

OBSTRUCTION DATA SHEET

**ODS 5776
DEADHORSE AIRPORT
DEADHORSE, ALASKA**

DIGITIZED FROM

**OC 5776
SURVEYED JULY 1991
2ND EDITION**



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THE NATIONAL OCEAN SERVICE
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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:

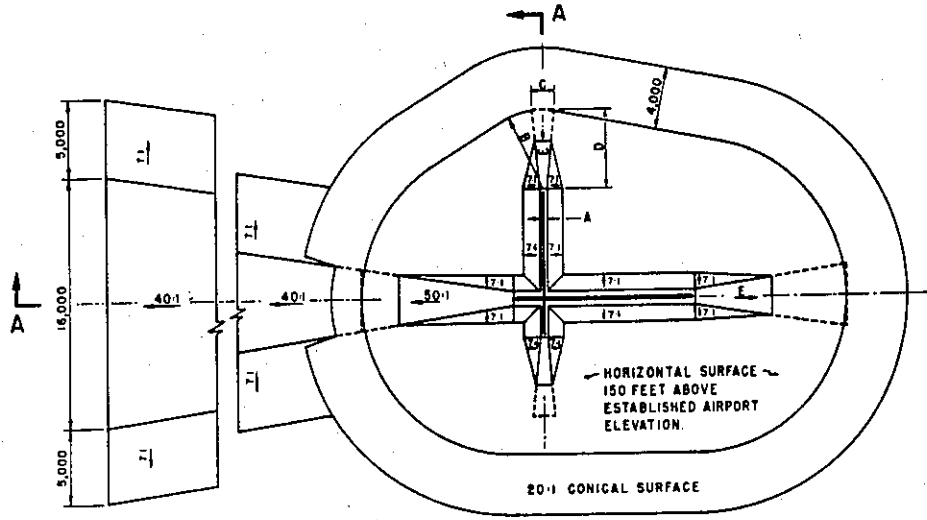
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

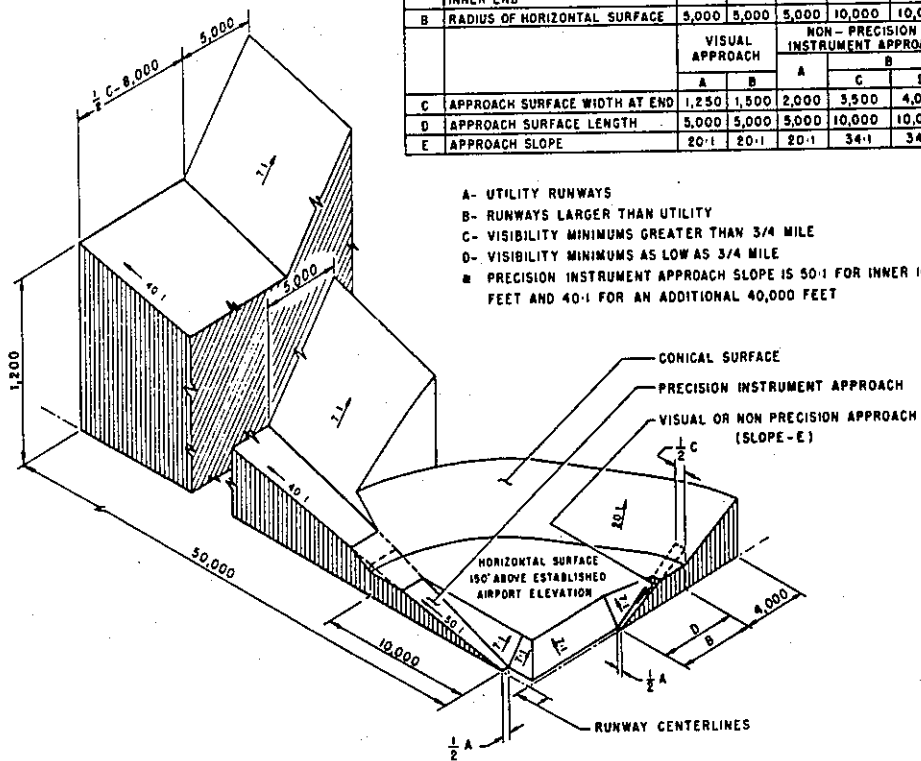
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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 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

