OBSTRUCTION DATA SHEET

ODS 344
RED BLUFF MUNICIPAL AIRPORT
RED BLUFF, CALIFORNIA

DIGITIZED FROM

OC 344
SURVEYED FEBRUARY 1993
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HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29

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ATTENTION

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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).

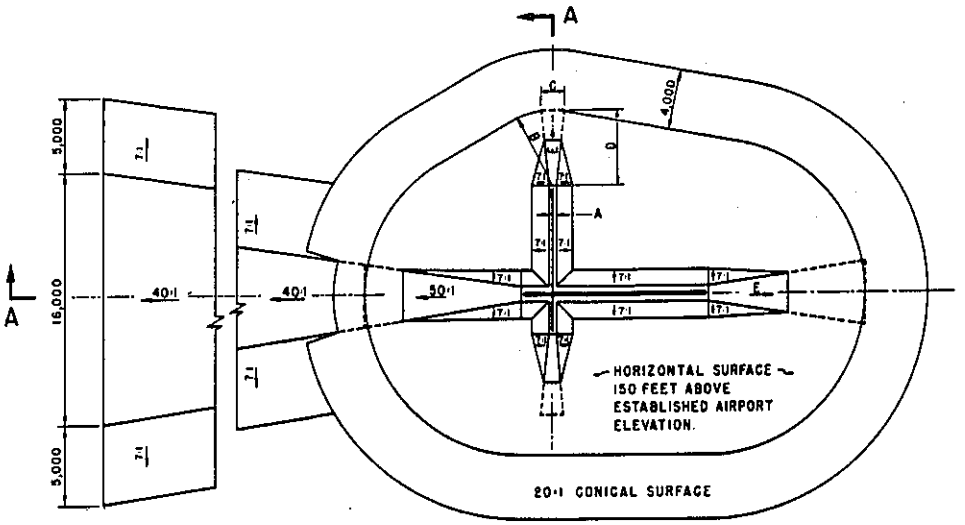
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

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:

