OBSTRUCTION DATA SHEET

ODS 797
MENDOCINO COUNTY AIRPORT
LITTLE RIVER, CALIFORNIA

DIGITIZED FROM

OC 797
SURVEYED MARCH 1987
2ND EDITION

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 Photogram-
metry 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 nonobstruct-
ing, 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
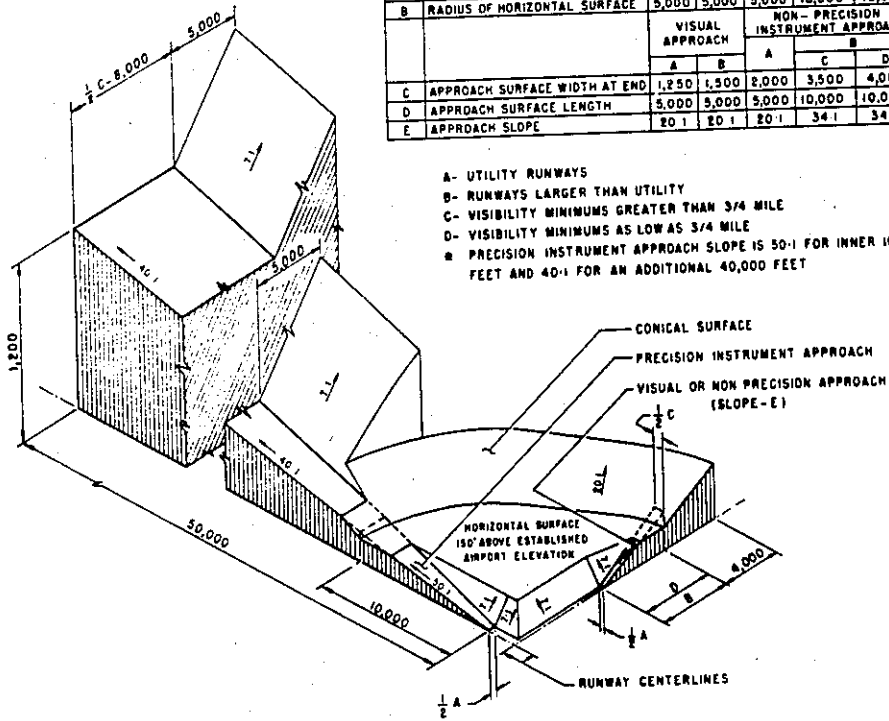   SUPLC ... Supplemental C underlying a B(V)

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.

HORIZONTAL SURFACE — 150 FEET ABOVE ESTABLISHED AIRPORT ELEVATION.

20:1 CONICAL SURFACE
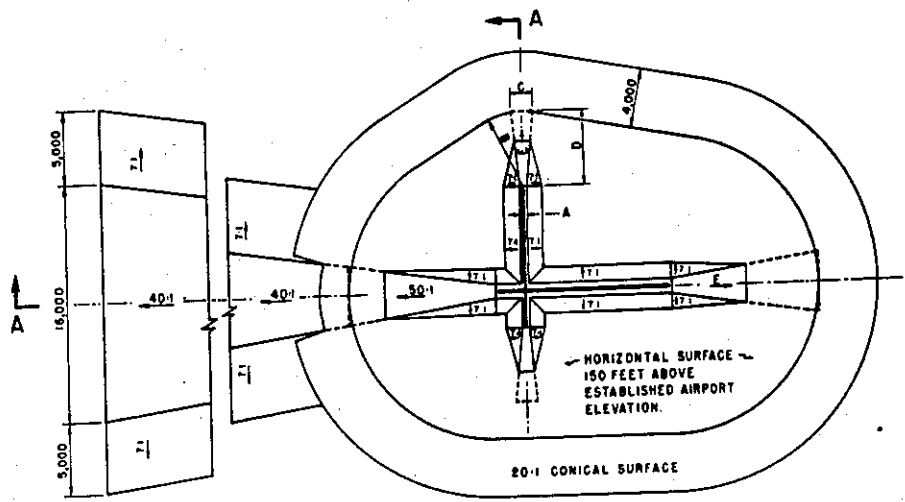
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	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

CONICAL SURFACE
PRECISION INSTRUMENT APPROACH
VISUAL OR NON PRECISION APPROACH (SLOPE-E)
HORIZONTAL SURFACE 150' ABOVE ESTABLISHED AIRPORT ELEVATION
RUNWAY CENTERLINES

