OBSTRUCTION DATA SHEET

ODS 116
BEAUREGARD PARISH AIRPORT
DE RIDDER, LOUISIANA

DIGITIZED FROM

OC 116
SURVEYED JANUARY 1987
1ST EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
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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).

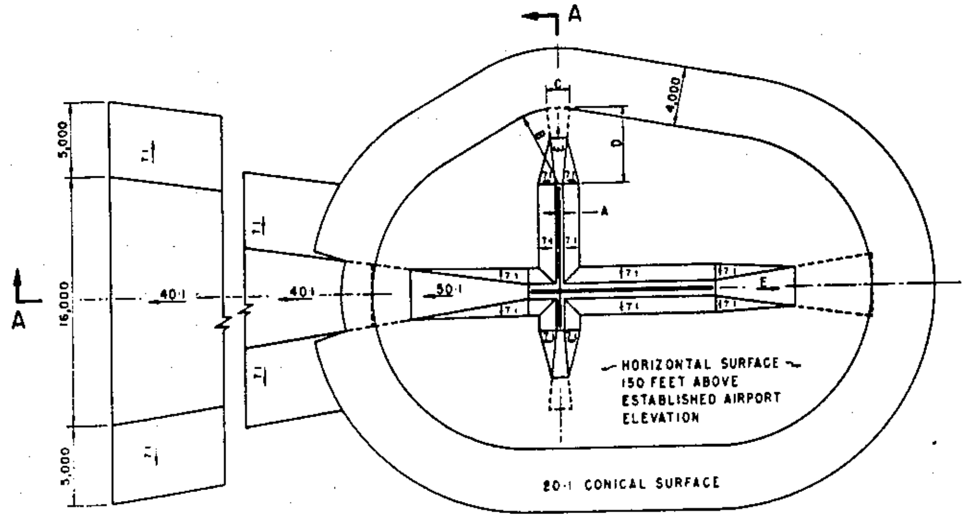
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

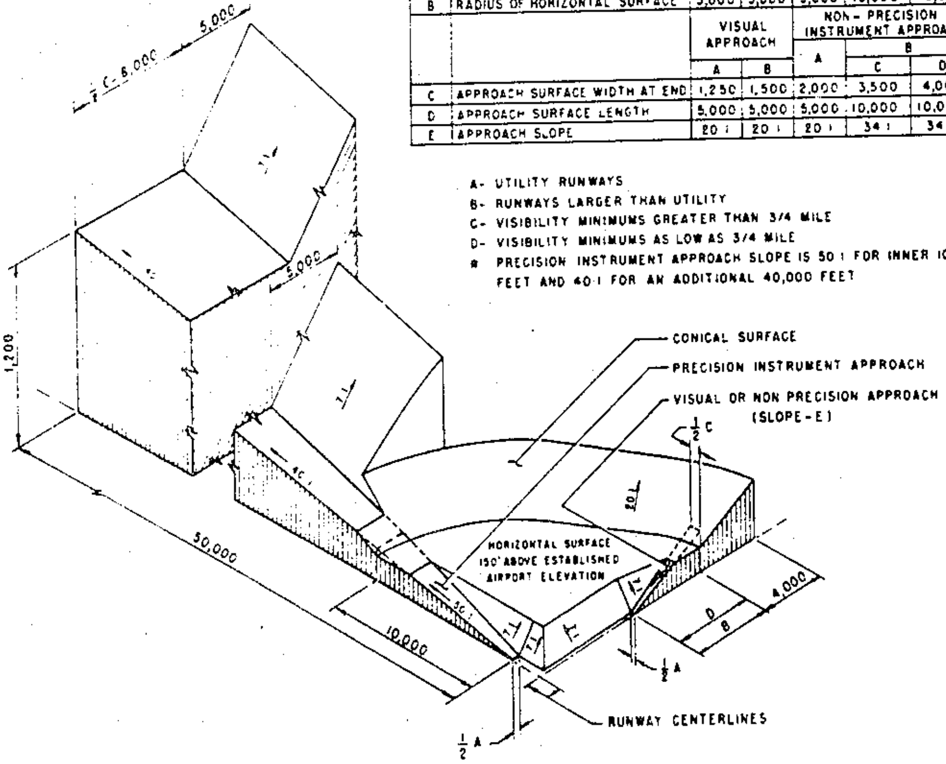
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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
					B		
		A	B	A	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

