

# OBSTRUCTION DATA SHEET

ODS 68  
BURLEY MUNICIPAL AIRPORT  
BURLEY, IDAHO

DIGITIZED FROM

OC 68  
SURVEYED OCTOBER 1986  
7TH EDITION



PREPARED AND DISTRIBUTED BY  
THE NATIONAL OCEAN SERVICE  
U.S. DEPARTMENT OF COMMERCE  
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:

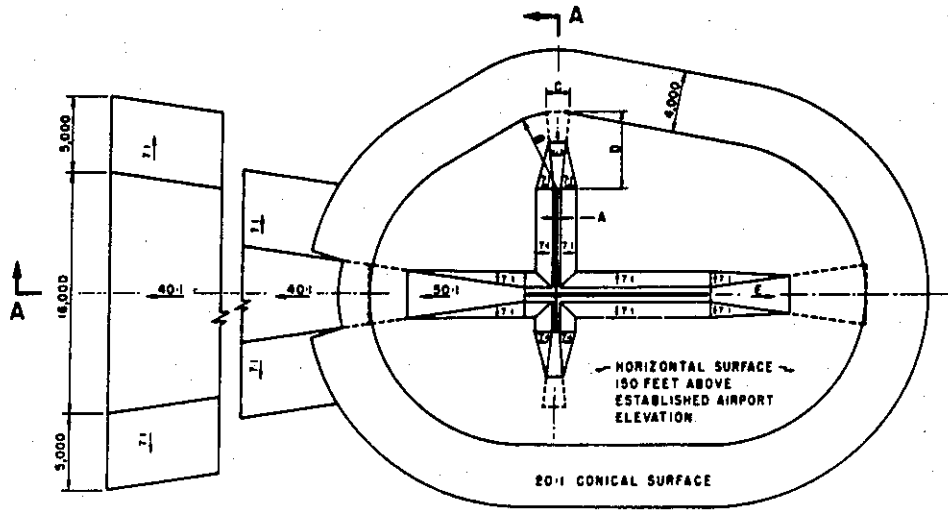
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

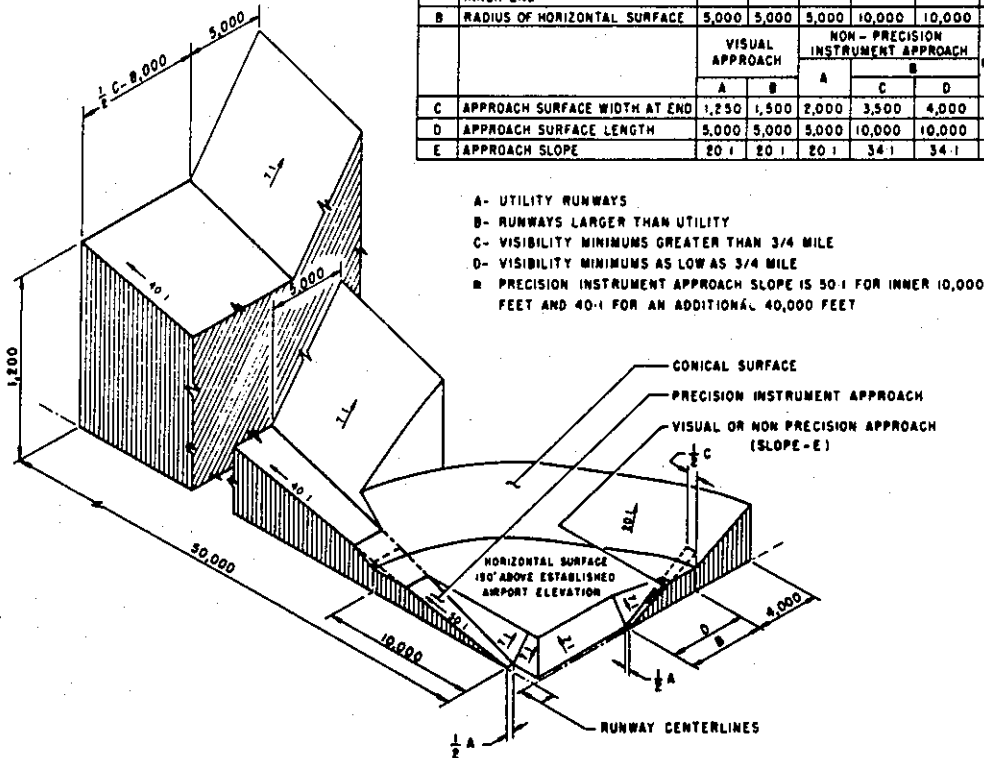
A(V) ..... Utility runway - visual approach only  
 A(NP) ..... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
 visibility minimums greater than 3/4 mile  
 D ..... Nonutility 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
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	300	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	#



