OBSTRUCTION DATA SHEET

ODS 403
SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

DIGITIZED FROM

OC 403
SURVEYED 25 AUGUST 1992
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HORIZONTAL DATUM NAD83
VERTICAL DATUM NGVD29

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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 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).

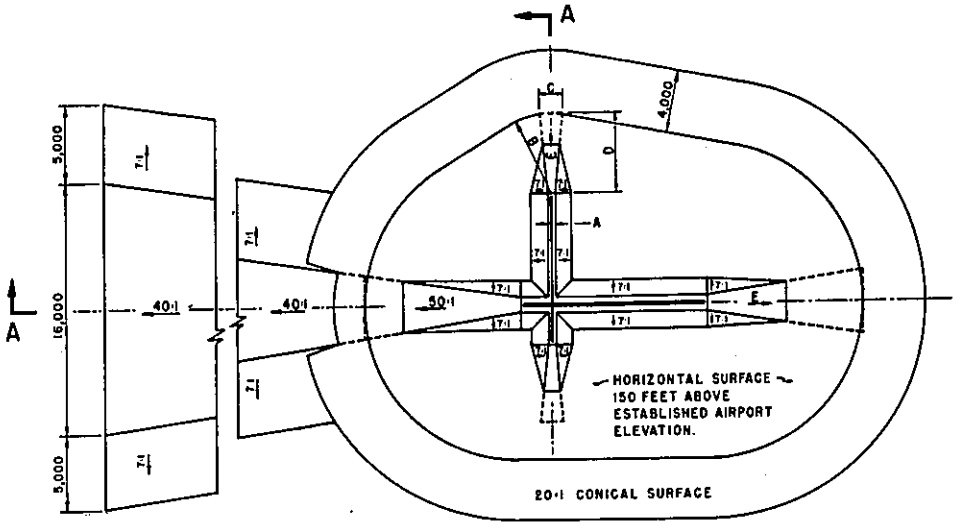
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

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:

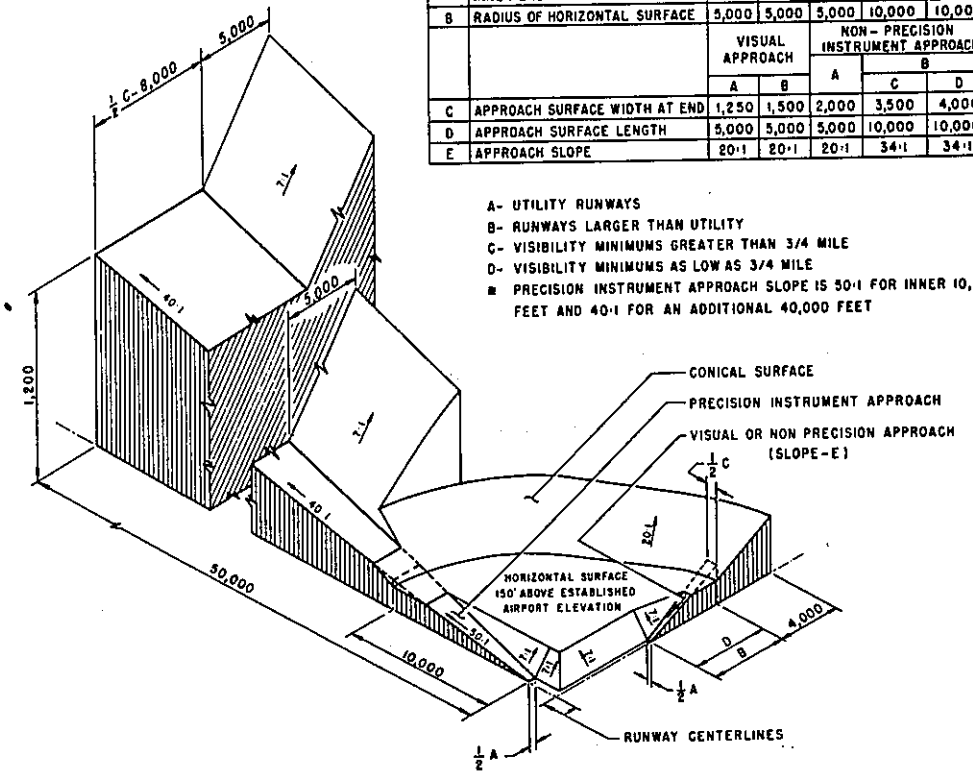
A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D ..... Nonutility runway- nonprecision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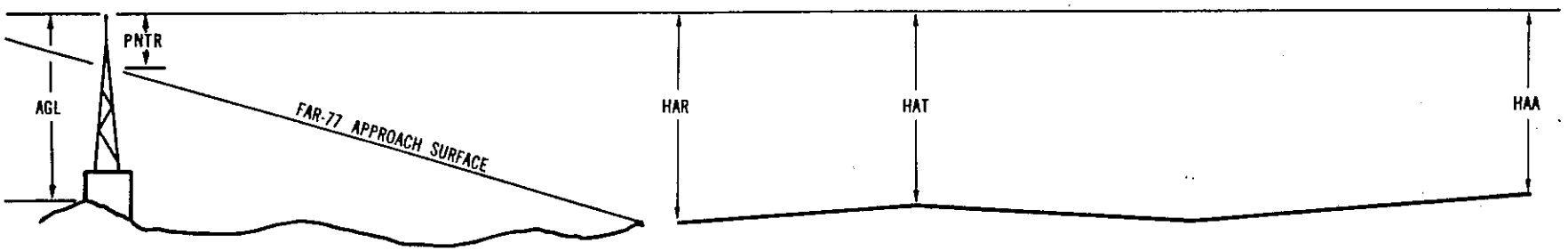
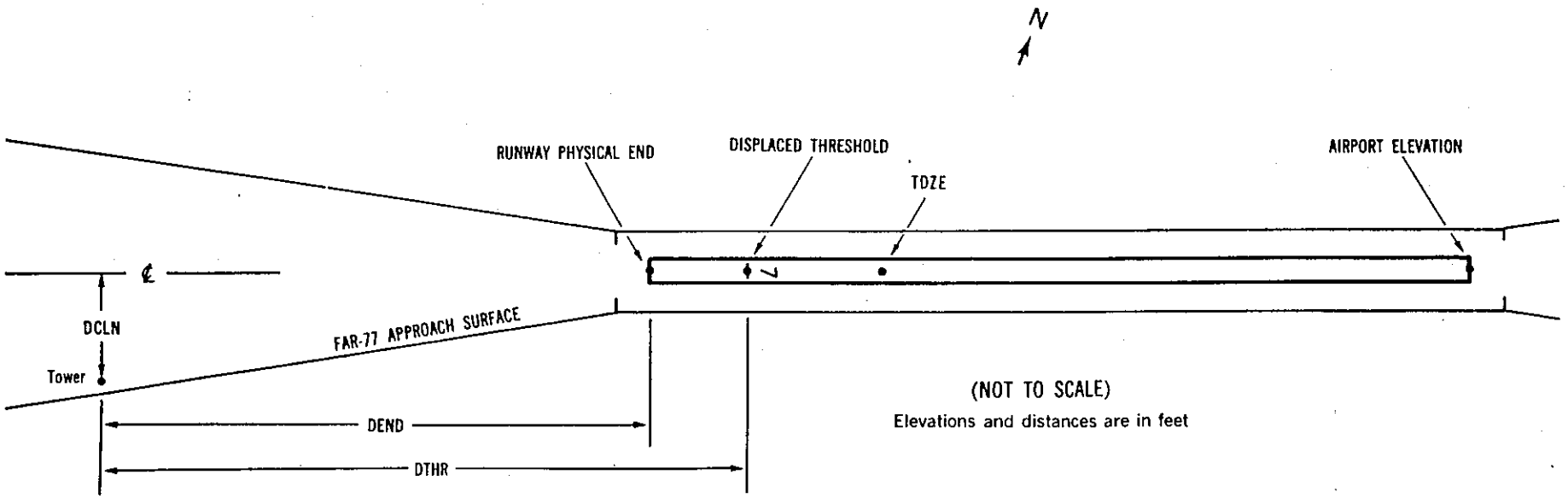




(NOT TO SCALE)

Elevations and distances are in feet

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 displace threshold

8 Accuracy codes:

Horizontal	Vertical
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 <u>appearing on the OC</u> 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 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0403

