

# OBSTRUCTION DATA SHEET

**ODS 5888  
MURRAY FIELD  
EUREKA, CALIFORNIA**

**DIGITIZED FROM**

**OC 5888  
SURVEYED APRIL 1991  
4TH 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:

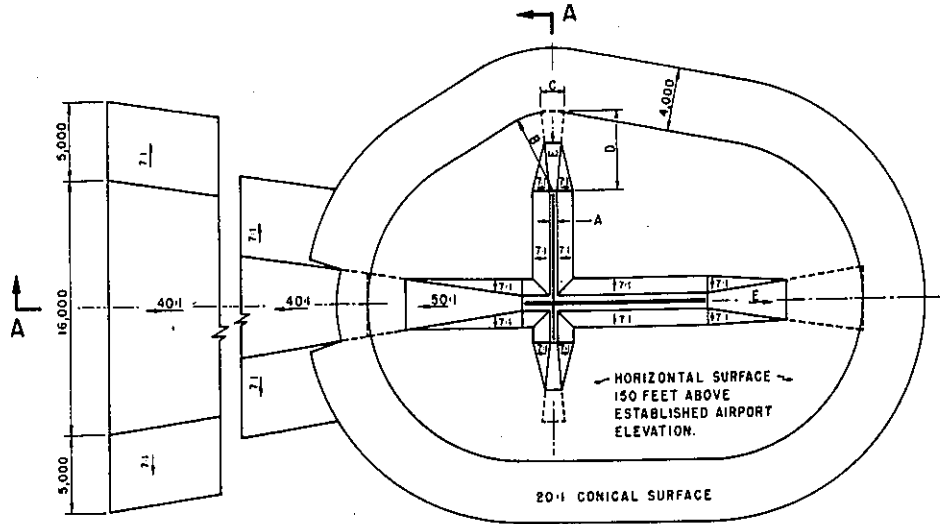
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

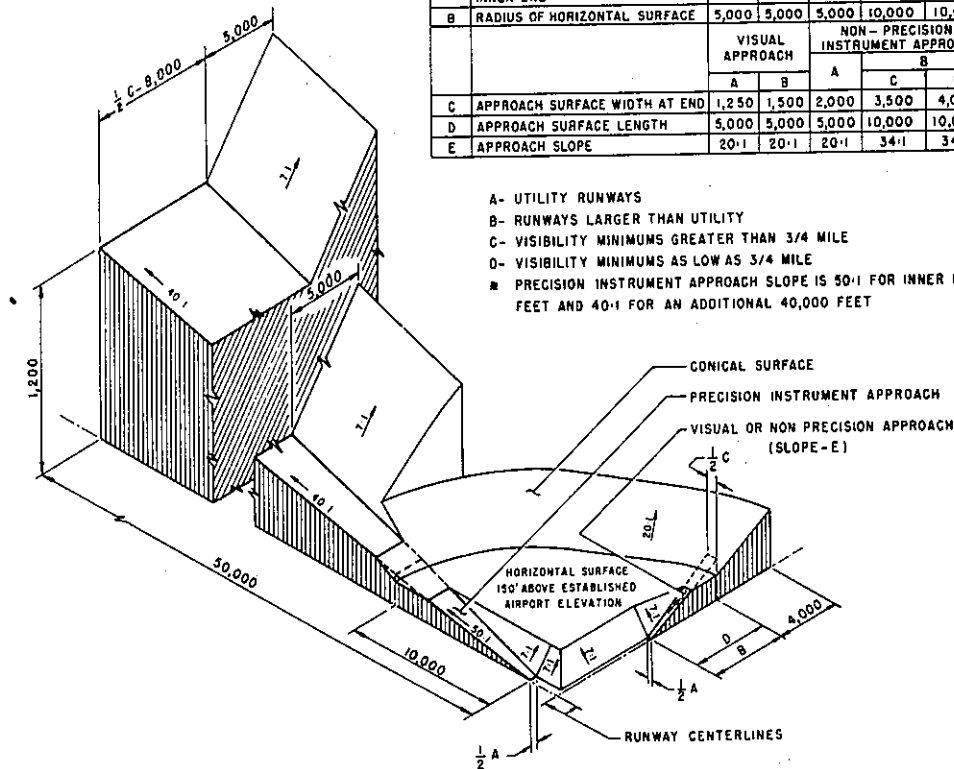
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	*

