OBSTRUCTION DATA SHEET

ODS 552
VAN NUYS AIRPORT
VAN NUYS, CALIFORNIA

DIGITIZED FROM

OC 552
SURVEYED DECEMBER 1989
9TH EDITION

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THE NATIONAL OCEAN SERVICE
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FOR THE FEDERAL AVIATION ADMINISTRATION

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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 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).

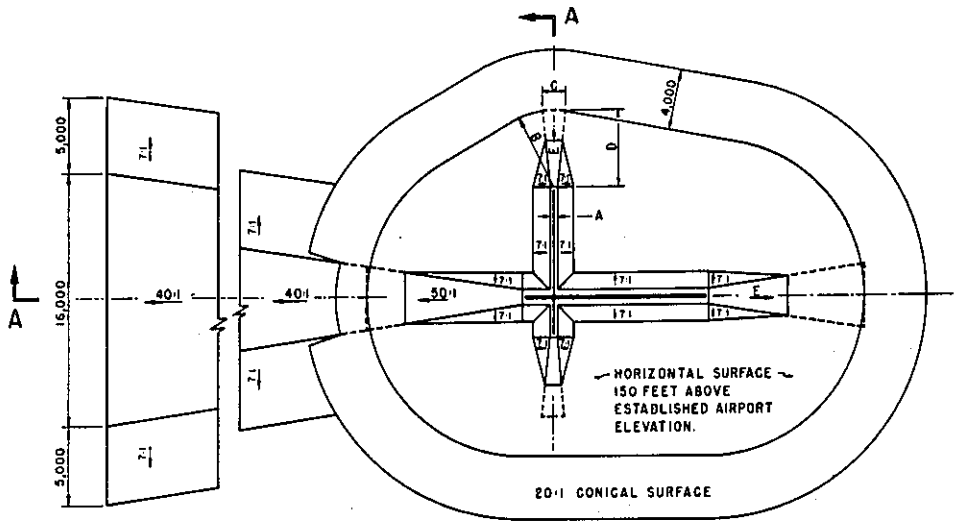
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

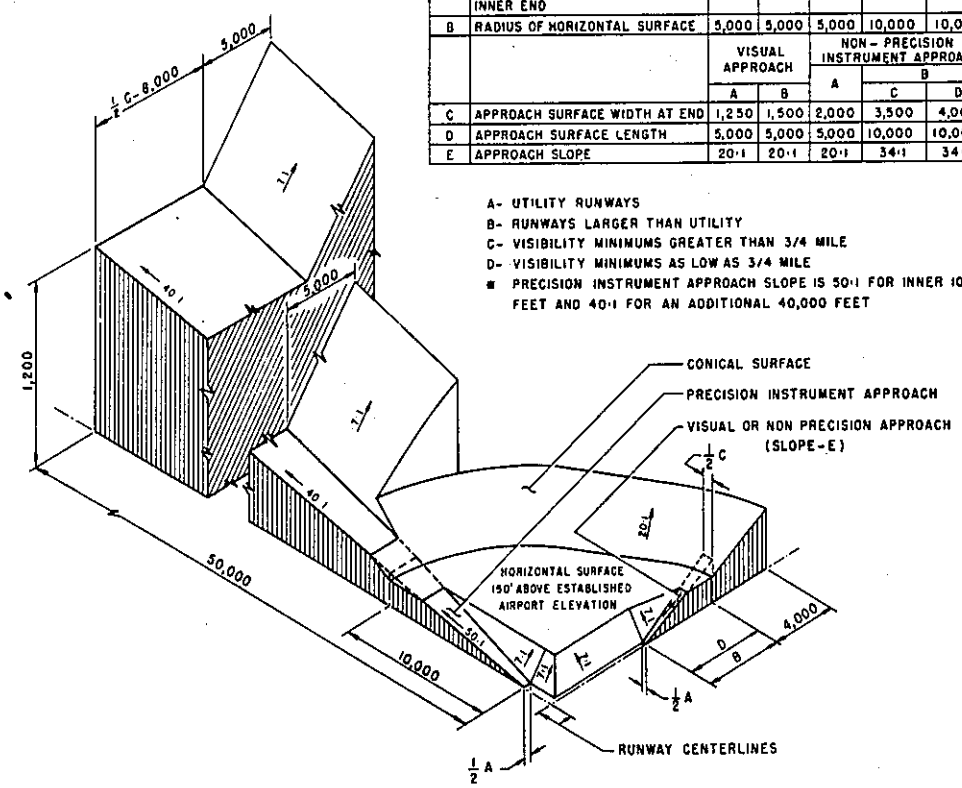
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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

