

# OBSTRUCTION DATA SHEET

ODS 5874  
WRANGELL AIRPORT  
WRANGELL, ALASKA

DIGITIZED FROM

OC 5874  
SURVEYED MAY 1987  
3RD 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:

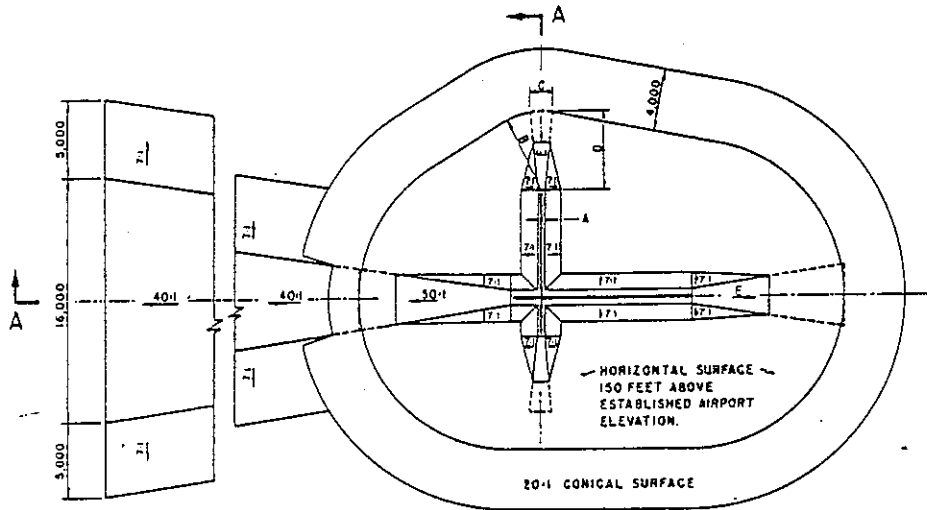
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

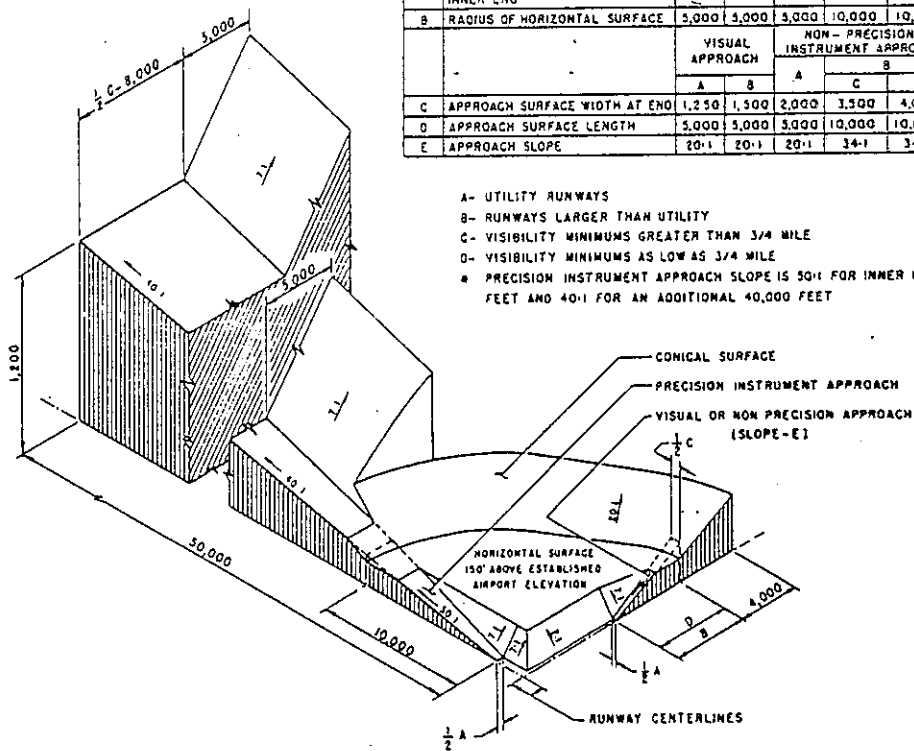
A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
           visibility minimums greater than 3/4 mile  
 D ..... 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	300	300	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	C	D	
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

