

OBSTRUCTION DATA SHEET

**ODS 5626
McMINNVILLE MUNICIPAL AIRPORT
McMINNVILLE, OREGON**

DIGITIZED FROM

**OC 5626
SURVEYED 29 MAY 1992
2ND EDITION**

**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.

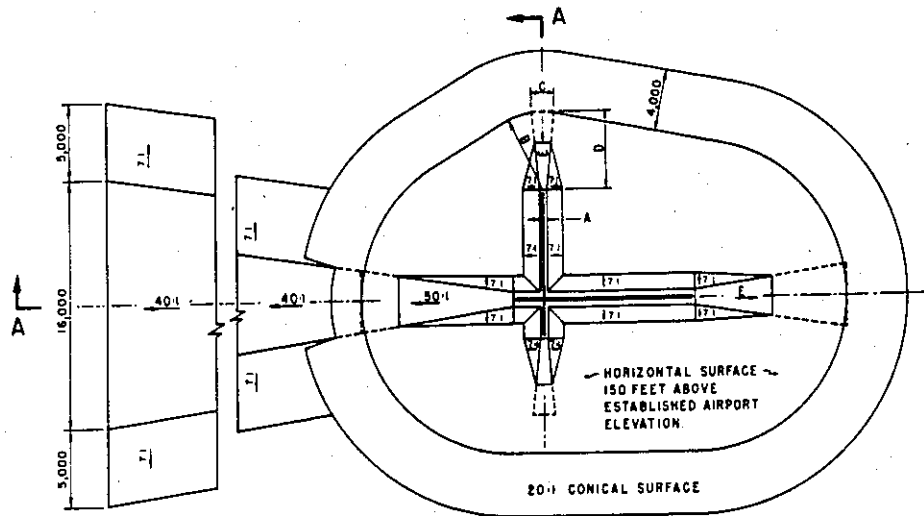
ODS information is arranged as follows:

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:

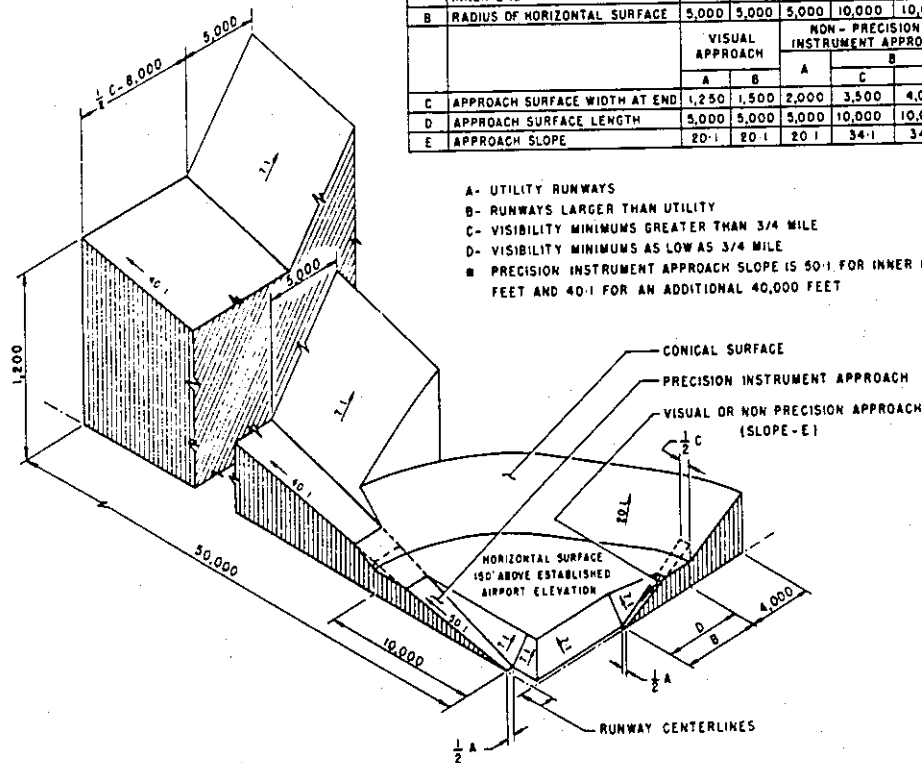
- A(V) Utility runway - visual approach only
- A(NP) Utility runway - nonprecision instrument approach
- B(V) Nonutility runway - visual approach only
- C Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D Nonutility runway- nonprecision instrument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

