OBSTRUCTION DATA SHEET

ODS 6331
BURNS MUNICIPAL AIRPORT
BURNS, OREGON

DIGITIZED FROM

OC 6331
SURVEYED JUNE 1991
2ND EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

ATTENTION

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 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).

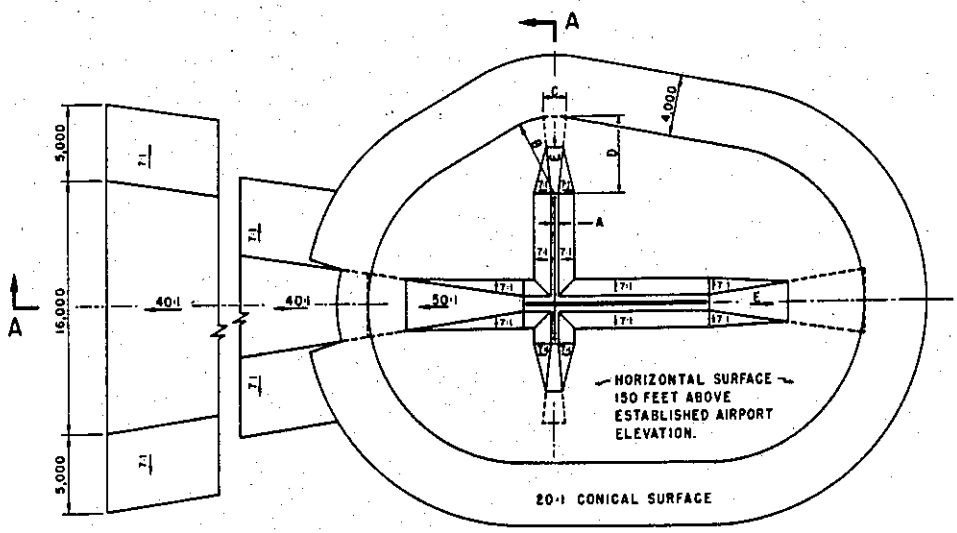
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

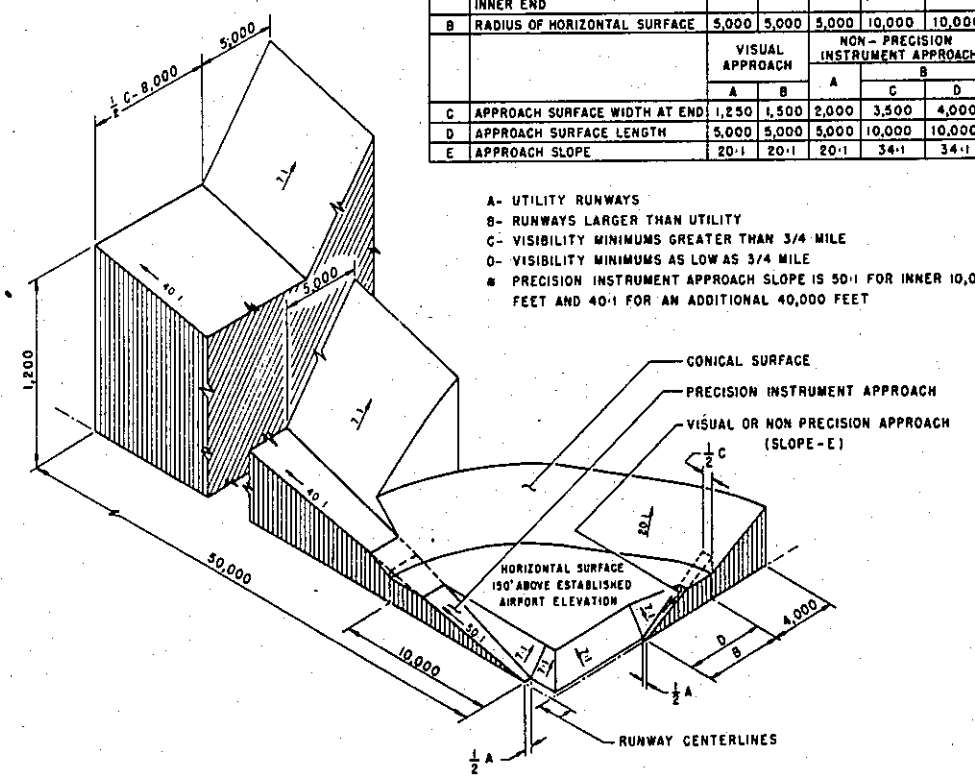
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	B		
					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