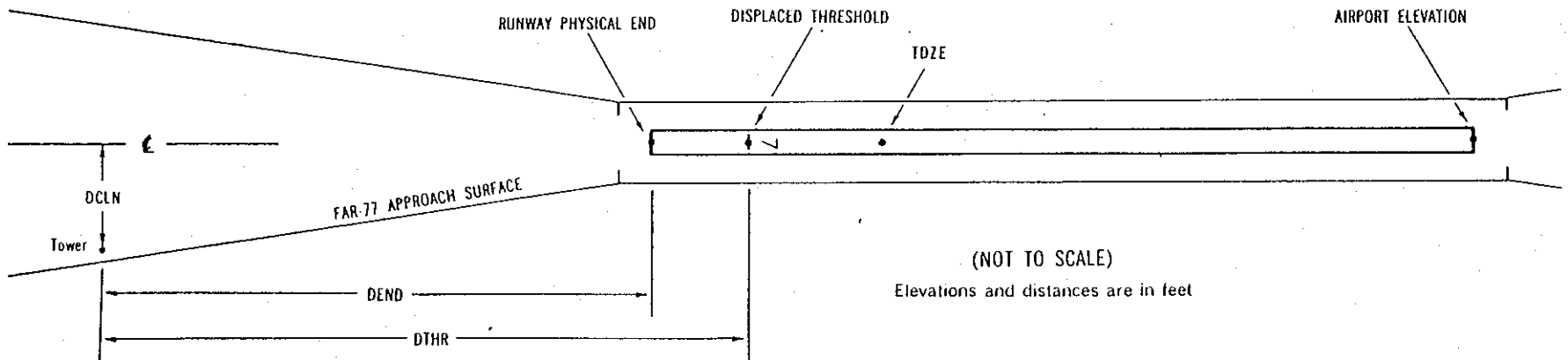
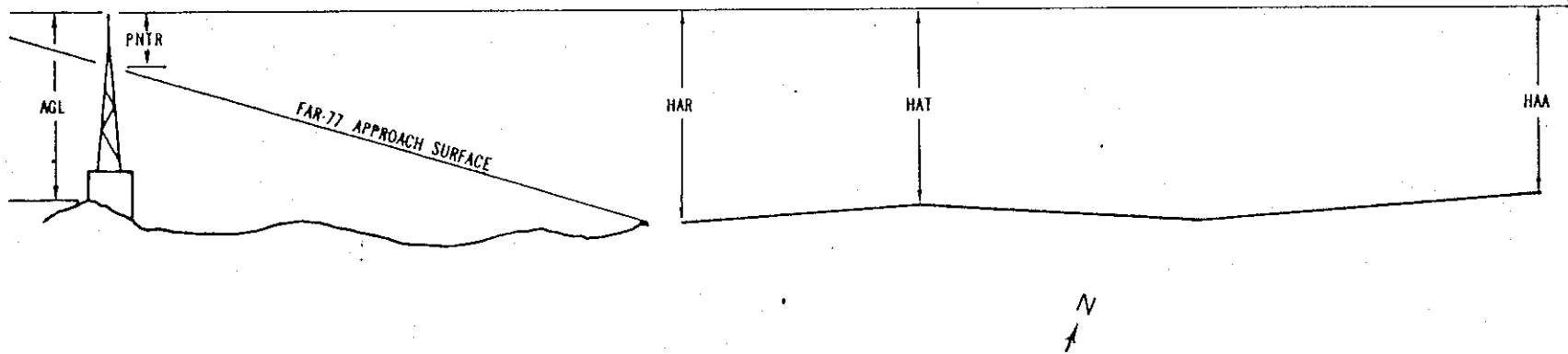
OC XXXX

AIRPORT ELEVATION XXXX

X<sup>1</sup> X<sup>2</sup> XXXX/XXXX<sup>3</sup> XXXXXX.XXX<sup>4</sup> XXXXXXXX.XXX<sup>4</sup> XXXXXXXX<sup>5</sup> XXXX/XXXX<sup>6</sup> XXXXXX.XXX<sup>7</sup> XXXXXXXX.XXX<sup>7</sup>

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

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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 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  $\pm 10$  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).