AIRPORT ELEVATION 2372

3 PIR 2368/2368 473650.147 -1173239.461 452933.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	473748.22	-1173105.88	1A	2329		-39	-39	-43	-8696		296R	11
OL ON GS	473748.70	-1173119.66	1A	2364		-4	-4	-8	-8058		400L	41
ROD ON OL TMOM	473744.28	-1173127.93	1A	2343		-25	-25	-29	-7339		477L	13
ROD ON OL TMOM	473717.52	-1173148.99	1A	2369		1	1	-3	-4410		446R	20
ROD ON OL TMOM	473716.10	-1173151.91	1A	2369		1	1	-3	-4166		408R	19
WSK	473711.37	-1173159.10	1A	2377		9	9	5	-3480		404R	24
WSK	473703.20	-1173214.04	1A	2370		2	2	-2	-2169		278R	12
OL ON GS	473654.94	-1173223.92	1A	2398		30	30	26	-1100		400R	35
ROD ON OL TMOM	473655.61	-1173240.29	1A	2380		12	12	8	-347		434L	14
ROD ON OL TMOM	473654.34	-1173243.38	1A	2379		11	11	7	-106		491L	13
OL LOC	473642.54	-1173250.90	1A	2380		12	12	8	1100		0R	-6
ANT ON BLDG	473642.89	-1173255.49	1A	2387		19	19	15	1298		245L	-3
TREE	473633.53	-1173253.72	1A	2408		40	40	36	1877		515R	7
ROAD(N)	473629.92	-1173253.54	1A	2402		34	34	30	2124		785R	-4
TREE	473636.12	-1173313.88	1A	2422		54	54	50	2678		639L	5
TREE	473613.48	-1173334.17	1A	2467		99	99	95	5278		21R	-2
TREE	473604.77	-1173422.87	1A	2503		135	135	131	8276		1690L	-26

OC0403

AIRPORT ELEVATION 2372

21 PIR 2313/2342 473752.391 -1173105.767 2253042.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL TMOM	473654.34	-1173243.38	1A	2379		66	37	7	-8892		491R	13
ROD ON OL TMOM	473655.61	-1173240.29	1A	2380		67	38	8	-8651		434R	14
OL ON GS	473654.94	-1173223.92	1A	2398		85	56	26	-7899		400L	35
WSK	473703.20	-1173214.04	1A	2370		57	28	-2	-6829		278L	12
WSK	473711.37	-1173159.10	1A	2377		64	35	5	-5519		404L	24
ROD ON OL TMOM	473716.10	-1173151.91	1A	2369		56	27	-3	-4832		408L	19
ROD ON OL TMOM	473717.52	-1173148.99	1A	2369		56	27	-3	-4588		446L	20
ROD ON OL TMOM	473744.28	-1173127.93	1A	2343		30	1	-29	-1659		477R	13
OL ON GS	473748.70	-1173119.66	1A	2364		51	22	-8	-941		400R	41
WSK	473748.22	-1173105.88	1A	2329		16	-13	-43	-302		296L	11
ROAD(N)	473754.42	-1173050.10	1A	2333		20	-9	-39	909		605L	6
OL ON DME	473757.10	-1173052.76	1A	2323		10	-19	-49	970		284L	-6
LOC	473759.16	-1173055.57	1A	2315		2	-27	-57	979		0R	-14
ROAD(N)	473800.79	-1173053.00	1A	2316		3	-26	-56	1221		5L	-18
TREE	473806.12	-1173047.13	1A	2333		20	-9	-39	1886		98R	-14
TREE	473828.46	-1172954.96	1A	2399		86	57	27	6021		790L	-31

7 SUPLC 2372/2372 473701.083 -1173311.773 902928.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	473703.20	-1173214.04	1A	2370		-2	-2	-2	-3954		249L	8
OL ON POLE	473703.76	-1173338.99	1A	2417		45	45	45	1867		255L	-4
ROAD(N)	473701.35	-1173339.36	1A	2399		27	27	27	1890		11L	-22