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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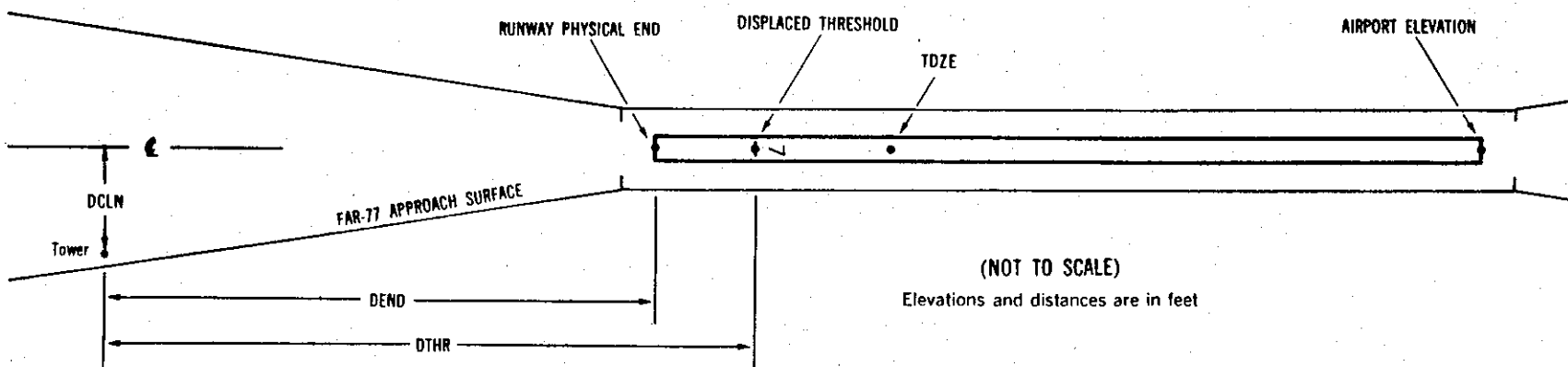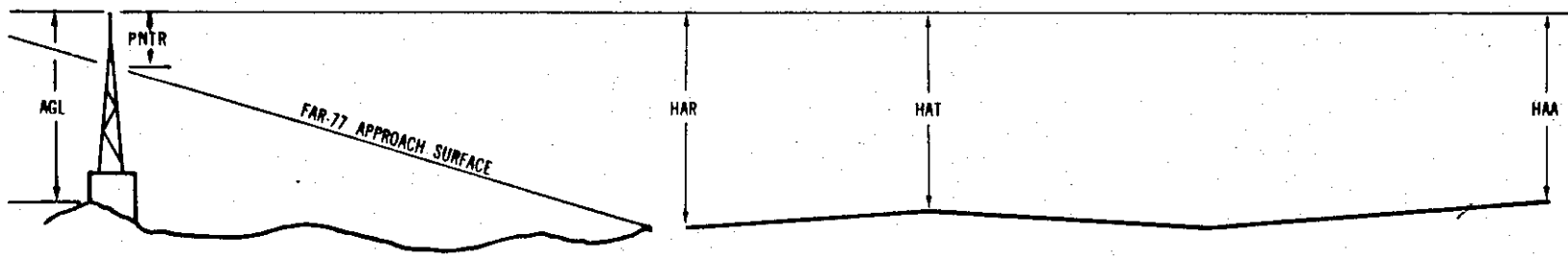
(NOT TO SCALE)

Elevations and distances are in feet

3

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).

AIRPORT ELEVATION   572

11   SUPLC 545/   391559.605N   1234535.783W   3075105   546/562   391558.433N   1234533.844W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	391527.29	1234445.95	1A	579		34	17	7	-5101	-4908	177R	8
TREE	391542.89	1234513.28	1A	589		44	27	17	-2435	-2242	249R	31
WINDSOCK	391600.06	1234532.93	1A	553		8	-9	-19	-149	44	174L	7
TREE	391558.55	1234538.95	1A	559		14	-3	-13	131	324	237R	14
TREE	391600.20	1234540.09	1A	584		39	22	12	304	498	161R	36
TREE	391604.33	1234538.17	1A	581		36	19	9	442	635	262L	29
TREE	391605.37	1234540.91	1A	602		57	40	30	676	869	213L	43
TREE	391602.84	1234546.30	1A	610		65	48	38	854	1047	249R	46
TREE	391604.22	1234547.80	1A	609		64	47	37	1033	1226	212R	40
TREE	391606.52	1234545.88	1A	571		26	9	-1	1056	1250	65L	1
TREE	391614.25	1234552.40	1A	621		76	59	49	1941	2135	368L	25
TREE	391611.68	1234556.13	1A	631		86	69	59	2013	2206	17R	33
TREE	391610.63	1234558.56	1A	633		88	71	61	2099	2293	218R	32