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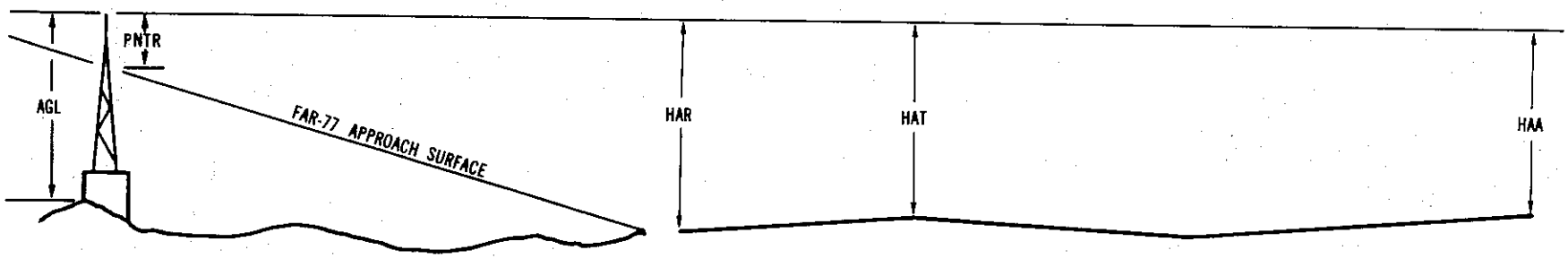
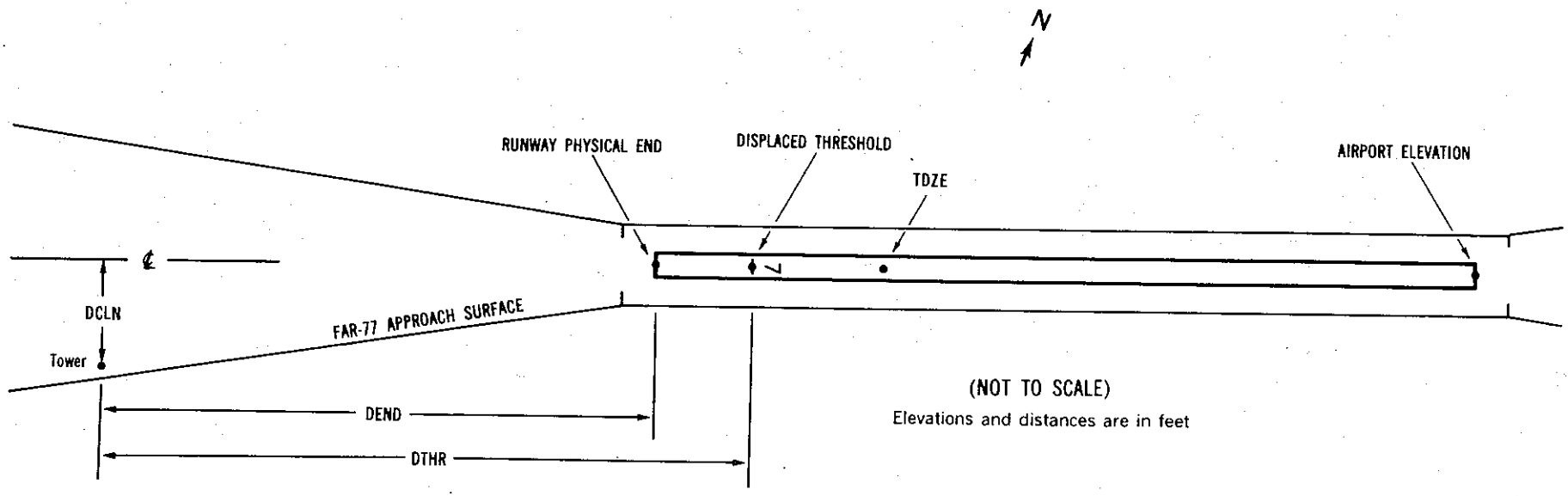




(NOT TO SCALE)

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 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).

