

OBSTRUCTION DATA SHEET

**ODS 5987
CORONA MUNICIPAL AIRPORT
CORONA, CALIFORNIA**

DIGITIZED FROM

**OC 5987
SURVEYED DECEMBER 1989
3RD 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:

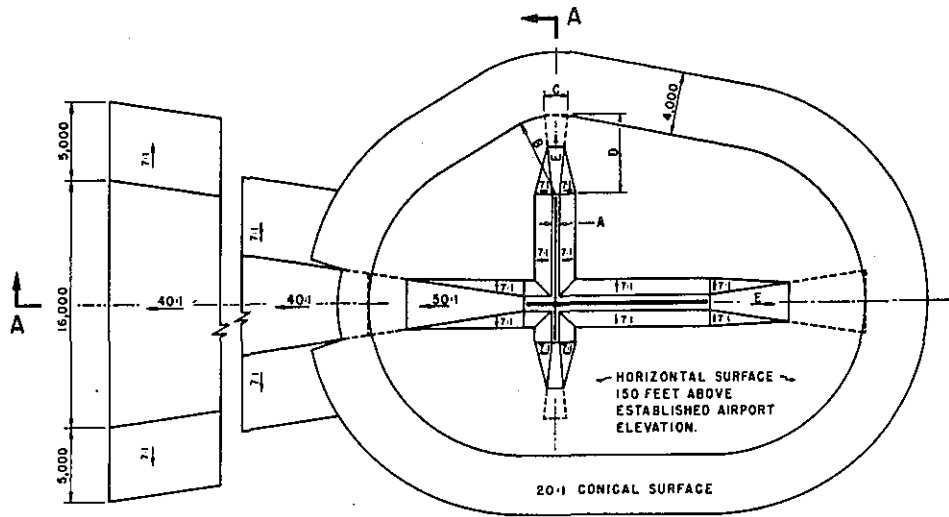
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

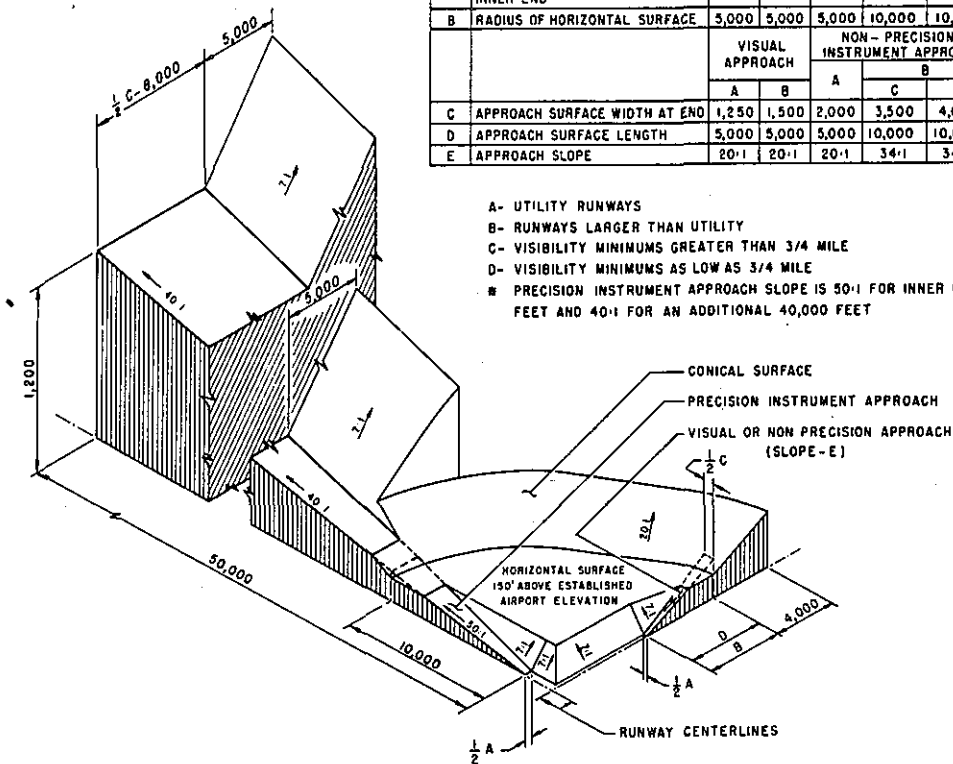
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
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