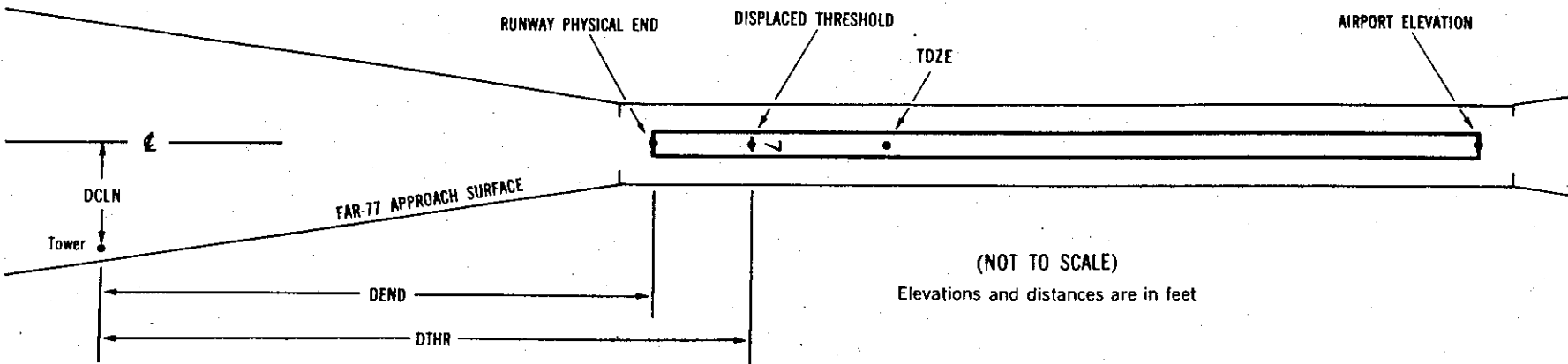
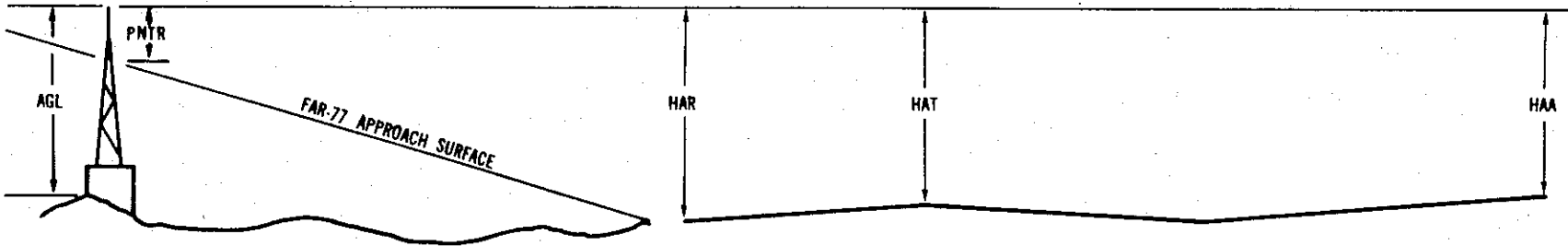
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x¹ x² XXXX/XXXX³ XXXXXX.XXX⁴ XXXXXXXX.XXX⁴ XXXXXXXX⁵ XXXX/XXXX⁶ XXXXXX.XXX⁷ XXXXXXXX.XXX⁷

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



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).