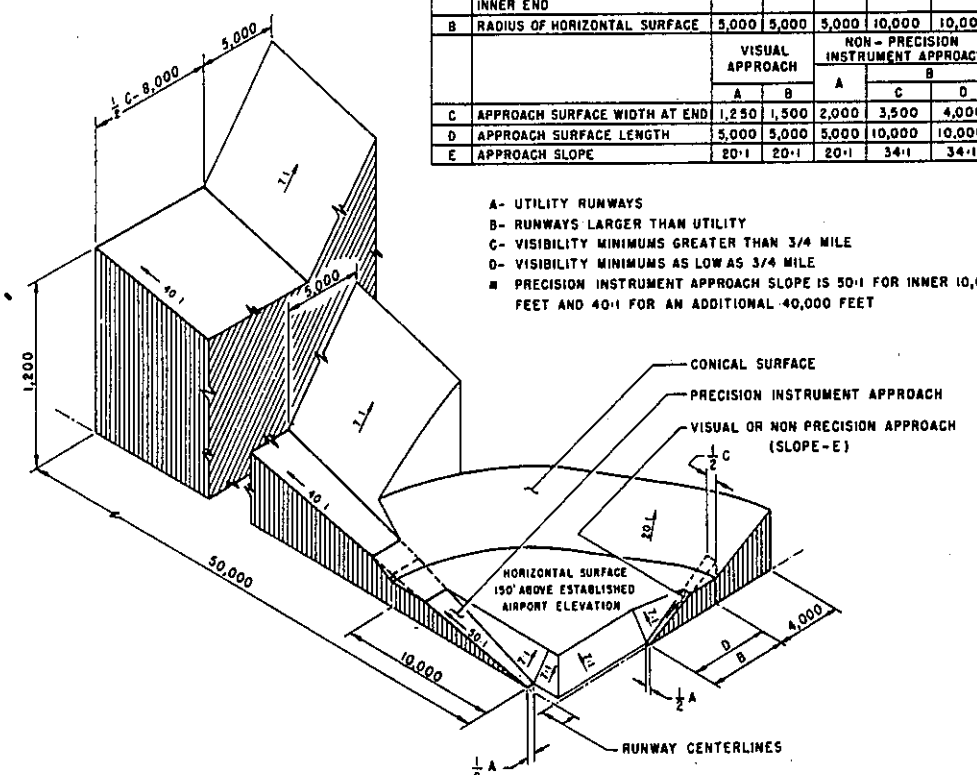
A(V) .... Utility runway - visual approach only
A(NP) ... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D ..... Nonutility runway - nonprecision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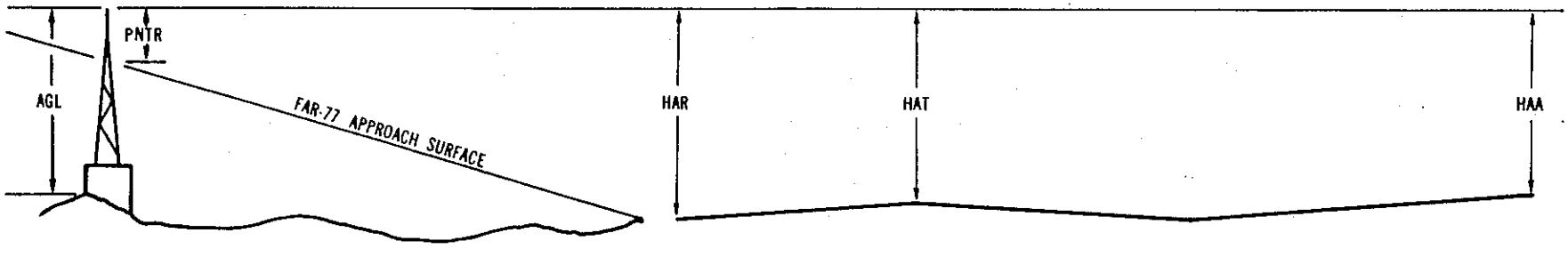
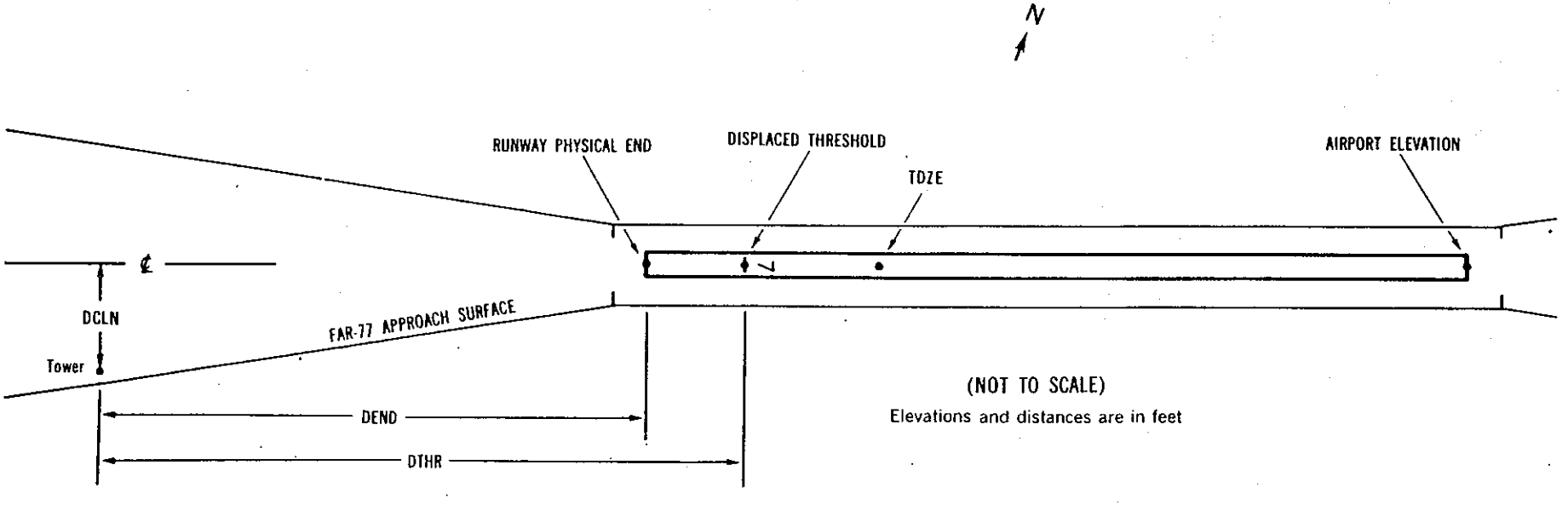




(NOT TO SCALE)

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 displaced threshold

8 Accuracy codes:

Horizontal (Ft.)	Vertical (Ft.)
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 PNTR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC0344

AIRPORT ELEVATION 349

15 C 345/ 400932.745 -1221516.582 1680628. 345/ 349 400930.812 -1221516.051

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	400933.48	-1221516.10	1A	347		2	-2	-2	65	265	52L	2
TREE	400940.56	-1221516.25	1A	361		16	12	12	769	968	188L	-1
TREE	400941.79	-1221517.52	1A	367		22	18	18	911	1111	117L	1