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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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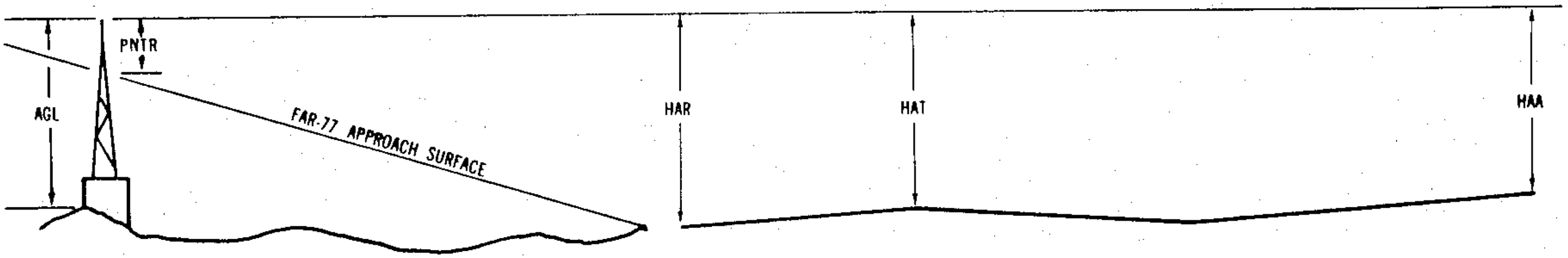

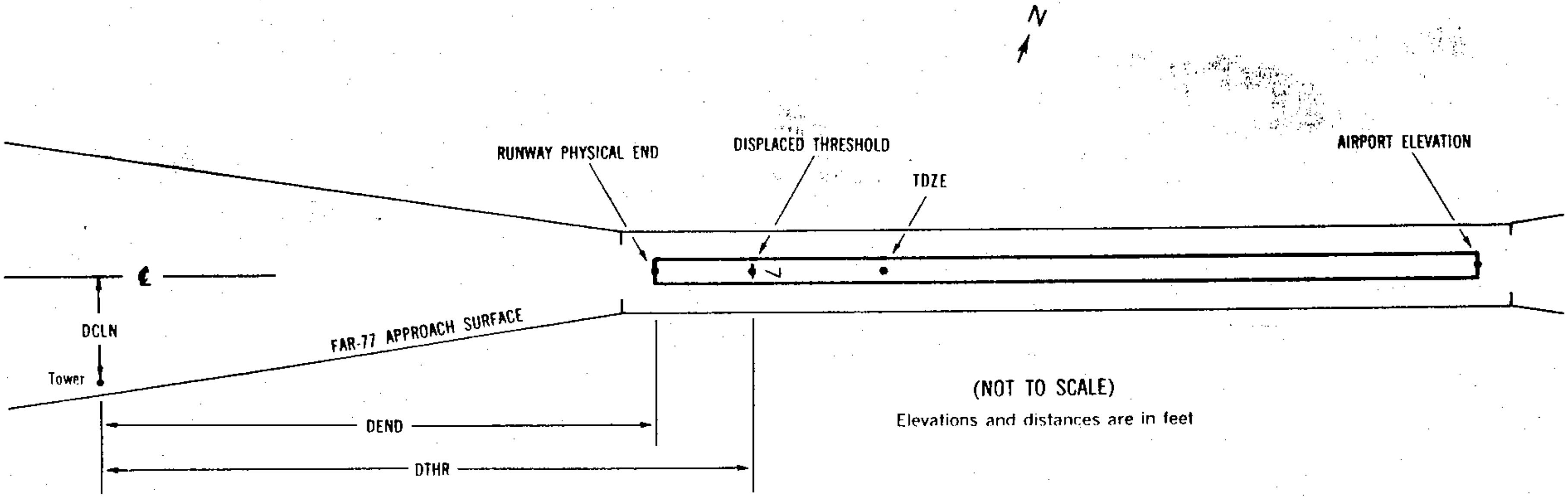

(NOT TO SCALE)

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 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).

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OC0116

AIRPORT ELEVATION  204


9   A(V) 192/  305015.037N  0932052.715W  2692511  194/207  305015.068N  0932049.267W

OBJECT                       LAT          LONG      A   ELEV  AGL  HAR  HAT  HAA   DEND   DTHR   DCLN PNTR

BUSH                   305013.87 0932053.07 1A   203        11    1   -1     32    333   118R  11
BUSH                   305013.65 0932053.89 1A   205        13    3    1    104    405   139R  13
BUSH                   305015.80 0932056.28 1A   204        12    2    0    310    611    80L   7
TREE                   305016.20 0932057.74 1A   211        19    9    7    437    737   122L   7
TREE                   305016.02 0932111.88 1A   266        74   64   62   1670   1970   117L   1
TREE                   305013.15 0932112.01 1A   266        74   64   62   1687   1987   174R   0