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AIRPORT ELEVATION 44

9 PIR 27/40 562920.185N 1322250.932W 3012209

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	562846.41	1322119.51	1A	60		33	20	16	-6167		253R	16
TREE	562847.80	1322122.51	1A	73		46	33	29	-5950		221R	29
TREE	562853.55	1322124.98	1A	63		36	23	19	-5528		206L	19
TREE	562851.69	1322133.34	1A	70		43	30	26	-5225		200R	26
BUSH	562856.37	1322132.22	1A	58		31	18	14	-5031		238L	14
TREE	562858.75	1322133.73	1A	62		35	22	18	-4833		400L	18
OL WINDSOCK	562858.29	1322137.51	1A	64		37	24	20	-4677		250L	20
TREE	562856.96	1322151.89	1A	90		63	50	46	-4058		287R	47
TREE	562906.32	1322202.01	1A	63		36	23	19	-3078		229L	23
BUSH	562903.99	1322213.16	1A	81		54	41	37	-2666		299R	42
TREE	562909.93	1322207.51	1A	59		32	19	15	-2623		381L	20
TREE	562913.00	1322223.63	1A	53		26	13	9	-1688		175L	17
ANEMOMETER	562908.46	1322230.85	1A	66		39	26	22	-1582		429R	31
BUSH	562911.27	1322231.80	1A	42		15	2	-2	-1388		213R	8
OL ON LTD WSK	562913.31	1322239.07	1A	44		17	4	0	-932		249R	12
FENCE POST	562916.90	1322245.09	1A	30		3	-10	-14	-454		114R	0
FENCE POST	562918.86	1322243.07	1A	31		4	-9	-13	-447		115L	1
TREE	562915.80	1322249.52	1A	52		25	12	8	-299		338R	23
TREE	562916.88	1322254.57	1A	47		20	7	3	0		393R	20
TREE	562917.30	1322258.73	1A	99		72	59	55	222		478R	72
TREE	562921.81	1322304.82	1A	64		37	24	20	752		265R	26
TREE	562919.50	1322308.71	1A	122		95	82	78	816		579R	83
TREE	563120.84	1322741.90	2C	1292		1265	1252	1248	20314		1966L	812
TREE	563210.62	1323226.46	2C	1404		1377	1364	1360	36578		1999R	518
TREE	563159.17	1323256.14	2C	1308		1281	1268	1264	37398		3856R	401

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AIRPORT ELEVATION 44

27 SUPLC 44/44 562849.404N 1322119.720W 1212325

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	562916.88	1322254.57	1A	47		3	3	3	-5999		393L	20
TREE	562915.80	1322249.52	1A	52		8	8	8	-5700		338L	23
FENCE POST	562918.86	1322243.07	1A	31		-13	-13	-13	-5552		115R	1
FENCE POST	562916.90	1322245.09	1A	30		-14	-14	-14	-5545		114L	0
OL ON LTD WSK	562913.31	1322239.07	1A	44		0	0	0	-5067		249L	12
BUSH	562911.27	1322231.80	1A	42		-2	-2	-2	-4611		213L	8
ANEMOMETER	562908.46	1322230.85	1A	66		22	22	22	-4417		429L	31
TREE	562913.00	1322223.63	1A	53		9	9	9	-4311		175R	17
TREE	562909.93	1322207.51	1A	59		15	15	15	-3376		381R	20
BUSH	562903.99	1322213.16	1A	81		37	37	37	-3333		299L	42
TREE	562906.32	1322202.01	1A	63		19	19	19	-2921		229R	23
TREE	562856.96	1322151.89	1A	90		46	46	46	-1941		287L	47
OL WINDSOCK	562858.29	1322137.51	1A	64		20	20	20	-1322		250R	20
TREE	562858.75	1322133.73	1A	62		18	18	18	-1166		400R	18
BUSH	562856.37	1322132.22	1A	58		14	14	14	-967		238R	14
TREE	562851.69	1322133.34	1A	70		26	26	26	-774		200L	26
TREE	562853.55	1322124.98	1A	63		19	19	19	-471		206R	19
TREE	562847.80	1322122.51	1A	73		29	29	29	-49		221L	29
TREE	562846.41	1322119.51	1A	60		16	16	16	168		253L	16
TREE	562825.54	1322038.69	1B	209		165	165	165	3228		867L	76
TREE	562754.57	1321914.87	1B	337		293	293	293	8885		1095L	38

