

FEDERAL AVIATION ADMINISTRATION  
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

McGRATH AIRPORT

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McGRATH, ALASKA

ODS 1225

1 ST EDITION

OC 1225

SURVEYED JUNE 1981

4TH EDITION

PREPARED AND DISTRIBUTED BY  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

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

	LAT	LONG	M BRG	GEODETIC AZIMUTH	FROM SOUTH
PHYS END RWY 34 D	38 30 22.066N	121 29 34.116W		168 05 12	

ELEV\* A\*\* OBJECT\*\*\*

ELEVATION	A**	OBJECT***	MAGNETIC BEARING	DISTANCE	OUTCL	OFFCL
0048	1A	WDI	354 7	4293	4277	377R
0092	1A	TREE	343 55	7593	7562	685L

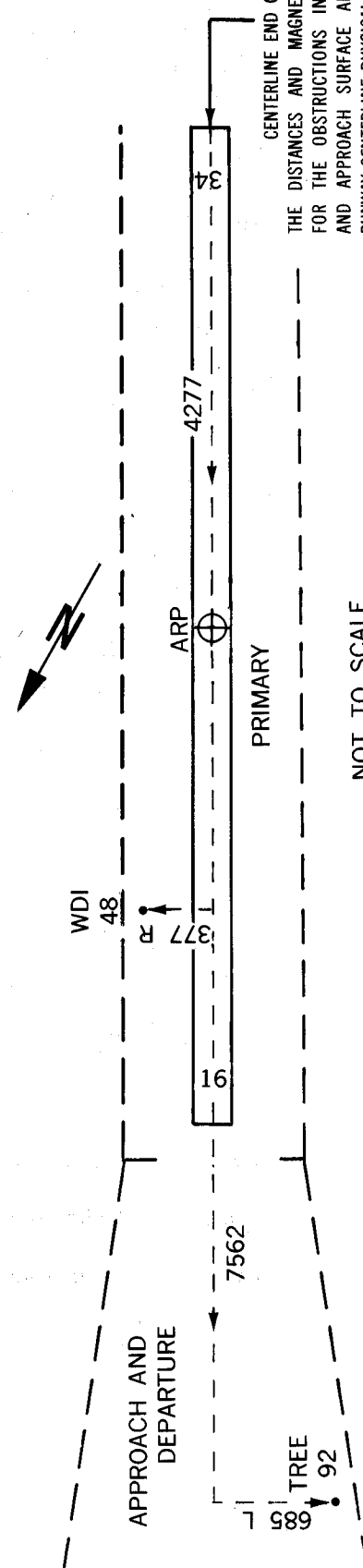
ELEVATION ACCURACY DESCRIPTION



\*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



THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

NOT TO SCALE

RUNWAY 7    CONDITION AV    LAT 62 57 33.274N LONG 155 36 40.112W GEODETTIC AZIMUTH 273 31 26

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
346	1A BUSH	62 57 32.215N	155 36 38.027W	115 26	144	103	101R
355	1A BUSH	62 57 31.852N	155 36 27.212W	80 55	614	604	108R
376	1A TREE	62 57 33.680N	155 35 46.749W	66 20	2468	2461	193L

RUNWAY 25    CONDITION AV    LAT 62 57 32.231N LONG 155 36 2.947W GEODETTIC AZIMUTH 93 31 59

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
355	1A BUSH	62 57 31.852N	155 36 27.212W	245 20	1123	1118	108L
346	1A BUSH	62 57 32.215N	155 36 38.027W	247 15	1622	1619	101L
377	1A TREE	62 57 32.077N	155 36 43.086W	246 49	1856	1852	130L
376	1A TREE	62 57 32.123N	155 36 44.794W	246 59	1935	1931	130L
349	1A BUSH	62 57 32.627N	155 36 49.037W	248 23	2132	2130	91L

