

OBSTRUCTION DATA SHEET

**ODS 5166
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**

DIGITIZED FROM

**OC 5166
SURVEYED JUNE 1991
5TH EDITION**



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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:

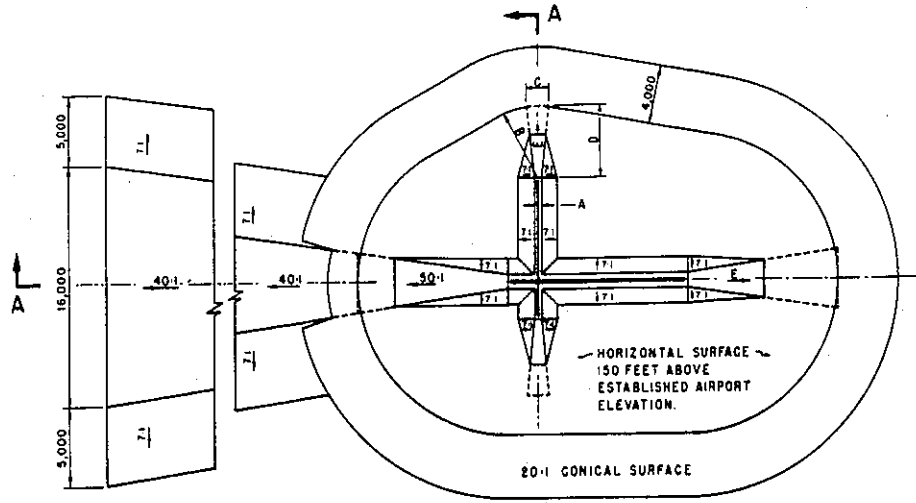
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the 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)

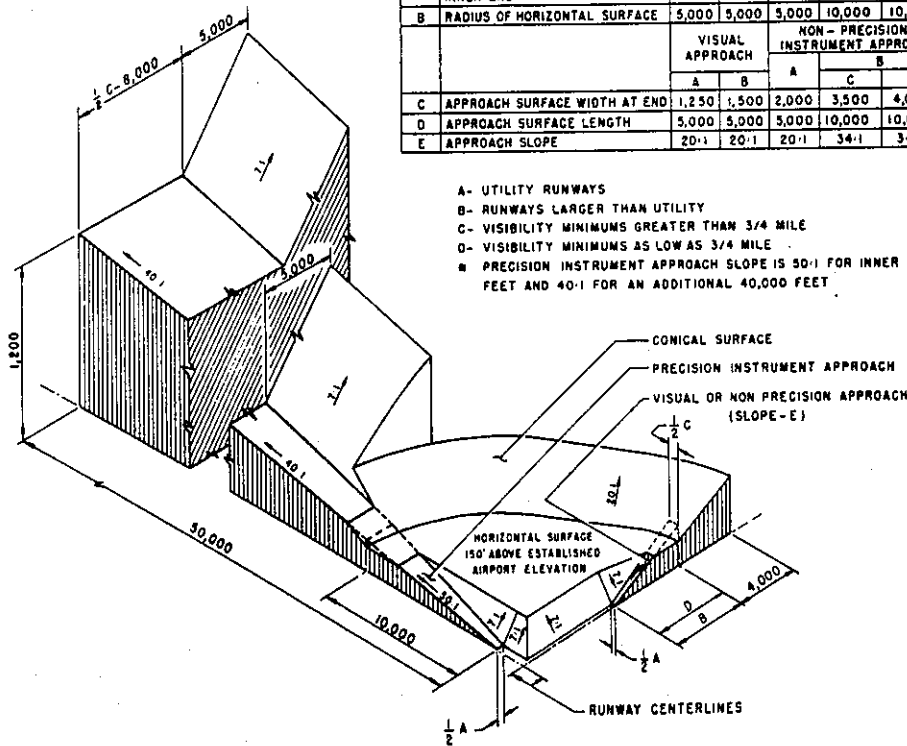
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
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 30:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

