OBSTRUCTION
DATA SHEET

ODS 6367
UNALASKA AIRPORT
UNALASKA, ALASKA

DIGITIZED FROM

OC 6367
SURVEYED AUGUST 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.
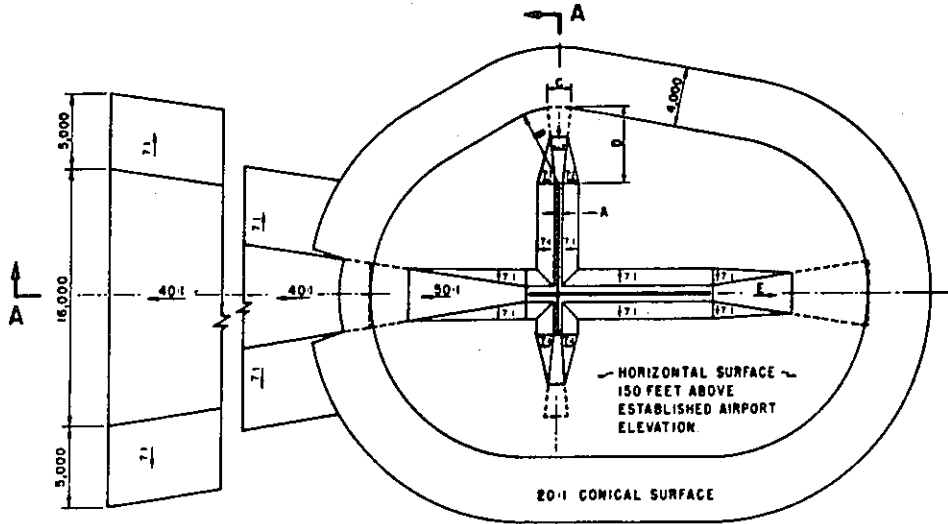
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	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	*
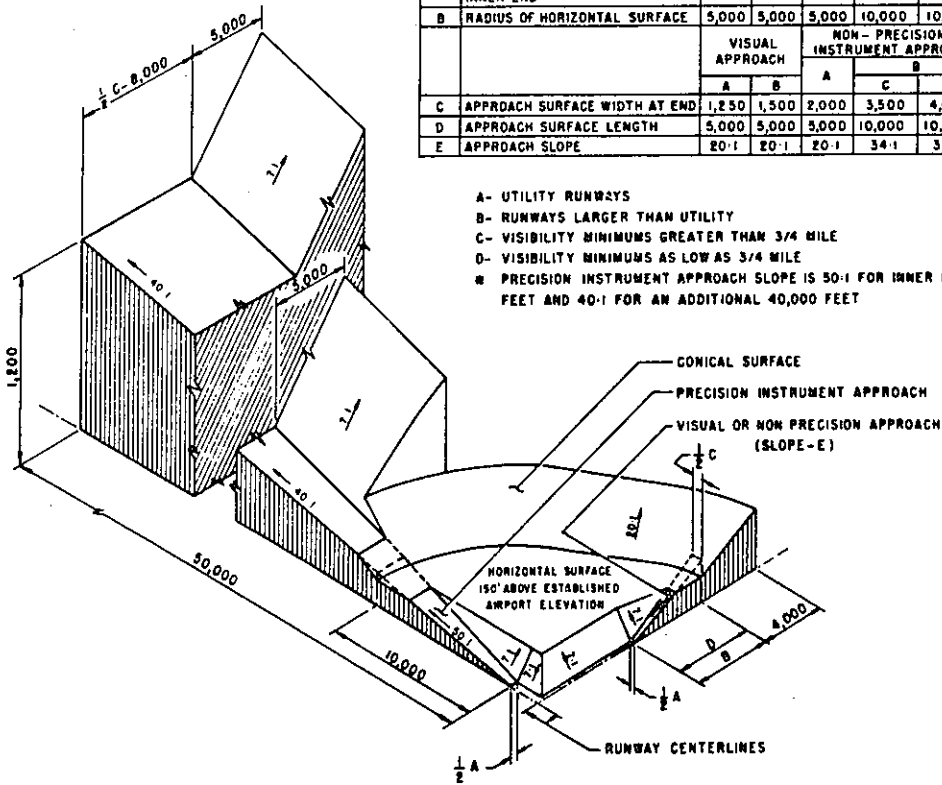
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

