

OBSTRUCTION DATA SHEET

**ODS 5966
RICHLAND AIRPORT
RICHLAND, WASHINGTON**

DIGITIZED FROM

**OC 5966
SURVEYED APRIL 1990
3RD EDITION**



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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:

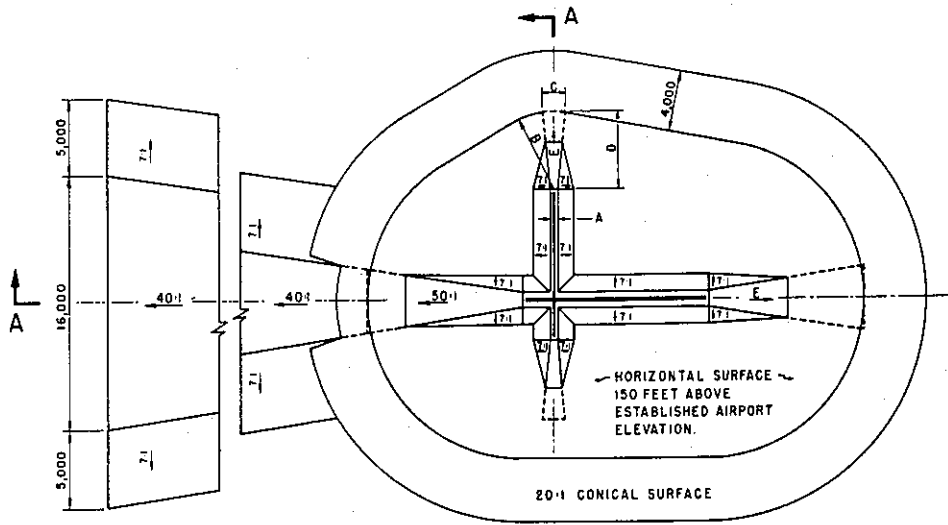
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

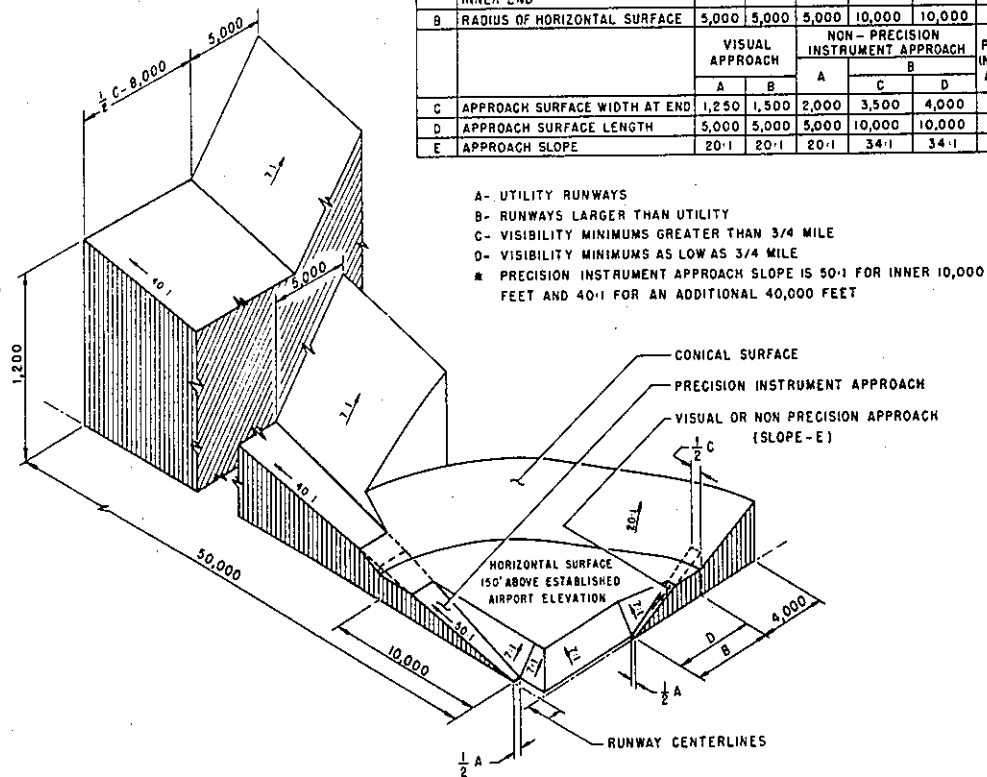
A(V) Utility runway - visual approach only
 A(NP) Utility runway - nonprecision instrument approach
 B(V) Nonutility runway - visual approach only
 C Nonutility runway - nonprecision instrument approach with
 visibility minimums greater than 3/4 mile
 D Nonutility runway - nonprecision instrument approach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



