

# OBSTRUCTION DATA SHEET

ODS 345  
ROBERTS FIELD  
REDMOND, OREGON

DIGITIZED FROM

OC 345  
SURVEYED MARCH 1993  
9TH EDITION

HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD 29



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See SPECIAL NOTICES in "Dates of Latest Editions, Airport Obstruction Charts - Obstruction Data Sheets," for possible corrections. National Oceanic and Atmospheric Administration (NOAA) publications are available through NOAA Distribution Branch (N/CG33), National Ocean Service, Riverdale, MD 20737. Telephone: 301-436-6990

## 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.

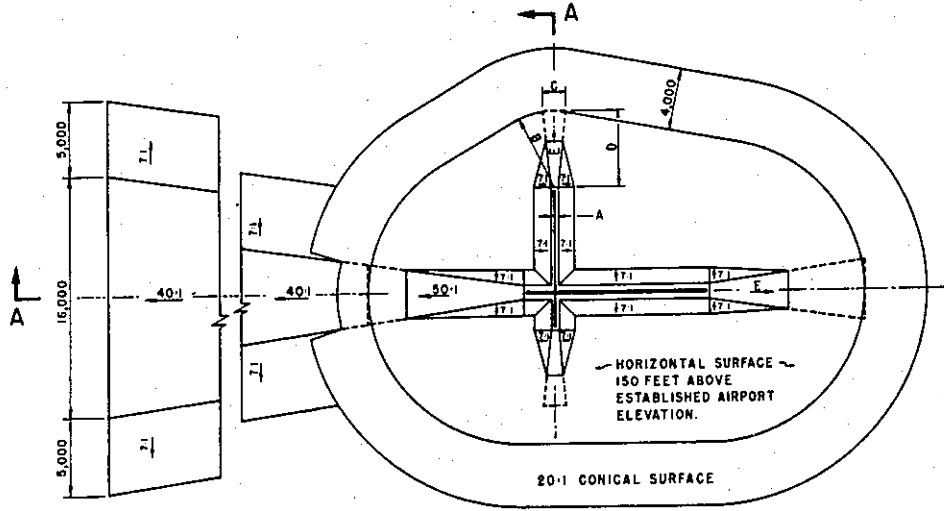
ODS information is arranged as follows:

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:

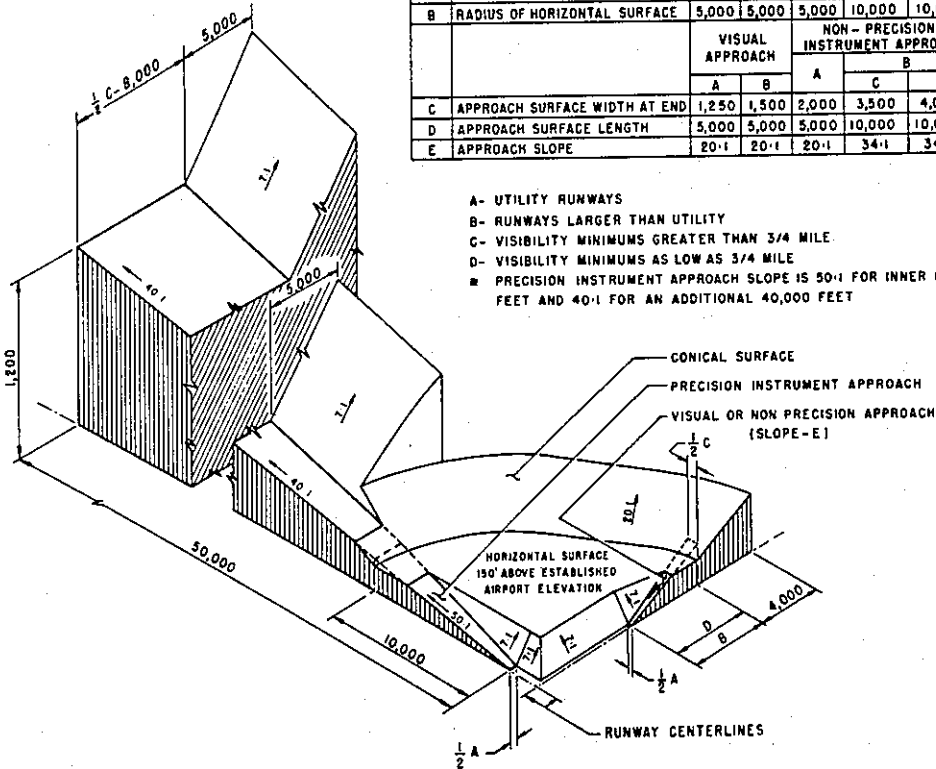
- A(V) .... Utility runway - visual approach only
- A(NP) ... Utility runway - nonprecision instrument approach
- B(V) ..... Nonutility runway - visual approach only
- C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D ..... Nonutility runway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

