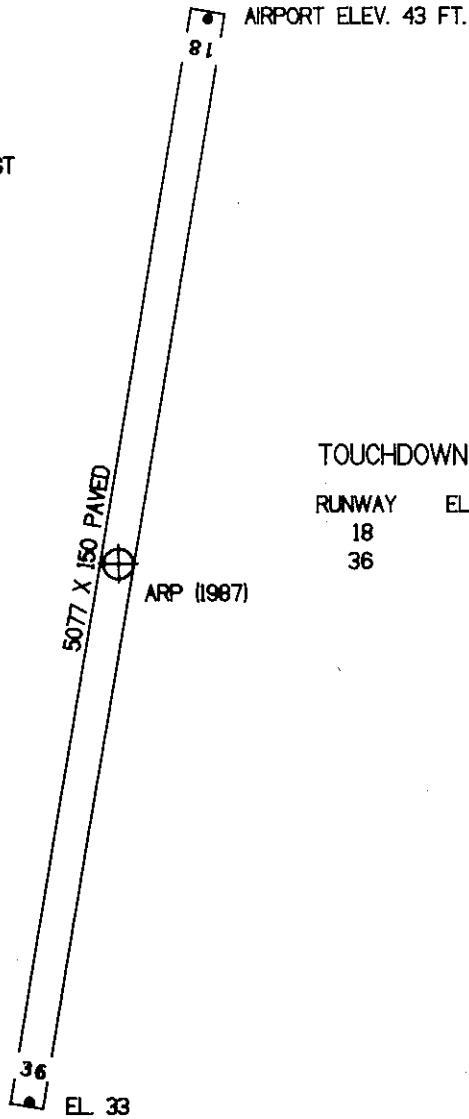
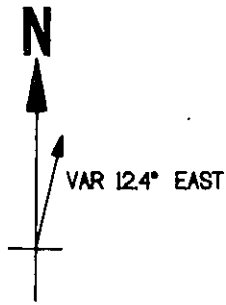
OC2119

AIRPORT ELEVATION 43

ARP 570947.240N 1701309.349W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
ANEMOMETER	570932.36	1701259.97	1A	54		11	148	42	1597
VENT ON BLDG	570929.89	1701302.64	1A	44		1	155	44	1799
PIPE ON TANK	570927.66	1701305.38	1A	36		-7	161	19	2000
OL ON HANGAR	570929.12	1701331.26	1A	85		42	200	55	2200
GROUND	571034.94	1701355.83	1B	220		177	319	43	5477
OL LORAN C ANTENNA	570913.68	1701450.37	1A	652	638	609	226	10	6531
GROUND	570939.74	1701512.83	1B	179		136	251	14	6852
GROUND	571051.48	1701350.66	1B	231		188	328	21	6906
ANT ON ARSR	571039.01	1701450.60	1B	342		299	300	53	7666
POST	571048.38	1701126.16	1B	465		422	30	6	8418
GROUND	570932.06	1701540.81	1B	206		163	247	10	8493
GROUND	570951.47	1701559.39	1B	204		161	260	15	9386
GROUND	570924.70	1701555.57	1B	184		141	243	36	9448
GROUND	571103.17	1701122.82	1B	474		431	24	54	9689
GROUND	570935.25	1701616.87	1B	218		175	250	55	10412
GROUND	571041.70	1701554.52	1B	300		257	288	52	10653
GROUND	571027.65	1701608.00	2C	356		313	280	14	10670
GROUND	571056.04	1701541.16	1B	210		167	297	27	10900
ANEMOMETER	570849.56	1701558.79	1B	265		222	225	33	11028
ANEMOMETER	570841.96	1701554.41	1B	251		208	221	35	11260
GROUND	570845.57	1701606.33	1B	253		210	224	57	11596
GROUND	571148.08	1701338.58	1B	313		270	340	7	12370
GROUND	571034.58	1701709.63	2C	531		488	277	34	14092
GROUND	571043.51	1701725.74	2C	595		552	279	38	15245





TOUCHDOWN ZONE

RUNWAY	ELEVATION
18	43
36	36

ST. PAUL ISLAND AIRPORT  
 ST. PAUL ISLAND, ALASKA  
 (NOT TO SCALE)