OBSTRUCTION DATA SHEET

ODS 53
BLYTHE AIRPORT
BLYTHE, CALIFORNIA

DIGITIZED FROM

OC 53
SURVEYED NOVEMBER 1989
8TH 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).

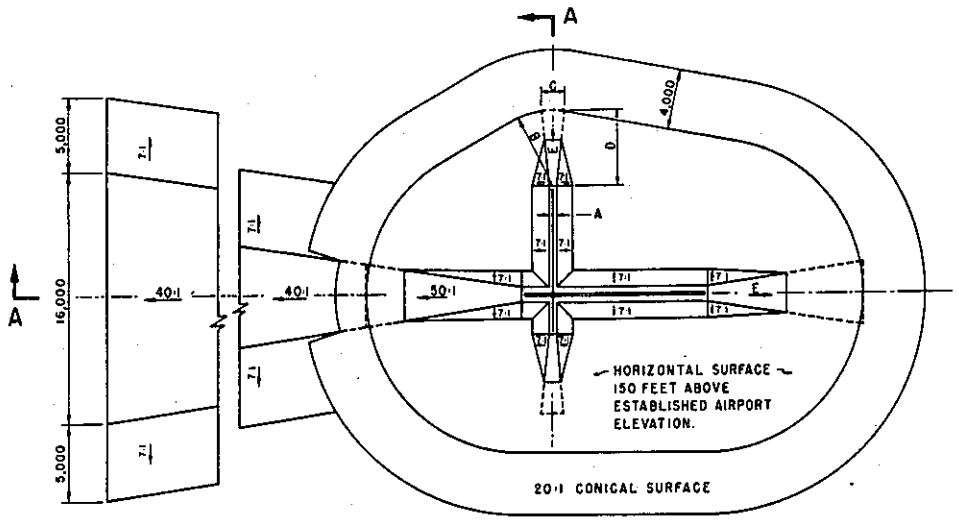
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