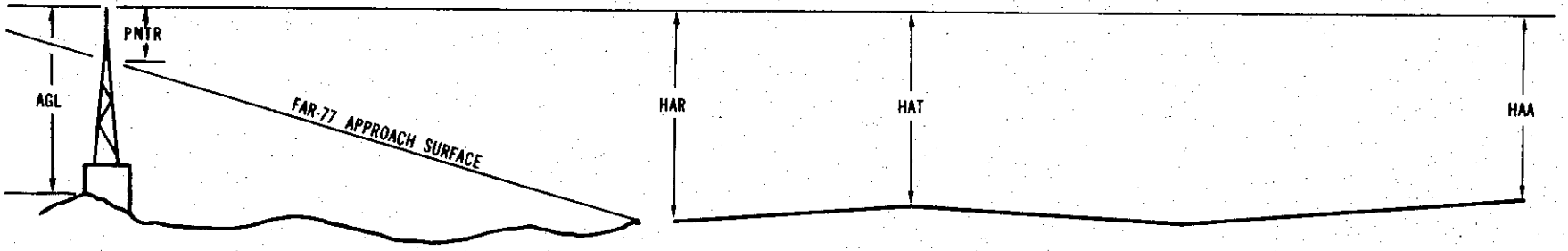
ANNOTATION OF ODS DATA FORMAT

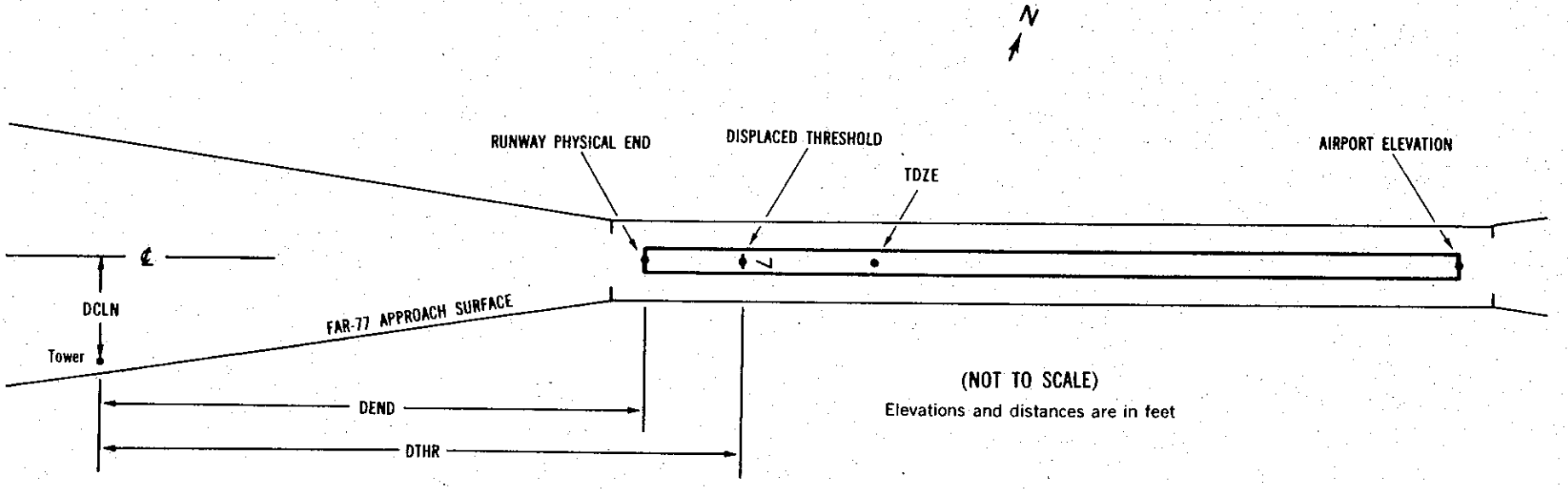
OC XXXX

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

****





(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).