33 C 341/ 349 400834.885 -1221500.705 3480638.

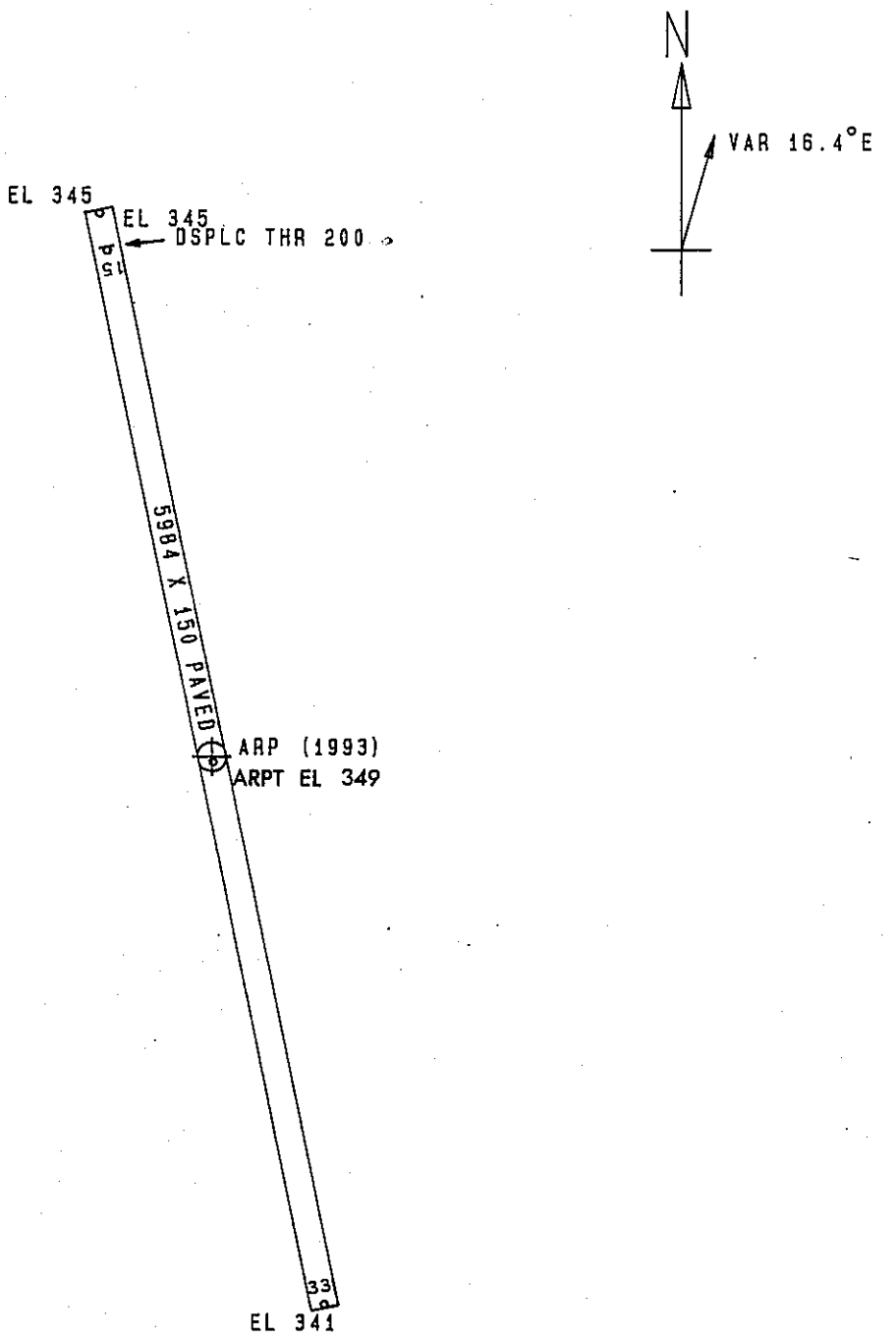
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	400933.48	-1221516.10	1A	347		6	-2	-2	-6048		52R	2
GROUND	400832.97	-1221500.01	1A	342		1	-7	-7	200		13R	1
TREE	400813.89	-1221456.78	1A	377		36	28	28	2142		139L	-21

OC0344

AIRPORT ELEVATION 349

ARP 400903.815 -1221508.643

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON AMOM	400912.98	-1221506.35	1A	365		16	35427	944
OL WSK	400916.05	-1221507.80	1A	369		20	34638	1240
TREE	400852.49	-1221500.68	1A	371		22	13514	1303
ANT ON RTR TWR	400917.44	-1221502.28	1A	403		54	318	1464
ROD ON APBN	400917.61	-1221459.78	1A	399		50	949	1556
BUSH	400925.28	-1221510.90	1A	354		5	33859	2179
TREE	400930.77	-1221523.47	1A	384		35	32042	2960
WSK	400834.30	-1221503.95	1A	359		10	15638	3009
TREE	400934.10	-1221510.33	1A	386		37	34108	3067
TREE	400940.19	-1221513.72	1A	363		14	33729	3702
TRMSN TWR	400906.10	-1221602.32	1B	471		122	25646	4175
TRMSN TWR	400859.35	-1221602.14	1B	483		134	24723	4179
TRMSN TWR	400912.65	-1221602.34	1B	466		117	26542	4264
TREE	400952.26	-1221514.70	1A	396		47	33807	4925
TRMSN TWR	400808.03	-1221601.93	1B	483		134	19951	6999
TRMSN TWR	400904.30	-1221648.81	1B	522		173	25358	7778
TRMSN TWR	400916.30	-1221649.12	1B	520		171	26248	7903
TRMSN TWR	400816.38	-1221646.43	1B	520		171	22118	8984
TRMSN TWR	401007.87	-1221712.34	1B	499		150	28737	11586



TOUCHDOWN ZONE RUNWAY	ELEVATION
15	349
33	349

RED BLUFF MUNICIPAL AIRPORT

RED BLUFF, CALIFORNIA

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)