OC0552

AIRPORT ELEVATION 799

16L A(V) 797/ 341308.324N 1182920.729W 3553010 788/788 341254.320N 1182919.404W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON POLE	341310.47	1182919.74	1A	816		19	28	17	210	1630	100L	19
RAILROAD	341311.36	1182921.05	1A	829		32	41	30	308	1728	3R	27
TREE	341315.96	1182922.73	1A	845		48	57	46	783	2203	107R	19
TREE	341328.15	1182922.30	1A	869		72	81	70	2008	3428	25L	-18
TREE	341336.01	1182921.21	1A	881		84	93	82	2794	4214	180L	-46
TREE	341339.15	1182926.93	1A	879		82	91	80	3148	4568	275R	-65
POLE	341355.57	1182926.33	1A	893		96	105	94	4798	6218	95R	-134

34R A(V) 769/791 341228.875N 1182916.995W 1753012

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON POLE	341310.47	1182919.74	1A	816		47	25	17	-4210		100R	19
TREE	341212.19	1182913.13	1A	769		0	-22	-30	1707		192R	-75
SIGN ON HANGAR	341200.35	1182911.50	1A	782		13	-9	-17	2911		234R	-123
BUILDING	341151.39	1182912.17	1A	761		-8	-30	-38	3809		107R	-188
POLE	341150.79	1182910.16	1A	782		13	-9	-17	3883		271R	-171
BUILDING	341148.87	1182913.04	1A	750		-19	-41	-49	4058		14R	-212
TREE	341146.96	1182906.43	1A	812		43	21	13	4293		552R	-162
OL ON LOCALIZER	341140.31	1182916.90	1A	745		-24	-46	-54	4895		377L	-259
BUILDING	341140.33	1182909.71	1A	771		2	-20	-28	4940		226R	-235
TREE	341139.91	1182906.75	1A	806		37	15	7	5002		470R	-203
TREE	341137.37	1182917.34	1A	791		22	0	-8	5188		437L	-227