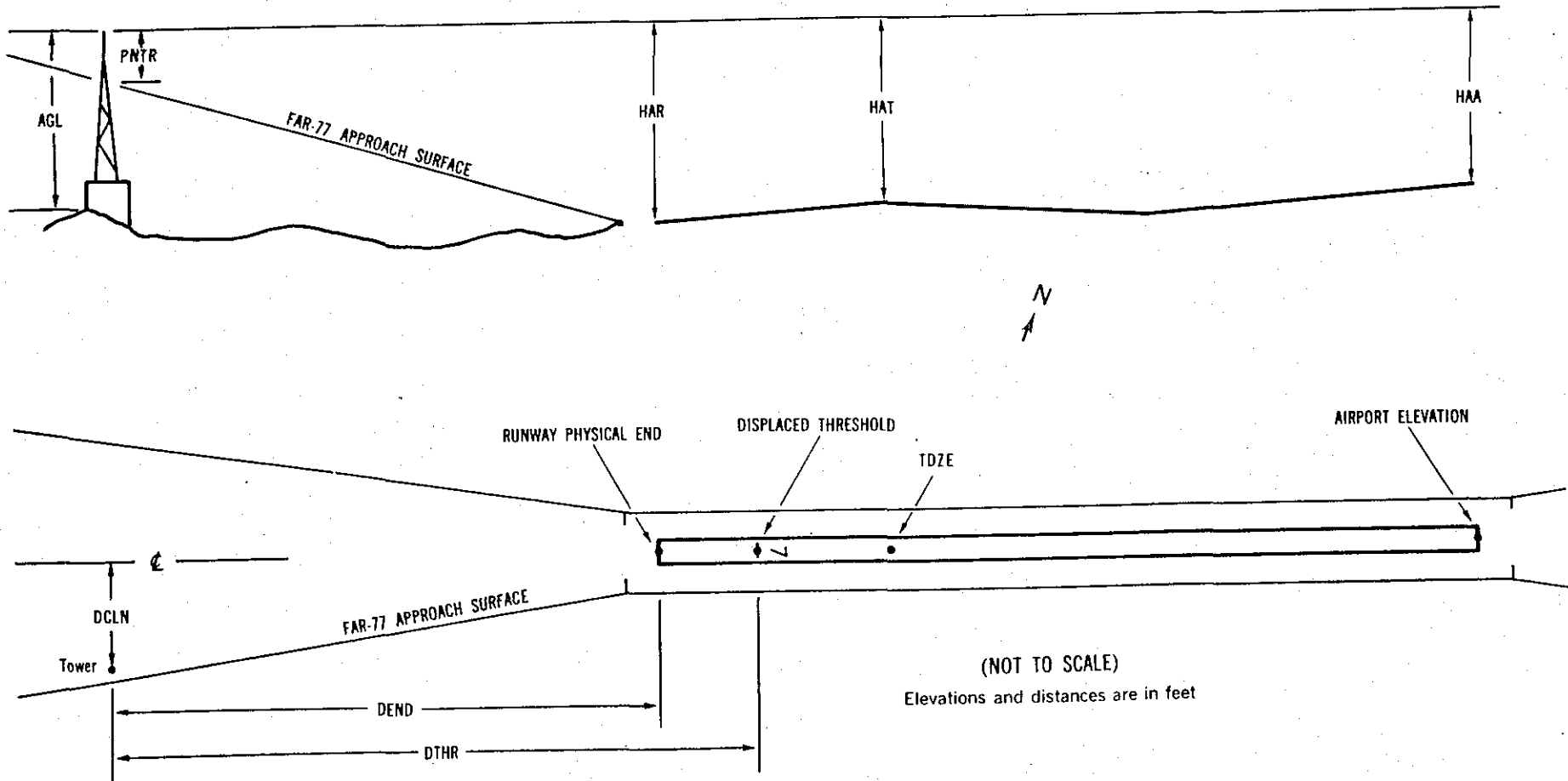
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXXX.XXX <sup>4</sup>	XXXXXXXX <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	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX		XXXXXX.XXX		XXXXXXXX.XXX		XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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## 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).