AIRPORT ELEVATION 572

29 SUPLC 572/572 391527.769N 1234443.096W 1275138

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	FNTR
TREE	391558.55	1234538.95	1A	559		-13	-13	-13	-5380		237L	14
WINDSOCK	391600.06	1234532.93	1A	553		-19	-19	-19	-5100		174R	7
TREE	391542.89	1234513.28	1A	589		17	17	17	-2813		249L	31
WINDSOCK	391527.29	1234445.95	1A	579		7	7	7	-147		177L	8
BUSH	391527.71	1234438.75	1A	595		23	23	23	274		205R	21
ROAD (N)	391525.67	1234439.58	1A	587		15	15	15	349		2R	11
TREE	391523.51	1234441.19	1A	597		25	25	25	383		248L	20
TREE	391526.58	1234437.36	1A	601		29	29	29	430		182R	22
TREE	391523.18	1234438.75	1A	610		38	38	38	555		156L	28
TREE	391524.81	1234431.08	1A	624		52	52	52	930		344R	31
TREE	391518.38	1234434.52	1A	638		66	66	66	1116		336L	39
TREE	391521.41	1234428.51	1A	626		54	54	54	1301		196R	22
TREE	391520.10	1234428.53	1A	633		61	61	61	1380		91R	26
TREE	391516.49	1234430.31	1A	627		55	55	55	1494		284L	17
TREE	391516.64	1234426.36	1A	630		58	58	58	1730		81L	13
TREE	391513.36	1234414.47	1A	683		111	111	111	2673		231R	38
TREE	391510.11	1234417.05	1A	661		89	89	89	2714		153L	15
TREE	391514.29	1234409.56	1A	697		125	125	125	2920		543R	45

AIRPORT ELEVATION 572

ARP   391543.688N   1234509.438W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	391537.98	1234506.34	1A	608		36	140 32	626
TREE	391546.27	1234500.66	1A	614		42	52 39	738
AIRPORT BEACON	391548.79	1234501.88	1A	621		49	32 23	787
TREE	391551.49	1234511.32	1A	614		42	332 48	803
TREE	391551.60	1234504.93	1A	642		70	7 19	875
OL WINDSOCK	391543.24	1234455.58	1A	605		33	75 47	1091
TREE	391544.14	1234454.43	1A	639		67	71 9	1182
TREE	391554.74	1234517.92	1A	606		34	312 35	1302
TREE	391544.26	1234526.63	1A	669		97	255 50	1353
TREE	391533.30	1234458.26	1A	598		26	123 28	1370
TREE	391534.67	1234523.05	1A	682		110	212 58	1407
TREE	391550.90	1234527.06	1A	589		17	281 9	1566
TREE	391557.44	1234520.63	1A	623		51	311 5	1647
TREE	391544.89	1234531.30	1A	678		106	257 26	1724
TREE	391600.02	1234453.62	1B	722		150	20 22	2068
TREE	391534.10	1234442.45	1A	627		55	97 57	2334
TREE	391601.62	1234528.86	1A	601		29	303 18	2372
TREE	391526.59	1234446.81	1A	615		43	117 35	2482
TREE	391555.69	1234537.74	1A	591		19	282 1	2536
TREE	391603.25	1234530.16	1A	619		47	303 56	2564
TREE	391548.92	1234542.41	1A	656		84	264 56	2647
TREE	391532.74	1234438.36	1A	641		69	97 46	2684
TREE	391602.38	1234534.55	1A	558		-14	297 9	2735
TREE	391554.85	1234541.18	1A	611		39	277 45	2740
TREE	391609.92	1234500.28	1B	724		152	358 35	2750
TREE	391556.76	1234438.03	1B	743		171	45 14	2802
TREE	391557.42	1234540.57	1A	588		16	282 59	2815
TREE	391522.09	1234446.09	1A	626		54	123 21	2854
TREE	391611.60	1234520.39	1B	694		122	326 26	2953
TREE	391530.17	1234435.79	1A	634		62	100 43	2979
TREE	391605.60	1234538.78	1A	609		37	297 15	3200
TREE	391530.19	1234431.62	1A	657		85	98 3	3273
TREE	391528.66	1234432.50	1A	644		72	101 1	3279