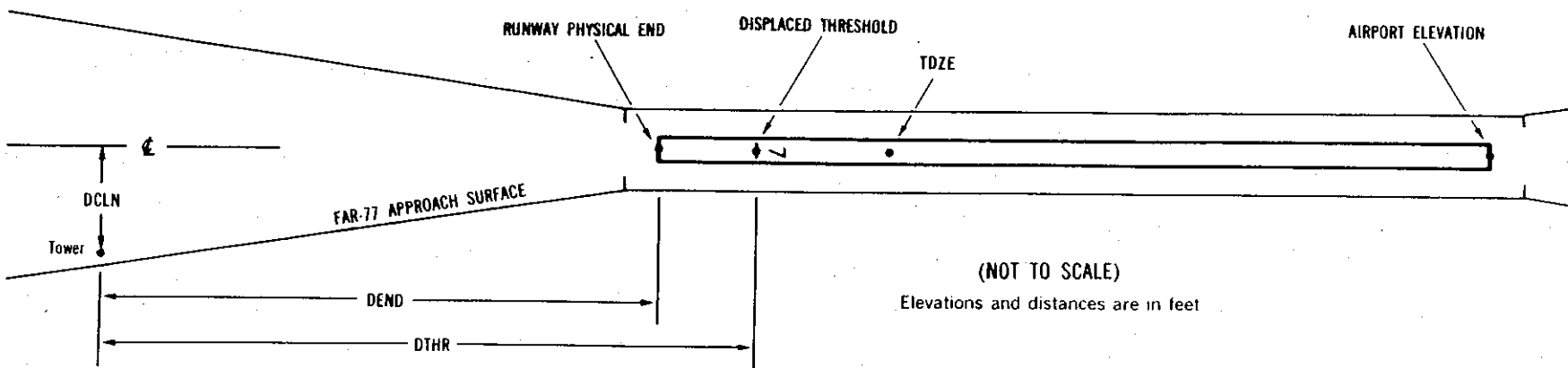
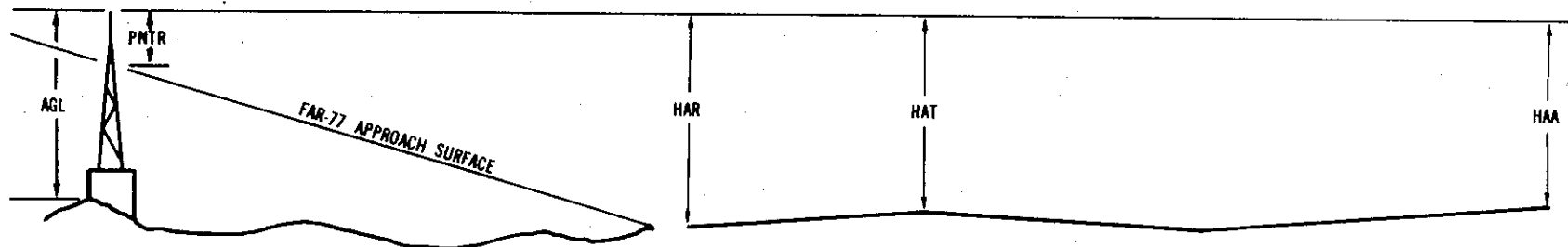
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

OBJECT	LAT	LONG	A ⁸	ELEV ⁹	AGL ¹⁰	HAR ¹¹	HAT ¹¹	HAA ¹¹	DEND ¹²	DTHR ¹²	DCLN ¹²	PNTR ¹³
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

- 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).