OC0345

AIRPORT ELEVATION 3077

10 C 3041/3063 441532.114 -1210940.149 1215319.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LT POLE	441539.40	-1210957.29	1A	3057		16	-6	-20	1449		32R	-21
TREE	441543.97	-1211005.17	1A	3065		24	2	-12	2180		58L	-34
ANT ON OL MCWV TWR	441545.05	-1211014.17	1A	3087		46	24	10	2794		196R	-30

28 C 3077/3077 441455.598 -1210818.516 3015416.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	441450.43	-1210806.44	1A	3083		6	6	6	1023		21R	-18
TREE	441444.36	-1210758.23	1A	3092		15	15	15	1855		186L	-34

4 C 3070/3071 441458.234 -1210942.430 602119.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GS	441524.98	-1210825.91	1A	3072		2	1	-5	-6181		400R	20
ROD ON OL TWR	441524.79	-1210826.09	1A	3075		5	4	-2	-6159		410R	23
BUSH	441527.69	-1210840.00	1A	3064		-6	-7	-13	-5425		346L	7
BUSH	441524.72	-1210846.58	1A	3070		0	-1	-7	-4859		321L	10
BUSH	441505.40	-1210914.69	1A	3078		8	7	1	-2114		368R	10
BUSH	441502.58	-1210945.68	1A	3077		7	6	0	-12		499L	7
TREE	441453.35	-1210954.37	1A	3069		-1	-2	-8	1000		0R	-25
OL ON LOC	441451.74	-1211010.95	1A	3103		33	32	26	2129		455L	-24
TREE												

OC0345

AIRPORT ELEVATION 3077

22 PIR 3050/3062 441532.605 -1210818.373 2402218.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	441502.58	-1210945.68	1A	3077		27	15	0	-7027		499R	7
BUSH	441505.40	-1210914.69	1A	3078		28	16	1	-4926		368L	10
BUSH	441524.72	-1210846.58	1A	3070		20	8	-7	-2180		321R	10
BUSH	441527.69	-1210840.00	1A	3064		14	2	-13	-1614		346R	7
ROD ON OL TWR	441524.79	-1210826.09	1A	3075		25	13	-2	-880		410L	23
OL ON GS	441524.98	-1210825.91	1A	3072		22	10	-5	-858		400L	20
TREE	441541.04	-1210813.74	1A	3059		9	-3	-18	715		576R	-1
TREE	441531.92	-1210805.68	1A	3062		12	0	-15	769		517L	1
POLE	441543.67	-1210807.65	1A	3063		13	1	-14	1232		588R	-7
TREE	441545.54	-1210757.09	1A	3068		18	6	-9	1994		373R	-18
TREE	441546.62	-1210754.63	1A	3070		20	8	-7	2203		380R	-20