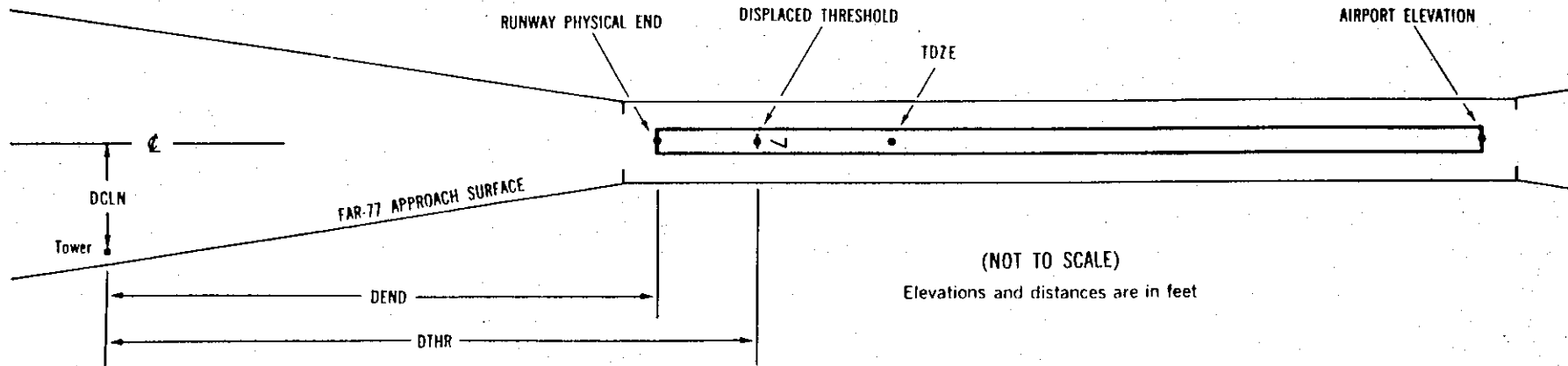
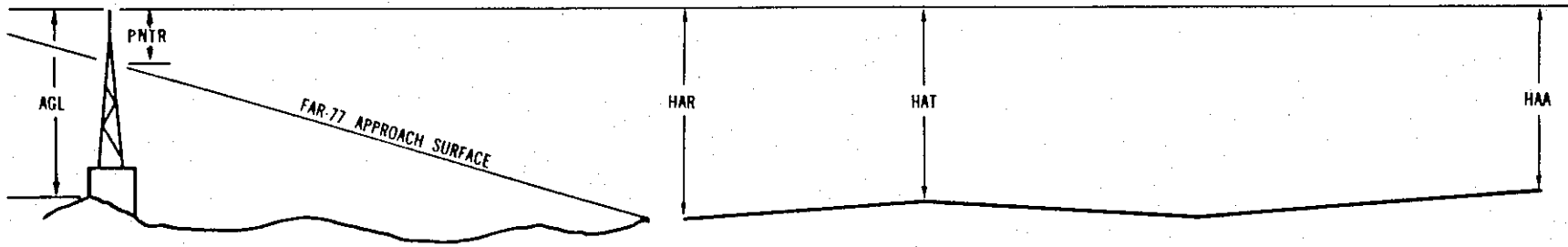
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x ¹	x ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXX.XXX ⁴	XXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXX.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
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



(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 displaced 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 appearing on the OC 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 displaced 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).

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AIRPORT ELEVATION 159

34 SUPLC 159/ 159 451111.558 -1230758.511 055242.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	451103.48	-1230755.06	1A	172		13	13	13	788		330R	-4
TREE	451101.45	-1230755.09	1A	180		21	21	21	993		348R	-2
TREE	451055.27	-1230758.32	1A	190		31	31	31	1640		183R	-11
TREE	451055.12	-1230807.31	1A	231		72	72	72	1721		456L	27
POLE	451053.20	-1230759.93	1A	191		32	32	32	1860		89R	-17