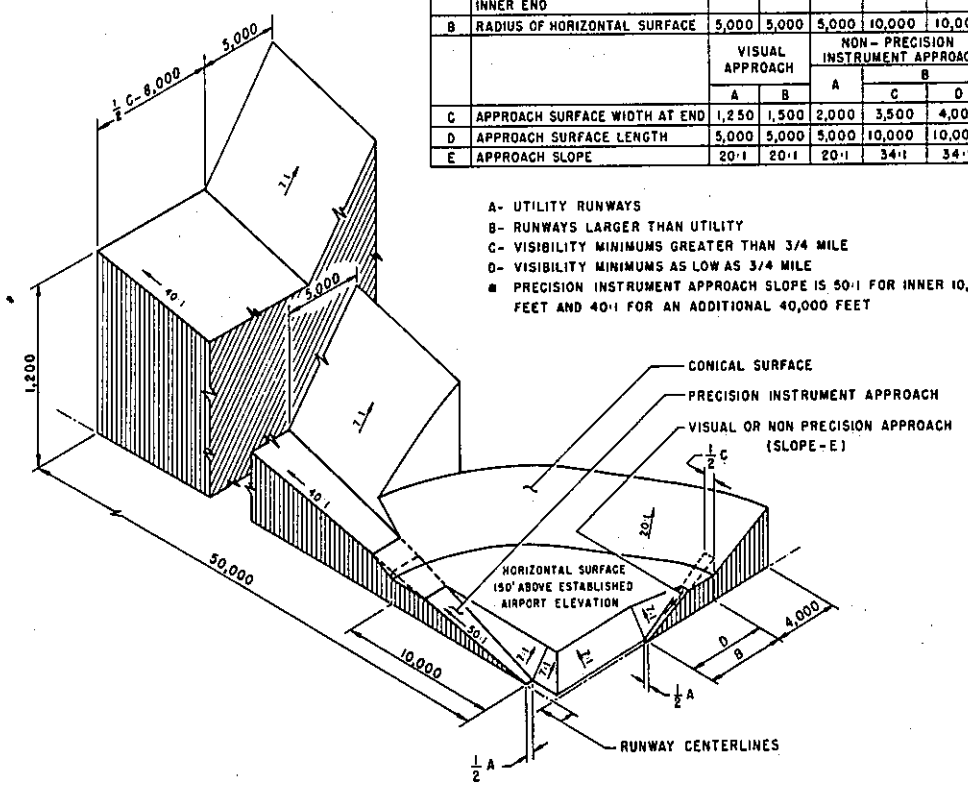
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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]
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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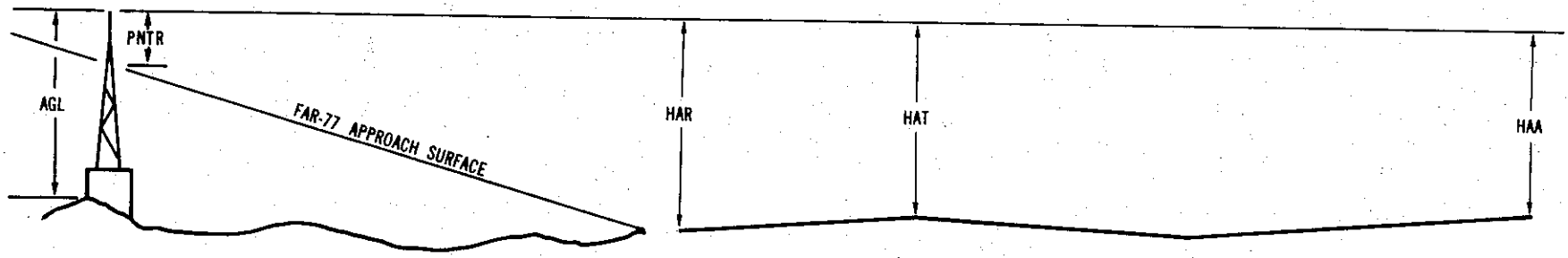
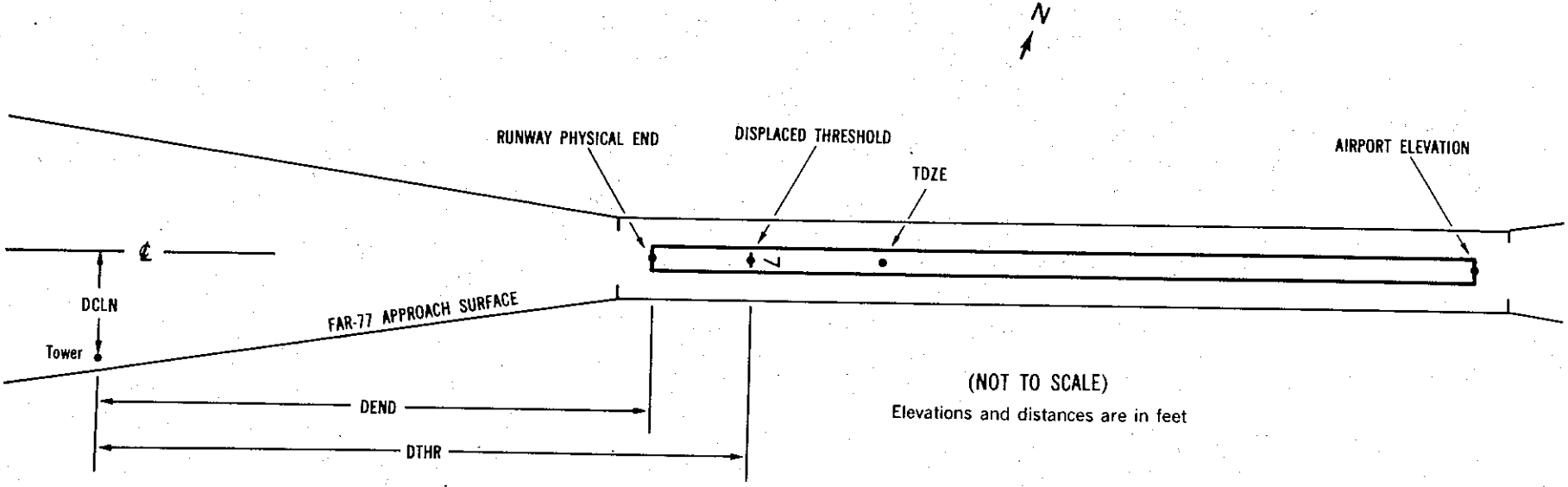




(NOT TO SCALE)

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).

