

# OBSTRUCTION DATA SHEET

**ODS 802  
ONTARIO MUNICIPAL AIRPORT  
ONTARIO, OREGON**

**DIGITIZED FROM**

**OC 802  
SURVEYED JUNE 1989  
4TH 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:

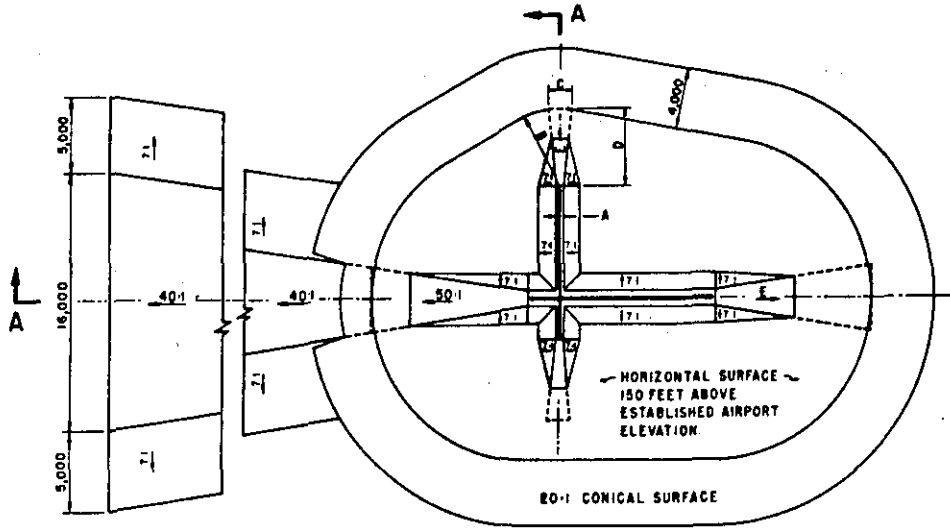
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

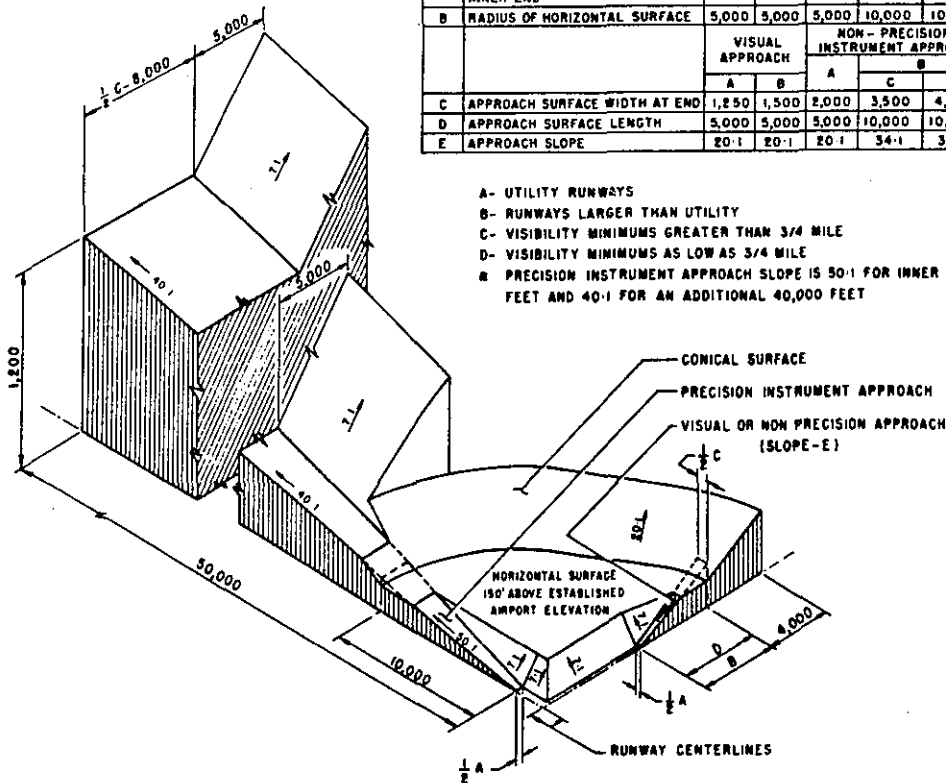
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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	3,000	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
- E- 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

