OBSTRUCTION DATA SHEET

ODS 5001
BETHEL AIRPORT
BETHEL, ALASKA

DIGITIZED FROM

OC 5001
SURVEYED JUNE 1991
4TH EDITION

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

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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).

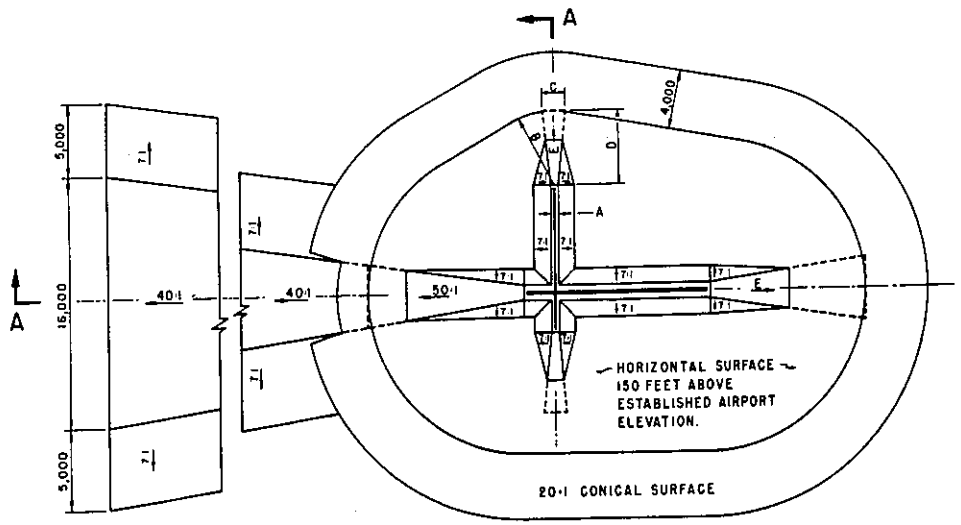
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