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT  
IMAGINARY SURFACES

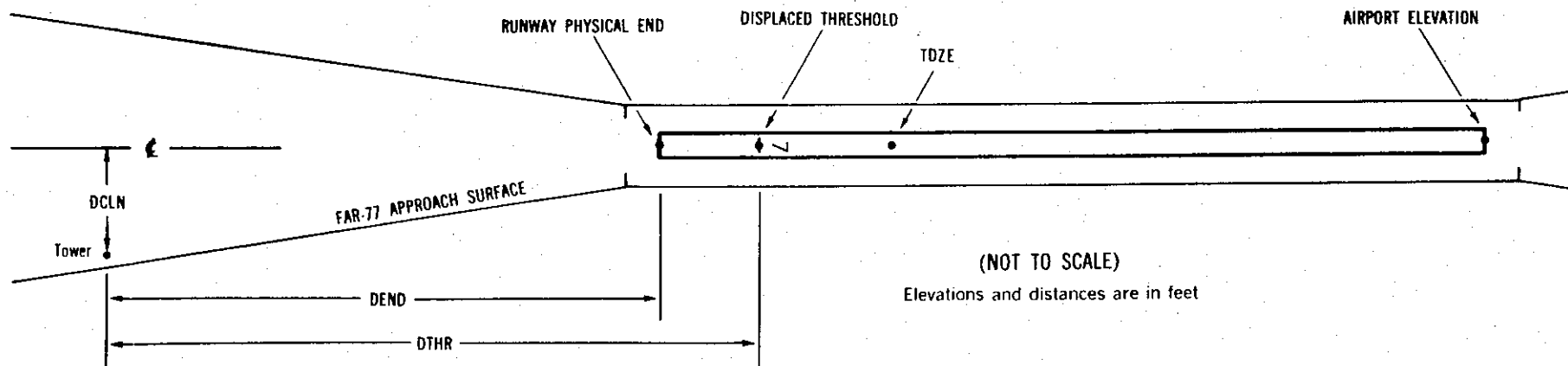
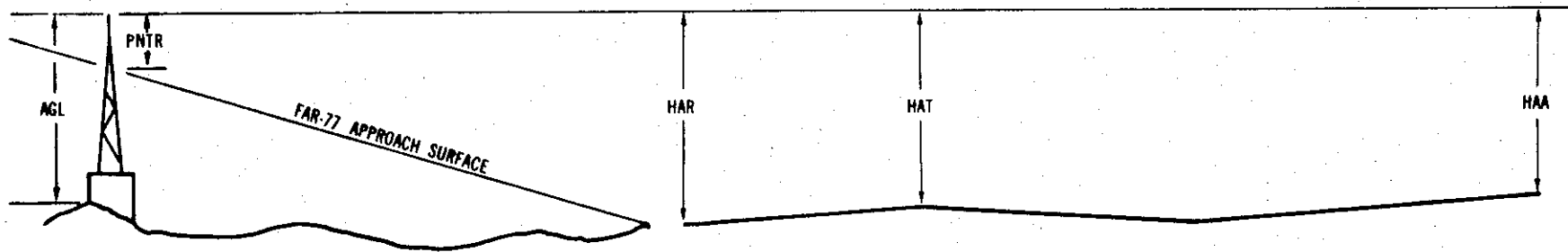
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXXX.XXX <sup>7</sup>						
OBJECT				LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
XXXXXXXXXXXX				XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX
XXXXXXXXXXXX				XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX

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## EXPLANATION OF FOOTNOTES

- <sup>1</sup> 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.
- <sup>2</sup> For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- <sup>3</sup> Reference runway approach physical end elevation/touchdown zone elevation
- <sup>4</sup> Latitude and longitude of reference runway approach physical end
- <sup>5</sup> Reference runway geodetic azimuth reckoned clockwise from south
- <sup>6</sup> Reference runway displaced threshold elevation/touchdown zone elevation
- <sup>7</sup> Latitude and longitude of reference runway displaced threshold
- <sup>8</sup> Accuracy Code:            Horizontal    Vertical  
                                   1 = 20            A = 2  
                                   2 = 40            B = 5  
                                                           C = 20
- <sup>9</sup> 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.
- <sup>10</sup> 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  $\pm 10$  feet.
- <sup>11</sup> HAA - Height above airport  
 HAR - Height above reference runway approach physical end  
 HAT - Height above reference runway touchdown zone elevation
- <sup>12</sup> 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.
- <sup>13</sup> PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 4150