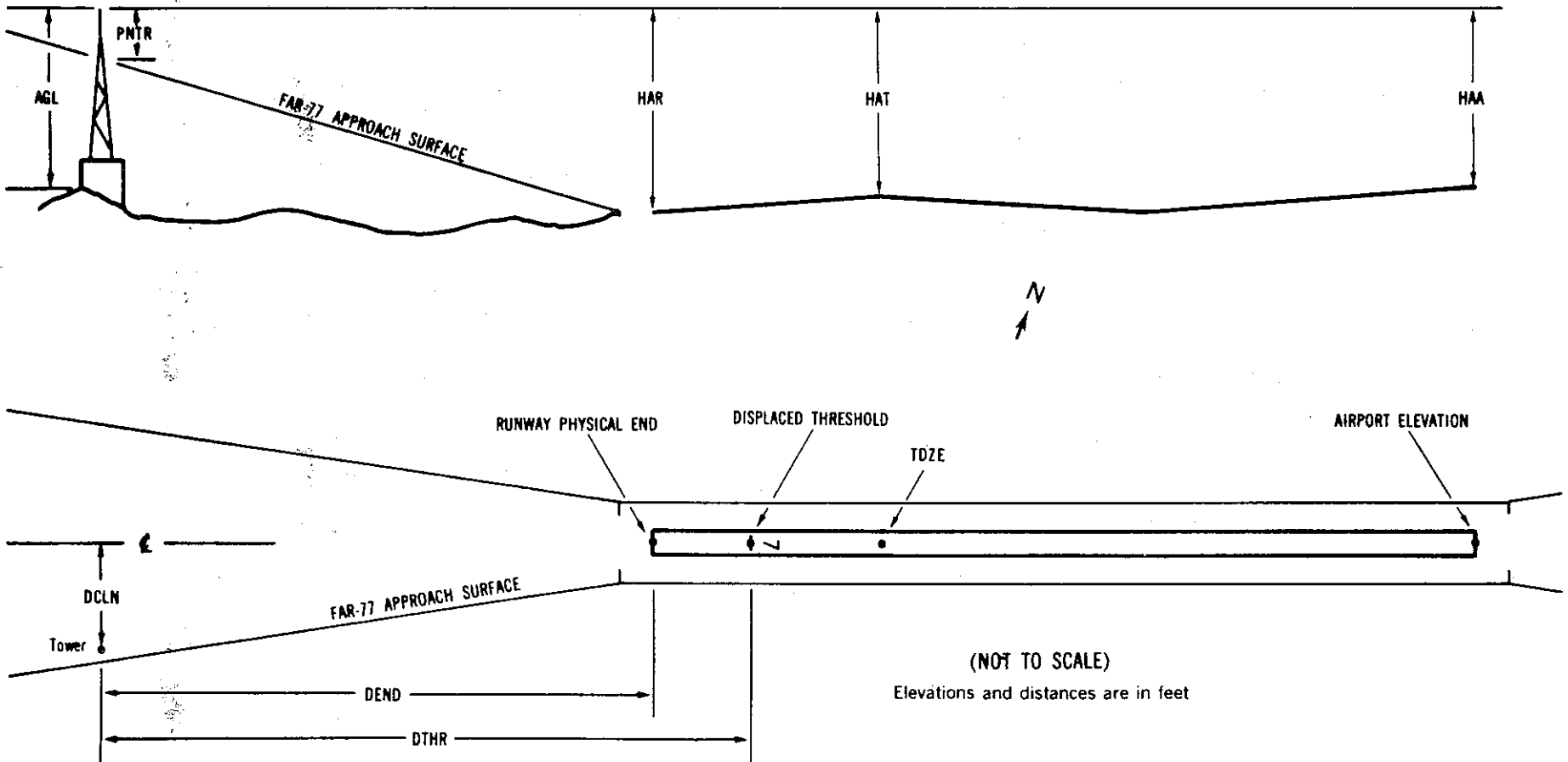
# ANNOTATION OF ODS DATA FORMAT

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	XXXX	XXXX	XXXX	XXXX	
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXX	XXXX	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).

