FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

FRANK PHILLIPS AIRPORT

BARTLESVILLE, OKLAHOMA

ODS 867

1st EDITION

OC 867
SURVEYED MAY 1985
7th EDITION

SPECIAL NOTICE

The use of the Obstruction Data Sheet (ODS) for disseminating airport obstruction and other aeronautical information is currently being evaluated. Your comments concerning this product are encouraged and will be weighed in future ODS designs.

Comments should be directed to:

Director, Charting and Geodetic Services
ATTN: N/CG23x2
National Ocean Service, NOAA
Rockville, Maryland 20852

Phone: 443-1008 (FTS)
301-443-1008 (COMM)

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SERVICE (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY	SURVEYING CRITERIA.
PIR	Precision Instrument Runway. 50:1 Slope first 10,000 FT
	40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as ¾ mile.
	34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than
	¾ mile. 34:1 Slope
B(V)	Visual runway with visual approach only. 20:1 Slope
A(NP)	Utility runway with nonprecision instrument approach. 20:1 Slope
A(V)	Utility runway with visual approach only. 20:1 Slope

ANNOTATION OF SAMPLE OBSTRUCTION DATA

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS THAT FOLLOW ARE REFERENCED TO THIS POINT

FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH

PHYS END RWY 34 D LAT 38 30 22.066N LONG 121 29 34.116W GEODETIC AZIMUTH 168 05 12

ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

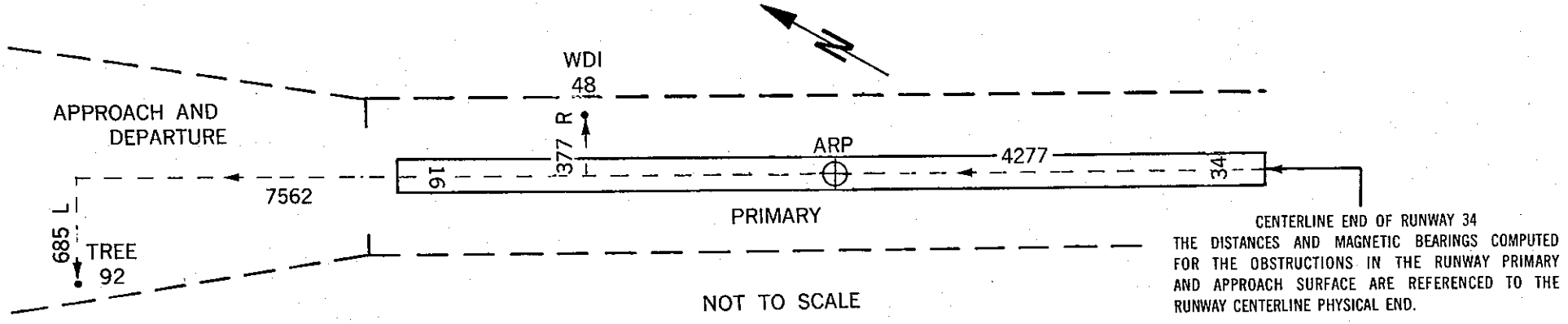
DISTANCE LEFT OR RIGHT OF CENTERLINE

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** ACCURACY IS CODED AS FOLLOWS

HORIZONTAL (FT)	VERTICAL (FT)
1 = 15	A = 2
2 = 40	B = 5
	C = 20

*** 15 FT ADDED TO NON INTERSTATE ROAD
17 FT ADDED TO INTERSTATE ROAD
23 FT ADDED TO RAILROAD



CENTERLINE END OF RUNWAY 34

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

CORRECTION: Obstructions listed for RUNWAY 17 represent an D Obstruction Identification Surface.

RUNWAY 17 CONDITION DC LAT 36 46 15.219N LONG 96 0 39.955W GEODETIC AZIMUTH 358 51 46

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
728	1A	TREE	36 46 15.061N	96 0 34.490W	86	9	445	25	444L
723	1A	TREE	36 46 6.344N	96 0 46.020W	202	54	1024	888	511R
707	1A	PARKED A/C	36 45 38.900N	96 0 32.932W	165	15	3717	3684	498L
735	1A	OL WINDSOCK	36 45 34.798N	96 0 43.623W	178	17	4099	4081	380R
746	1A	ROAD (N)	36 45 21.997N	96 0 45.014W	178	28	5398	5373	518R
741	1A	POST	36 45 20.868N	96 0 44.526W	177	58	5509	5488	481R
730	1A	ROAD (N)	36 45 11.851N	96 0 44.554W	177	27	6419	6400	501R
721	1A	ANT ON BLDG	36 45 10.447N	96 0 34.655W	170	20	6565	6558	301L
722	1A	OL ON ILS-LO	36 45 10.319N	96 0 38.354W	172	58	6565	6565	0L
728	1A	ROAD (N)	36 45 8.991N	96 0 38.211W	172	53	6699	6699	9L
730	1A	POLE	36 45 7.422N	96 0 44.617W	177	16	6867	6848	515R
772	1A	TREE	36 44 59.217N	96 0 45.675W	177	34	7700	7676	618R

CORRECTION: Obstructions listed for RUNWAY 35 represent an C Obstruction Identification Surface.