- 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

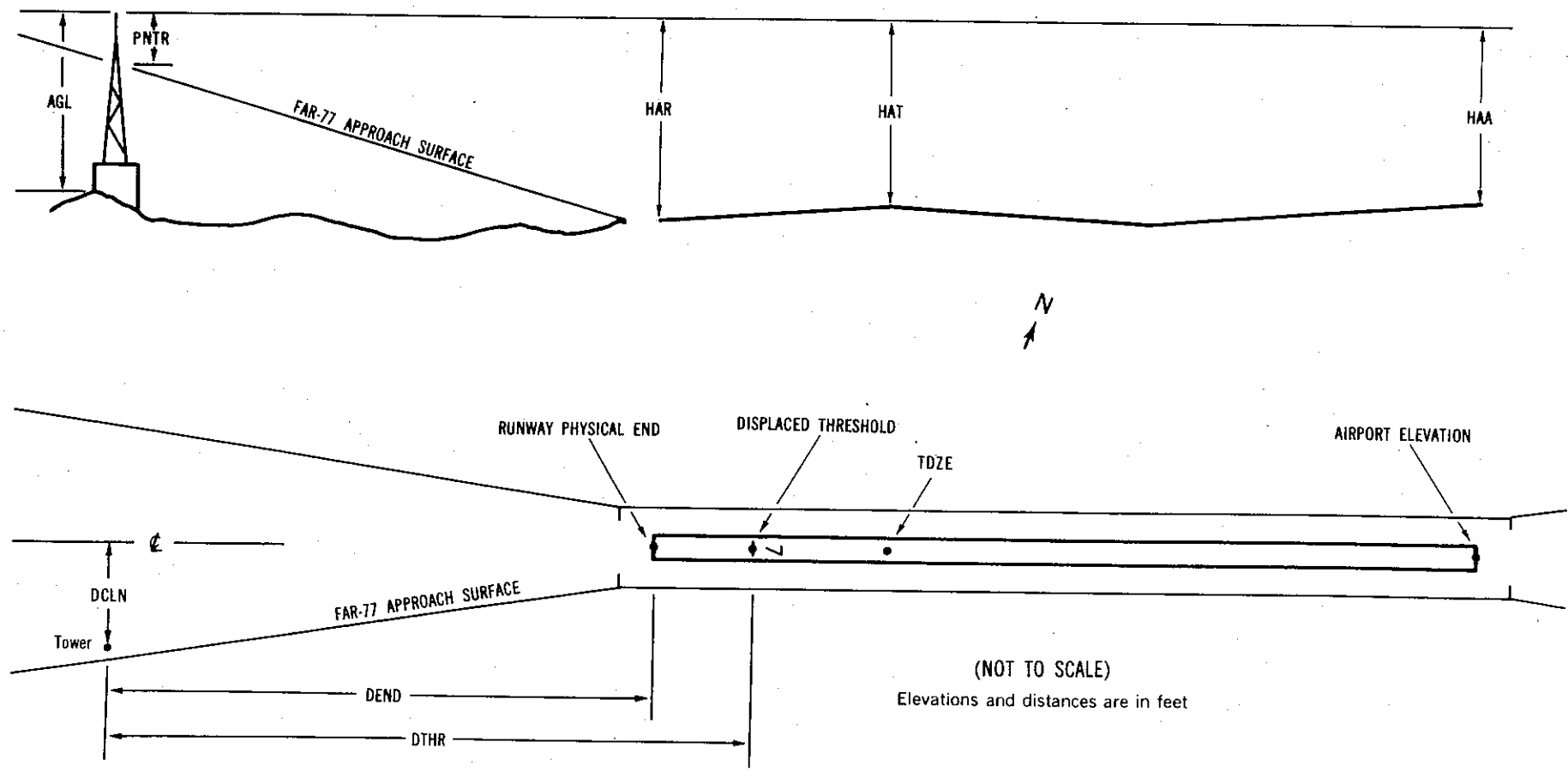
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x <sup>1</sup>	x <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXXX.XXX <sup>4</sup>	XXXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXXX.XXX <sup>7</sup>				
OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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## 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  $\pm 10$  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 7

7 A(V) 1/ 404819.179N 1240713.917W 2581842 2/ 404819.900N 12407 9.328W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	404818.07	1240713.06	1A	17		16		10	-42	319	123R	16
BARRICADE	404819.06	1240714.22	1A	6		5		-1	25	386	7R	5
BUSH	404819.71	1240715.20	1A	17		16		10	86	446	73L	16
ROAD (N)	404819.29	1240716.63	1A	21		20		14	202	562	53L	20
BUILDING	404818.37	1240716.45	1A	19		18		12	207	567	41R	18
POLE	404818.89	1240718.22	1A	26		25		19	330	690	38L	18
POLE	404817.01	1240723.97	1A	45		44		38	801	1162	58R	14
ROD ON OL RADIO TOWER	404810.17	1240815.35	1A	296	293	295		289	4811	5172	65L	64

