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OBSTRUCTION DATA SHEET

ODS 582
SEATTLE-TACOMA INTERNATIONAL AIRPORT
SEATTLE, WASHINGTON

DIGITIZED FROM

OC 582
SURVEYED APRIL 1993
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VERTICAL DATUM NGVD

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THE NATIONAL OCEAN SERVICE
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FOR THE FEDERAL AVIATION ADMINISTRATION

ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport Obstruction Charts - Obstruction Data Sheets," for possible corrections. National Oceanic and Atmospheric Administration (NOAA) publications are available through NOAA Distribution Branch (N/CG33), National Ocean Service, Riverdale, MD 20737. Telephone: 301-436-6990

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 No. 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 the 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 an FAR-77 approach or primary and listed with the associated runway (reference runway).

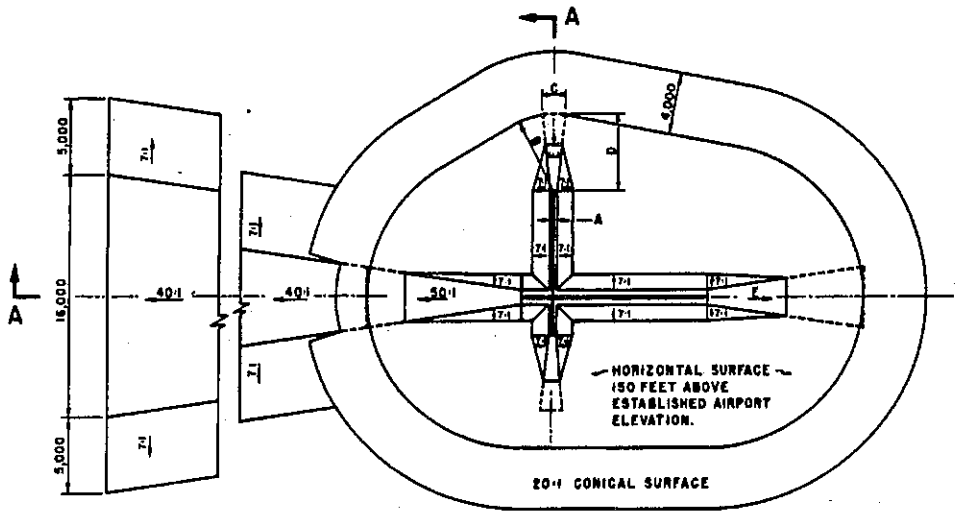
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

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:

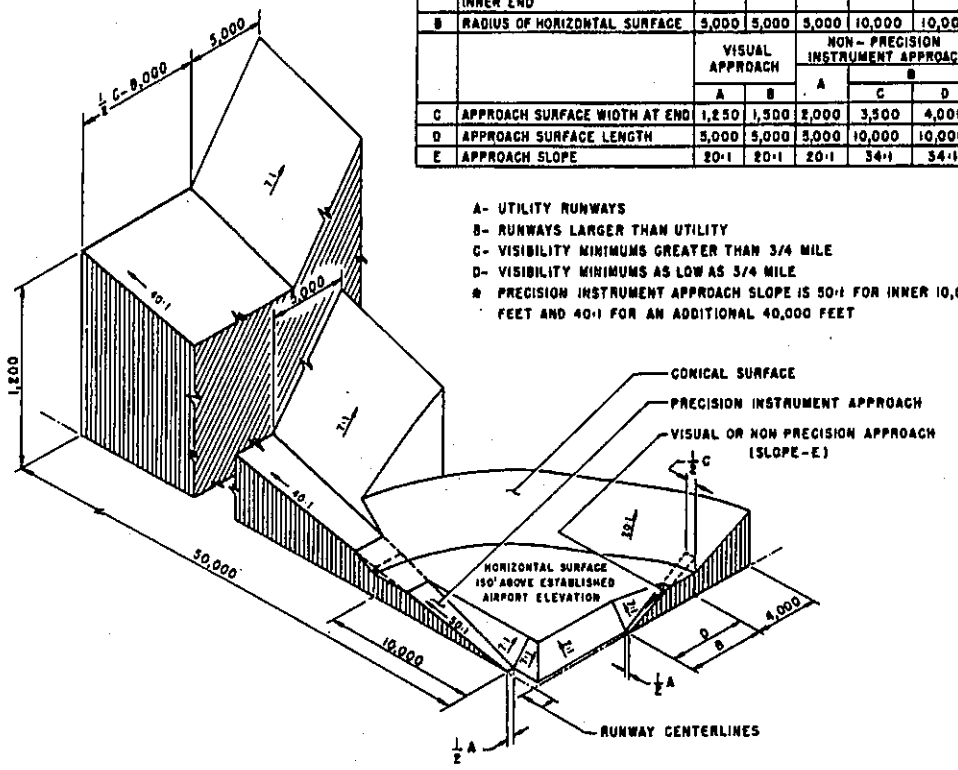
A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway- nonprecision 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.



