OBSTRUCTION DATA SHEET

ODS 667
MASON CITY MUNICIPAL AIRPORT
MASON CITY, IOWA

DIGITIZED FROM

OC 667
SURVEYED OCTOBER 1991
9TH EDITION

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ATTENTION

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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).

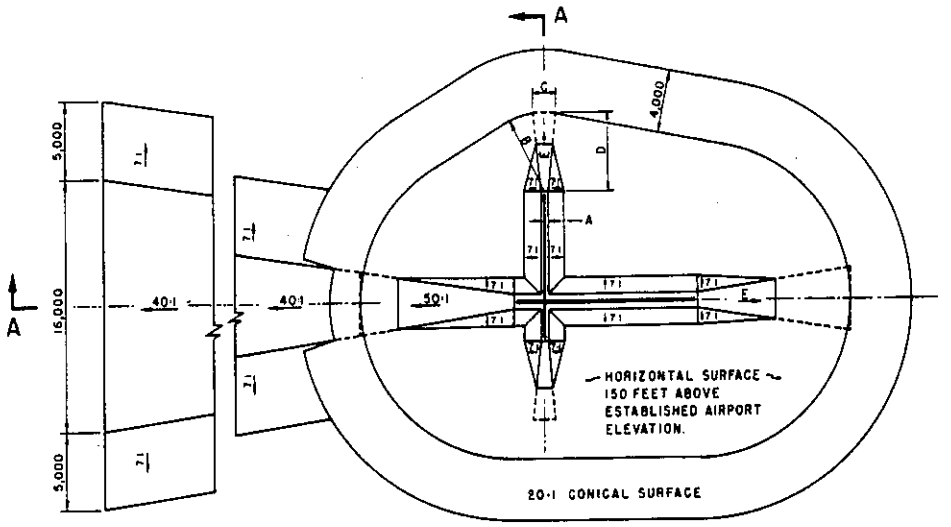
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