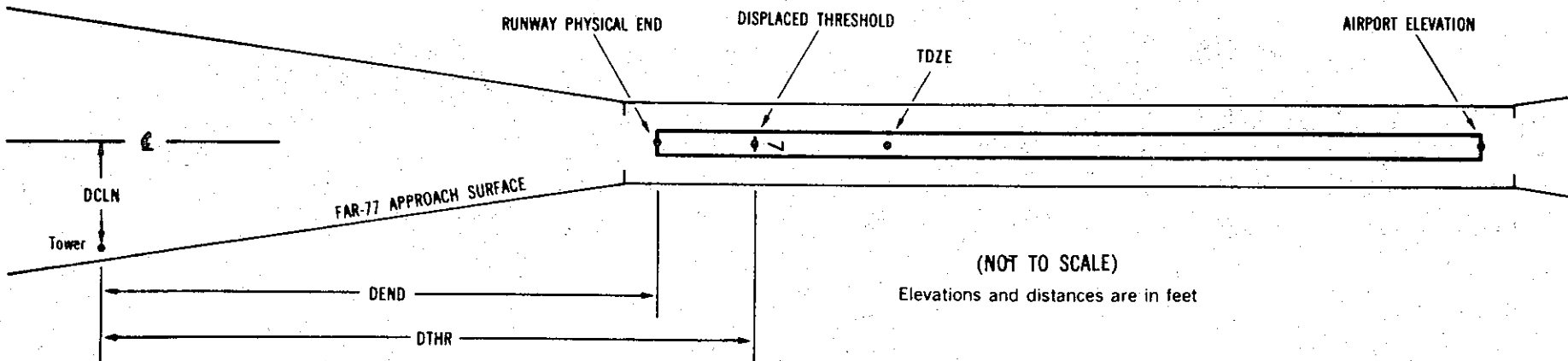# FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

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   22

12   C 22/22   535413.502N   1663258.224W   3153354

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	535344.49	1663214.45	1A	36		14	14	14	-3938		188R	23
ROAD (N)	535348.13	1663210.44	1A	26		4	4	4	-3842		242L	13
WINDSOCK	535354.95	1663232.20	1A	37		15	15	15	-2435		204R	20
ROAD (N)	535359.32	1663230.19	1A	31		9	9	9	-2203		192L	14
WINDSOCK	535405.38	1663248.28	1A	29		7	7	7	-1005		151R	9
ROAD (N)	535416.03	1663257.23	1A	28		6	6	6	141		222L	6
WINDSOCK	535416.33	1663258.28	1A	33		11	11	11	207		198L	11

30   SUPLC 13/19   535346.024N   1663212.615W   1353431

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	535416.33	1663258.28	1A	33		20	14	11	-4110		198R	11
ROAD (N)	535416.03	1663257.23	1A	28		15	9	6	-4044		222R	6
WINDSOCK	535405.38	1663248.28	1A	29		16	10	7	-2898		151L	9
ROAD (N)	535359.32	1663230.19	1A	31		18	12	9	-1700		192R	14
WINDSOCK	535354.95	1663232.20	1A	37		24	18	15	-1468		204L	20
ROAD (N)	535348.13	1663210.44	1A	26		13	7	4	-61		242R	13
TREE	535344.49	1663214.45	1A	36		23	17	14	34		188L	23
FLOODLIGHT	535341.98	1663212.23	1A	50		37	31	28	309		270L	34
WINDSOCK	535342.15	1663208.68	1A	34		21	15	12	446		107L	14
GROUND	535246.15	1662952.82	1A	1584		1571	1565	1562	10200		1734R	1371