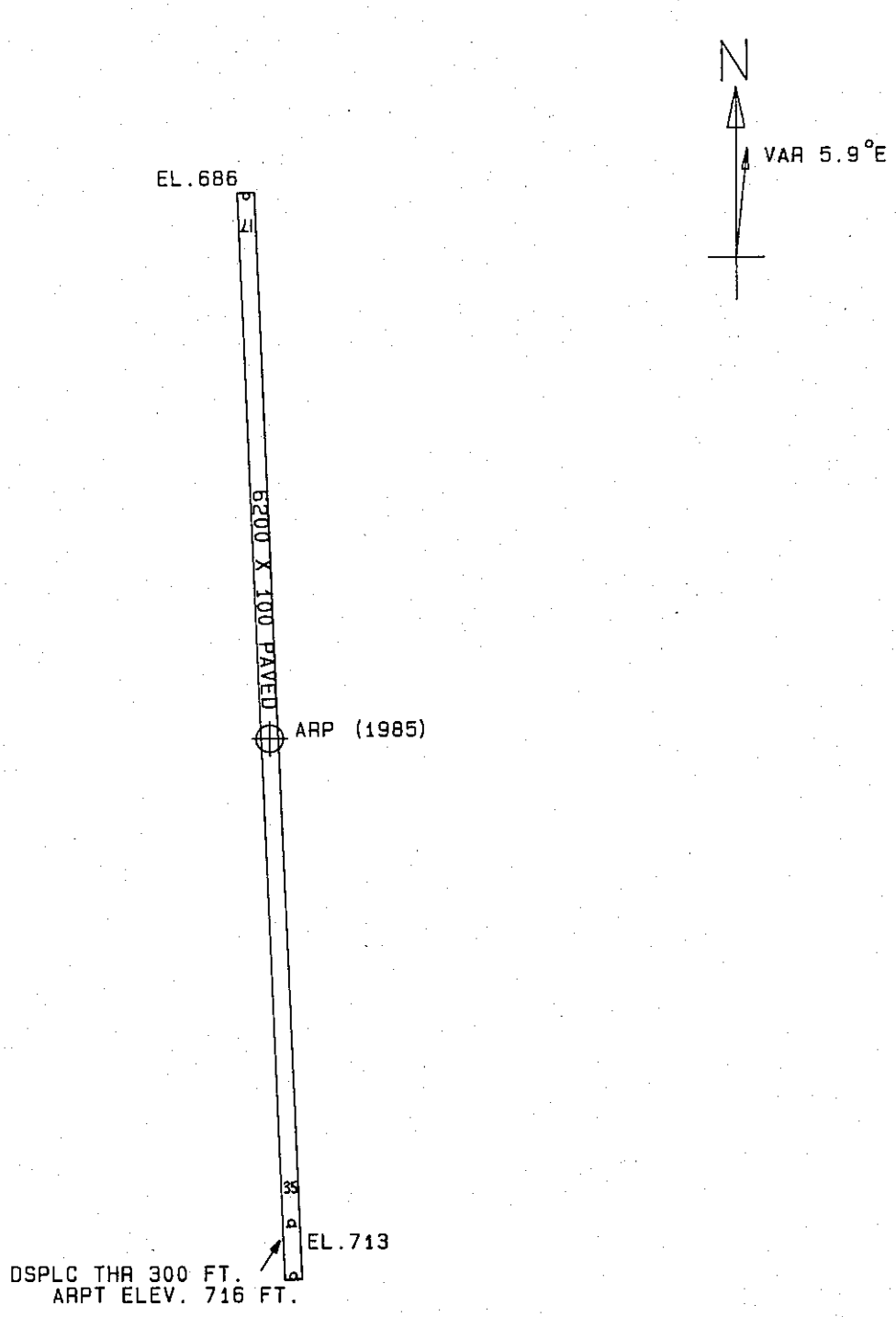
RUNWAY 35 CONDITION D LAT 36 45 13.926N LONG 96 0 38.443W GEODETIC AZIMUTH 178 51 47