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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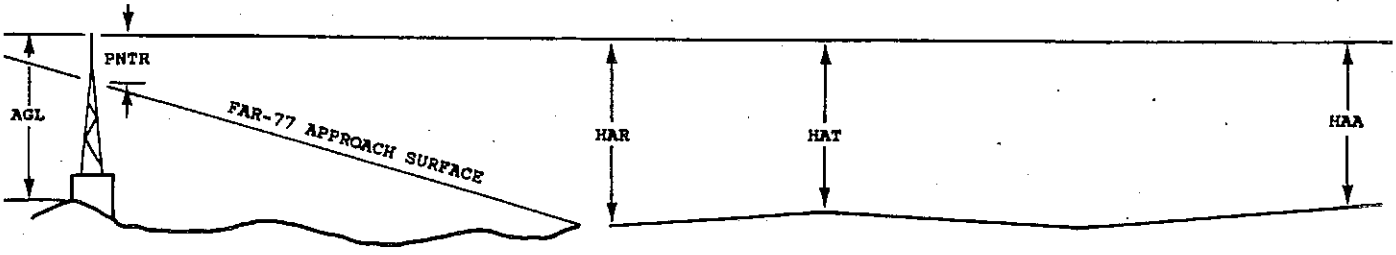
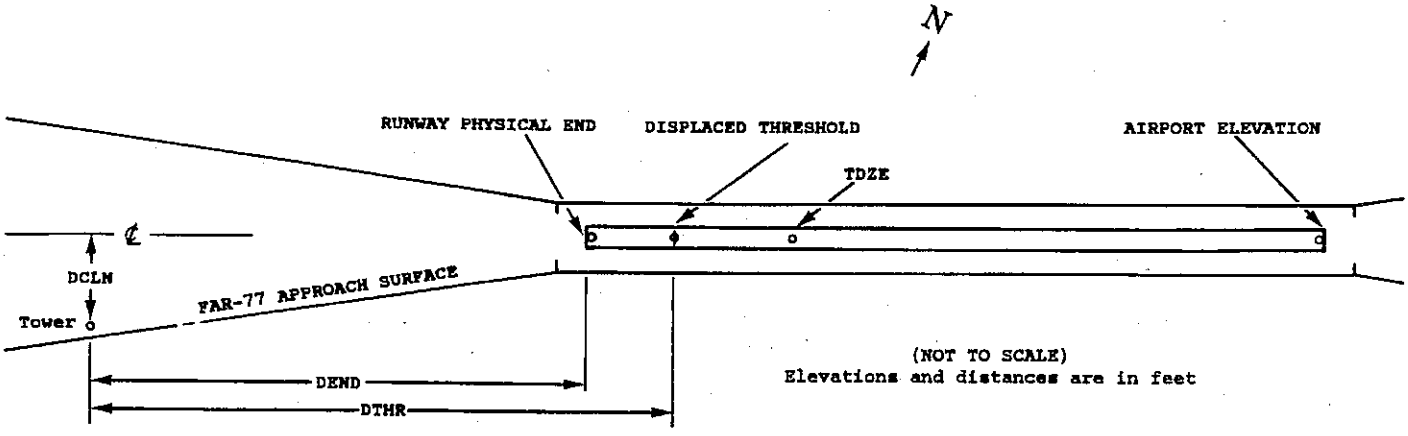




EXPLANATION OF FOOTNOTES

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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation

4 Latitude and longitude at approach end of reference runway

5 Geodetic azimuth of reference runway reckoned from north

6 Elevation at reference runway displaced threshold/touchdown zone elevation

7 Latitude and longitude at reference runway displaced threshold

8 Accuracy codes:

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

9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.