OC0552

AIRPORT ELEVATION 799

16R PIR 799/ 341308.035N 1182925.182W 3553053 790/790 341254.022N 1182923.857W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUILDING	341148.87	1182913.04	1A	750		-49	-40	-49	-8058	-6637	391L	7
BUILDING	341151.39	1182912.17	1A	761		-38	-29	-38	-7810	-6389	484L	17
HANGAR	341153.21	1182924.17	1A	777		-22	-13	-22	-7547	-6126	507R	31
BURBANK OUTER MARKER	341158.58	1182924.46	1A	770		-29	-20	-29	-7005	-5584	488R	20
FLOODLIGHT ON HANGAR	341201.65	1182925.12	1A	774		-25	-16	-25	-6691	-5270	519R	22
OL ON FENCE	341204.81	1182923.27	1A	763		-36	-27	-36	-6385	-4964	339R	8
HANGAR	341213.49	1182926.13	1A	779		-20	-11	-20	-5491	-4070	510R	18
ANTENNA ON OL ATC TOWER	341227.78	1182927.39	1A	861		62	71	62	-4042	-2622	503R	90
WINDSOCK	341229.44	1182919.03	1A	778		-21	-12	-21	-3930	-2509	210L	6
TREE	341241.97	1182928.44	1A	832		33	42	33	-2605	-1184	479R	50
OL ON GLIDE SLOPE	341244.85	1182925.98	1A	808		9	18	9	-2332	-911	250R	25
POLE	341251.35	1182929.48	1A	827		28	37	28	-1653	-233	492R	39
OL ON ANEMOMTETER	341256.19	1182926.94	1A	812		13	22	13	-1182	239	241R	20
OL ON WINDSOCK	341257.95	1182927.09	1A	818		19	28	19	-1003	417	239R	25
BLAST FENCE	341308.31	1182930.37	1A	808		9	18	9	62	1483	432R	9
OL ON POLE	341310.47	1182919.74	1A	816		17	26	17	209	1630	475L	17
OL ON BLAST FENCE	341310.28	1182927.68	1A	816		17	26	17	243	1664	192R	16
RAILROAD	341311.36	1182921.05	1A	829		30	39	30	308	1729	372L	28
OL ON POLE	341311.86	1182926.39	1A	818		19	28	19	394	1814	70R	15
RAILROAD	341312.26	1182925.59	1A	831		32	41	32	429	1849	0R	27
MIDDLE MARKER	341315.01	1182925.96	1A	828		29	38	29	708	2128	10R	19
TREE	341315.96	1182922.73	1A	845		46	55	46	783	2204	268L	34
POLE	341316.96	1182929.04	1A	835		36	45	36	925	2346	252R	22
TREE	341317.89	1182918.75	1A	874		75	84	75	951	2372	617L	60
BUILDING	341320.36	1182932.80	1A	856		57	66	57	1292	2713	541R	35
POLE	341321.39	1182934.38	1A	848		49	58	49	1407	2827	665R	25
TREE	341324.24	1182918.60	1A	862		63	72	63	1590	3011	679L	35
VOR/DME	341324.42	1182926.74	1A	828		29	38	29	1662	3083	0R	0
ANTENNA	341326.42	1182926.96	1A	843		44	53	44	1865	3285	4R	11
TREE	341327.52	1182918.53	1A	875		76	85	76	1920	3341	711L	42
TREE	341328.15	1182922.30	1A	869		70	79	70	2008	3429	400L	34
TREE	341328.60	1182935.19	1A	859		60	69	60	2138	3559	676R	21
TREE	341330.08	1182917.66	1A	868		69	78	69	2172	3593	804L	30

AIRPORT ELEVATION 799

16R PIR 799/ 341308.035N 1182925.182W 3553053 790/790 341254.022N 1182923.857W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POLE	341329.75	1182934.24	1A	871		72	81	72	2248	3669	586R	31
TREE	341330.08	1182931.36	1A	873		74	83	74	2262	3683	343R	33
TREE	341332.61	1182933.58	1A	894		95	104	95	2532	3953	509R	48
TREE	341336.01	1182921.21	1A	881		82	91	82	2794	4214	554L	30
TREE	341339.15	1182926.93	1A	879		80	89	80	3147	4568	100L	21
TREE	341341.54	1182933.91	1A	893		94	103	94	3434	4855	466R	29
POLE	341355.57	1182926.33	1A	893		94	103	94	4798	6219	279L	2
TREE	341434.29	1182954.39	1A	988		189	198	189	8884	10305	1762R	15
TREE	341441.86	1182911.71	1A	995		196	205	196	9367	10788	1869L	13
TREE	341722.55	1183036.44	2C	1436		637	646	637	26119	27539	3949R	39
ANTENNA	341938.33	1182943.54	2C	1901		1102	1111	1102	39454	40875	1551L	171
TRANSMISSION TOWER	342033.45	1182929.26	2C	2472		1673	1682	1673	44915	46336	3180L	605
GROUND	342039.21	1183111.00	2C	2230		1431	1440	1431	46165	47586	5279R	332
POST	342051.28	1183038.24	2C	2039		1240	1249	1240	47166	48587	2445R	116