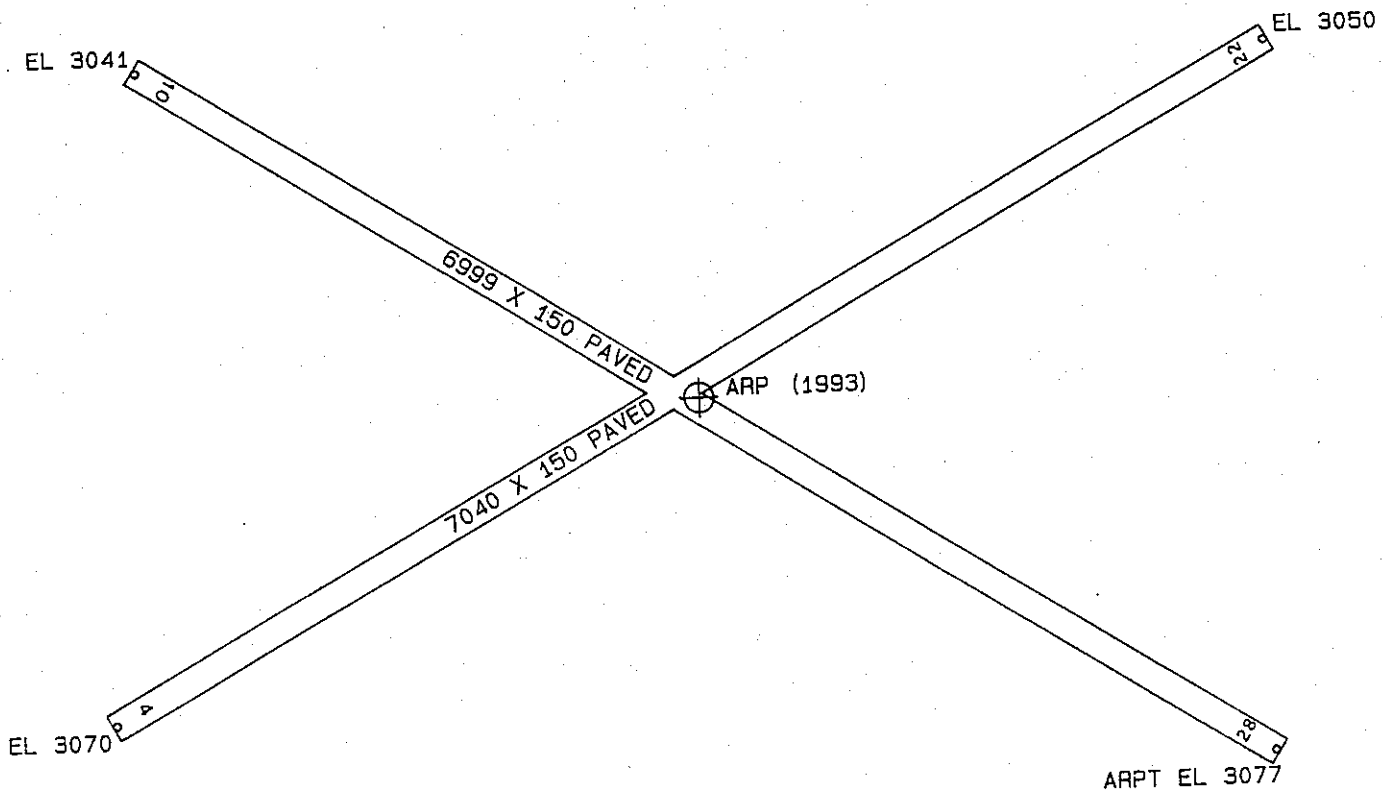
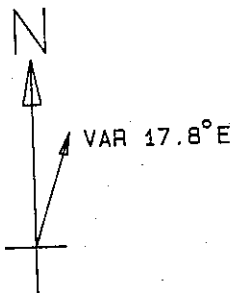


OC0345

AIRPORT ELEVATION 3077

ARP 441514.642 -1210859.868

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG	BEARING	DISTANCE
TREE	441504.39	-1210852.65	1A	3106		29	13521		1164
OL ON LTD WSK	441515.07	-1210917.94	1A	3087		10	25405		1316
BUSH	441525.83	-1210849.85	1A	3075		-2	1458		1347
OL ON AMOM	441515.00	-1210919.65	1A	3093		16	25339		1440
TREE	441501.97	-1210917.87	1A	3109		32	20748		1834
OL ON APBN	441534.56	-1210916.83	1A	3123		46	31043		2365
TREE	441455.95	-1210832.63	1A	3102		25	11552		2741
TREE	441456.86	-1210931.38	1A	3093		16	21404		2916
WSK	441531.98	-1210931.96	1A	3057		-20	28907		2922
LT POLE	441510.17	-1210940.41	1A	3115		38	24328		2986
TREE	441500.77	-1210820.72	1A	3087		10	9826		3177
TREE	441526.24	-1210816.85	1A	3072		-5	5137		3344
TREE	441451.85	-1210825.38	1A	3108		31	11447		3410
TREE	441535.63	-1210937.25	1A	3070		-7	29012		3453
TREE	441503.38	-1210945.27	1A	3087		10	23310		3496
TREE	441536.98	-1210942.94	1A	3048		-29	28800		3866
TREE	441542.73	-1210814.64	1A	3081		4	3121		4350



TOUCHDOWN ZONE RUNWAY ELEVATION	
10	3063
28	3077
4	3071
22	3062

ROBERTS FIELD  
 REDMOND, OREGON  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)