OC6331

AIRPORT ELEVATION 4144

3 SUPLC 4142/4144 433515.324N 1185731.200W 2273108

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	433549.65	1185636.52	1A	4141		-1	-3	-3	-5315		154R	2
BUSH	433550.29	1185640.58	1A	4143		1	-1	-1	-5138		95L	4
BUSH	433544.25	1185649.63	1A	4143		1	-1	-1	-4234		95L	3
BUSH	433539.21	1185653.78	1A	4145		3	1	1	-3664		76R	4
BUSH	433537.41	1185659.92	1A	4145		3	1	1	-3208		94L	3
BUSH	433531.15	1185705.57	1A	4145		3	1	1	-2473		92R	2
BUSH	433531.74	1185708.56	1A	4146		4	2	2	-2352		101L	3
FENCE	433526.15	1185709.54	1A	4146		4	2	2	-1916		268R	2
BUSH	433523.73	1185721.09	1A	4148		6	4	4	-1124		125L	5
FENCE	433514.02	1185730.26	1A	4144		2	0	0	38		144R	2
BUSH	433513.93	1185731.24	1A	4145		3	1	1	97		102R	3
FENCE POST	433515.90	1185735.55	1A	4146		4	2	2	197		259L	4
FENCE POST	433513.91	1185733.52	1A	4145		3	1	1	223		10L	2
ROAD (N)	433508.24	1185741.93	1A	4158		16	14	14	1067		4L	-9
OL ON POLE	433507.90	1185742.83	1A	4170		28	26	26	1139		24L	1
POLE	433507.95	1185749.41	1A	4176		34	32	32	1493		355L	-4

OC6331

AIRPORT ELEVATION 4144

21 SUPLC 4139/4143 433549.329N 1185640.102W 0473144

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	433515.90	1185735.55	1A	4146		7	3	2	-5296		259R	4
BUSH	433513.93	1185731.24	1A	4145		6	2	1	-5196		102L	3
FENCE	433514.02	1185730.26	1A	4144		5	1	0	-5137		144L	2
BUSH	433523.73	1185721.09	1A	4148		9	5	4	-3975		125R	5
FENCE	433526.15	1185709.54	1A	4146		7	3	2	-3183		268L	2
BUSH	433531.74	1185708.56	1A	4146		7	3	2	-2747		101R	3
BUSH	433531.15	1185705.57	1A	4145		6	2	1	-2625		92L	2
BUSH	433537.41	1185659.92	1A	4145		6	2	1	-1891		94R	3
BUSH	433539.21	1185653.78	1A	4145		6	2	1	-1434		76L	4
BUSH	433544.25	1185649.63	1A	4143		4	0	-1	-864		95R	3
BUSH	433550.29	1185640.58	1A	4143		4	0	-1	40		95R	4
BUSH	433549.65	1185636.52	1A	4141		2	-2	-3	217		154L	2
FENCE POST	433553.97	1185638.73	1A	4143		4	0	-1	392		278R	-2
FENCE	433552.14	1185636.11	1A	4142		3	-1	-2	409		12R	-3
ROAD (N)	433558.95	1185625.79	1A	4152		13	9	8	1435		7R	-23
ROAD (N)	433601.44	1185621.88	1A	4153		14	10	9	1817		1L	-34
POLE	433604.93	1185622.41	1A	4172		33	29	28	2027		287R	-21