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
741	1A	POST	36 45 20.868N	96 0 44.526W	318	55	859	712	481L
746	1A	ROAD (N)	36 45 21.997N	96 0 45.014W	320	52	976	827	518L
735	1A	OL WINDSOCK	36 45 34.798N	96 0 43.623W	342	48	2152	2119	380L
707	1A	PARKED A/C	36 45 38.900N	96 0 32.932W	4	10	2565	2516	498R
723	1A	TREE	36 46 6.344N	96 0 46.020W	347	28	5337	5312	511L
728	1A	TREE	36 46 15.061N	96 0 34.490W	357	5	6191	6175	444R
708	1A	TREE	36 46 17.592N	96 0 34.150W	357	12	6448	6430	477R
727	1A	TREE	36 46 17.739N	96 0 33.633W	357	34	6465	6444	519R
729	1A	TREE	36 46 19.136N	96 0 34.796W	356	41	6601	6588	427R
738	1A	TREE	36 46 21.144N	96 0 45.310W	349	24	6821	6808	424L
729	1A	TREE	36 46 22.825N	96 0 35.436W	356	7	6972	6962	383R
722	1A	TREE	36 46 24.899N	96 0 44.082W	350	27	7192	7185	316L
766	1A	TREE	36 46 42.079N	96 0 46.634W	349	49	8940	8927	489L

ARP 1985 LAT 36 45 44.573N LONG 96 0 39.199W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST
744	1A	TREE	36 45 45.619N	96 0 45.617W	275 33	533
761	1A	ANT ON BLDG	36 45 35.594N	96 0 31.517W	139 33	1102
723	1A	WSK ON OL HGR	36 45 56.013N	96 0 32.092W	20 39	1293
734	1A	OL ON HANGAR	36 45 30.591N	96 0 31.164W	149 17	1558
754	1A	OL ON HANGAR	36 45 18.320N	96 0 31.153W	160 15	2735
766	1A	TREE	36 45 15.224N	96 0 45.146W	183 22	3007
756	1A	OL ON HANGAR	36 45 13.940N	96 0 30.983W	161 55	3169
747	1A	TREE	36 45 10.072N	96 0 45.051W	181 52	3521
973	1B	OL POLE	36 45 59.844N	96 1 19.318W	289 25	3611
923	1B	APT BCN ON TK	36 45 18.658N	96 0 5.192W	127 32	3811
969	1B	TREE	36 46 11.609N	96 1 39.450W	293 15	5614
871	1B	TREE	36 45 2.826N	96 1 25.803W	216 2	5675
879	1B	TREE	36 45 13.418N	96 1 37.641W	230 35	5705
962	1B	GROUND	36 45 32.595N	96 1 51.225W	252 26	5985
926	1B	POLE	36 45 9.011N	96 1 44.473W	230 0	6415
996	1B	TREE	36 45 49.805N	96 1 59.261W	268 45	6536
881	1B	TREE	36 45 0.915N	96 1 40.024W	222 22	6633
986	1B	BUILDING	36 45 31.926N	96 2 3.441W	253 32	6974
953	1B	GROUND	36 46 2.303N	96 2 5.088W	278 30	7215
1030	1B	POLE	36 45 43.081N	96 2 15.771W	263 1	7860
874	1B	GROUND	36 44 26.262N	96 1 21.047W	197 22	8621
930	1B	TREE	36 46 56.960N	96 1 42.895W	318 49	8969
933	1B	POLE	36 44 24.029N	96 1 32.294W	202 3	9221
932	1B	POLE	36 44 21.221N	96 1 32.204W	201 12	9469
946	1B	GROUND	36 46 34.820N	96 2 19.966W	295 54	9646
920	1B	TREE	36 47 13.001N	96 1 29.033W	329 43	9819
923	1B	TREE	36 44 20.485N	96 1 45.633W	206 33	10077
1016	1B	ANT ON OL BLDG	36 44 57.163N	95 58 42.671W	110 55	10626
887	1A	TREE	36 47 30.877N	96 0 38.751W	354 18	10751
895	1B	GROUND	36 47 20.965N	95 59 39.716W	20 30	10884
985	2C	TREE	36 46 30.365N	96 2 44.596W	288 31	11205
911	2C	TREE	36 45 7.520N	96 2 51.784W	244 58	11422
968	2C	TREE	36 47 48.879N	96 0 8.292W	5 24	12820
1023	2C	TRANSMSSN TWR	36 46 39.608N	96 3 18.936W	287 18	14139
930	2C	TREE	36 48 5.052N	96 0 55.389W	348 48	14268
974	2C	TREE	36 48 10.318N	96 0 14.825W	1 46	14872

980	2C	TREE	36	48	11.663N	96	0	24.128W	358 49	14926
995	2C	TREE	36	48	17.236N	96	0	18.024W	0 28	15535



TOUCHDOWN ZONE RUNWAY	ELEVATION
17	695
35	713

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(NOT TO SCALE)