OBSTRUCTION DATA SHEET

ODS 6475
HERMISTON MUNICIPAL AIRPORT
HERMISTON, OREGON

DIGITIZED FROM

OC 6475
SURVEYED MAY 1991
1ST EDITION

ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport
Obstruction Charts - Obstruction Data Sheets," for possible
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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.
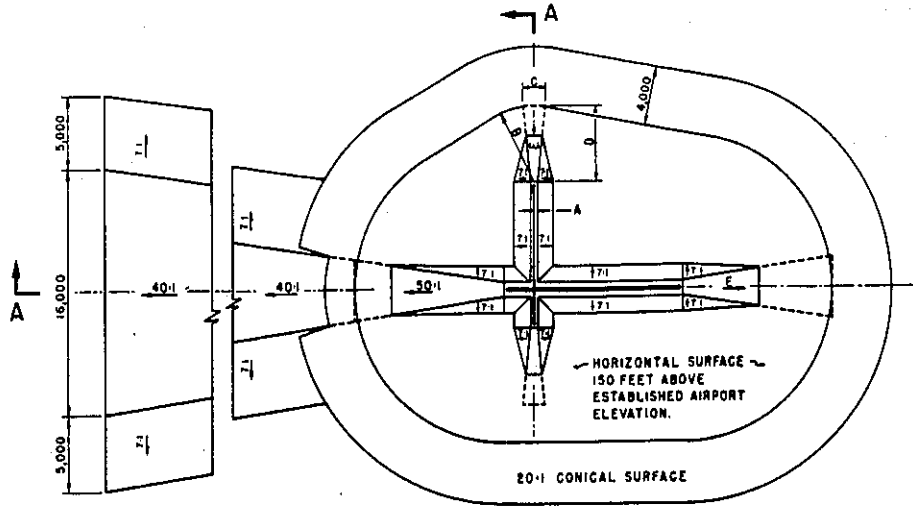
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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	ⓐ
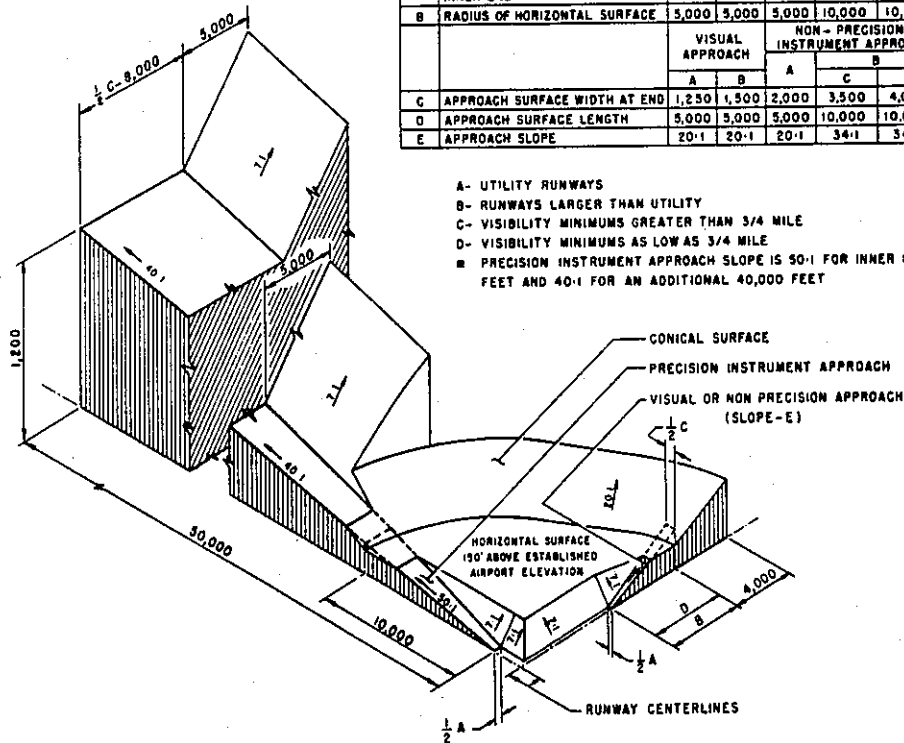
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
ⓑ PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