ISOMETRIC VIEW OF SECTION A-A

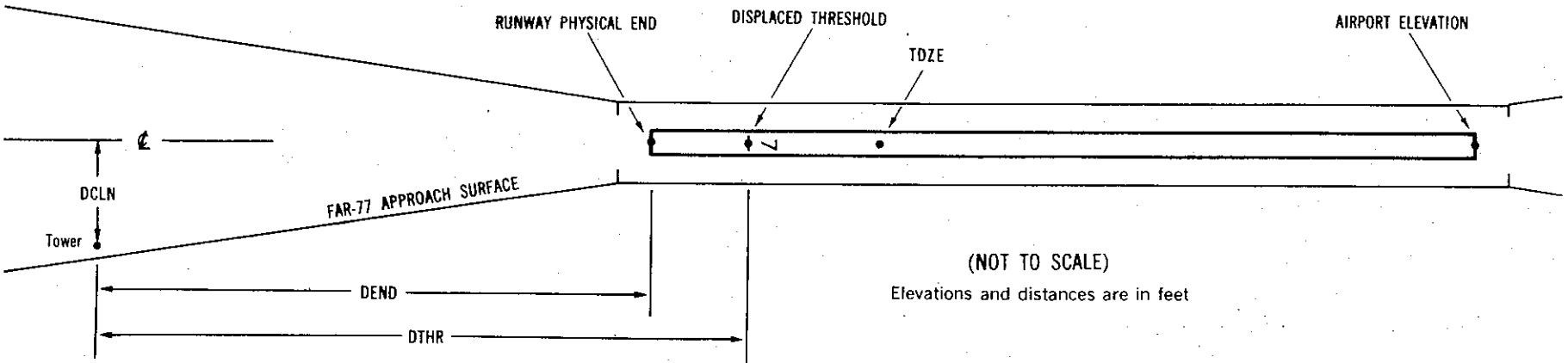
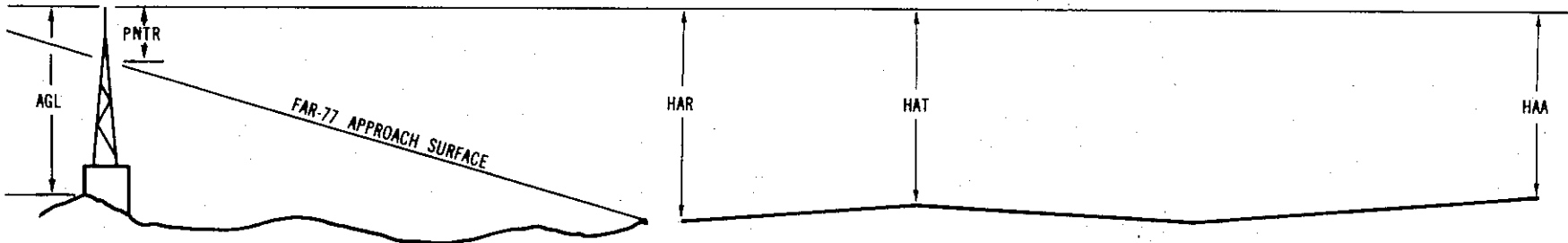
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXX.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
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



(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).