AIRPORT ELEVATION   572

ARP   391543.688N   1234509.438W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
TREE	391519.96	1234440.63	1A	632		60	120	3	3301
TREE	391526.49	1234432.24	1A	625		53	104	9	3404
TREE	391559.82	1234547.47	1A	648		76	282	1	3407
TREE	391518.31	1234438.07	1A	658		86	119	32	3561
TREE	391510.90	1234526.00	1B	682		110	184	50	3564
TREE	391527.09	1234428.01	1A	652		80	100	39	3666
TREE	391549.78	1234417.15	1B	745		173	64	52	4158
TREE	391614.91	1234547.42	1A	644		72	300	0	4348
TREE	391606.63	1234416.01	1B	728		156	44	29	4801
TREE	391519.78	1234410.09	1A	704		132	100	47	5258
TREE	391517.82	1234407.44	1A	714		142	101	37	5535
TREE	391606.35	1234403.84	1B	733		161	49	26	5646
TREE	391515.06	1234406.54	1A	708		136	103	44	5733

TOUCHDOWN ZONE

RUNWAY	ELEVATION
11	562
29	572

N

VAR. 18.5° E.

EL. 545

EL. 546

5249 X 150 PAVED

193 FT. DISPLACED THRESHOLD

ARP (1987)

AIRPORT ELEV. 572 FT.
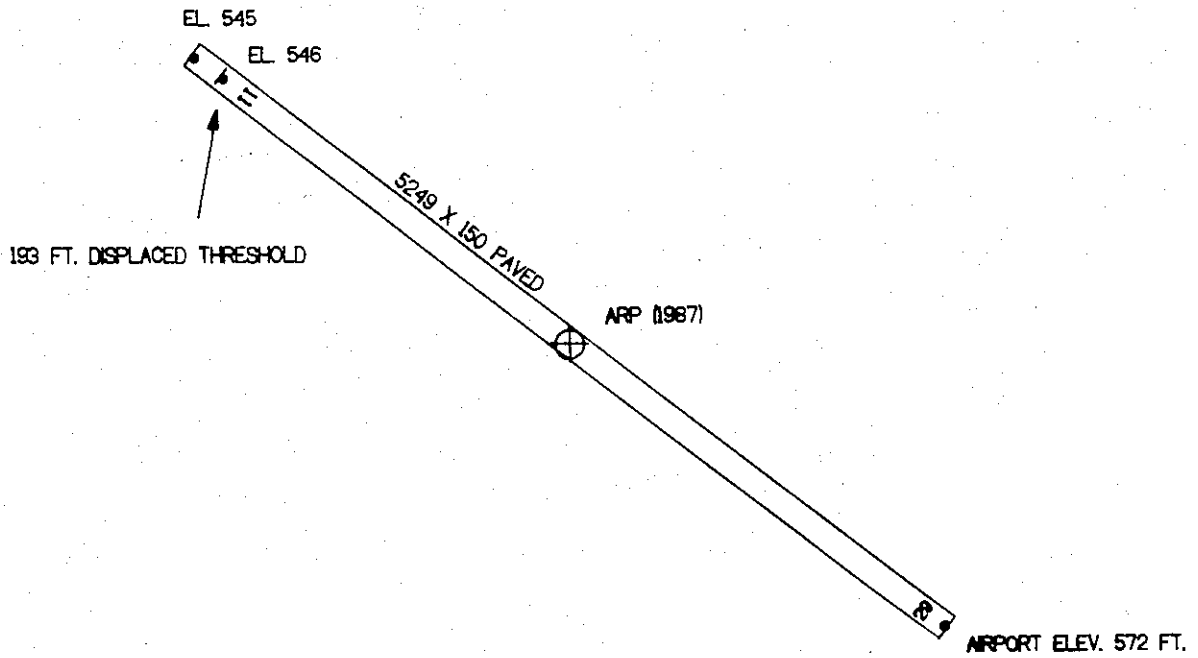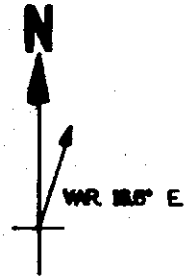
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(NOT TO SCALE)