OC5166

AIRPORT ELEVATION 86

1 C 78/85 590215.275N 1583039.306W 2062927

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	590255.96	1582954.85	1A	89		11	4	3	-4734		239R	15
BUSH	590248.86	1583011.07	1A	87		9	2	1	-3710		199L	9
TREE	590246.10	1583004.68	1A	124		46	39	38	-3609		225R	46
BUSH	590244.46	1583015.07	1A	91		13	6	5	-3217		187L	12
TREE	590240.87	1583009.35	1A	110		32	25	24	-3024		244R	30
BUSH	590240.08	1583019.79	1A	88		10	3	2	-2709		210L	7
BUSH	590235.96	1583024.59	1A	88		10	3	2	-2223		248L	6
WINDSOCK	590224.80	1583034.89	1A	100		22	15	14	-968		224L	20
TREE	590221.69	1583028.67	1A	103		25	18	17	-831		207R	24
TREE	590218.17	1583031.71	1A	113		35	28	27	-440		225R	34
BUSH	590217.70	1583041.68	1A	82		4	-3	-4	-165		221L	4
TREE	590214.24	1583034.94	1A	105		27	20	19	-8		252R	27
TREE	590214.47	1583045.43	1A	90		12	5	4	216		250L	12
TREE	590211.93	1583037.00	1A	95		17	10	9	250		259R	16
DME	590213.74	1583044.89	1A	86		8	1	0	270		192L	6
TREE	590211.36	1583038.05	1A	95		17	10	9	326		236R	13
OL ON LOCALIZER	590212.38	1583042.10	1A	81		3	-4	-5	328		OR	-1

OC5166

AIRPORT ELEVATION 86

19 C 69/85 590311.693N 1582944.723W 0263014

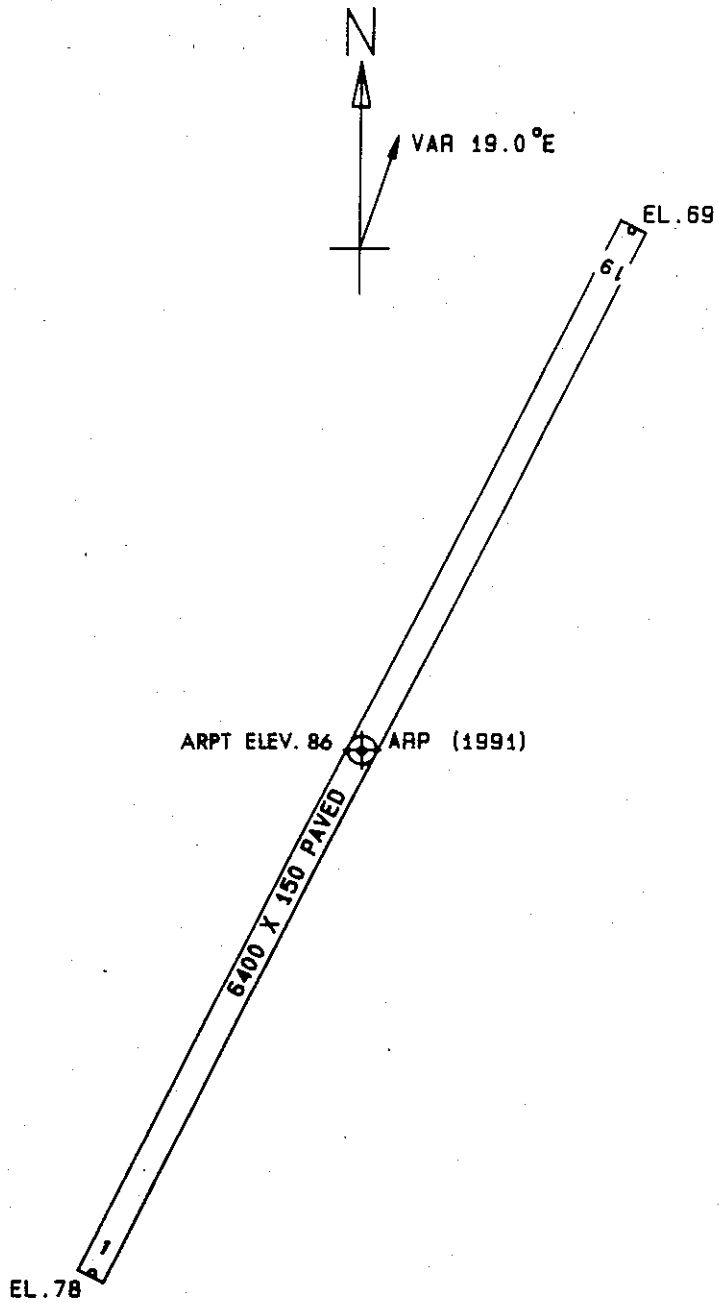
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	590214.47	1583045.43	1A	90		21	5	4	-6616		250R	12
TREE	590214.24	1583034.94	1A	105		36	20	19	-6392		252L	27
BUSH	590217.70	1583041.68	1A	82		13	-3	-4	-6235		221R	4
TREE	590218.17	1583031.71	1A	113		44	28	27	-5959		225L	34
TREE	590221.69	1583028.67	1A	103		34	18	17	-5569		207L	24
WINDSOCK	590224.80	1583034.89	1A	100		31	15	14	-5432		224R	20
BUSH	590235.96	1583024.59	1A	88		19	3	2	-4177		248R	6
BUSH	590240.08	1583019.79	1A	88		19	3	2	-3691		210R	7
TREE	590240.87	1583009.35	1A	110		41	25	24	-3376		244L	30
BUSH	590244.46	1583015.07	1A	91		22	6	5	-3183		187R	12
TREE	590246.10	1583004.68	1A	124		55	39	38	-2791		225L	46
BUSH	590248.86	1583011.07	1A	87		18	2	1	-2690		199R	9
ROAD (N)	590255.96	1582954.85	1A	89		20	4	3	-1666		239L	15
ROAD (N)	590314.22	1582942.45	1A	75		6	-10	-11	283		8R	4
BUSH	590318.63	1582930.78	1A	98		29	13	12	955		338L	7
TREE	590321.24	1582928.17	1A	127		58	42	41	1254		342L	27
TREE	590326.87	1582934.78	1A	120		51	35	34	1611		222R	10
TREE	590325.25	1582926.85	1A	144		75	59	58	1649		222L	32
TREE	590328.85	1582935.20	1A	141		72	56	55	1781		332R	25
TREE	590327.74	1582918.47	1A	146		77	61	60	2071		501L	22
TREE	590335.87	1582933.74	1A	183		114	98	97	2453		582R	48
TREE	590335.44	1582927.91	1A	176		107	91	90	2550		289R	38
TREE	590333.32	1582916.33	1A	165		96	80	79	2627		349L	25

