OBSTRUCTION DATA SHEET

ODS 680
CAMARILLO AIRPORT
CAMARILLO, CALIFORNIA

DIGITIZED FROM

OC 680
SURVEYED FEBRUARY 1988
1ST EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

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).

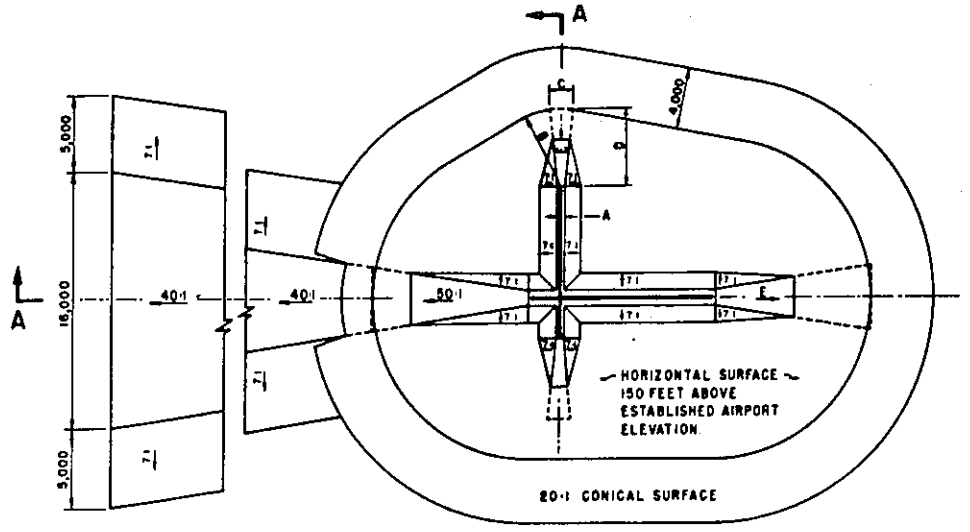
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