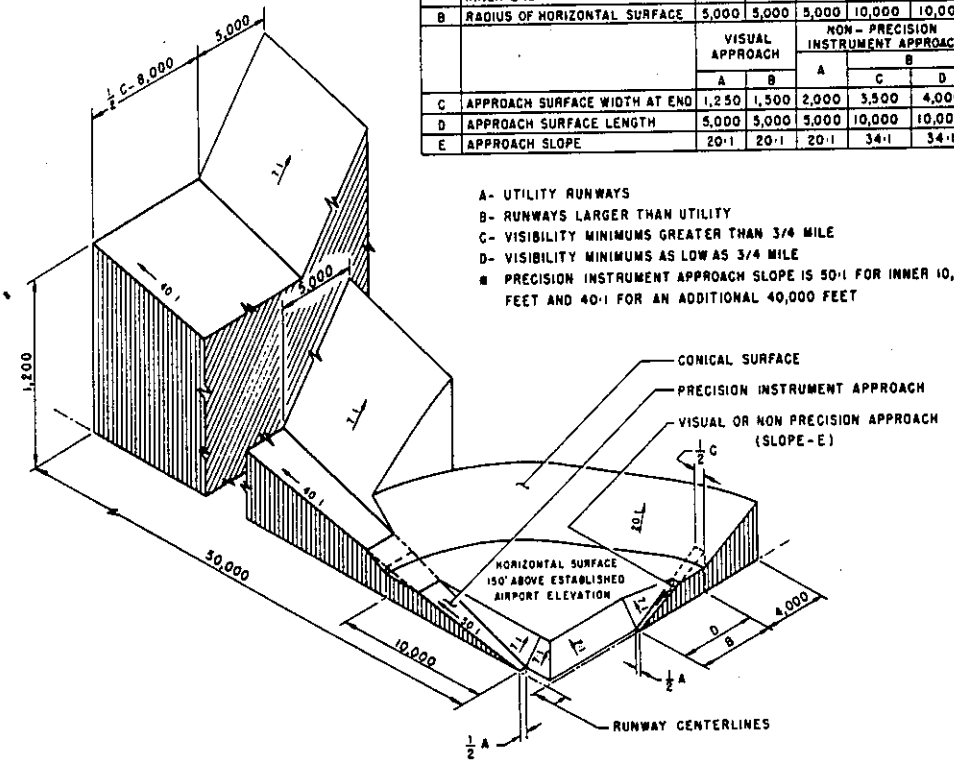
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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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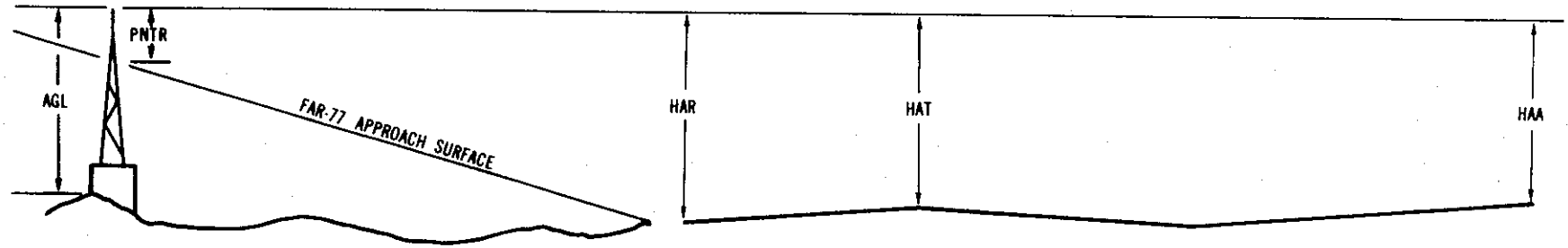
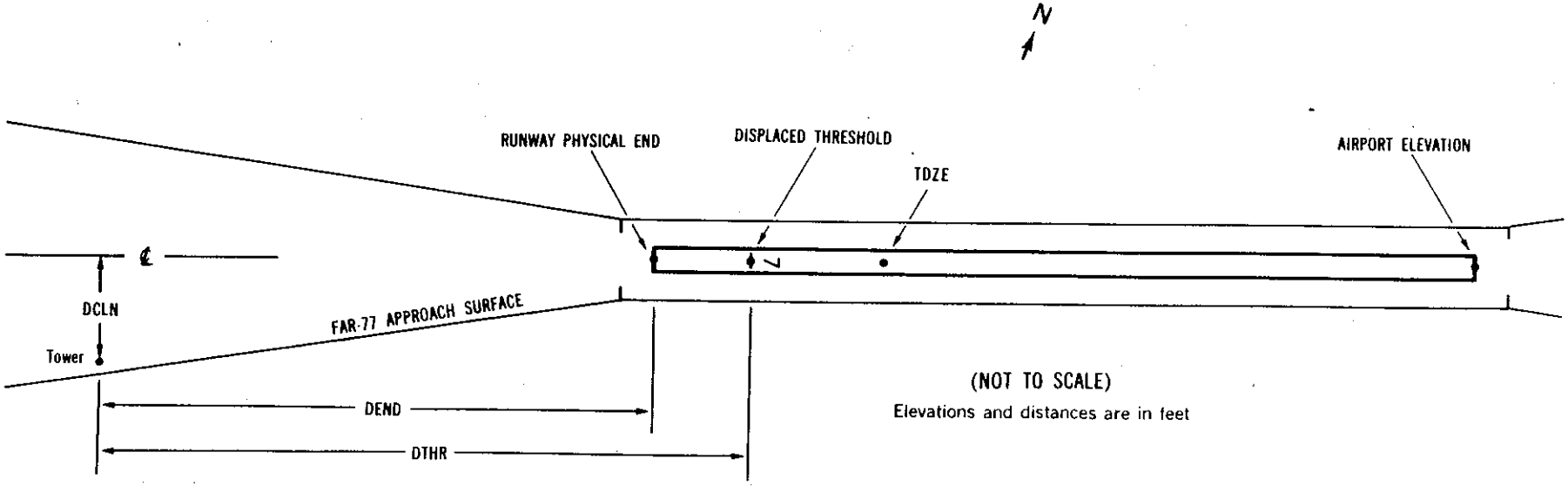




(NOT TO SCALE)

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).