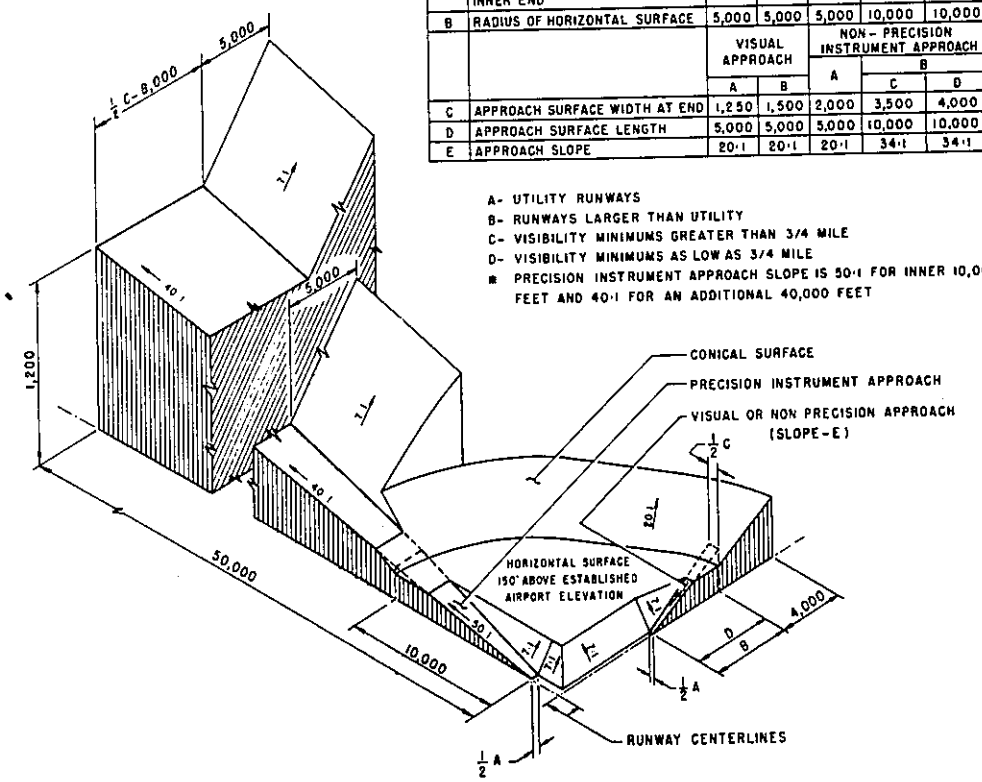
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
					C	D	
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	D	
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[1] X[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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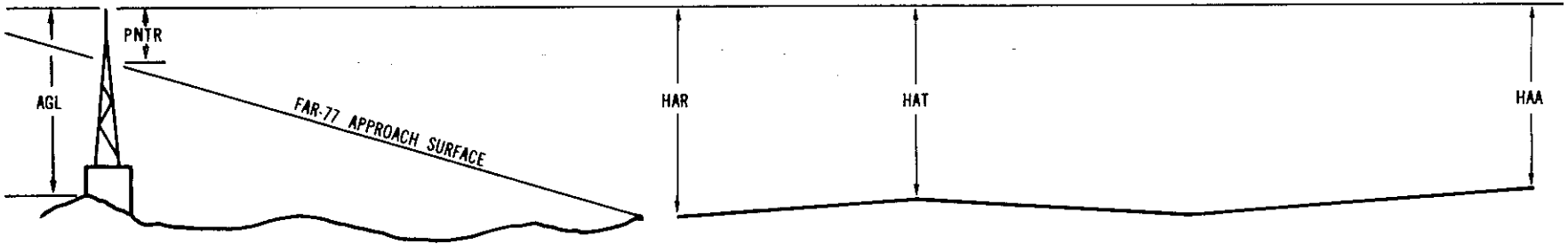
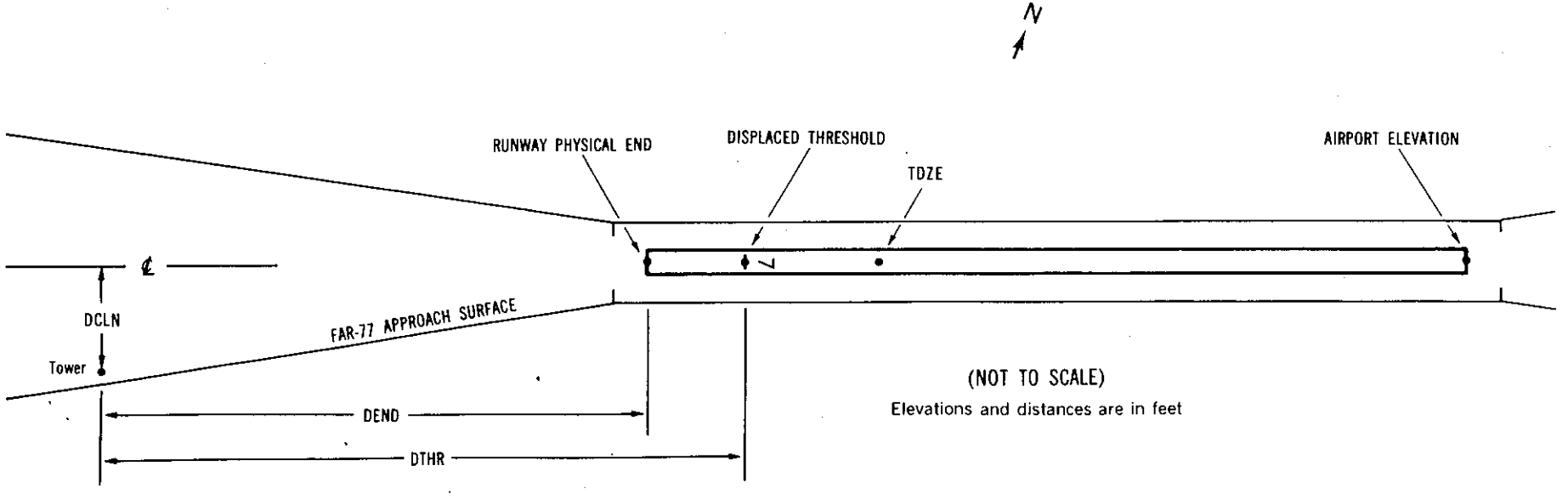




(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] 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.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] 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.