AIRPORT ELEVATION   22

ARP   535359.764N   1663235.417W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
POST	535402.12	1663232.69	1A	50		28	20 9	290
POST	535406.46	1663239.76	1A	48		26	324 50	727
BUILDING	535359.67	1663221.56	1A	99		77	76 27	830
WINDSOCK	535352.05	1663229.63	1A	34		12	141 56	856
POST	535355.03	1663221.12	1A	37		15	105 4	982
BUILDING	535353.96	1663217.80	1A	38		16	104 58	1209
BUILDING	535405.22	1663215.72	1A	192		170	50 40	1304
BUILDING	535352.19	1663213.16	1A	54		32	105 45	1539
ANT ON BUILDING	535344.22	1663217.45	1A	47		25	131 29	1910
GROUND	535417.12	1663249.74	1A	241		219	319 49	1958
GROUND	535415.72	1663255.32	1A	84		62	309 25	2010
POLE	535342.55	1663216.32	1A	108		86	132 34	2088
OL ON POLE	535420.66	1663247.83	1A	351		329	326 28	2246
ANEMOMETER	535417.77	1663258.15	1A	36		14	309 6	2278
POLE	535339.40	1663212.60	1A	146		124	132 18	2478
GROUND	535337.37	1663215.69	1A	126		104	138 18	2560
BUILDING	535338.31	1663208.36	1A	77		55	129 7	2713
POLE	535324.25	1663155.04	1A	189		167	131 55	4340
POLE	535441.57	1663206.76	1B	1601		1579	7 50	4575
POLE	535305.92	1663208.35	1B	216		194	149 16	5698
GROUND	535451.63	1663147.82	1B	1633		1611	14 15	5984
ANTENNA	535404.85	1663416.90	1B	251		229	260 40	6101
POLE	535301.39	1663206.45	1B	193		171	149 28	6171
BUSH	535436.36	1663358.99	1A	179		157	292 22	6232
ANTENNA	535408.46	1663420.43	1B	251		229	263 48	6352
GROUND	535426.98	1663412.55	1B	312		290	281 11	6440
OL ON CRN	535303.58	1663144.48	1A	243	243	221	137 37	6465
GROUND	535255.14	1663313.20	1B	259		237	184 51	6935
ANTENNA	535235.32	1663225.47	1B	382		360	161 49	8586
BUILDING	535233.08	1663315.24	1B	436		414	180 59	9111
GROUND	535503.94	1663035.60	1B	882		860	33 35	9689
ANT ON BUILDING	535511.42	1663023.45	2C	947		925	33 11	10738
GROUND	535257.83	1662948.22	1B	1347		1325	107 52	11825

AIRPORT ELEVATION   22

ARP   535359.764N   1663235.417W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
GROUND	535249.59	1663515.93	2C	519		497	219	19	11966
GROUND	535238.42	1662956.18	2C	1668		1646	116	38	12615
GROUND	535251.40	1663544.12	2C	884		862	224	18	13264
GROUND	535241.38	1663539.91	2C	1421		1399	220	6	13618
GROUND	535140.35	1663207.90	2C	864		842	159	9	14238
GROUND	535333.10	1662826.67	2C	1802		1780	86	4	15147
GROUND	535128.32	1663205.57	2C	1167		1145	159	9	15466

N

VAR 14.2°E

ARPT ELEV. 22 FT.

3903 X 100 PAVED

⊕ ARP (1987)

EL.13
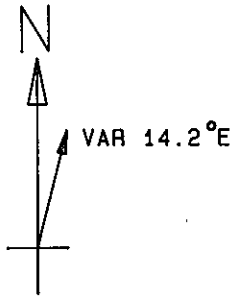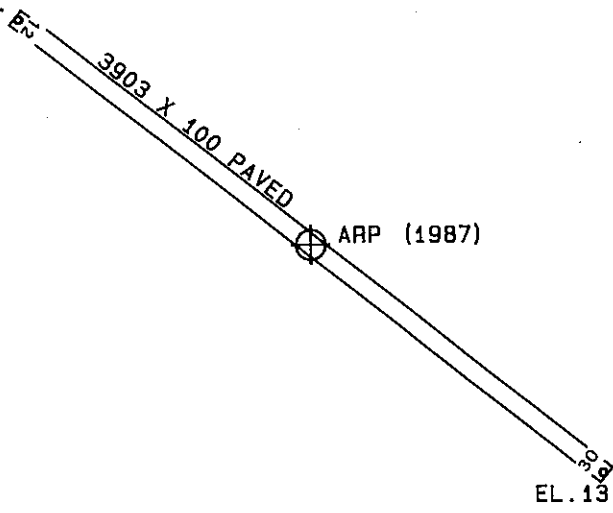
TOUCHDOWN ZONE
RUNWAY ELEVATION
12   22
30   19

UNALASKA AIRPORT

UNALASKA, ALASKA

(NOT TO SCALE)