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AIRPORT ELEVATION 391

1 SUPLC 388/388 461800.461N 1191826.290W 2053533

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	461838.20	1191806.75	1A	407		19	19	16	-4040		414L	21
GROUND	461828.31	1191759.03	1A	390		2	2	-1	-3371		507R	5
POST	461827.11	1191803.41	1A	392		4	4	1	-3129		282R	7
GROUND	461825.20	1191801.10	1A	391		3	3	0	-3024		512R	6
LIGHTED WIND TEE	461827.36	1191813.41	1A	392		4	4	1	-2848		361L	7
BUSH	461821.87	1191814.34	1A	391		3	3	0	-2319		180L	4
GROUND	461822.39	1191818.63	1A	390		2	2	-1	-2236		474L	3
FENCE CORNER	461811.55	1191810.81	1A	390		2	2	-1	-1482		495R	4
BUSH	461808.60	1191816.05	1A	398		10	10	7	-1054		292R	12
HANGAR	461807.07	1191813.83	1A	400		12	12	9	-982		500R	14
BUSH	461808.79	1191823.28	1A	396		8	8	5	-852		174L	10
BUSH	461802.26	1191830.54	1A	408		20	20	17	-36		348L	20
BUSH	461802.61	1191832.18	1A	409		21	21	18	-18		467L	21
BUSH	461758.06	1191820.16	1A	401		13	13	10	33		493R	13
BUSH	461757.27	1191823.79	1A	399		11	11	8	216		298R	11
ANTENNA ON BUILDING	461755.87	1191825.42	1A	398		10	10	7	393		256R	4
OL ON LOCALIZER	461756.92	1191828.73	1A	393		5	5	2	398		OR	-1
TREE	461758.23	1191836.52	1A	424		36	36	33	514		551L	27
TREE	461752.50	1191824.98	1A	408		20	20	17	688		432R	6
TREE	461750.50	1191832.00	1A	404		16	16	13	1083		74R	-10

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AIRPORT ELEVATION 391

19 PIR 386/387 461836.064N 11918 1.684W 0253550

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DIHR	DCLN	PNTR
BUSH	461757.27	1191823.79	1A	399		13	12	8	-4215		298L	11
BUSH	461758.06	1191820.16	1A	401		15	14	10	-4032		493L	13
BUSH	461802.61	1191832.18	1A	409		23	22	18	-3981		467R	21
BUSH	461802.26	1191830.54	1A	408		22	21	17	-3963		348R	20
BUSH	461808.79	1191823.28	1A	396		10	9	5	-3147		174R	10
HANGAR	461807.07	1191813.83	1A	400		14	13	9	-3017		500L	14
BUSH	461808.60	1191816.05	1A	398		12	11	7	-2945		292L	12
FENCE CORNER	461811.55	1191810.81	1A	390		4	3	-1	-2517		495L	4
GROUND	461822.39	1191818.63	1A	390		4	3	-1	-1763		474R	3
BUSH	461821.87	1191814.34	1A	391		5	4	0	-1680		180R	4
LIGHTED WIND TEE	461827.36	1191813.41	1A	392		6	5	1	-1151		361R	7
GROUND	461825.20	1191801.10	1A	391		5	4	0	-975		512L	6
POST	461827.11	1191803.41	1A	392		6	5	1	-870		282L	7
GROUND	461828.31	1191759.03	1A	390		4	3	-1	-628		507L	5
TREE	461838.20	1191806.75	1A	407		21	20	16	41		414R	21
POLE	461840.71	1191750.92	1A	410		24	23	19	751		478L	13
BUILDING	461843.39	1191746.67	1A	390		4	3	-1	1125		630L	-14
POLE	461854.94	1191736.67	1A	432		46	45	41	2484		757L	1
POLE	461901.75	1191750.70	1A	427		41	40	36	2679		429R	-9
ANTENNA ON TOWER	462319.12	1191445.77	2C	1053		667	666	662	31798		5R	-73