OC0667

AIRPORT ELEVATION 1213

12 SUPLC 1209/1209 430935.573N 0932037.353W 3045523

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	430937.24	0932034.84	1A	1217		8	8	4	-56		245L	8
POLE	430945.21	0932047.87	1A	1246		37	37	33	1198		354L	8
ROAD (N)	430945.40	0932048.80	1A	1234		25	25	21	1265		330L	-6
POLE	430940.34	0932057.44	1A	1246		37	37	33	1497		456R	-1
TREE	430946.61	0932055.03	1A	1272		63	63	59	1714		166L	18
TREE	430946.20	0932056.80	1A	1272		63	63	59	1798		57L	16
TREE	430953.41	0932059.25	1A	1302		93	93	89	2364		552L	29
ROD ON OL BUILDING	430951.22	0932102.49	1A	1282		73	73	69	2434		232L	7
TREE	430952.23	0932104.39	1A	1297		88	88	84	2608		236L	17

30 C 1192/1195 430904.460N 0931936.501W 1245605

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	430937.24	0932034.84	1A	1217		25	22	4	-5445		245R	8
TREE	430857.76	0931917.43	1A	1225		33	30	12	1547		254R	-7
VENT ON BUILDING	430858.68	0931914.82	1A	1233		41	38	20	1652		441R	-2
ROAD (N)	430853.35	0931911.56	1A	1205		13	10	-8	2159		137R	-45

17 D 1213/1213 431007.233N 0931939.007W 3595537

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	430915.27	0931933.52	1A	1229		16	16	16	-5262		400L	37
GROUND	430958.56	0931934.39	1A	1216		3	3	3	-878		341L	4
OL ON LOCALIZER	431014.15	0931939.02	1A	1220		7	7	7	700		0R	-8
ANTENNA ON BUILDING	431014.54	0931941.75	1A	1227		14	14	14	740		202R	-2
TREE	431037.82	0931929.44	1A	1271		58	58	58	3096		713L	-27
TREE	431040.42	0931932.74	1A	1295		82	82	82	3359		469L	-11