11 HAA - Height above airport
HAR - Height above approach end of reference runway
HAT - Height above reference runway touchdown zone elevation

12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway
DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displace 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 that object is in primary on roll-out side of zero distance point.

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

OC0582

AIRPORT ELEVATION 429

34L PIR 359/ 384 472616.686 -1221840.371 2025.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	472746.55	-1221835.69	1A	433		74	49	4	-9107		268R	9
ANT ON OL GS	472738.68	-1221845.47	1A	466		107	82	37	-8306		400L	45
OL TMOM	472737.71	-1221833.51	1A	438		79	54	9	-8212		422R	18
ROD ON OL TMOM	472701.29	-1221834.23	1A	413		54	29	-16	-4522		395R	17
ROD ON OL TMOM	472658.87	-1221834.07	1A	413		54	29	-16	-4277		408R	19
OL AMOM	472632.62	-1221834.32	1A	407		48	23	-22	-1617		406R	34
OL ON GS	472625.59	-1221846.18	1A	405		46	21	-24	-900		405L	37
ROD ON OL TMOM	472614.86	-1221834.52	1A	375		16	-9	-54	183		403R	15
ROD ON OL TMOM	472612.59	-1221835.49	1A	375		16	-9	-54	413		338R	11
OL DME	472608.83	-1221844.24	1A	371		12	-13	-58	798		261L	0
OL ON LOC	472608.80	-1221840.44	1A	359		0	-25	-70	799		0R	-12
TACAN	472608.50	-1221835.98	1A	366		7	-18	-63	827		307R	-6
TREE	472605.30	-1221837.56	1A	372		13	-12	-57	1152		200R	-6
BUSH	472603.06	-1221832.42	1A	358		-1	-26	-71	1377		555R	-25
TREE	472602.63	-1221849.45	1A	386		27	2	-43	1428		616L	2
TREE	472600.44	-1221849.88	1A	394		35	10	-35	1649		644L	6
OL ON LTD WSK	472552.06	-1221832.59	1A	351		-8	-33	-78	2492		550R	-54
POLE	472548.91	-1221840.73	1A	358		-1	-26	-71	2814		8L	-54
TREE	472540.57	-1221848.59	1A	401		42	17	-28	3662		543L	-28
TREE	472534.85	-1221843.61	1A	414		55	30	-15	4240		197L	-26
TREE	472531.69	-1221851.36	1A	459		100	75	30	4563		729L	12
TREE	472531.68	-1221857.13	1A	480		121	96	51	4567		1126L	33
TREE	472529.86	-1221855.64	1A	491		132	107	62	4751		1022L	41
TREE	472528.11	-1221850.94	1A	485		126	101	56	4926		697L	31
TREE	472526.14	-1221834.79	1A	394		35	10	-35	5119		414R	-64
TREE	472525.90	-1221851.01	1A	497		138	113	68	5150		701L	39
TREE	472523.58	-1221844.67	1A	472		113	88	43	5382		264L	9
TREE	472519.01	-1221831.73	1A	394		35	10	-35	5840		629R	-78