AIRPORT ELEVATION 2190

14 SUPLC 2189/2190 440135.090N 1170056.843W 3383508

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	440053.75	1170031.95	1A	2188		-1	-2	-2	-4562		165L	3
TREE	440052.78	1170036.93	1A	2202		13	12	12	-4520		210R	17
TREE	440105.00	1170043.90	1A	2215		26	25	25	-3182		232R	27
TREE	440114.22	1170048.52	1A	2207		18	17	17	-2190		205R	18
FENCE POST	440136.40	1170054.25	1A	2194		5	4	4	54		225L	5
BUSH	440136.18	1170059.05	1A	2194		5	4	4	162		110R	5
ROAD (N)	440136.76	1170057.74	1A	2197		8	7	7	181		OL	8
ROAD (N)	440136.28	1170100.18	1A	2199		10	9	9	201		183R	10
OL ON POLE	440245.76	1170137.76	1B	2382		193	192	192	7753		170R	-29
TREE	440248.40	1170134.80	1B	2390		201	200	200	7923		130L	-26
TREE	440252.63	1170122.97	1B	2420		231	230	230	8007		1090L	1
TREE	440247.89	1170155.65	1B	2444		255	254	254	8432		1307R	13
TREE	440301.24	1170149.83	1B	2438		249	248	248	9534		418R	-26
TREE	440301.07	1170200.22	1B	2458		269	268	268	9795		1130R	-13

32 C 2185/ 440053.434N 1170034.206W 1583524 2186/2190 440055.372N 1170035.259W

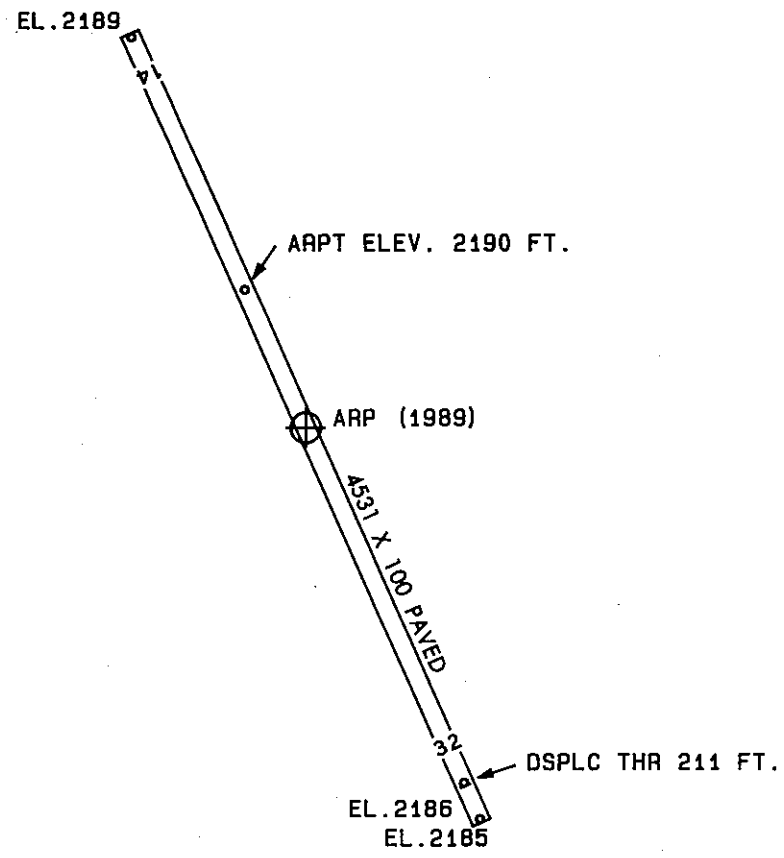
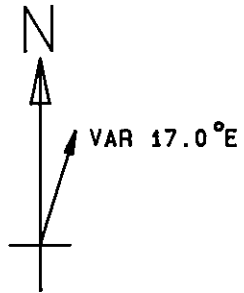
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	440136.28	1170100.18	1A	2199		14	9	9	-4732	-4521	183L	10
ROAD (N)	440136.76	1170057.74	1A	2197		12	7	7	-4712	-4501	OR	8
BUSH	440136.18	1170059.05	1A	2194		9	4	4	-4693	-4482	110L	5
FENCE POST	440136.40	1170054.25	1A	2194		9	4	4	-4585	-4374	225R	5
TREE	440114.22	1170048.52	1A	2207		22	17	17	-2341	-2131	205L	18
TREE	440105.00	1170043.90	1A	2215		30	25	25	-1349	-1139	232L	27
TREE	440052.78	1170036.93	1A	2202		17	12	12	-11	200	210L	17
SIGN	440053.75	1170031.95	1A	2188		3	-2	-2	31	242	165R	3
TREE	440051.32	1170029.40	1A	2206		21	16	16	327	538	249R	17
OL ON POLE	440038.14	1170020.24	1A	2227		42	37	37	1814	2025	385R	-5
ANTENNA	440037.22	1170018.77	1A	2237		52	47	47	1940	2151	451R	1