OC0552

AIRPORT ELEVATION 799

34L SUPLC 743/765 341149.136N 1182917.735W 1753058

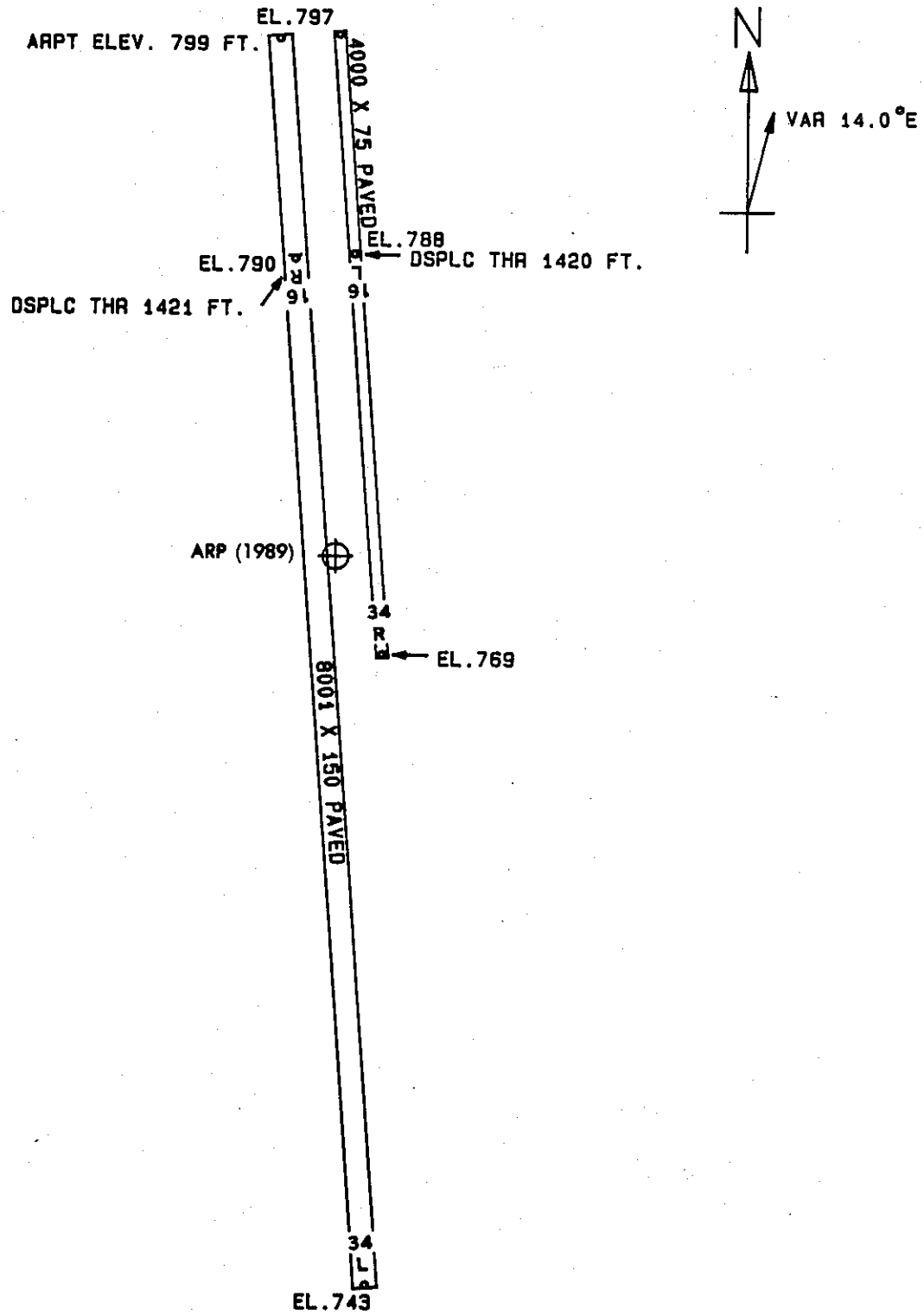
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON POLE	341310.47	1182919.74	1A	816		73	51	17	-8210		475R	17
BLAST FENCE	341308.31	1182930.37	1A	808		65	43	9	-8062		432L	9
OL ON WINDSOCK	341257.95	1182927.09	1A	818		75	53	19	-6997		239L	25
OL ON ANEMOMETER	341256.19	1182926.94	1A	812		69	47	13	-6818		241L	20
POLE	341251.35	1182929.48	1A	827		84	62	28	-6347		492L	39
OL ON GLIDE SLOPE	341244.85	1182925.98	1A	808		65	43	9	-5669		250L	25
TREE	341241.97	1182928.44	1A	832		89	67	33	-5395		479L	50
WINDSOCK	341229.44	1182919.03	1A	778		35	13	-21	-4071		210R	6
ANTENNA ON OL ATC TOWER	341227.78	1182927.39	1A	861		118	96	62	-3958		503L	90
HANGAR	341213.49	1182926.13	1A	779		36	14	-20	-2509		510L	18
OL ON FENCE	341204.81	1182923.27	1A	763		20	-2	-36	-1615		339L	8
FLOODLIGHT ON HANGAR	341201.65	1182925.12	1A	774		31	9	-25	-1309		519L	22
BURBANK OUTER MARKER	341158.58	1182924.46	1A	770		27	5	-29	-996		488L	20
HANGAR	341153.21	1182924.17	1A	777		34	12	-22	-453		507L	31
BUILDING	341151.39	1182912.17	1A	761		18	-4	-38	-191		484R	17
BUILDING	341148.87	1182913.04	1A	750		7	-15	-49	58		391R	7
HANGAR	341139.99	1182923.68	1A	762		19	-3	-37	882		570L	-1
OL ON LOCALIZER	341140.31	1182916.90	1A	745		2	-20	-54	895		0L	-18
BUILDING	341140.33	1182909.71	1A	771		28	6	-28	940		603R	6
TREE	341137.37	1182917.34	1A	791		48	26	-8	1188		60L	19
POLE	341137.11	1182921.16	1A	782		39	17	-17	1189		382L	10
TREE	341136.39	1182911.31	1A	806		63	41	7	1327		437R	30
TREE	341124.15	1182922.21	1A	809		66	44	10	2489		572L	-1