[10] 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 ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] 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.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

AIRPORT ELEVATION 123

11 A(V) 121/ 604655.373N 1615043.313W 3082548

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	604645.21	1615012.65	1A	123		2		0	-1834		138L	1
GROUND	604643.49	1615017.27	1A	125		4		2	-1763		142R	3
BUSH	604651.21	1615035.87	1A	126		5		3	-552		101R	4
BUSH	604655.13	1615038.87	1A	124		3		1	-188		118L	3
TREE	604657.12	1615043.15	1A	128		7		5	104		144L	7
ROAD (N)	604658.62	1615051.54	1A	119		-2		-4	525		4L	-18

29 A(V) 122/ 604644.047N 1615014.124W 1282614

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	604657.12	1615043.15	1A	128		6		5	-1954		144R	7
BUSH	604655.13	1615038.87	1A	124		2		1	-1662		118R	3
BUSH	604651.21	1615035.87	1A	126		4		3	-1298		101L	4
GROUND	604643.49	1615017.27	1A	125		3		2	-87		142L	3
GROUND	604645.21	1615012.65	1A	123		1		0	-16		138R	1
BUSH	604639.18	1615006.26	1A	127		5		4	613		145L	-16
GROUND	604640.89	1615001.73	1A	128		6		5	681		131R	-18
TREE	604635.43	1614957.10	1A	129		7		6	1206		160L	-43

AIRPORT ELEVATION 123

36 C 122/122 604621.064N 1615028.332W 2032728

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	604718.74	1614927.49	1A	101		-21	-21	-22	-6576		439R	4
BUSH	604720.67	1614940.04	1A	102		-20	-20	-21	-6507		211L	5
TREE	604713.65	1614933.15	1A	104		-18	-18	-19	-5989		387R	5
GROUND	604715.31	1614944.54	1A	102		-20	-20	-21	-5919		199L	2
OL ON GLIDE SLOPE	604709.19	1614936.82	1A	126		4	4	3	-5502		400R	24
GROUND	604709.11	1614950.60	1A	104		-18	-18	-19	-5222		224L	1
TREE	604701.32	1614942.51	1A	115		-7	-7	-8	-4656		460R	9
BUSH	604647.82	1614958.13	1A	126		4	4	3	-3090		294R	9
GROUND	604649.74	1615009.22	1A	123		1	1	0	-3049		289L	6
OL ON LIGHTED WINDSOCK	604649.20	1615014.35	1A	145		23	23	22	-2897		500L	26
GROUND	604645.21	1615012.65	1A	123		1	1	0	-2559		262L	2
GROUND	604640.89	1615001.73	1A	128		6	6	5	-2373		410R	6
GROUND	604643.49	1615017.27	1A	125		3	3	2	-2308		402L	3
BUSH	604642.21	1615017.42	1A	131		9	9	8	-2185		358L	9
BUSH	604639.18	1615006.26	1A	127		5	5	4	-2124		273R	5
TREE	604633.57	1615008.50	1A	131		9	9	8	-1557		398R	9
BUSH	604634.05	1615024.71	1A	134		12	12	11	-1282		360L	12
BUSH	604631.16	1615026.26	1A	131		9	9	8	-982		314L	9
BUSH	604627.21	1615015.16	1A	134		12	12	11	-833		351R	12
BUSH	604630.48	1615031.07	1A	127		5	5	4	-824		505L	5
TREE	604621.73	1615019.50	1A	133		11	11	10	-237		375R	11
BUSH	604623.65	1615032.94	1A	130		8	8	7	-150		314L	8
TREE	604619.64	1615022.65	1A	125		3	3	2	21		316R	3
GROUND	604622.02	1615033.98	1A	123		1	1	0	23		296L	1
BUSH	604620.29	1615038.65	1A	129		7	7	6	276		439L	5
OL ON LOCALIZER	604609.22	1615038.83	1A	129		7	7	6	1311		0R	-26
OL ON DME	604609.48	1615043.11	1A	133		11	11	10	1372		205L	-23
BUSH	604559.97	1615033.53	1A	134		12	12	11	2068		616R	-43