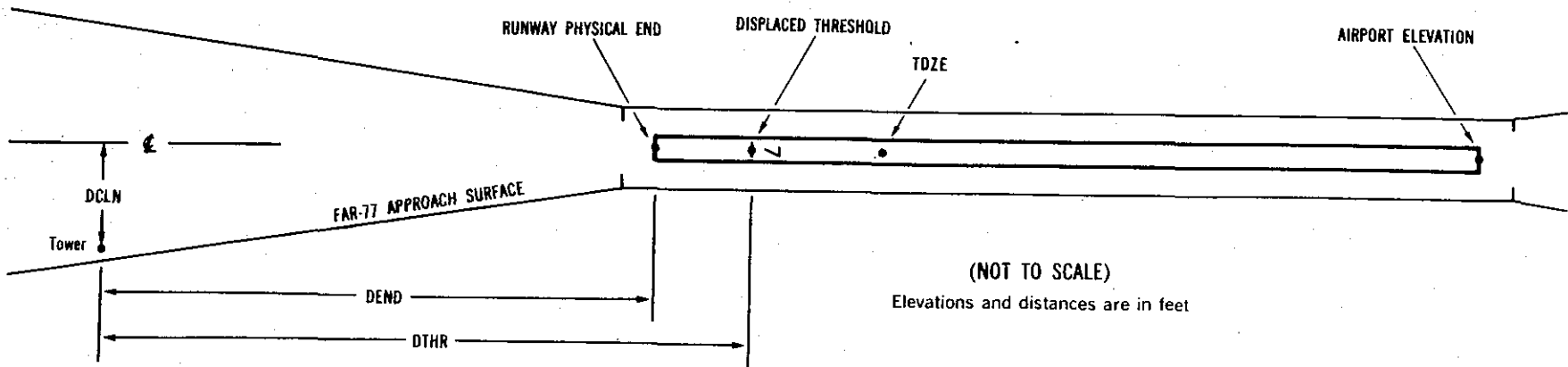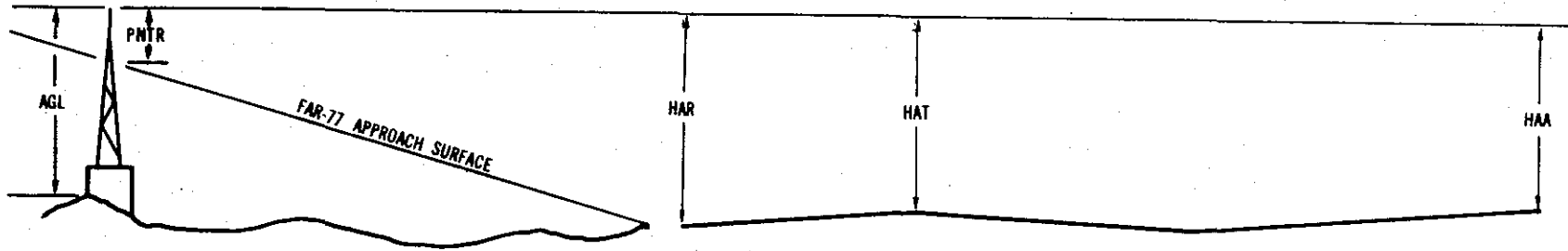FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

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

****

PNTR

AGL

FAR-77 APPROACH SURFACE

HAR

HAT

HAA

N

RUNWAY PHYSICAL END   DISPLACED THRESHOLD

TDZE

AIRPORT ELEVATION

DCLN

Tower

FAR-77 APPROACH SURFACE

DEND

DTHR

(NOT TO SCALE)

Elevations and distances are in feet

3

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).