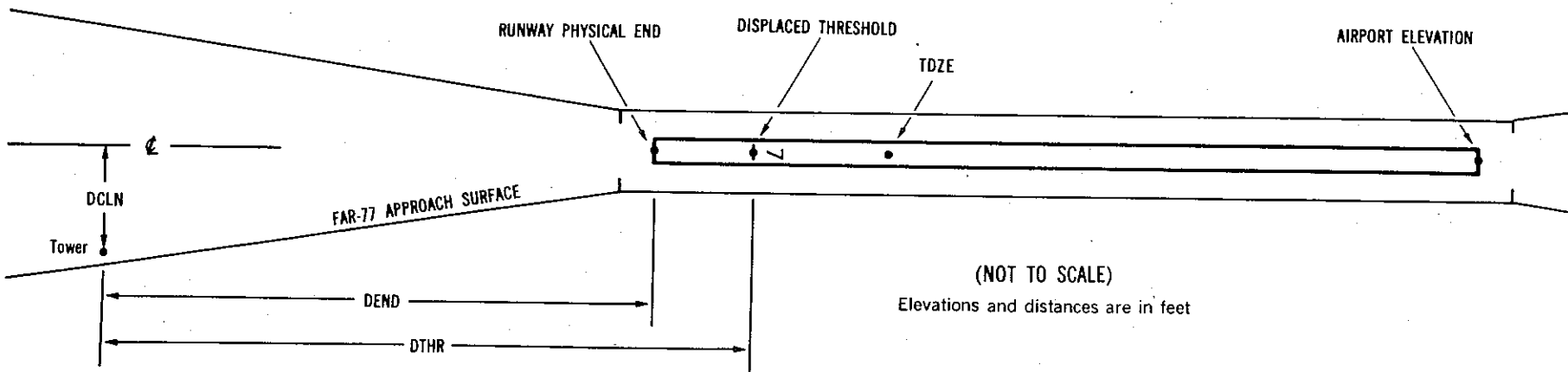
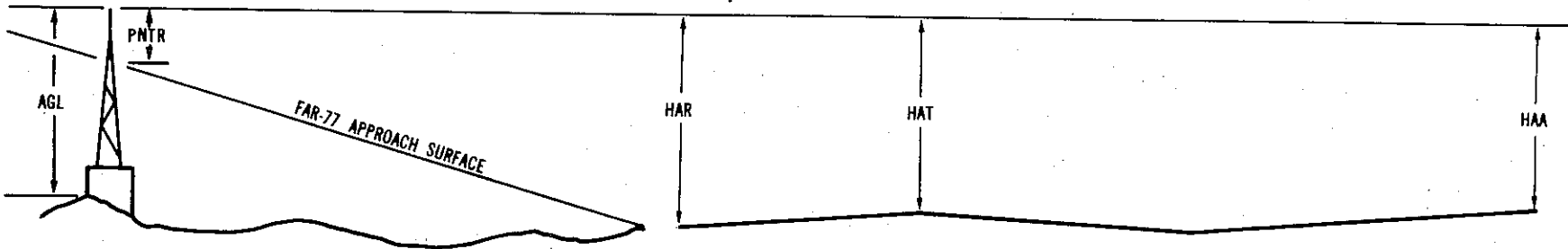
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	X ¹	X ² XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXX.XXX ⁴	XXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXX.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
XXXXXXXXXXXX		XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX		XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



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).

OC5987

AIRPORT ELEVATION 533

7 A(V) 515/ 335351.295N 1173624.585W 2690707 517/533 335351.325N 1173622.285W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON FENCE	335351.91	1173544.26	1A	539		24	6	6	-3400	-3206	10L	6
VAPI (NON-OPERATIONAL)	335351.95	1173619.66	1A	521		6	-12	-12	-416	-222	59L	3
SIGN	335349.99	1173624.99	1A	522		7	-11	-11	36	230	131R	7
TREE	335352.48	1173628.35	1A	566		51	33	33	316	510	124L	45
TREE	335349.96	1173628.62	1A	547		32	14	14	342	536	129R	25
TREE	335350.24	1173631.20	1A	546		31	13	13	560	754	98R	13

25 A(V) 533/ 335351.780N 1173546.634W 0890728 532/532 335351.751N 1173548.958W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	335349.99	1173624.99	1A	522		-11	-10	-11	-3235	-3039	131L	7
VAPI (NON-OPERATIONAL)	335351.95	1173619.66	1A	521		-12	-11	-12	-2783	-2587	59R	3
OL ON FENCE	335351.91	1173544.26	1A	539		6	7	6	200	396	10R	6
DIKE	335351.91	1173543.65	1A	540		7	8	7	252	448	9R	4
OL ON POLE	335353.33	1173526.95	1A	599		66	67	66	1662	1857	132R	-7
OL ON POLE	335349.37	1173521.56	1A	605		72	73	72	2110	2306	276L	-24
TREE	335349.69	1173520.14	1A	614		81	82	81	2230	2425	245L	-20