AIRPORT ELEVATION 123

18 PIR 97/115 604718.861N 1614937.022W 0232813

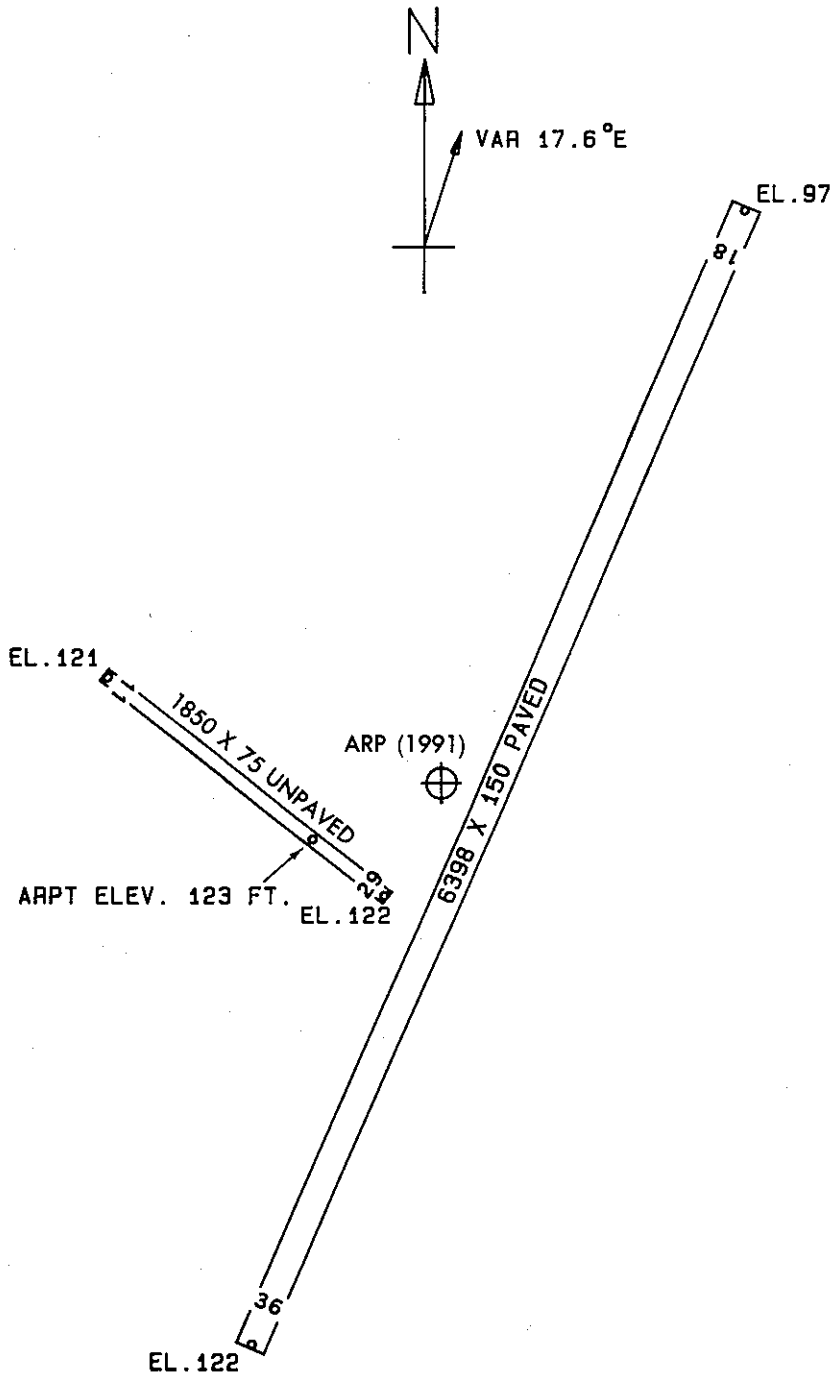
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	604622.02	1615033.98	1A	123		26	8	0	-6421		296R	1
TREE	604619.64	1615022.65	1A	125		28	10	2	-6419		316L	3
BUSH	604623.65	1615032.94	1A	130		33	15	7	-6248		314R	8
TREE	604621.73	1615019.50	1A	133		36	18	10	-6161		375L	11
BUSH	604630.48	1615031.07	1A	127		30	12	4	-5575		505R	5
BUSH	604627.21	1615015.16	1A	134		37	19	11	-5565		351L	12
BUSH	604631.16	1615026.26	1A	131		34	16	8	-5417		314R	9
TREE	604634.05	1615024.71	1A	134		37	19	11	-5117		360R	12
BUSH	604633.57	1615008.50	1A	131		34	16	8	-4841		398L	9
BUSH	604639.18	1615006.26	1A	127		30	12	4	-4275		273L	5
GROUND	604642.21	1615017.42	1A	131		34	16	8	-4213		358R	9
GROUND	604643.49	1615017.27	1A	125		28	10	2	-4091		402R	3
GROUND	604640.89	1615001.73	1A	128		31	13	5	-4026		410L	6
OL ON LIGHTED WINDSOCK	604645.21	1615012.65	1A	123		26	8	0	-3839		262R	2
GROUND	604649.20	1615014.35	1A	145		48	30	22	-3501		500R	26
BUSH	604649.74	1615009.22	1A	123		26	8	0	-3349		289R	6
TREE	604647.82	1614958.13	1A	126		29	11	3	-3308		294L	9
GROUND	604701.32	1614942.51	1A	115		18	0	-8	-1742		460L	9
OL ON GLIDE SLOPE	604709.11	1614950.60	1A	104		7	-11	-19	-1176		224R	1
GROUND	604709.19	1614936.82	1A	126		29	11	3	-897		400L	24
TREE	604715.31	1614944.54	1A	102		5	-13	-21	-480		199R	2
BUSH	604713.65	1614933.15	1A	104		7	-11	-19	-409		387L	5
TREE	604720.67	1614940.04	1A	102		5	-13	-21	109		211R	5
BUSH	604718.74	1614927.49	1A	101		4	-14	-22	178		439L	4
TREE	604722.76	1614942.70	1A	103		6	-12	-20	251		416R	5
TREE	604720.90	1614927.02	1A	100		3	-15	-23	388		373L	-1
TREE	604725.60	1614941.58	1A	106		9	-9	-17	538		480R	2
ROAD (N)	604723.99	1614920.73	1A	103		6	-12	-20	800		534L	-6
POLE	604729.87	1614927.33	1A	104		7	-11	-19	1217		4R	-13
POLE	604736.08	1614919.14	1A	100		3	-15	-23	1958		118L	-32
	604737.10	1614923.09	1A	97		0	-18	-26	1974		103R	-35