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AIRPORT ELEVATION 641

4   SUPLC 638/641 454931.789N   1191557.068W 2421948

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	454944.83	1191526.97	1A	636		-2	-5	-5	-2501		180L	1
OL ON LIGHTED WINDSOCK	454937.12	1191535.81	1A	666		28	25	25	-1584		221R	27
GROUND	454939.38	1191541.35	1A	640		2	-1	-1	-1343		164L	1
ROAD (N)	454931.87	1191606.42	1A	646		8	5	5	583		315L	-3
TREE	454928.58	1191608.96	1A	658		20	17	17	897		103L	-1
POLE	454928.94	1191610.59	1A	661		23	20	20	982		190L	1
LIGHT POLE	454926.83	1191613.71	1A	670		32	29	29	1277		102L	1
POWER POLE	454922.82	1191611.53	1A	668		30	27	27	1329		329R	-3
LIGHT POLE	454921.21	1191612.09	1A	684		46	43	43	1440		455R	10

22   SUPLC 635/639 454952.413N   11915 0.793W 0622029

| OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	454939.38	1191541.35	1A	640		5	1	-1	-3157		164R	1
OL ON LIGHTED WINDSOCK	454937.12	1191535.81	1A	666		31	27	25	-2915		221L	27
GROUND	454944.83	1191526.97	1A	636		1	-3	-5	-1998		180R	1
ROAD (N)	454952.64	1191450.95	1A	644		9	5	3	628		303L	-4
MOBILE SPRINKLER	454956.57	1191449.91	1A	647		12	8	6	878		15R	-8
POWER POLE	455005.75	1191439.57	1A	683		48	44	42	1958		499R	-4
TRANSMISSION TOWER	455006.61	1191433.60	1A	698		63	59	57	2373		380R	-1
TRANSMISSION TOWER	455002.55	1191429.07	1A	696		61	57	55	2466		133L	-6

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AIRPORT ELEVATION 641

ARP   454942.102N   1191528.932W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
POLE	454945.34	1191535.32	1A	692		51	287 47	559
TOWER	454936.31	1191534.42	1A	659		18	195 18	704
POLE	454948.80	1191525.84	1A	688		47	359 41	713
TREE	454941.38	1191542.62	1A	686		45	247 29	972
ANTENNA	454940.36	1191544.81	1A	693		52	242 53	1138
AIRPORT BEACON	454938.83	1191550.13	1A	668		27	239 21	1537
OL ON ELEVATOR	454826.42	1191658.56	2C	795		154	201 26	9953

N

VAR 18.2°E

23 EL.635

4500 X 75 PAVED

ARP (1991)

ARPT ELEV. 641 FT.

4

EL.638
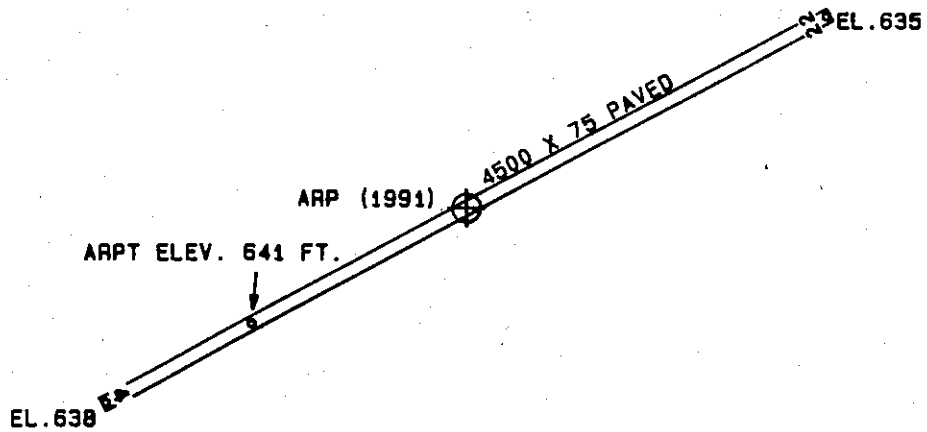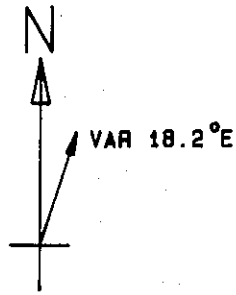
TOUCHDOWN ZONE
RUNWAY ELEVATION
4   641
22   639

HERMISTON MUNICIPAL AIRPORT

HERMISTON, OREGON

(NOT TO SCALE)