OC0552

AIRPORT ELEVATION 799

ARP 341235.257N 1182920.593W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
WINDSOCK ON BUILDING	341237.72	1182913.16	1A	814		15	54 16	672
POLE	341230.67	1182913.39	1A	795		-4	113 28	762
OL ON TANK	341240.43	1182932.64	1A	857		58	283 20	1139
OL ON BUILDING	341243.56	1182930.39	1A	833		34	301 34	1176
ANTENNA ON OL AIRPORT BCN	341256.20	1182931.69	1A	874		75	322 14	2313
ANTENNA ON HANGAR	341208.98	1182926.52	1A	793		-6	176 37	2703
TREE	341302.77	1182917.21	1A	835		36	351 50	2795
OL ON BUILDING	341303.59	1182916.22	1A	833		34	353 18	2888
ROD ON BUILDING	341307.81	1182916.22	1A	840		41	352 22	3312
POLE ON BUILDING	341159.37	1182927.62	1A	806		7	175 15	3676
BUILDING	341312.69	1182918.54	1A	828		29	348 36	3788
TREE	341151.17	1182926.74	1A	809		10	172 37	4487
OL PIPE ON BUILDING	341313.04	1182829.08	1B	999		200	34 33	5771
TREE	341137.47	1182925.02	1A	805		6	169 39	5854
TREE	341431.86	1182955.25	1B	979		180	332 8	12141
TREE	341440.27	1182906.49	1B	1005		206	351 21	12693
OL ANTENNA ON BUILDING	341309.71	1182654.45	2C	1029		230	60 9	12758
CROSS ON DOME	341436.00	1183008.45	1B	983		184	327 47	12850
TREE	341444.44	1182910.98	1B	999		200	349 32	13084
POLE	341444.10	1182904.73	1B	977		178	351 50	13093
OL ON BUILDING	341443.31	1182851.73	1B	1032		233	356 36	13170
TREE	341439.98	1183012.10	1B	1018		219	327 4	13329
TREE	341444.54	1182839.33	2C	970		171	0 51	13521
TREE	341451.84	1182907.22	2C	993		194	350 39	13853
TREE	341441.77	1183027.24	2C	995		196	322 22	13960
GROUND	341842.16	1183158.45	2C	2771		1972	326 21	39386
GROUND	341943.08	1183150.56	2C	2592		1793	329 47	45043
GROUND	342034.91	1182825.59	2C	3122		2323	351 26	48707
POLE	342114.58	1182751.14	2C	3289		2490	354 8	53032



TOUCHDOWN ZONE RUNWAY	ELEVATION
16L	788
34R	791
16R	790
34L	765

VAN NUYS AIRPORT

VAN NUYS, CALIFORNIA

(NOT TO SCALE)