OC0053

AIRPORT ELEVATION 397

8 C 395/395 333659.680N 1144337.092W 2701207

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	333702.04	1144219.20	1A	399		4	4	2	-6587		262L	6
BUSH	333702.03	1144225.15	1A	403		8	8	6	-6083		259L	9
BUSH	333702.19	1144306.38	1A	400		5	5	3	-2597		263L	6
BUSH	333702.27	1144326.51	1A	404		9	9	7	-894		265L	9
BUSH	333657.11	1144331.29	1A	401		6	6	4	-492		258R	6
BUSH	333702.27	1144336.39	1A	400		5	5	3	-58		262L	5
BUSH	333658.32	1144338.47	1A	400		5	5	3	116		138R	5
BUSH	333702.33	1144340.45	1A	402		7	7	5	285		267L	5
OL ON LOCALIZER	333659.73	1144354.24	1A	403		8	8	6	1450		0L	-29
TREE	333700.21	1144359.32	1A	415		20	20	18	1880		47L	-29

26 C 393/394 333659.444N 1144219.503W 0901250

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	333658.32	1144338.47	1A	400		7	6	3	-6678		138L	5
BUSH	333702.27	1144336.39	1A	400		7	6	3	-6504		262R	5
BUSH	333657.11	1144331.29	1A	401		8	7	4	-6070		258L	6
BUSH	333702.27	1144326.51	1A	404		11	10	7	-5668		265R	9
BUSH	333702.19	1144306.38	1A	400		7	6	3	-3965		263R	6
BUSH	333702.03	1144225.15	1A	403		10	9	6	-479		259R	9
BUSH	333702.04	1144219.20	1A	399		6	5	2	25		262R	6
BUSH	333657.10	1144215.30	1A	400		7	6	3	356		235L	2
BUSH	333702.07	1144215.00	1A	401		8	7	4	380		267R	3
BUSH	333659.19	1144214.42	1A	401		8	7	4	430		24L	1

OC0053

AIRPORT ELEVATION 397

17 C 397/397 333748.136N 1144257.422W 0001326

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	333649.62	1144259.98	1A	396		-1	-1	-1	-5916		193R	4
BUSH	333706.37	1144300.67	1A	403		6	6	6	-4223		258R	8
BUSH	333720.55	1144254.50	1A	407		10	10	10	-2788		258L	10
BUSH	333723.50	1144300.49	1A	406		9	9	9	-2491		250R	9
BUSH	333731.53	1144300.44	1A	403		6	6	6	-1679		249R	6
BUSH	333731.89	1144254.42	1A	405		8	8	8	-1641		260L	8
BUSH	333735.07	1144300.50	1A	402		5	5	5	-1322		255R	5
FENCE	333750.94	1144254.55	1A	400		3	3	3	285		242L	1
FENCE	333751.98	1144257.45	1A	401		4	4	4	389		4R	-2