16 SUPLC 157/ 157 451157.329 -1230751.845 1855246.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	451207.25	-1230750.39	1A	172		15	15	13	1010		OR	-9
TREE	451212.72	-1230754.67	1A	197		40	40	38	1530		361R	1
TREE	451212.47	-1230746.41	1A	205		48	48	46	1565		230L	8
TREE	451218.10	-1230744.79	1A	213		56	56	54	2144		287L	-1
TREE	451219.54	-1230744.58	1A	232		75	75	73	2290		287L	13

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AIRPORT ELEVATION 159

4 C 157/ 157 451130.349 -1230853.459 571114.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GS	451151.24	-1230759.90	1A	204		47	47	45	-4370		300R	47
BUSH	451128.01	-1230846.59	1A	164		7	7	5	-285		466R	7
TREE	451134.37	-1230856.55	1A	178		21	21	19	-35		463L	21
ROD ON ELECTRICAL BOX	451132.74	-1230859.01	1A	163		6	6	4	203		419L	6
TREE	451122.68	-1230858.75	1A	228		71	71	69	739		448R	55
TREE	451122.90	-1230906.65	1A	192		35	35	33	1203		122R	5
TREE	451126.08	-1230912.26	1A	198		41	41	39	1366		366L	7
TREE	451123.89	-1230911.31	1A	202		45	45	43	1429		143L	9
TREE	451124.16	-1230914.76	1A	215		58	58	56	1622		300L	16
TREE	451125.39	-1230921.30	1A	231		74	74	72	1947		659L	22
TREE	451121.45	-1230929.10	1A	246		89	89	87	2633		626L	17
TREE	451059.79	-1230946.58	1A	274		117	117	115	4874		539R	-21

22 PIR 156/ 157 451159.338 -1230749.855 2371159.

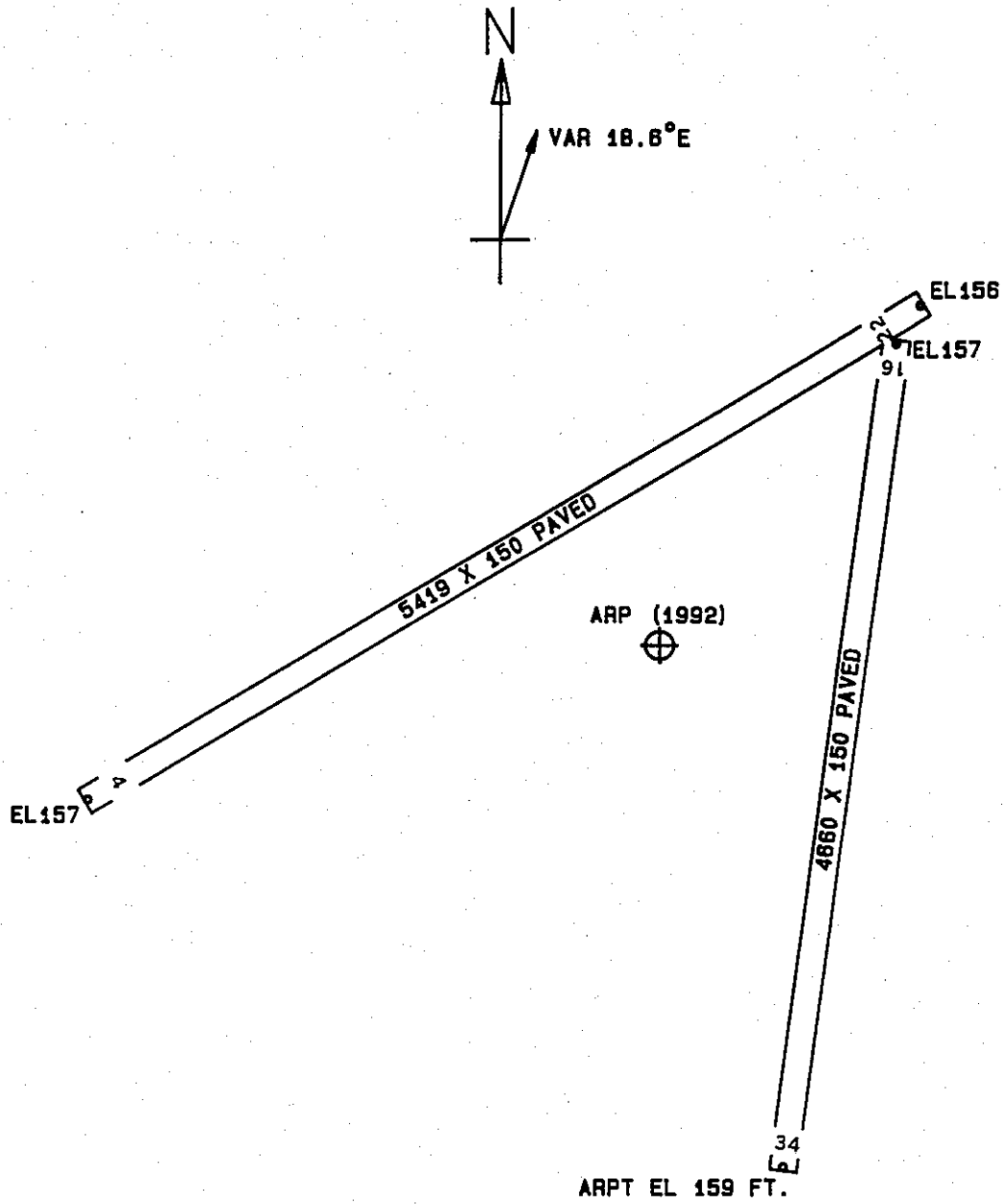
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	451134.37	-1230856.55	1A	178		22	21	19	-5384		463R	21
BUSH	451128.01	-1230846.59	1A	164		8	7	5	-5134		466L	7
ROD ON OL GS	451151.24	-1230759.90	1A	204		48	47	45	-1049		300L	47
ROAD (N)	451204.70	-1230737.78	1A	170		14	13	11	1021		11L	-3
TREE	451216.11	-1230728.60	1A	202		46	45	43	2199		603R	6
TREE	451205.37	-1230718.31	1A	210		54	53	51	2229		710L	13
TREE	451214.36	-1230723.58	1A	209		53	52	50	2405		260R	8
TREE	451208.78	-1230718.13	1A	223		67	66	64	2428		426L	22
TREE	451211.64	-1230717.39	1A	231		75	74	72	2629		211L	26
TREE	451216.14	-1230715.25	1A	226		70	69	67	3004		89R	14
TREE	451218.91	-1230715.92	1A	246		90	89	87	3116		350R	31
TREE	451222.82	-1230658.08	1A	225		69	68	66	4404		9L	-15
TREE	451241.42	-1230650.09	1A	319		163	162	160	5905		1265R	49