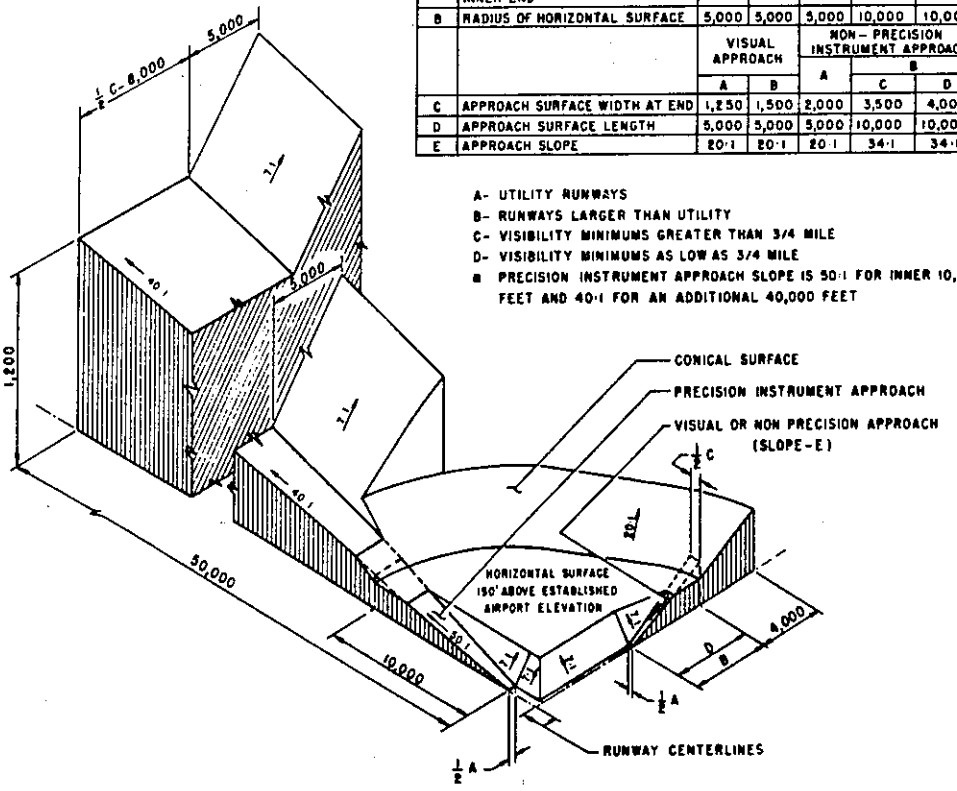
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	B 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	B 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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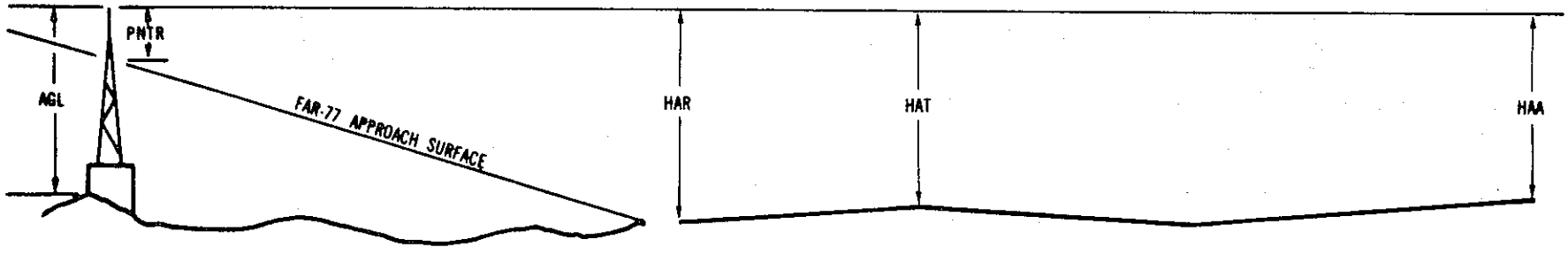
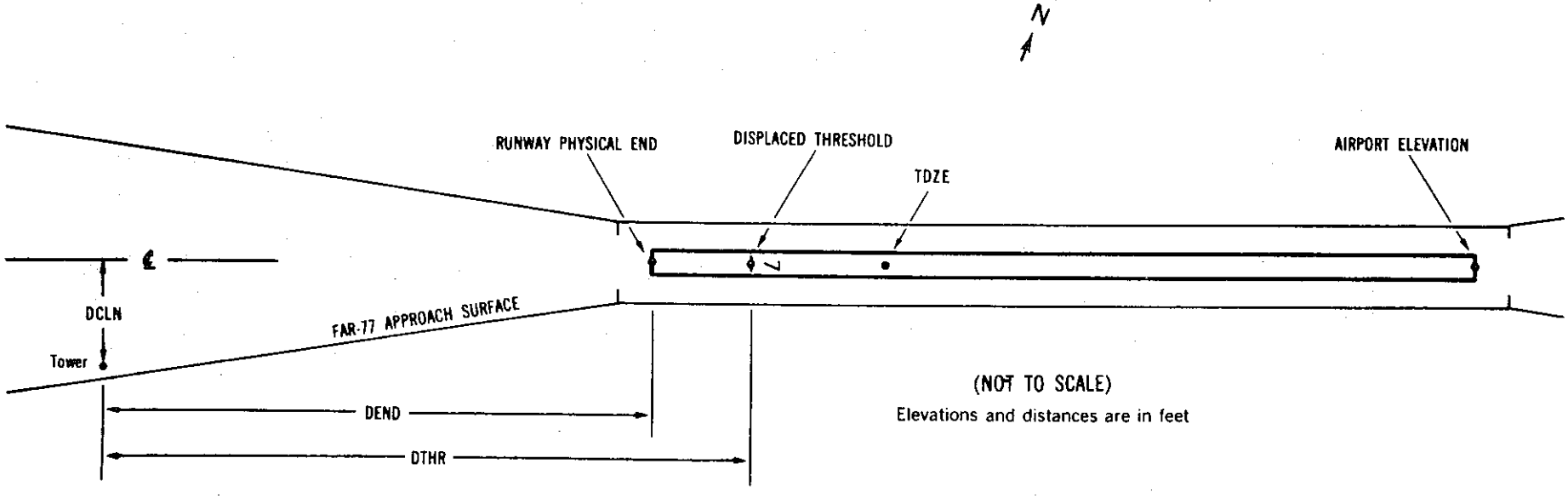




(NOT TO SCALE)

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).