25 A(V) 3/ 404823.237N 1240648.095W 0781859

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUILDING	404818.37	1240716.45	1A	19		16		12	-2235		41L	18
ROAD (N)	404819.29	1240716.63	1A	21		18		14	-2230		53R	20
BUSH	404819.71	1240715.20	1A	17		14		10	-2113		73R	16
BARRICADE	404819.06	1240714.22	1A	6		3		-1	-2053		7L	5
ROAD (N)	404818.07	1240713.06	1A	17		14		10	-1986		123L	16
TREE	404826.05	1240640.85	1A	42		39		35	603		166R	19

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AIRPORT ELEVATION 7

11 C 3/7 404823.172N 1240655.727W 3144205

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LEVEE	404759.94	1240627.58	1A	9		6	2	2	-3192		149R	2
BUSH	404802.55	1240626.78	1A	16		13	9	9	-3050		83L	9
LEVEE	404800.79	1240630.63	1A	9		6	2	2	-2965		252R	2
BUSH	404804.43	1240628.33	1A	13		10	6	6	-2832		134L	6
BUSH	404806.64	1240631.95	1A	16		13	9	9	-2477		97L	10
BUSH	404804.62	1240635.60	1A	20		17	13	13	-2421		246R	14
SIGN	404813.23	1240641.15	1A	7		4	0	0	-1505		73L	2
SIGN	404812.78	1240645.70	1A	10		7	3	3	-1287		205R	5
BUSH	404825.95	1240654.93	1A	20		17	13	13	154		243L	17
BUSH	404824.61	1240702.64	1A	15		12	8	8	480		271R	4
BUSH	404826.62	1240701.60	1A	18		15	11	11	567		69R	4
ROAD (N)	404827.33	1240701.34	1A	21		18	14	14	603		5R	6
POLE	404829.50	1240701.28	1A	37		34	30	30	754		155L	18
SIGN	404827.13	1240704.80	1A	18		15	11	11	777		206R	-2
ROAD (N)	404826.20	1240706.14	1A	23		20	16	16	785		345R	3
RAILROAD	404828.60	1240703.04	1A	31		28	24	24	786		5R	11

29 SUPLC 7/7 404802.318N 1240627.999W 1344224

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	404825.95	1240654.93	1A	20		13	13	13	-3154		243R	17
SIGN	404812.78	1240645.70	1A	10		3	3	3	-1713		205L	5
SIGN	404813.23	1240641.15	1A	7		0	0	0	-1495		73R	2
BUSH	404804.62	1240635.60	1A	20		13	13	13	-579		246L	14
BUSH	404806.64	1240631.95	1A	16		9	9	9	-523		97R	10
BUSH	404804.43	1240628.33	1A	13		6	6	6	-168		134R	6
LEVEE	404800.79	1240630.63	1A	9		2	2	2	-35		252L	2
BUSH	404802.55	1240626.78	1A	16		9	9	9	50		83R	9
LEVEE	404759.94	1240627.58	1A	9		2	2	2	192		149L	2
POST	404759.46	1240626.11	1A	12		5	5	5	306		103L	2



