

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

HAINES AIRPORT

HAINES, ALASKA

ODS 5444

1st EDITION

OC 5444  
SURVEYED JUNE 1983  
3rd EDITION

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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<br>40:1 for the next 40,000 FT                 |
| D     | Nonprecision Instrument Runway with visibility minimums as low as $\frac{3}{4}$ mile.<br>34:1 Slope    |
| C     | Nonprecision Instrument Runway with visibility minimums greater than<br>$\frac{3}{4}$ 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

PHYS END RWY 34 D	LAT 38 30 22.066N	LONG 121 29 34.116W		MEASURED FROM SOUTH	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

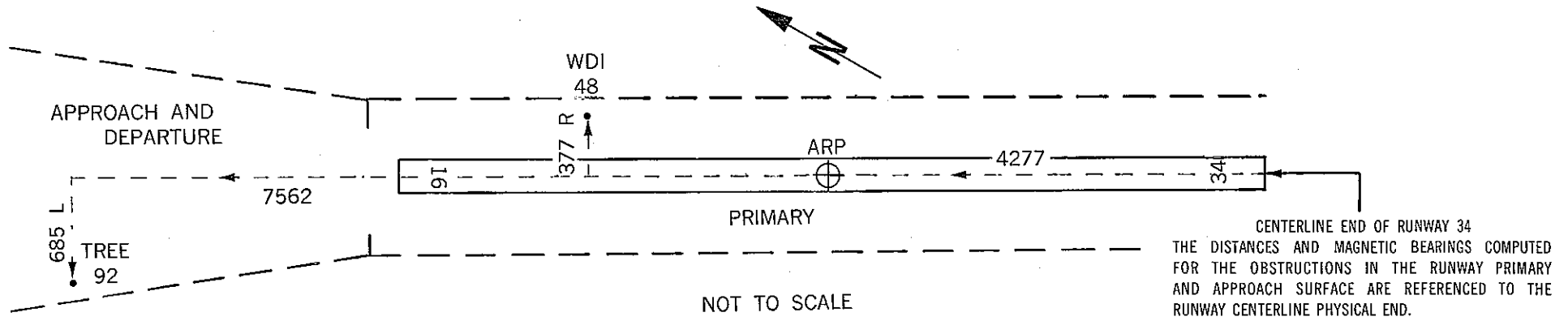
MAGNETIC BEARING
DISTANCE  
DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED
DISTANCE LEFT OR RIGHT OF CENTERLINE

\*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



RUNWAY 8      CONDITION AV      LAT 59 14 49.890N LONG 135 31 51.278W GEODETIC AZIMUTH 290    7 21

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
29	1A	TREE	59 14 48.118N	135 31 48.763W	115	5	222	185	124R
24	1A	TREE	59 14 47.624N	135 31 44.461W	94	5	423	412	94R
23	1A	PARKED A/C	59 14 45.341N	135 31 19.273W	76	36	1727	1722	139L
49	1A	TREE	59 14 42.583N	135 31 5.014W	78	14	2518	2514	131L
19	1A	GROUND	59 14 41.894N	135 31 1.483W	78	30	2714	2711	129L
45	1A	TREE	59 14 37.614N	135 30 38.414W	79	18	3989	3987	134L
37	1A	TREE	59 14 35.879N	135 30 30.761W	79	51	4423	4421	106L
19	1A	BUSH	59 14 35.061N	135 30 27.078W	80	4	4631	4630	94L
24	1A	TREE	59 14 31.876N	135 30 22.516W	82	42	4966	4964	128R
28	1A	TREE	59 14 32.961N	135 30 19.428W	80	53	5077	5077	31L