AIRPORT ELEVATION 533

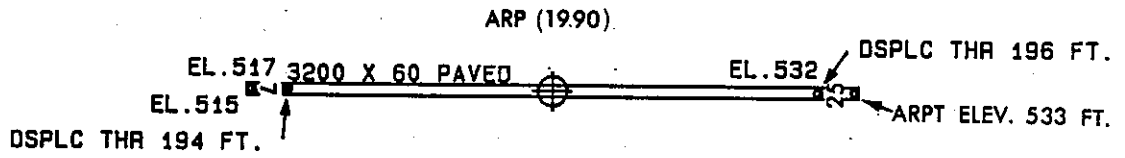
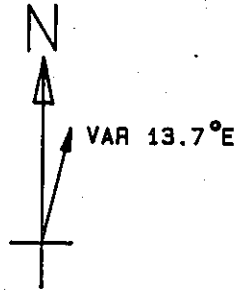
ARP 335351.538N 1173605.609W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
TREE	335354.29	1173605.68	1A	566		33	344	59	279
OL ON LIGHTED WINDSOCK	335353.44	1173603.14	1A	550		17	33	29	283
ANTENNA ON HANGAR	335348.83	1173607.73	1A	559		26	199	28	327
WINDSOCK	335348.94	1173600.56	1A	554		21	107	56	500
TREE	335346.82	1173611.17	1A	584		51	210	48	669
AIRPORT BEACON	335348.01	1173556.30	1A	560		27	100	43	862
WINDSOCK ON HANGAR	335348.99	1173617.07	1A	546		13	241	24	1000
WINDSOCK	335353.10	1173618.67	1A	527		-6	264	29	1113
WINDSOCK	335353.42	1173552.51	1A	539		6	66	33	1120
OL ON SIGN	335348.06	1173619.38	1A	560		27	239	26	1213
TREE	335353.29	1173622.92	1A	563		30	263	14	1470
SIGN	335350.28	1173546.11	1A	540		7	80	43	1649
TREE	335353.08	1173625.13	1A	562		29	261	42	1653
FLOODLIGHT	335346.92	1173545.41	1A	567		34	91	39	1765
TREE	335348.91	1173630.11	1A	569		36	248	58	2082
TREE	335349.11	1173632.34	1A	563		30	250	6	2267
POLE	335354.09	1173538.49	1A	556		23	69	52	2301
POLE	335354.83	1173530.24	1A	589		56	69	56	3000
OL ON POLE	335355.54	1173530.03	1A	598		65	68	37	3026
TREE	335342.42	1173648.14	1A	606		73	241	53	3702
POLE	335347.54	1173520.44	1A	611		78	82	22	3829
ROD ON TOWER	335317.61	1173544.71	1B	736		203	139	7	3856
POLE	335314.09	1173621.42	1B	657		124	185	42	4013
POLE	335303.36	1173607.26	1B	696		163	167	56	4872
POLE	335324.53	1173517.24	1B	675		142	110	6	4907
POLE	335259.10	1173616.74	2C	700		167	176	20	5383
TANK ON BUILDING	335304.67	1173524.93	2C	708		175	130	24	5848
TREE	335332.76	1173458.88	1B	673		140	94	56	5937
LIGHT STANDARD	335256.10	1173535.14	2C	717		184	141	40	6165
TREE	335255.02	1173534.11	2C	736		203	141	22	6300
FLAGPOLE	335246.52	1173600.60	2C	765		232	162	37	6586
SIGN	335245.52	1173644.42	2C	700		167	192	25	7433
TREE	335233.22	1173606.03	2C	788		255	166	33	7917

OC5987 File Continued from Previous Page

AIRPORT ELEVATION 533

ARP	335351.538N	1173605.609W							
OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE	
POLE	335256.15	1173454.20	2C	723		190	119 13	8221	
POLE	335226.80	1173518.85	2C	792		259	141 35	9429	



TOUCHDOWN ZONE RUNWAY ELEVATION	
7	533
25	532

CORONA MUNICIPAL AIRPORT
 CORONA, CALIFORNIA
 (NOT TO SCALE)