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AIRPORT ELEVATION 391

7 SUPLC 391/391 461825.289N 1191836.280W 2752601

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
RAILROAD	461826.34	1191736.08	1A	397		6	6	6	-4197		507L	13
BUSH	461817.52	1191740.45	1A	397		6	6	6	-3976		412R	13
POST	461825.59	1191743.48	1A	390		-1	-1	-1	-3687		382L	5
GROUND	461824.12	1191752.16	1A	389		-2	-2	-2	-3095		175L	3
POST	461827.51	1191753.05	1A	393		2	2	2	-3000		512L	7
GROUND	461825.20	1191801.10	1A	391		0	0	0	-2459		225L	5
PIPE	461820.00	1191803.53	1A	396		5	5	5	-2340		316R	10
POST	461827.11	1191803.41	1A	392		1	1	1	-2280		403L	6
LIGHTED WIND TEE	461827.36	1191813.41	1A	392		1	1	1	-1579		361L	6
BUSH	461821.87	1191814.34	1A	391		0	0	0	-1566		199R	5
GROUND	461822.39	1191818.63	1A	390		-1	-1	-1	-1262		175R	4
BUSH	461819.81	1191827.68	1A	399		8	8	8	-653		496R	12
BUSH	461822.09	1191836.72	1A	432		41	41	41	0		325R	41
SPRINKLER	461827.60	1191838.25	1A	397		6	6	6	160		220L	6
ANTENNA ON ELECTRIC BOX	461829.94	1191840.09	1A	408		17	17	17	311		444L	14
POST	461828.16	1191841.59	1A	409		18	18	18	399		254L	12
FENCE	461820.69	1191843.48	1A	425		34	34	34	459		511R	26
FENCE	461822.18	1191843.41	1A	419		28	28	28	468		361R	20
GROUND	461830.53	1191842.44	1A	412		21	21	21	480		488L	13
GROUND	461823.50	1191843.89	1A	411		20	20	20	515		231R	11
BUSH	461828.52	1191846.65	1A	417		26	26	26	756		257L	10
BUSH	461828.99	1191911.36	1A	432		41	41	41	2487		140L	-26