27  A(V) 204/  305015.486N  09320 1.091W  0892537  204/204  305015.443N  09320 5.979W

OBJECT                       LAT          LONG      A   ELEV  AGL  HAR  HAT  HAA   DEND   DTHR   DCLN PNTR

BUSH                   305013.65 0932053.89 1A   205         1    1    1  -4605  -4179   139L  13
BUSH                   305013.87 0932053.07 1A   203        -1   -1   -1  -4533  -4107   118L  11
ROAD (N)               305015.44 0931953.77 1A   218        14   14   14    639   1065    11L  -8
TREE                   305013.73 0931949.74 1A   271        67   67   67    988   1414   187L  28
TREE                   305016.66 0931949.44 1A   261        57   57   57   1017   1443   108R  16
TREE                   305017.92 0931947.69 1A   282        78   78   78   1171   1597   235R  29
TREE                   305013.68 0931945.10 1A   279        75   75   75   1393   1819   196L  15
TREE                   305018.08 0931943.26 1A   288        84   84   84   1557   1983   246R  16
TREE                   305015.58 0931942.76 1A   286        82   82   82   1598   2024     7L  12
TREE                   305014.70 0931940.95 1A   284        80   80   80   1756   2182    97L   2
TREE                   305017.63 0931939.69 1A   281        77   77   77   1869   2295   198R  -6
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[illegible]

AIRPORT ELEVATION  204


36  [illegible]  197/197  304921.716N  0932014.848W  1792509

OBJECT                               LAT          LONG        A   ELEV   AGL   HAR   HAT   HAA    DEND     DTHR    DCLN  PNTR

TREE                              304929.95 0932012.15 1A    212           15    15     8    -830             244R    15
TREE                              304927.70 0932017.71 1A    208           11    11     4    -607             243L    11
TREE                              304925.35 0932012.30 1A    213           16    16     9    -365             226R    16
TREE                              304923.45 0932017.93 1A    208           11    11     4    -178             267L    11
TREE                              304921.22 0932011.91 1A    220           23    23    16      53             256R    23
TREE                              304919.19 0932012.27 1A    210           13    13     6     257             272R    10
TREE                              304901.91 0932018.[illegible] 1A    260           63    63    56    1998             354L   -27


18  [illegible]  [illegible]  305016.099N  0932015.487W  3592509  202/202  305013.241N  0932015.453W

OBJECT                               LAT          LONG        A   ELEV   AGL   HAR   HAT   HAA    DEND     DTHR    DCLN  PNTR