OC5776

AIRPORT ELEVATION 57

4 PIR 56/57 701133.838N 1482914.740W 2545922

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WINDSOCK	701146.41	1482729.45	1A	77		21	20	20	-3837		296L	21
OL ON TRANSMISSOMETER	701133.77	1482827.04	1A	71		15	14	14	-1587		433R	14
OL ON GLIDE SLOPE	701132.38	1482840.82	1A	96		40	39	39	-1091		446R	39

22 D 51/57 701150.368N 1482612.642W 0750214

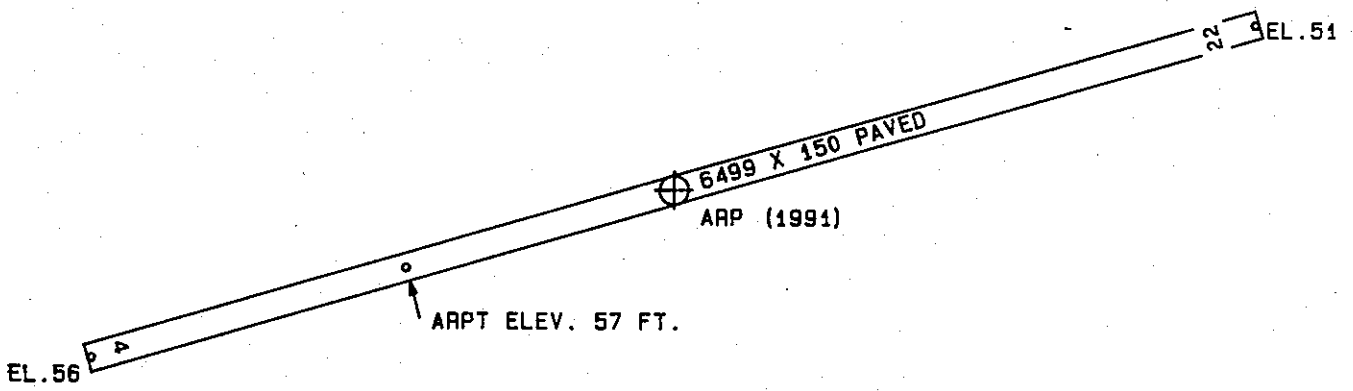
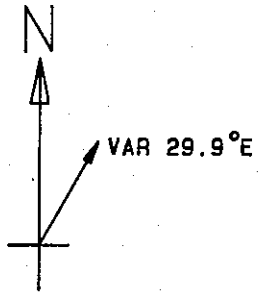
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	701132.38	1482840.82	1A	96		45	39	39	-5408		446L	39
OL ON TRANSMISSOMETER	701133.77	1482827.04	1A	71		20	14	14	-4912		433L	14
OL ON WINDSOCK	701146.41	1482729.45	1A	77		26	20	20	-2662		296R	21
GROUND	701149.48	1482539.84	1A	61		10	4	4	1069		379L	-16
OL ON LOCALIZER	701155.54	1482515.49	1A	59		8	2	2	2039		0R	-46
ROD ON OL DIRECTION FNDR	701202.00	1482516.87	1A	82		31	25	25	2162		647R	-27
VORTAC	701158.09	1482447.29	1A	90		39	33	33	3045		1L	-45

OC5776

AIRPORT ELEVATION 57

ARP 701142.109N 1482743.701W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ROD ON OL ARSR	701153.73	1482757.48	1A	144		87	308 12	1274
OL ON FLOODLIGHT POLE	701156.46	1482721.92	1A	104		47	357 20	1641
ANTENNA ON OL MCWV TOWER	701159.62	1482802.18	1B	159		102	310 25	1891
ANTENNA	701158.29	1482708.16	1A	105		48	6 47	2051
ANTENNA	701157.13	1482656.81	1A	106		49	16 43	2224
OL ON MAST	701211.41	1482725.35	1B	205		148	342 5	3045
ANTENNA	701119.93	1482600.25	1B	106		49	92 23	4220
ANTENNA	701250.98	1482554.34	1B	168		111	358 23	7952
ANTENNA	701324.54	1482509.99	1B	199		142	357 2	11684
OL ON NONDIRECTIONAL BCN	701323.75	1482451.15	1B	193		136	359 59	11923



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
4	57
22	57

DEADHORSE AIRPORT
 DEADHORSE, ALASKA
 (NOT TO SCALE)