2 A(V) 4150/ 423215.871N 1134623.521W 2172408 4149/4149 423220.736N 1134618.490W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL POLE	423214.79	1134622.54	1A	4170		20	21	20	42	662	125R	20
RAILROAD	423215.33	1134624.02	1A	4177		27	28	27	66	686	4R	27
ROAD (N)	423214.58	1134624.81	1A	4169		19	20	19	162	782	3R	19
SIGN	423215.17	1134626.28	1A	4172		22	23	22	182	802	121L	22
POLE	423213.63	1134629.37	1A	4180		30	31	30	446	1066	210L	18
TREE	423212.55	1134630.54	1A	4182		32	33	32	587	1207	213L	13
TREE	423157.93	1134636.10	1A	4232		82	83	82	2015	2635	355R	-9
TREE	423154.73	1134639.68	1A	4251		101	102	101	2435	3055	339R	-11

20 A(NP) 4138/4148 423247.989N 1134550.308W 0372431

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	423215.17	1134626.28	1A	4172		34	24	22	-4275		121R	22
ROAD (N)	423214.58	1134624.81	1A	4169		31	21	19	-4256		3L	19
RAILROAD	423215.33	1134624.02	1A	4177		39	29	27	-4159		4L	27
OL POLE	423214.79	1134622.54	1A	4170		32	22	20	-4136		125L	20
TREE	423252.29	1134542.46	1A	4165		27	17	15	703		202L	2
OL ON BLDG	423254.90	1134546.32	1A	4161		23	13	11	737		188R	-4
ROAD (N)	423254.71	1134543.33	1A	4168		30	20	18	858		2L	-3
VENT ON OL BLDG	423258.71	1134541.98	1A	4177		39	29	27	1241		164R	-13
POLE	423309.86	1134537.31	1A	4222		84	74	72	2350		572R	-23
STACK	423311.87	1134535.93	1A	4236		98	88	86	2574		614R	-21
OL GRAIN ELEVATOR	423318.43	1134516.61	1A	4254		116	106	104	3980		131L	-73
OL SUPERSTRUCTURE	423317.74	1134513.55	1A	4283		145	135	133	4064		356L	-48

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AIRPORT ELEVATION 4150

6 A(V) 4149/ 423231.613N 1134648.736W 2584907 4149/4149 423232.399N 1134648.361W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	423238.69	1134553.20	1A	4147		-2	-2	-3	-4218	-3807	103R	7
FENCE	423231.43	1134649.49	1A	4154		5	5	4	59	469	7R	5
RAILROAD	423231.27	1134650.72	1A	4176		27	27	26	152	563	5R	27
TREE	423231.79	1134654.60	1A	4171		22	22	21	427	838	103L	11
ROAD (N)	423230.37	1134657.25	1A	4165		16	16	15	649	1060	OR	-6
POLE	423228.42	1134657.90	1A	4172		23	23	22	736	1146	184R	-4
LIGHT STANDARD	423230.61	1134659.69	1A	4177		28	28	27	824	1234	60L	-3
ANT ON BLDG	423227.41	1134709.81	1A	4212		63	63	62	1630	2041	111R	-9
OL ON GRAIN ELEVATOR	423224.07	1134729.15	1A	4317		168	168	167	3117	3527	163R	22

24 A(V) 4140/4148 423239.399N 1134555.447W 0784943

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
RAILROAD	423231.27	1134650.72	1A	4176		36	28	26	-4219		5L	27
FENCE	423231.43	1134649.49	1A	4154		14	6	4	-4125		7L	5
BUSH	423238.69	1134553.20	1A	4147		7	-1	-3	151		103L	7
OL ON BRIDGE	423240.65	1134541.32	1A	4179		39	31	29	1062		81L	-4