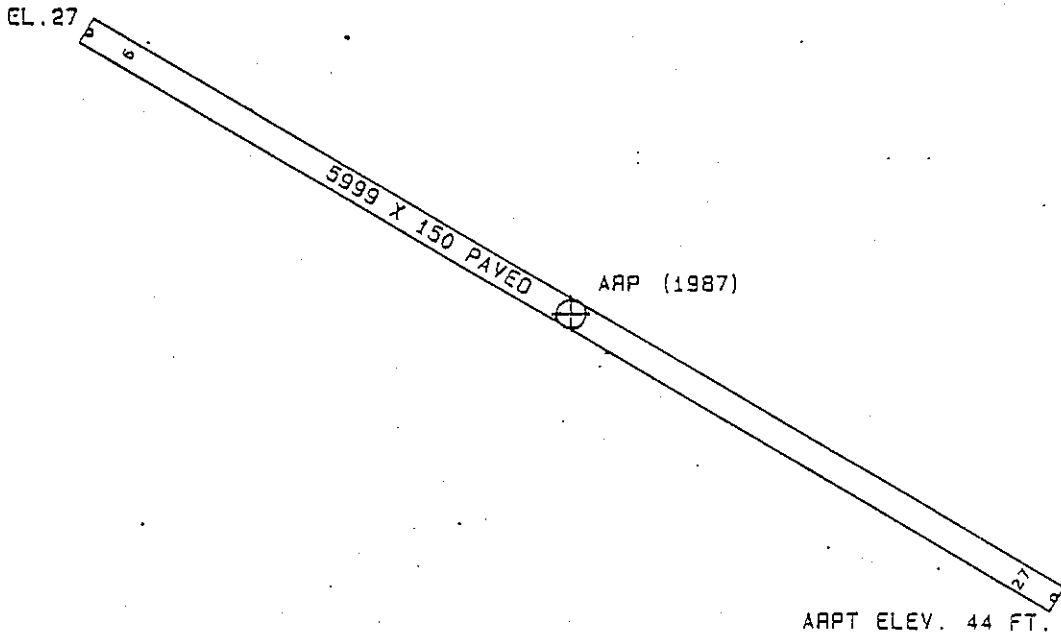
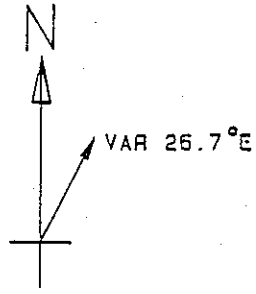
OC5874

AIRPORT ELEVATION 44

ARP 562904.797N 1322205.321W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	562858.94	1322210.50	1A	178		134	179 23	662
TREE	562907.16	1322140.87	1A	117		73	53 23	1394
TREE	562859.08	1322234.23	1A	235		191	223 39	1724
TREE	562851.28	1322146.68	1A	132		88	115 57	1725
TREE	562859.22	1322129.70	1A	101		57	79 6	2079
ANT ON HANGAR	562908.73	1322242.55	1A	70		26	254 7	2128
TREE	562859.78	1322245.28	1A	222		178	230 31	2301
TREE	562844.39	1322123.39	1A	133		89	104 38	3135
TREE	562916.52	1322259.63	1A	126		82	264 37	3273
TREE	562910.14	1322305.08	1A	252		208	252 29	3399
ROD OL APT BCN	562913.57	1322310.69	1A	321		277	256 56	3777
TREE	562916.55	1322311.69	1A	237		193	261 3	3913
TREE	562835.62	1322302.03	1B	517		473	200 24	4348
TREE	562810.78	1322132.57	1B	853		809	134 45	5782
TREE	562721.19	1322142.88	1B	1279		1235	146 28	10589
TREE	562729.47	1322021.23	1B	1449		1405	122 8	11303
TREE	562701.43	1322152.01	2C	1545		1501	149 53	12542
TREE	562728.04	1321938.09	1B	1910		1866	113 11	12837
TREE	562715.26	1322000.69	2C	2440		2396	121 5	13137
TREE	562653.91	1322126.68	2C	1868		1824	144 1	13458
TREE	562700.83	1322035.82	2C	2338		2294	131 30	13548
TREE	562726.91	1321800.02	2C	880		836	99 4	16986
TREE	563135.37	1322715.68	2C	1788		1744	284 36	23170
TREE	563140.29	1322712.10	2C	1876		1832	285 51	23353





TOUCHDOWN ZONE RUNWAY ELEVATION	
9	40
27	44

WRANGELL AIRPORT  
WRANGELL, ALASKA  
(NOT TO SCALE)