OC5001

AIRPORT ELEVATION 123

ARP 604649.906N 1615008.523W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON ANEMOMETER	604651.46	1615012.80	1A	153		30	288 59	265
BUSH	604646.83	1615026.28	1A	134		11	232 55	935
ANTENNA ON OL TOWER	604703.53	1615008.60	1A	185		62	342 14	1383
AIRPORT BEACON	604704.23	1615014.50	1A	166		43	330 52	1485
ANTENNA ON OL ATCT	604641.19	1615033.09	1A	205		82	216 27	1507
TREE	604652.38	1615040.75	1A	132		9	261 19	1620
ANTENNA ON HANGAR	604712.03	1614959.57	1A	140		17	353 35	2290
VORTAC	604708.10	1614919.20	1A	140		17	35 22	3068
TREE	604618.75	1615018.91	1A	129		6	171 40	3205
ANTENNA ON HANGAR	604720.57	1614953.00	1A	132		9	356 18	3207
OL ON RADIO BEACON	604731.40	1615213.50	1B	288		165	286 36	7500
OL ON RADIO TOWER	604659.81	1615300.72	1A	377	227	254	259 8	8609
ANTENNA ON OL TOWER	604732.08	1614616.27	1A	287	263	164	52 0	12299



TOUCHDOWN ZONE RUNWAY	ELEVATION
36	122
18	115

BETHEL AIRPORT

BETHEL, ALASKA

(NOT TO SCALE)