OC0582

AIRPORT ELEVATION 429

16R PIR 426/ 426 472749.702 -1221839.556 1802026.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL TMOM	472614.86	-1221834.52	1A	375		-51	-51	-54	-9608		403L	15
OL ON GS	472625.59	-1221846.18	1A	405		-21	-21	-24	-8525		405R	37
OL AMOM	472632.62	-1221834.32	1A	407		-19	-19	-22	-7808		406L	34
ROD ON OL TMOM	472658.87	-1221834.07	1A	413		-13	-13	-16	-5149		408L	19
ROD ON OL TMOM	472701.29	-1221834.23	1A	413		-13	-13	-16	-4903		395L	17
OL TMOM	472737.71	-1221833.51	1A	438		12	12	9	-1213		422L	18
ANT ON OL GS	472738.68	-1221845.47	1A	466		40	40	37	-1119		400R	45
WSK	472746.55	-1221835.69	1A	433		7	7	4	-318		268L	9
BUSH	472752.21	-1221843.87	1A	432		6	6	3	252		298R	5
TREE	472817.82	-1221830.29	1A	473		47	47	44	2853		620L	-6
TREE	472827.00	-1221833.30	1A	474		48	48	45	3782		407L	-24
TREE	472848.96	-1221858.60	1A	524		98	98	95	5997		1344R	-18

34R PIR 343/ 368 472552.219 -1221828.949 2037.

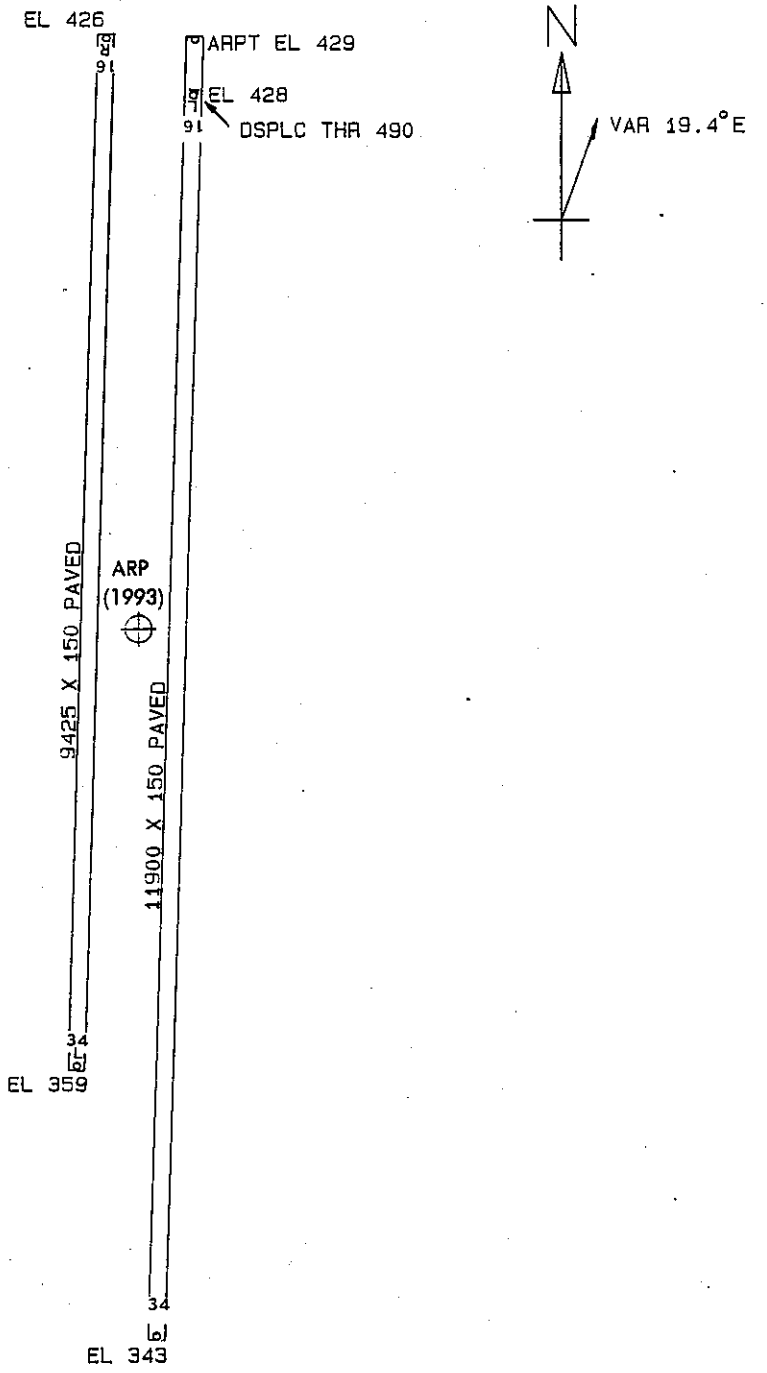
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL TMOM	472737.71	-1221833.51	1A	438		95	70	9	-10686		378L	12
ROD ON OL TMOM	472701.29	-1221834.23	1A	413		70	45	-16	-6997		405L	13
ROD ON OL TMOM	472658.87	-1221834.07	1A	413		70	45	-16	-6751		392L	15
OL AMOM	472632.62	-1221834.32	1A	407		64	39	-22	-4092		394L	30
ROD ON OL TMOM	472614.86	-1221834.52	1A	375		32	7	-54	-2292		397L	13
ROD ON OL TMOM	472612.59	-1221835.49	1A	375		32	7	-54	-2062		462L	14
TACAN	472608.50	-1221835.98	1A	366		23	-2	-63	-1647		493L	9
OL GS	472603.39	-1221823.04	1A	382		39	14	-47	-1134		400R	29
BUSH	472603.06	-1221832.42	1A	358		15	-10	-71	-1097		245L	5
OL MONITOR POLE	472601.40	-1221822.74	1A	373		30	5	-56	-933		421R	21
OL ON LTD WSK	472552.06	-1221832.59	1A	351		8	-17	-78	17		250L	7
TREE	472546.73	-1221825.37	1A	343		0	-25	-86	555		249R	-7
TREE	472531.24	-1221823.27	1A	373		30	5	-56	2123		403R	-8
TREE	472526.14	-1221834.79	1A	394		51	26	-35	2645		386L	2
TREE	472519.01	-1221831.73	1A	394		51	26	-35	3366		171L	-12