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AIRPORT ELEVATION 7

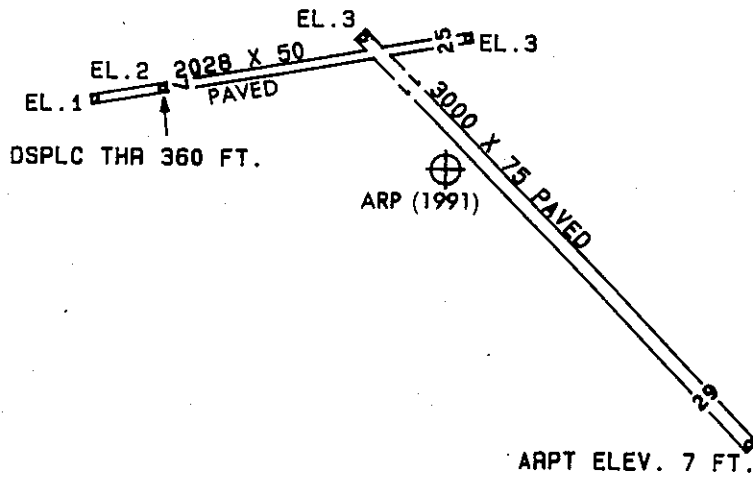
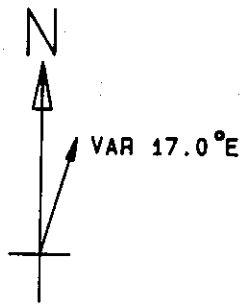
ARP 404816.158N 1240649.583W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL WINDSOCK	404817.93	1240641.23	1A	26		19	57 26	667
OL AIRPORT BEACON	404811.57	1240655.83	1A	59		52	208 59	668
ANTENNA ON HANGAR	404818.04	1240700.09	1A	54		47	266 18	830
LIGHT ON HANGAR	404817.36	1240706.06	1A	32		25	258 30	1273
TREE	404830.00	1240654.94	1A	65		58	326 36	1460
TREE	404823.66	1240707.24	1A	56		49	282 12	1556
TREE	404830.45	1240658.22	1A	103		96	318 19	1591
TREE	404820.99	1240713.81	1A	53		46	267 42	1926
TREE	404758.68	1240634.51	1A	47		40	129 45	2115
ROAD (N)	404820.33	1240716.93	1A	24		17	264 21	2145
RAILROAD	404820.94	1240720.12	1A	30		23	264 38	2398
POLE	404814.64	1240723.41	1A	37		30	249 38	2606
OL ON RADIO TOWER	404803.35	1240737.08	1A	250	248	243	233 28	3876
OL ON RADIO TOWER	404802.08	1240741.70	1A	251	249	244	233 27	4254
TREE	404747.81	1240732.93	1B	218		211	212 17	4399
TREE	404737.02	1240725.67	1B	183		176	198 2	4836
TREE	404829.21	1240536.81	1B	231		224	59 43	5750
TREE	404725.65	1240726.64	1B	230		223	192 9	5852
TREE	404840.22	1240532.30	1B	168		161	50 43	6423
TREE	404716.09	1240717.71	1B	216		209	182 36	6452
TREE	404727.64	1240749.27	1B	210		203	206 5	6722
TREE	404719.86	1240746.71	1B	215		208	200 39	7195
TREE	404703.24	1240637.64	1B	246		239	155 54	7436
TREE	404845.94	1240518.44	1B	279		272	49 43	7629
TREE	404751.95	1240514.87	1B	193		186	91 35	7685
POLE	404657.90	1240643.29	1B	212		205	159 30	7934
TREE	404659.58	1240719.14	1B	213		206	179 21	8076
TRANSMISSION TOWER	404656.12	1240637.71	1B	226		219	156 34	8152
TREE	404658.27	1240600.02	1B	317		310	137 11	8756
BUILDING	404656.29	1240602.85	1B	232		225	139 1	8846
TREE	404900.08	1240507.47	1B	302		295	43 29	9023
TREE	404909.14	1240509.77	1B	258		251	38 3	9363
ANTENNA ON BUILDING	404648.71	1240733.25	1B	225		218	183 47	9466

AIRPORT ELEVATION 7

ARP 404816.158N 1240649.583W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	404644.08	1240717.06	1B	271		264	175 47	9555
TREE	404910.21	1240500.71	1B	245		238	39 50	10000
TREE	404725.02	1240455.67	1B	175		168	103 34	10176
TREE	404637.62	1240731.45	1B	243		236	180 54	10479
TREE	404749.18	1240437.31	1B	375		368	88 1	10533
TREE	404827.74	1240431.51	1B	424		417	66 41	10683
TREE	404638.10	1240548.83	1B	507		500	137 47	10969
TREE	404641.15	1240806.37	2C	301		294	194 34	11284
TREE	404624.75	1240700.61	2C	366		359	167 18	11307
TREE	404717.75	1240433.44	1B	345		338	102 26	12025
TREE	404618.34	1240608.81	2C	384		377	148 16	12329
TRANSMISSION TOWER	404611.02	1240725.31	2C	310		303	175 15	12959
TREE	404627.33	1240511.98	2C	505		498	128 43	13330
TREE	404603.95	1240711.99	2C	491		484	170 21	13491
TREE	404600.22	1240704.46	2C	489		482	167 45	13805
TREE	404927.19	1240412.49	2C	414		407	42 14	14056
TREE	404855.39	1240349.72	2C	741		734	56 58	14389
TREE	404715.29	1240356.67	2C	711		704	97 50	14657
TREE	404833.78	1240332.15	2C	1009		1002	66 17	15287
TREE	404749.59	1240330.99	2C	1080		1073	82 58	15509
TREE	404638.65	1240402.37	2C	480		473	110 29	16211



TOUCHDOWN ZONE RUNWAY ELEVATION	
11	7
29	7

MURRAY FIELD  
 EUREKA, CALIFORNIA  
 (NOT TO SCALE)