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AIRPORT ELEVATION 159

ARP 451140.036 -1230809.415

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON LTD WINDSOCK	451153.92	-1230818.11	1A	182		23	31730	1537
BUILDING	451125.88	-1230752.04	1A	176		17	12025	1898
TREE	451204.29	-1230806.45	1A	256		97	34620	2466
TREE	451145.71	-1230846.26	1A	250		91	26342	2700
TREE	451139.51	-1230847.29	1A	191		32	25016	2713
TREE	451115.39	-1230752.26	1A	176		17	13511	2781
TREE	451156.49	-1230734.05	1A	213		54	3802	3032
TREE	451153.88	-1230731.34	1A	252		93	4410	3066
TREE	451140.65	-1230853.01	1A	248		89	25232	3122
TREE	451123.24	-1230847.24	1A	233		74	21916	3198
TREE	451124.14	-1230852.52	1A	229		70	22351	3481
TREE	451135.45	-1230859.48	1A	226		67	24401	3615
TREE	451202.34	-1230718.70	1A	257		98	3930	4276
TREE	451053.61	-1230752.33	1A	257		98	14648	4858
TREE	451129.96	-1230917.37	1A	250		91	23933	4972
TREE	451132.01	-1230919.38	1A	269		110	24211	5075
TREE	451233.55	-1230733.37	1A	277		118	651	6003
TREE	451057.73	-1230930.97	1A	284		125	21508	7243
TREE	451239.96	-1230654.68	1A	318		159	2247	8090
TREE	451243.17	-1230651.02	1A	339		180	2240	8508



TOUCHDOWN ZONE RUNWAY ELEVATION	
34	159
16	157
4	157
22	157

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 (NOT TO SCALE)