RUNWAY 16    CONDITION BV    LAT 62 57 33.206N LONG 155 36 10.561W GEODETTIC AZIMUTH 358 55 40

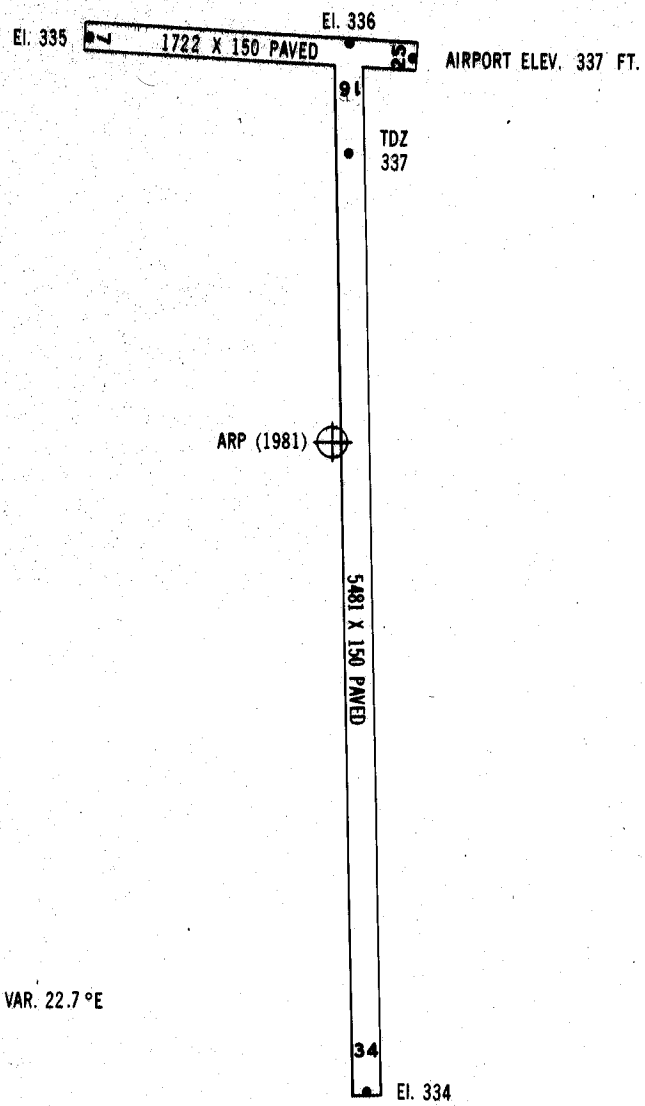
ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
341	1A VASI	62 57 28.769N	155 36 7.248W	138 31	476	454	145L
341	1A VASI	62 57 23.768N	155 36 7.051W	147 41	972	962	144L
343	1A PARKED AIRCRAFT	62 57 19.412N	155 36 4.223W	145 29	1432	1406	267L
366	1A TREE	62 56 39.111N	155 36 13.825W	158 52	5497	5491	254R
348	1A ROAD N	62 56 37.537N	155 36 7.954W	156 5	5656	5656	15L

RUNWAY 34    CONDITION C    LAT 62 56 39.261N LONG 155 36 8.345W GEODETIC AZIMUTH 178 55 42

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
343 1A	PARKED AIRCRAFT	62 57 19.412N	155 36 4.223W	339 59	4083	4074	267R
341 1A	VASI	62 57 23.768N	155 36 7.051W	338 4	4521	4519	144R
341 1A	VASI	62 57 28.769N	155 36 7.248W	337 53	5029	5027	145R
343 1A	BUSH	62 57 33.993N	155 36 14.020W	334 36	5566	5564	158L

ARP 1981    LAT 62 57 12.574N LONG 155 36 12.339W GEODETIC AZIMUTH 0 0 0

ELEV	A OBJECT	LAT	LONG	M BRG	DIST
373 1A	TREE	62 57 19.687N	155 36 20.290W	310 20	811
391 1A	ROD ON AP BCN	62 57 19.606N	155 36 1.119W	13 18	883
371 1A	TREE	62 57 2.923N	155 35 58.563W	124 16	1169
396 1A	ROD OL ANTENNA	62 57 23.995N	155 36 1.367W	0 56	1266
400 1A	ANTENNA OL TWR	62 57 28.166N	155 35 52.366W	7 33	1834
357 1A	OL LT STANDARD	62 57 29.975N	155 35 58.934W	356 38	1873
346 1A	WINDSOCK	62 57 30.841N	155 36 4.477W	348 23	1891
388 1A	TREE	62 56 54.229N	155 36 20.685W	169 0	1903
379 1A	FLAGPOLE	62 57 29.036N	155 35 50.406W	8 32	1956
404 1A	TREE	62 57 27.870N	155 36 45.144W	292 59	2172
346 1A	BUSH	62 57 33.765N	155 36 4.265W	347 8	2185
364 1A	TREE	62 57 34.552N	155 36 20.685W	327 30	2266
398 1A	TREE	62 57 29.353N	155 36 46.585W	294 24	2327
352 1A	TREE	62 57 35.370N	155 36 4.344W	346 22	2345
347 1A	OL ILS-LO	62 56 49.134N	155 36 15.661W	161 0	2386
370 1A	TREE	62 56 44.392N	155 36 16.402W	161 3	2869
372 1A	TREE	62 56 37.058N	155 36 0.645W	148 46	3648



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