OC0667

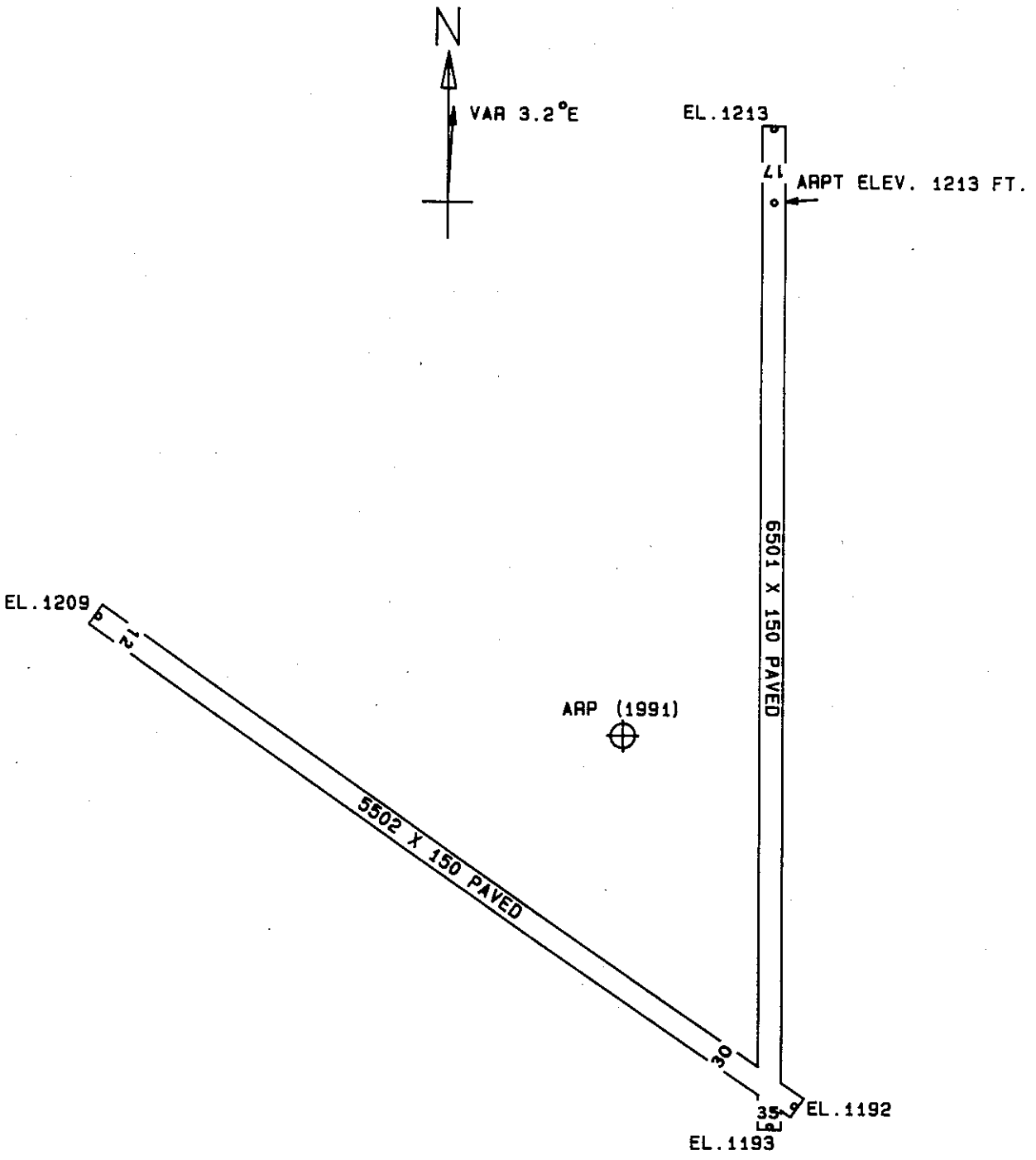
AIRPORT ELEVATION 1213

35 PIR 1193/1193 430903.022N 0931938.895W 1795537

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	430958.56	0931934.39	1A	1216		23	23	3	-5623		341R	4
OL ON GLIDE SLOPE	430915.27	0931933.52	1A	1229		36	36	16	-1239		400R	37
ROAD (N)	430853.42	0931938.86	1A	1204		11	11	-9	972		2R	-4
TREE	430844.04	0931948.94	1A	1222		29	29	9	1921		747L	-5
TREE	430840.53	0931944.50	1A	1215		22	22	2	2277		418L	-20

ARP 430928.202N 0931951.773W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON WINDSOCK	430924.53	0932008.31	1A	1217		4	249 57	1281
ANTENNA ON OL RTR TOWER	430944.64	0932003.09	1B	1286		73	330 3	1864
ANTENNA ON DIRECTION FNDR	430911.61	0932011.24	1A	1245		32	217 29	2214
HANGAR	430900.92	0931948.05	1A	1216		3	171 6	2776
TREE	430937.33	0932030.68	1A	1236		23	284 34	3028
GROUND	430937.18	0932033.34	1A	1217		4	283 15	3212
BUSH	430933.26	0932040.70	1A	1216		3	274 51	3662
TREE	430931.93	0932041.71	1A	1254		41	272 38	3721
TREE	430901.15	0931913.03	1A	1245		32	130 26	3969
POLE	430945.18	0932042.98	1A	1235		22	291 10	4166
TREE	430935.98	0932051.11	1A	1236		23	276 58	4468
TREE	430841.60	0931927.67	1A	1230		17	156 3	5045
TREE	430841.18	0931920.54	1A	1246		33	150 52	5294
HOPPER	431047.74	0932101.93	1B	1341		128	323 58	9585
OL ON GRAIN ELEVATOR	430836.33	0932212.97	1B	1342		129	240 10	11711
ANTENNA ON OL MAST	430847.20	0931720.22	2A	1453	269	240	107 4	11977



TOUCHDOWN ZONE RUNWAY	ELEVATION
12	1209
30	1195
17	1213
35	1193

MASON CITY MUNICIPAL AIRPORT

MASON CITY, IOWA

(NOT TO SCALE)