RUNWAY 26      CONDITION AV      LAT 59 14 34.295N LONG 135 30 28.235W GEODETIC AZIMUTH 110    8 32

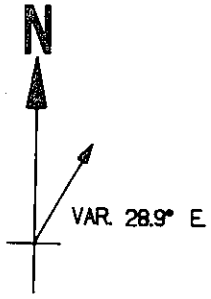
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
37	1A	TREE	59 14 35.879N	135 30 30.761W	291	51	208	179	106R
45	1A	TREE	59 14 37.614N	135 30 38.414W	273	35	628	613	134R
19	1A	GROUND	59 14 41.894N	135 31 1.483W	265	9	1894	1889	129R
49	1A	TREE	59 14 42.583N	135 31 5.014W	264	51	2090	2086	131R
23	1A	PARKED A/C	59 14 45.341N	135 31 19.273W	264	0	2882	2878	139R
24	1A	TREE	59 14 47.624N	135 31 44.461W	259	57	4189	4188	94L
29	1A	TREE	59 14 48.118N	135 31 48.763W	259	38	4417	4415	124L
24	1A	BUSH	59 14 49.902N	135 31 52.688W	260	57	4669	4669	24L
26	1A	TREE	59 14 51.060N	135 31 54.753W	261	50	4811	4811	49R
35	1A	TREE	59 14 52.655N	135 31 58.372W	262	48	5045	5043	137R
84	1A	TREE	59 14 55.770N	135 32 10.572W	263	23	5752	5748	215R

ARP 1983

LAT 59 14 42.094N LONG 135 31 9.754W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
40	1A	TREE	59 14 39.420N	135 31 8.316W	135	42	282
40	1A	TREE	59 14 40.334N	135 31 14.613W	205	50	310
44	1A	TREE	59 14 41.142N	135 31 18.489W	229	6	465
159	1A	TREE	59 14 44.199N	135 31 1.286W	35	13	489
110	1A	TREE	59 14 47.354N	135 31 20.637W	284	26	778
34	1A	WINDSOCK	59 14 43.646N	135 31 30.213W	249	32	1076
45	1A	TREE	59 14 43.216N	135 31 31.371W	246	53	1130
613	1B	TREE	59 14 52.198N	135 30 47.010W	20	10	1566
27	1A	TREE	59 14 46.245N	135 31 40.609W	255	49	1659
157	1A	TREE	59 14 37.875N	135 30 32.951W	73	43	1961
1049	1B	TREE	59 15 1.321N	135 31 1.993W	342	47	1993
46	1A	ANEMOMETER	59 14 51.700N	135 31 43.439W	270	12	2005
114	1A	TREE	59 14 54.102N	135 31 42.761W	276	29	2105
24	1A	SIGN	59 14 51.572N	135 31 51.190W	265	10	2360
53	1A	TREE	59 14 35.109N	135 30 23.078W	77	23	2529
36	1A	TREE	59 14 53.114N	135 31 56.925W	265	37	2696
126	1A	TREE	59 14 37.442N	135 30 15.457W	70	35	2863
178	1A	TREE	59 14 57.176N	135 32 5.866W	268	48	3296
636	1B	TREE	59 14 50.985N	135 30 8.061W	45	23	3333
193	1A	TREE	59 14 57.931N	135 32 11.974W	267	32	3613
1980	1B	TREE	59 15 26.546N	135 31 15.196W	327	31	4522
2608	1B	TREE	59 15 28.505N	135 30 53.130W	341	30	4790
2615	2C	TREE	59 15 26.429N	135 30 25.548W	358	9	5054
1819	1B	TREE	59 15 15.461N	135 29 49.427W	22	3	5378
2439	2C	TREE	59 15 23.786N	135 29 39.737W	18	58	6311
1191	1B	TREE	59 14 56.010N	135 29 7.197W	48	35	6528
2062	2C	TREE	59 15 12.302N	135 29 13.379W	34	13	6785
2691	2C	TREE	59 15 48.507N	135 31 42.540W	316	55	6955
3693	2C	GROUND	59 15 52.221N	135 31 5.677W	332	48	7123
1047	2C	TREE	59 15 42.431N	135 32 25.100W	298	30	7271
2464	2C	TREE	59 15 58.363N	135 32 14.555W	307	36	8444
1876	2C	TREE	59 15 17.378N	135 28 28.408W	37	58	9123

ARP 1983		LAT 59 14 42.094N		LONG 135 31 9.754W		GEODETTIC AZIMUTH		0	0	0
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST			
731	2C	ROCK	59 14 50.394N	135 28 14.779W	55	47	9139			
1981	2C	TREE	59 15 59.551N	135 32 52.257W	296	59	9500			
2965	2C	TREE	59 16 8.693N	135 32 40.335W	302	56	9974			
495	2C	TREE	59 13 46.099N	135 28 9.037W	92	14	10986			
532	2C	TREE	59 13 43.645N	135 28 5.357W	92	49	11280			
1566	2A	OL MCWV TOWER	59 15 3.919N	135 27 37.020W	49	45	11283			



TOUCHDOWN ZONE

RUNWAY	ELEVATION
8	16
26	16