OC0680

AIRPORT ELEVATION 75

8 C 61/66 341249.785N 1190611.943W 2703317

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	341246.70	1190502.63	1A	90		29	24	15	-5824		255R	16
WINDSOCK	341246.86	1190525.87	1A	79		18	13	4	-3872		258R	10
FENCE POST	341248.06	1190613.64	1A	64		3	-2	-11	141		176R	3
WINDSOCK	341248.25	1190617.92	1A	71		10	5	-4	501		160R	1
TRANSMISSION TR	341246.84	1190723.96	1A	140		79	74	65	6045		355R	-93
TRANSMISSION TR	341255.20	1190723.91	1A	142		81	76	67	6049		490L	-91

26 C 75/75 341249.203N 11905 0.387W 0903357

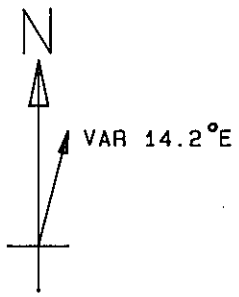
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	341248.06	1190613.64	1A	64		-11	-11	-11	-6151		176L	3
WINDSOCK	341246.86	1190525.87	1A	79		4	4	4	-2138		258L	10
WINDSOCK	341246.70	1190502.63	1A	90		15	15	15	-186		255L	16
TREE	341251.61	1190347.35	1A	160		85	85	85	6131		305R	-89
TREE	341253.92	1190318.02	1A	222		147	147	147	8592		563R	-100

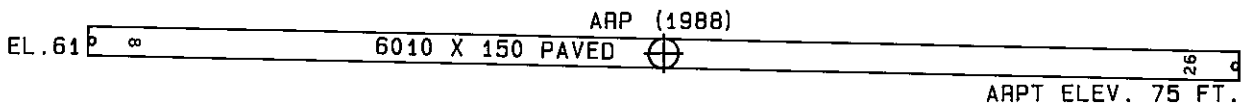
OC0680

AIRPORT ELEVATION 75

ARP 341249.496N 1190536.165W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON VOR/DME	341245.04	1190536.28	1A	86		11	166 59	450
TREE	341257.11	1190537.58	1A	97		22	337 0	779
PIPE	341241.76	1190545.17	1A	70		-5	209 50	1088
TREE	341257.35	1190523.55	1A	96		21	38 57	1324
ANTENNA ON BUILDING	341237.18	1190525.98	1A	98		23	131 20	1511
SWITCHBOX	341246.37	1190516.60	1A	72		-3	86 41	1673
POST	341239.98	1190606.98	1A	82		7	235 25	2761
SIGN	341240.35	1190458.14	1A	88		13	91 57	3325
POLE ON BUILDING	341237.41	1190453.25	1A	113		38	94 31	3806
WINDSOCK ON OL HANGAR	341232.39	1190443.48	1B	146		71	97 9	4751
BUSH	341333.70	1190515.11	1B	348		273	7 23	4806
TREE	341335.09	1190554.14	1B	368		293	327 40	4850
TREE	341339.42	1190542.83	1B	441		366	339 28	5078
TREE	341333.86	1190452.42	1B	350		275	25 7	5798
ROD AND APT BN ON OL TANK	341221.30	1190432.08	1B	206		131	103 42	6090
POLE ON HANGAR	341240.19	1190414.47	1A	133		58	83 36	6925
TREE	341339.63	1190432.23	1B	351		276	32 27	7384
TREE	341424.13	1190530.58	1B	280		205	348 36	9578
TREE	341424.56	1190522.11	1B	275		200	352 48	9682
TREE	341430.60	1190550.84	2C	268		193	338 56	10294
TREE	341402.15	1190359.81	1B	347		272	33 34	10927
TREE	341420.71	1190412.45	2C	518		443	23 7	11595
OIL DERRICK	341143.73	1190730.46	1B	202		127	221 6	11677
TREE	341418.65	1190359.80	2C	516		441	27 43	12112
TREE	341438.88	1190421.42	2C	526		451	15 22	12715
TREE	341441.91	1190404.90	2C	586		511	19 47	13706
TREE	341458.22	1190441.00	2C	432		357	5 23	13813
TREE	341457.47	1190433.05	2C	442		367	8 4	13980
TREE	341502.10	1190447.95	2C	431		356	2 36	14003
TREE	341257.95	1190828.32	2C	217		142	259 12	14483
TREE	341438.93	1190338.96	2C	614		539	27 27	14807
TREE	341448.46	1190352.37	2C	620		545	21 43	14852
POLE ON STANDPIPE	341252.47	1190235.47	2C	321		246	74 39	15179





TOUCHDOWN ZONE RUNWAY	ELEVATION
8	66
26	75

CAMARILLO AIRPORT

CAMARILLO, CALIFORNIA

(NOT TO SCALE)