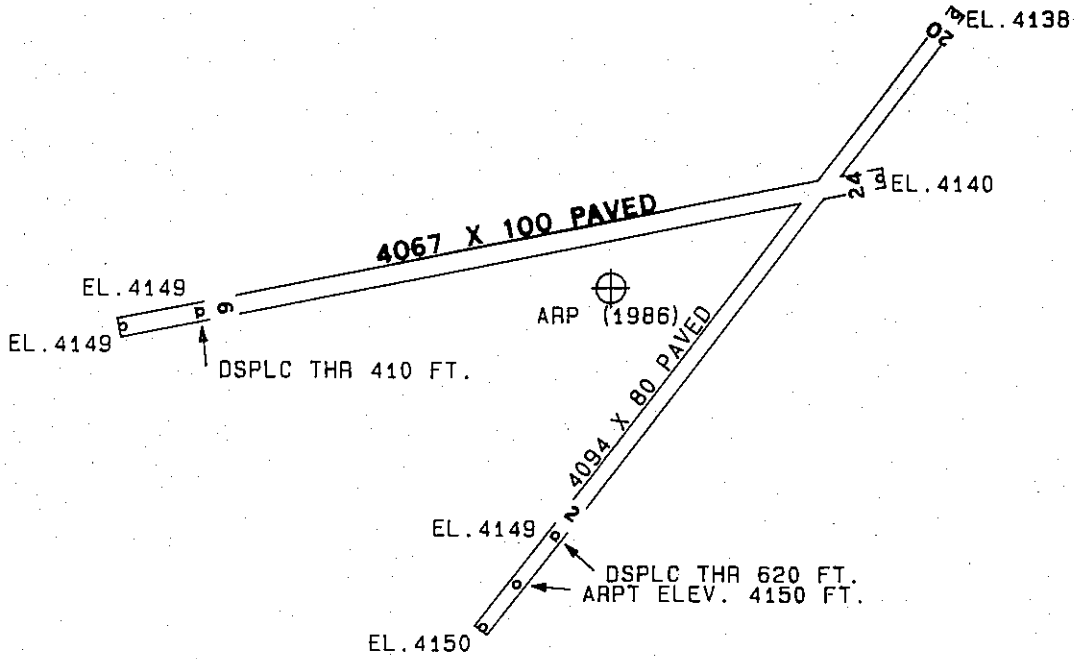
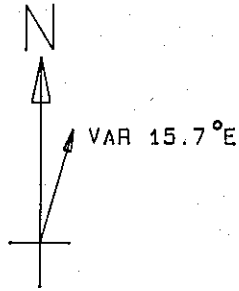
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AIRPORT ELEVATION 4150

ARP 423233.718N 1134614.479W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ANEMOMETER	423230.03	1134620.03	1A	4168		18	212 25	558
OL WINDSOCK	423229.29	1134620.94	1A	4176		26	211 29	659
TREE	423230.30	1134558.67	1A	4199		49	90 36	1233
ANT ON OL RTR TR	423221.46	1134607.35	1A	4215		65	141 2	1350
OL APT BEACON	423222.65	1134603.14	1A	4202		52	127 12	1405
TREE	423237.82	1134554.38	1A	4163		13	58 52	1561
TREE	423238.20	1134551.32	1A	4160		10	59 37	1792
SCAFFOLDING ON TANKS	423213.25	1134618.62	1A	4170		20	172 49	2094
ANTENNA	423244.38	1134548.80	1A	4165		15	44 57	2205
ANT ON OL MAST	423213.79	1134631.35	1A	4217		67	196 21	2380
OL ON BRIDGE	423253.05	1134553.70	1A	4195		45	22 46	2500
TREE	423255.69	1134548.65	1A	4178		28	25 17	2947
TREE	423237.99	1134653.73	1A	4243		93	262 41	2970
TRANSMISSION TR	423257.84	1134550.05	1A	4204		54	21 7	3051
TREE	423250.67	1134539.95	1A	4184		34	40 42	3103
OL GRAIN ELEVATOR	423300.30	1134550.92	1A	4230		80	17 32	3218
TREE	423235.43	1134658.47	1A	4215		65	257 20	3298
POLE	423300.91	1134546.18	1A	4205		55	21 52	3474
LIGHTED STACK	423300.16	1134523.31	1A	4236		86	39 21	4673
TREE	423233.44	1134718.86	1A	4223		73	253 59	4819
OL TANK	423159.37	1134726.97	1B	4315		165	221 40	6446
OL MAST ON GRAIN ELEVATOR	423213.88	1134815.96	2C	4344		194	241 52	9314





TOUCHDOWN ZONE RUNWAY ELEVATION	
2	4149
20	4148
6	4149
24	4148

BURLEY MUNICIPAL AIRPORT

BURLEY, IDAHO

(NOT TO SCALE)