OC5166

AIRPORT ELEVATION 86

ARP 590243.485N 1583012.020W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON LIGHTED WINDSOCK	590241.29	1583020.43	1A	105		19	224 7	493
OL ON ANEMOMETER	590241.92	1583021.42	1A	115		29	233 6	517
TREE	590236.48	1583012.78	1A	121		35	164 12	712
POLE	590252.36	1582952.46	1A	98		12	29 37	1364
TREE	590258.84	1583012.28	1A	126		40	340 30	1559
OL ANTENNA	590225.60	1583017.86	1A	131		45	170 33	1841
POLE	590258.48	1582947.97	1A	103		17	20 34	1975
POLE	590227.15	1583036.64	1A	107		21	198 50	2100
TREE	590225.19	1583039.82	1A	120		34	199 4	2359
TREE	590217.41	1583030.49	1A	117		31	181 3	2818
TREE	590311.93	1583006.18	1A	136		50	347 2	2904
POLE	590212.30	1583033.10	1A	102		16	180 12	3353
TREE	590215.08	1583046.37	1A	118		32	192 56	3398
TREE	590318.06	1582926.92	1A	139		53	14 54	4229
TREE	590316.90	1582921.07	1A	145		59	19 9	4314
TREE	590327.19	1582917.86	1A	151		65	13 33	5265
TREE	590338.54	1582938.38	1A	189		103	358 28	5859
OL ON TOWER	590345.23	1582806.80	1B	235		149	27 14	9066
OL ON RADIO TOWER	590241.76	1582713.81	1A	417	357	331	72 3	9324



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
1	85
19	85

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 (NOT TO SCALE)