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AIRPORT ELEVATION 391

25 D 384/386 461821.550N 1191739.634W 0952642

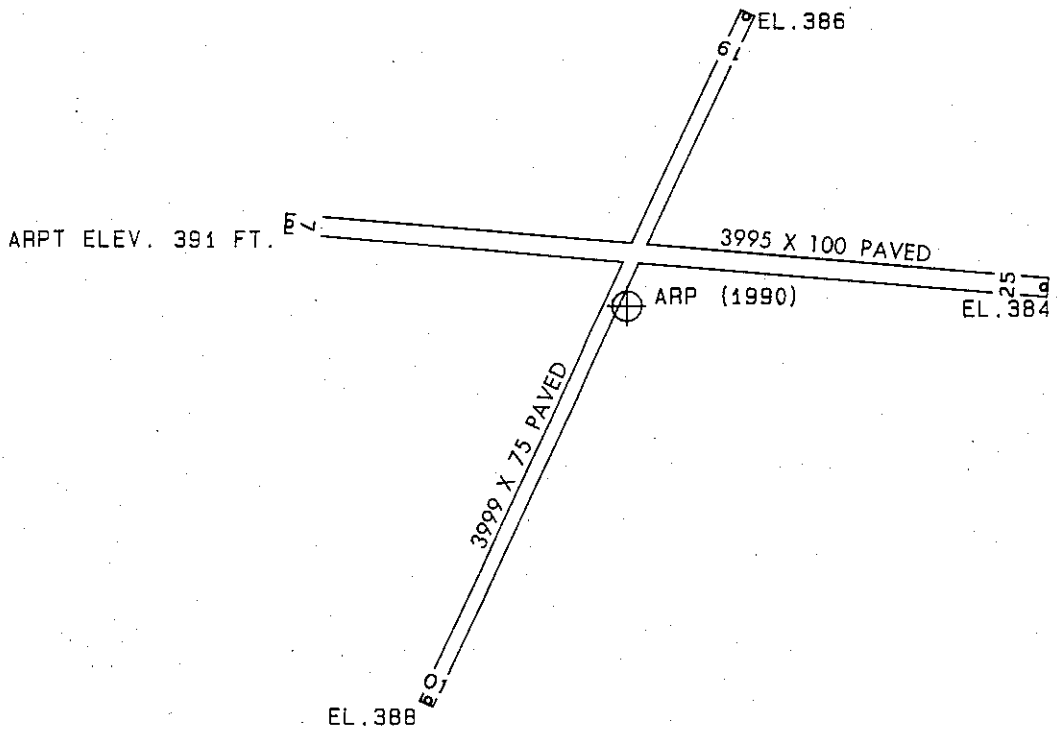
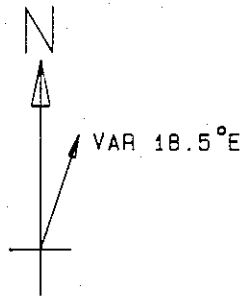
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SPRINKLER	461827.60	1191838.25	1A	397		13	11	6	-4155		220R	6
BUSH	461822.09	1191836.72	1A	432		48	46	41	-3995		325L	41
BUSH	461819.81	1191827.68	1A	399		15	13	8	-3342		496L	12
GROUND	461822.39	1191818.63	1A	390		6	4	-1	-2733		175L	4
BUSH	461821.87	1191814.34	1A	391		7	5	0	-2429		199L	5
LIGHTED WIND TEE	461827.36	1191813.41	1A	392		8	6	1	-2416		361R	6
POST	461827.11	1191803.41	1A	392		8	6	1	-1715		403R	6
PIPE	461820.00	1191803.53	1A	396		12	10	5	-1655		316L	10
GROUND	461825.20	1191801.10	1A	391		7	5	0	-1536		225R	5
POST	461827.51	1191753.05	1A	393		9	7	2	-995		512R	7
GROUND	461824.12	1191752.16	1A	389		5	3	-2	-900		175R	3
POST	461825.59	1191743.48	1A	390		6	4	-1	-308		382R	5
BUSH	461817.52	1191740.45	1A	397		13	11	6	-18		412L	13
RAILROAD	461826.34	1191736.08	1A	397		13	11	6	202		507R	13
RAILROAD	461816.04	1191734.68	1A	407		23	21	16	399		523L	17
RAILROAD	461820.97	1191731.36	1A	400		16	14	9	584		4L	5
TREE	461815.28	1191729.64	1A	405		21	19	14	758		566L	5
TREE	461819.67	1191719.12	1A	419		35	33	28	1452		53L	-2
TREE	461817.64	1191718.58	1A	438		54	52	47	1509		254L	15
TREE	461815.08	1191717.12	1A	432		48	46	41	1636		502L	6
TREE	461821.82	1191707.56	1A	445		61	59	54	2239		241R	1

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AIRPORT ELEVATION 391

ARP 461820.840N 1191810.974W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
POLE	461814.83	1191807.91	1A	421		30	142 4	645
POLE	461817.47	1191802.32	1A	421		30	100 48	697
BUILDING	461828.06	1191755.48	1A	407		16	37 35	1311
BUILDING	461832.73	1191754.55	1A	406		15	25 14	1668
BUSH	461820.06	1191835.36	1A	404		13	248 52	1714
ANEMOMETER & ABN ON OL BLD	461804.00	1191800.67	1A	436		45	138 31	1853
ANTENNA	461815.29	1191744.93	1A	417		26	88 35	1913
TREE	461815.49	1191736.37	1A	410		19	84 5	2489
POST	461832.10	1191842.61	1A	423		32	278 40	2497
TREE	461758.78	1191837.90	1A	442		51	201 44	2927
TREE	461741.18	1191827.47	1A	439		48	177 35	4181
TREE	461701.82	1191955.92	1B	666		275	204 8	10881
TREE	461653.26	1192007.54	1B	608		217	204 12	12071
POLE	461640.25	1191949.42	1B	636		245	195 40	12314
POLE	461703.18	1192029.43	2C	619		228	212 32	12507
CHURCH SPIRE	461711.34	1192046.41	2C	669		278	218 42	12988
ANTENNA	461721.35	1192057.51	2C	663		272	224 15	13156
POLE	461739.44	1192113.89	2C	660		269	233 26	13511
ANTENNA	461800.57	1192123.23	2C	807		416	242 52	13654
TREE	461709.95	1192104.03	2C	672		281	220 56	14116



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
1	388
19	387
7	391
25	386

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 (NOT TO SCALE)