OC0802

AIRPORT ELEVATION 2190

ARP 440114.262N 1170045.523W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	440116.91	1170040.90	1A	2212		22	34 32	431
OL ON LIGHTED WINDSOCK	440119.49	1170053.74	1A	2216		26	294 26	801
ROD ON OL AIRPORT BEACON	440117.50	1170033.62	1A	2247		57	52 21	929
ANEMOMETER ON BUILDING	440123.34	1170043.46	1A	2227		37	352 18	932
HANGAR	440126.38	1170038.78	1A	2212		22	4 54	1322
TREE	440101.54	1170032.57	1A	2216		26	126 42	1598
TREE	440129.17	1170032.16	1B	2256		66	15 54	1798
TREE	440057.84	1170031.84	1A	2197		7	132 0	1941
TREE	440054.81	1170029.06	1A	2211		21	131 35	2308
BUILDING	440040.94	1170036.87	1A	2211		21	152 23	3433
POLE	440039.99	1170033.96	1A	2214		24	149 19	3572
TREE	440038.81	1170015.09	1A	2248		58	131 13	4223
ANTENNA	440033.33	1170013.30	1A	2260		70	133 24	4767
TREE	440235.01	1170201.67	1B	2391		201	308 47	9890
TREE	440250.33	1170115.79	1B	2383		193	330 12	9976
POLE	440218.98	1170240.27	1B	2406		216	291 2	10641
TREE	440229.42	1170230.14	1B	2453		263	297 53	10786
BUILDING	440214.74	1170252.57	1B	2399		209	286 26	11120
TREE	440305.41	1170042.68	1B	2414		224	344 3	11257
TREE	440307.16	1170054.22	1B	2432		242	339 49	11449
TREE	440314.69	1170023.22	2C	2417		227	350 37	12303
TANK	440123.03	1165754.87	2C	2303		113	68 55	12501
TREE	440235.35	1170256.08	2C	2438		248	293 44	12586
TREE	440318.67	1170109.46	2C	2432		242	335 6	12718
TREE	440318.08	1170014.18	2C	2402		212	353 21	12745
TREE	440247.60	1170243.93	2C	2460		270	300 33	12813
OL ON RADIO TOWER	440235.43	1165819.66	2A	2356	210	166	35 21	13458



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
14	2190
32	2190

ONTARIO MUNICIPAL AIRPORT  
 ONTARIO, OREGON  
 (NOT TO SCALE)