OC6331

AIRPORT ELEVATION 4144

12 SUPLC 4143/4143 433549.562N 1185747.375W 3143036

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	433514.61	1185653.73	1A	4142		-1	-1	-2	-5296		245L	2
BUSH	433514.01	1185655.85	1A	4142		-1	-1	-2	-5228		92L	2
FENCE POST	433512.51	1185700.47	1A	4142		-1	-1	-2	-5092		255R	2
FENCE	433516.79	1185656.43	1A	4142		-1	-1	-2	-5000		263L	2
FENCE	433526.15	1185709.54	1A	4146		3	3	2	-3647		262L	3
FENCE	433529.95	1185714.83	1A	4148		5	5	4	-3100		263L	5
FENCE	433526.42	1185720.14	1A	4148		5	5	4	-3072		265R	5
BUSH	433538.40	1185730.01	1A	4144		1	1	0	-1703		90L	3
BUSH	433537.44	1185732.59	1A	4145		2	2	1	-1636		113R	4
FENCE	433548.07	1185740.17	1A	4145		2	2	1	-484		264L	3
FENCE	433547.04	1185748.96	1A	4146		3	3	2	-96		264R	3
FENCE POST	433549.63	1185752.05	1A	4150		7	7	6	250		237R	6

30 C 4140/4144 433514.254N 1185657.970W 1343110

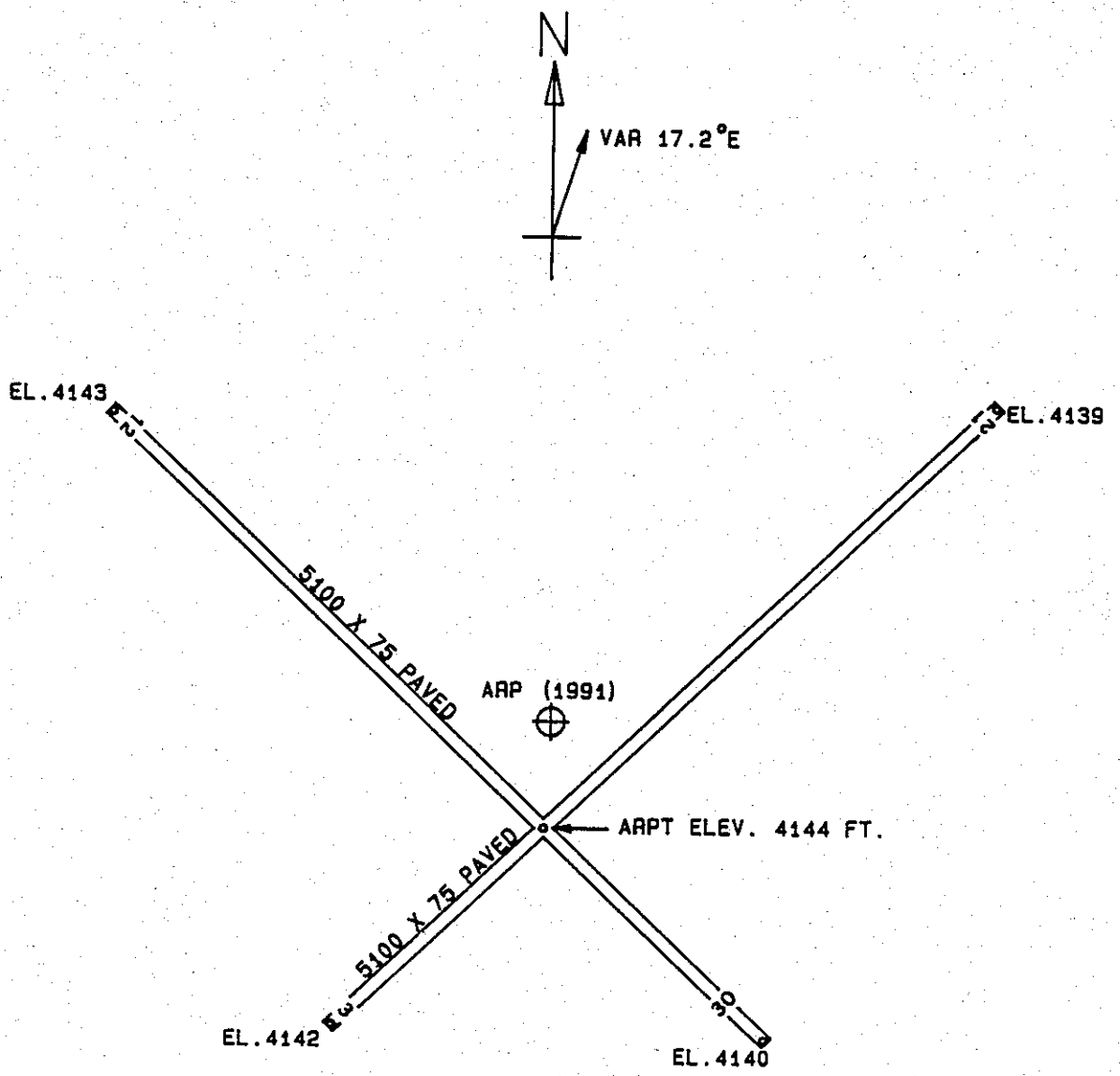
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	433547.04	1185748.96	1A	4146		6	2	2	-5003		264L	3
FENCE	433548.07	1185740.17	1A	4145		5	1	1	-4615		264R	3
BUSH	433537.44	1185732.59	1A	4145		5	1	1	-3463		113L	4
BUSH	433538.40	1185730.01	1A	4144		4	0	0	-3396		90R	3
FENCE	433526.42	1185720.14	1A	4148		8	4	4	-2027		265L	5
FENCE	433529.95	1185714.83	1A	4148		8	4	4	-1999		263R	5
FENCE	433526.15	1185709.54	1A	4146		6	2	2	-1452		262R	3