OC0582

AIRPORT ELEVATION 429

ARP 472656.355 -1221833.527

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
LIGHT	472646.73	-1221815.48	1A	457		28	10846	1578
ANT ON OL DOME	472653.45	-1221856.77	1A	485		56	24009	1624
ANT ON BLDG	472653.95	-1221808.05	1A	482		53	7830	1768
ANT ON OL ASR	472706.27	-1221855.22	1A	466		37	28434	1798
ROD ON OL ASR	472709.30	-1221901.68	1A	482		53	28444	2338
ANT AND APBN ON OL ATCT	472637.04	-1221810.28	1A	517		88	12122	2527
LIGHT	472628.60	-1221814.62	1A	444		15	13547	3098
LIGHT	472734.29	-1221812.59	1A	501		72	107	4105
OL ON BLDG	472630.88	-1221741.52	1A	527		98	10625	4409
OL TANK	472731.98	-1221751.42	1A	543		114	1918	4627
OL BLDG	472607.75	-1221812.17	1A	450		21	14400	5139
LIGHT	472746.48	-1221812.02	1A	499		70	35649	5289
TREE	472604.08	-1221852.63	1A	393		-36	17431	5457
TREE	472701.76	-1221713.08	1A	558		129	6456	5556
TREE	472752.04	-1221849.04	1A	435		6	32954	5743
TREE	472600.43	-1221851.91	1A	398		-31	17310	5806
TREE	472600.74	-1221853.93	1A	411		-18	17434	5807
TANK	472719.61	-1221700.98	1A	606		177	5015	6783
TREE	472549.02	-1221820.85	1A	354		-75	15319	6878
OL TWR	472719.79	-1221659.55	1A	620		191	5024	6881
ANT ON TANK	472641.24	-1221649.32	1A	593		164	8239	7324
TREE	472540.61	-1221817.51	1A	379		-50	15226	7754
TREE	472812.98	-1221813.82	1A	506		77	35029	7882
TREE	472535.65	-1221813.25	1A	416		-13	15055	8295
TREE	472823.49	-1221806.15	1A	558		129	35237	9027
TANK	472456.75	-1221941.39	1A	501		72	18139	12986
TANK	472433.59	-1221738.17	1A	566		137	14551	14958
TANK	472433.47	-1221736.12	1A	573		144	14520	15006



TOUCHDOWN ZONE RUNWAY	ELEVATION
34L	384
16R	426
34R	368
16L	428

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SEATTLE, WASHINGTON

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)