TREE                              304921.22 0932011.91 1A    220           18    18    16   -5547        0    256L    23
TREE                              304923.45 0932017.93 1A    208            6     6     4   -5316        0    267R    11
TREE                              304925.35 0932012.30 1A    213           11    11     9   -5130        0    226L    16
TREE                              304927.70 0932017.71 1A    208            6     6     4   -4888        0    243R    11
TREE                              304929.95 0932012.15 1A    212           10    10     8   -4665        0    244L    15
OL ON LDA ANT                     305021.39 0932015.55 1A    212           10    10     8     534        0      0L    -7
TREE                              305027.19 0932011.96 1A    276           74    74    72    1117        0    319L    28
TREE                              305033.59 0932017.84 1A    281           79    79    77    1769        0    187R     1
TREE                              305038.25 0932011.47 1A    290           88    88    86    2234        0    373L   -14
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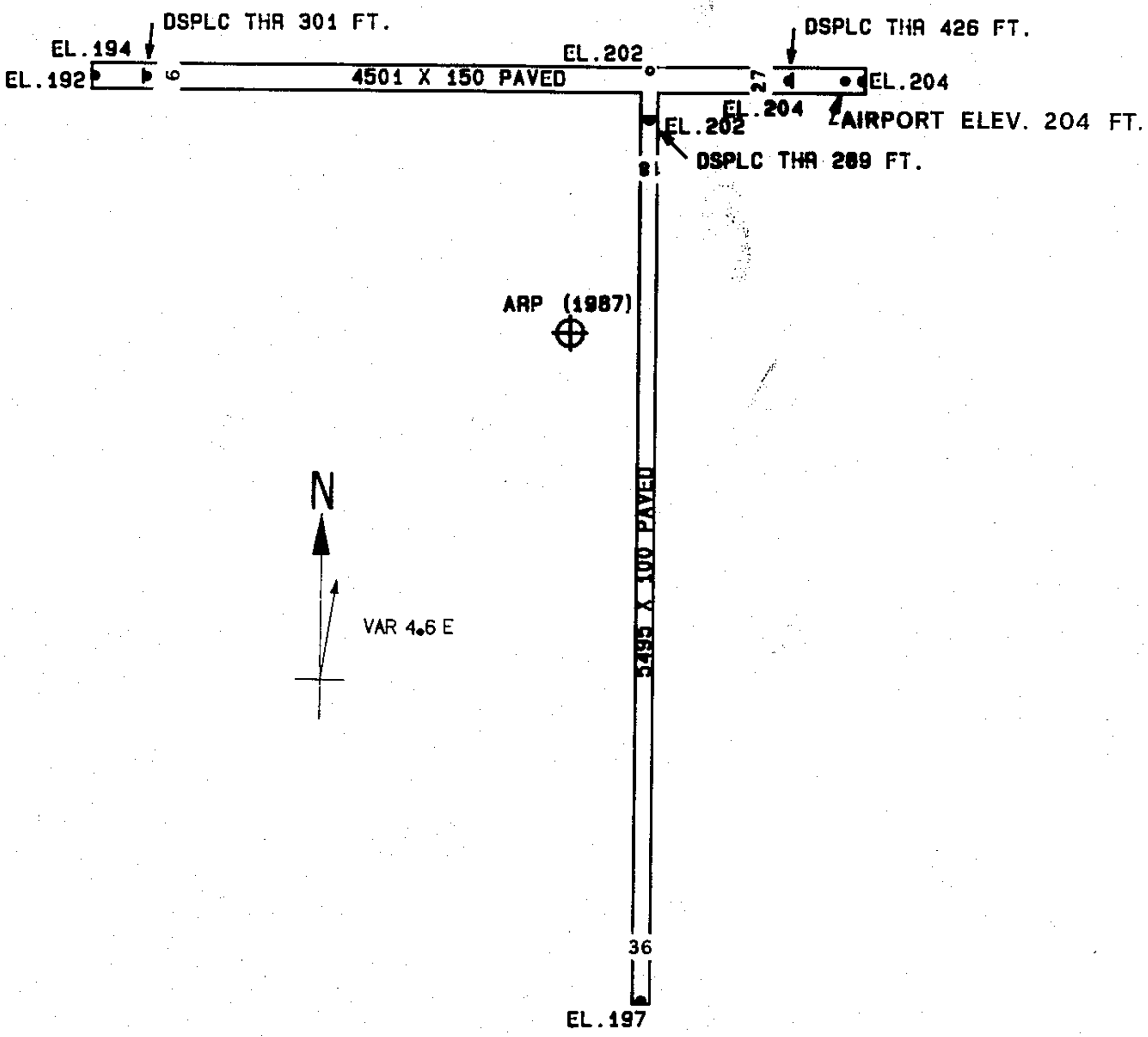
0C0116

AIRPORT ELEVATION 204

ARP 305000.775N 0932020.452W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON WINDSOCK	304955.04	0932018.40	1A	214		10	158 13	607
ROD ON OL ANEM	304957.98	0932009.55	1A	230		26	101 55	992
ANT ON OL APBN	304954.78	0932003.15	1A	271		67	107 16	1626
TREE	305022.35	0932019.81	1A	274		70	356 53	2181
TREE	305021.92	0932011.46	1A	260		56	15 32	2276
TREE	305024.85	0932020.35	1A	281		77	355 37	2433
TREE	305017.59	0932046.04	1A	222		18	302 42	2804
TREE	305017.53	0932051.63	1A	216		12	297 19	3203
TREE	305032.87	0932020.60	1A	283		79	355 10	3243
TREE	305012.13	0932057.02	1A	248		44	285 12	3388
TREE	305017.67	0932055.18	1A	227		23	294 48	3476
TREE	305011.61	0932059.47	1A	264		60	283 14	3574
TREE	304924.77	0932009.10	1A	242		38	160 10	3770
TREE	305017.88	0932059.13	1A	245		41	292 33	3789
TREE	305012.62	0932103.06	1A	235		31	283 16	3903
TREE	304920.19	0932017.95	1A	208		4	172 21	4106
TREE	305017.36	0932105.18	1A	243		39	288 39	4244
TREE	304919.14	0932008.24	1A	261		57	161 11	4339
TREE	304915.91	0932022.06	1A	263		59	177 10	4535
TREE	305011.41	0932111.99	1A	268		64	278 51	4620
ROD ON OL MAST	304934.14	0931916.63	1A	396		192	111 12	6181



RUNWAY	TOUCHDOWN ZONE ELEVATION
9	202
27	204
18	202
36	197

BEAUREGARD PARISH AIRPORT
DE RIDDER, LOUISIANA
(NOT TO SCALE)