FENCE	433516.79	1185656.43	1A	4142		2	-2	-2	-99		263R	2
FENCE POST	433512.51	1185700.47	1A	4142		2	-2	-2	-7		255L	2
BUSH	433514.01	1185655.85	1A	4142		2	-2	-2	129		92R	2
FENCE	433514.61	1185653.73	1A	4142		2	-2	-2	197		245R	2
ROAD (N)	433506.70	1185653.79	1A	4154		14	10	10	756		330L	-2
ROAD (N)	433506.55	1185647.05	1A	4154		14	10	10	1120		7R	-13

OC6331

AIRPORT ELEVATION 4144

ARP 433532.118N 1185714.162W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON VOR/DME	433535.69	1185714.40	1A	4170		26	340 4	362
WINDSOCK	433520.43	1185716.52	1A	4153		9	171 9	1196
FENCE POST	433539.23	1185700.85	1A	4144		0	36 29	1216
WIND TEE	433518.83	1185715.99	1A	4152		8	168 31	1352
ANEMOMETER	433516.77	1185712.73	1A	4163		19	158 55	1557
STACK ON BUILDING	433512.47	1185704.42	1A	4163		19	142 59	2114
ROD ON OL AIRPORT BEACON	433508.42	1185712.48	1A	4203		59	159 51	2403
POLE	433507.80	1185735.35	1A	4169		25	195 9	2914
POLE	433505.90	1185636.36	1A	4168		24	116 27	3845
GROUND	433715.62	1185745.27	1B	4369		225	330 29	10727
GROUND	433712.16	1185831.90	1B	4358		214	313 21	11633
BUSH	433729.98	1185825.11	2C	4399		255	319 11	13026
BUSH	433746.15	1185822.98	2C	4414		270	322 21	14485



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	4144
21	4143
12	4143
30	4144

BURNS MUNICIPAL AIRPORT

BURNS, OREGON

(NOT TO SCALE)