35 C 392/397 333650.562N 1144257.691W 1801326

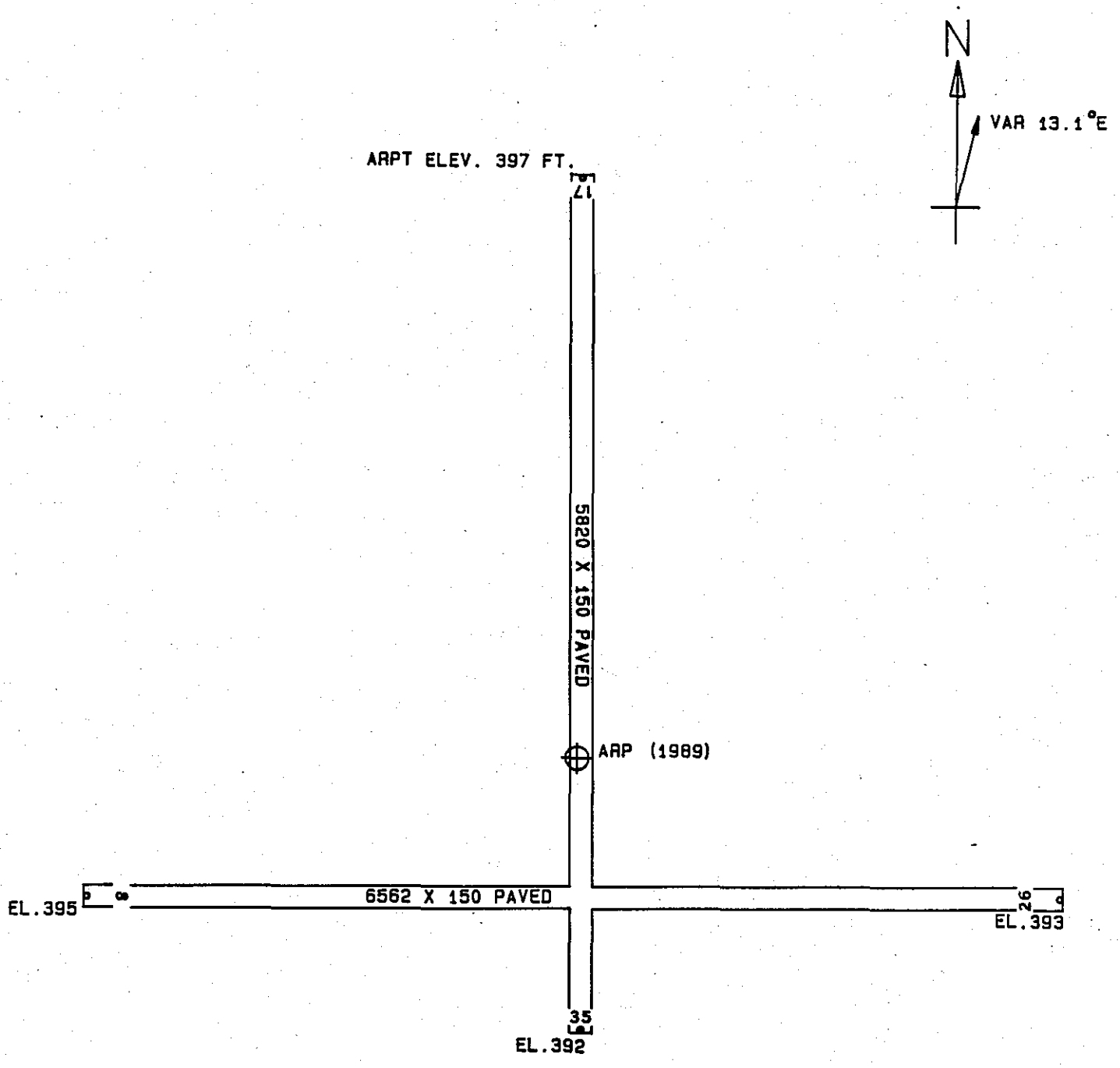
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	333735.07	1144300.50	1A	402		10	5	5	-4497		255L	5
BUSH	333731.89	1144254.42	1A	405		13	8	8	-4178		260R	8
BUSH	333731.53	1144300.44	1A	403		11	6	6	-4141		249L	6
BUSH	333723.50	1144300.49	1A	406		14	9	9	-3329		250L	9
BUSH	333720.55	1144254.50	1A	407		15	10	10	-3032		258R	10
BUSH	333706.37	1144300.67	1A	403		11	6	6	-1597		258L	8
BUSH	333649.62	1144259.98	1A	396		4	-1	-1	96		193L	4
ROAD (N)	333635.01	1144257.74	1A	404		12	7	7	1572		2R	-28
TREE	333633.00	1144302.49	1A	421		29	24	24	1776		399L	-17

OC0053

AIRPORT ELEVATION 397

ARP 333708.863N 1144257.949W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
WIND TEE	333705.64	1144253.65	1A	404		7	118 45	488
OL WINDSOCK	333705.33	1144253.82	1A	418		21	122 34	500
BUSH	333702.22	1144245.19	1A	404		7	108 48	1271
BUSH	333656.82	1144304.36	1A	400		3	190 55	1333
BUSH	333656.82	1144309.45	1A	402		5	205 31	1558
ANTENNA ON TOWER	333648.34	1144247.93	1A	443		46	144 41	2240
OL GLIDE SLOPE	333703.44	1144230.93	1A	437		40	90 24	2350
ANTENNA ON OL HANGAR	333651.08	1144239.34	1A	443		46	125 42	2389
ROD ON OL AIRPORT BEACON	333644.63	1144239.99	1A	445		48	135 5	2882
BUSH	333656.38	1144217.09	1A	397		0	96 58	3679
BUSH	333746.34	1144254.18	1A	404		7	351 42	3802
ANTENNA ON OL RADIO TR	333650.33	1144609.19	2A	954		557	250 18	16282
ANTENNA ON POLE	333703.50	1144616.89	2C	883		486	255 4	16833
GROUND	333714.47	1144623.60	2C	811		414	258 47	17401



TOUCHDOWN ZONE RUNWAY	ELEVATION
8	395
26	394
35	397
17	397

BLYTHE AIRPORT

BLYTHE , CALIFORNIA

(NOT TO SCALE)