OC0403

AIRPORT ELEVATION 2372

25 SUPLC 2367/2367 473700.373 -1173112.113 2703056.

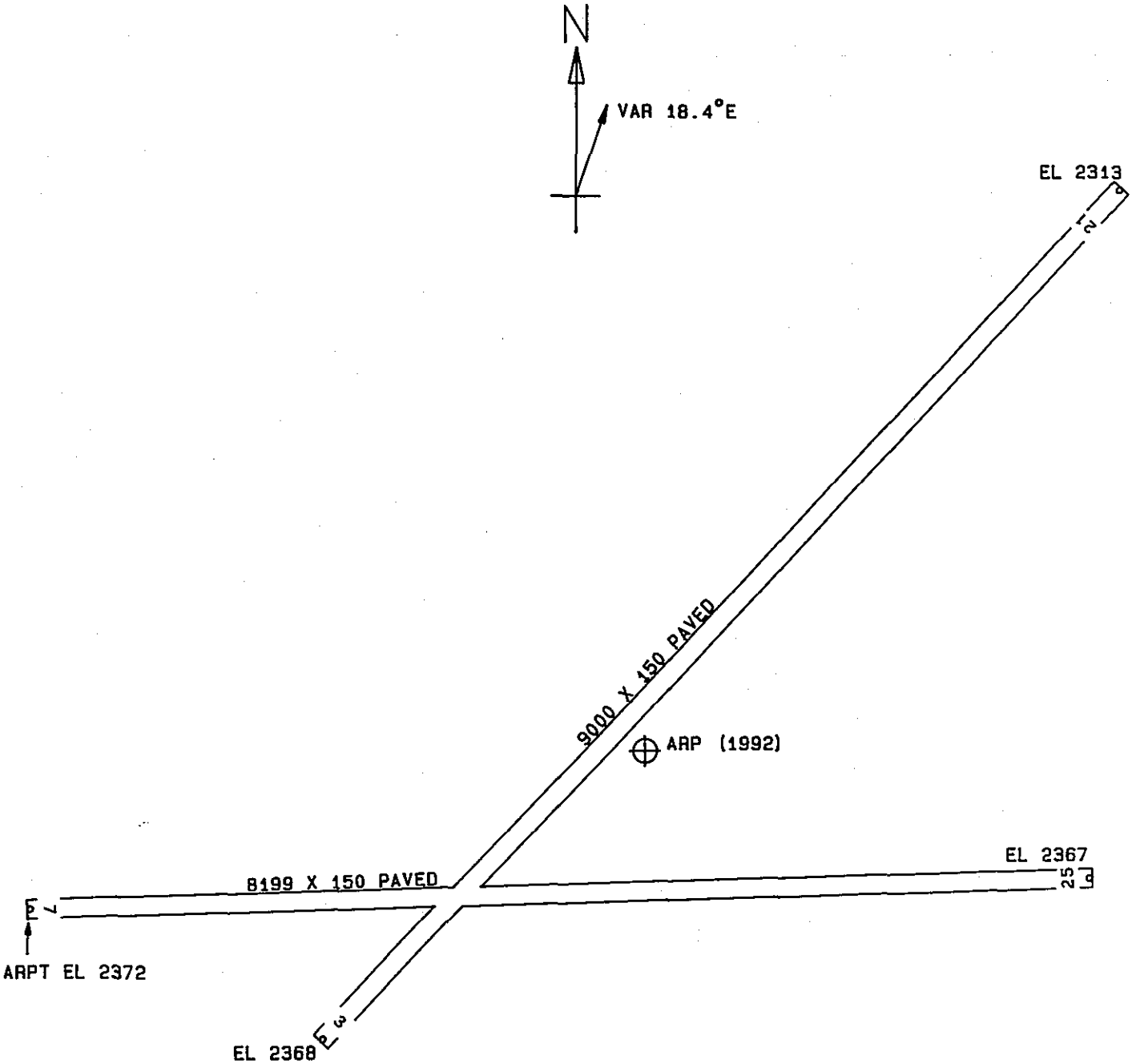
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	473703.20	-1173214.04	1A	2370		3	3	-2	-4245		249R	8
ROAD(N)	473700.25	-1173042.70	1A	2372		5	5	0	2015		5R	-49
TREE	473656.89	-1173040.81	1A	2453		86	86	81	2148		333L	29
TREE	473656.35	-1173039.60	1A	2449		82	82	77	2231		388L	22
TREE	473658.85	-1173038.38	1A	2441		74	74	69	2313		133L	12
TREE	473703.51	-1173036.59	1A	2435		68	68	63	2430		340R	2

OC0403

AIRPORT ELEVATION 2372

ARP 473711.480 -1173201.833

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
ANT ON OL ATCT	473720.22	-1173224.91	1A	2457		85	28050	1812
TREE	473648.64	-1173222.00	1A	2430		58	19226	2695
WSK	473657.91	-1173123.85	1A	2378		6	9926	2943
APBN ON OL TANK	473713.22	-1173114.11	1A	2501		129	6830	3274
OL ON HGR	473732.28	-1173120.81	1A	2379		7	3444	3513
OL ON HGR	473735.39	-1173115.21	1A	2375		3	3424	4009
OL ON HGR	473736.82	-1173113.01	1A	2371		-1	3404	4217
ROD ON OL TMOM	473746.27	-1173125.88	1A	2340		-32	1631	4300
ANT ON OL ASR	473711.05	-1173307.01	1A	2409		37	25102	4465
TREE	473654.07	-1173043.95	1A	2444		72	8953	5620
OL ON HGR	473748.15	-1173053.82	1A	2356		-16	3301	5959
TREE	473805.26	-1173102.15	1A	2352		-20	1828	6813
TREE	473635.78	-1173327.57	1A	2455		83	21959	6898
TREE	473756.93	-1173041.18	1A	2359		-13	3146	7192
TREE	473536.85	-1173200.10	1B	2525		153	16053	9589
TREE	473457.98	-1173232.00	2C	2630		258	17017	13684
TREE	473447.40	-1173230.94	2C	2659		287	16923	14734



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	2368
21	2342
7	2372
25	2367

SPOKANE INTERNATIONAL AIRPORT

SPOKANE, WASHINGTON

(NOT TO SCALE)

(ALL ELEVATIONS IN FEET)