

OBSTRUCTION DATA SHEET

**ODS 858
PASO ROBLES MUNICIPAL AIRPORT
PASO ROBLES, CALIFORNIA**

DIGITIZED FROM

**OC 858
SURVEYED DECEMBER 1989
8TH 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:

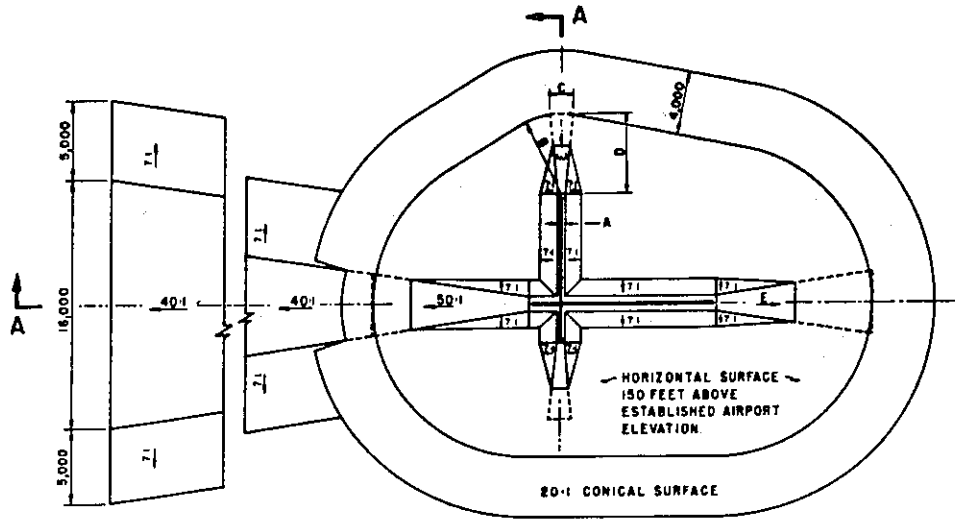
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

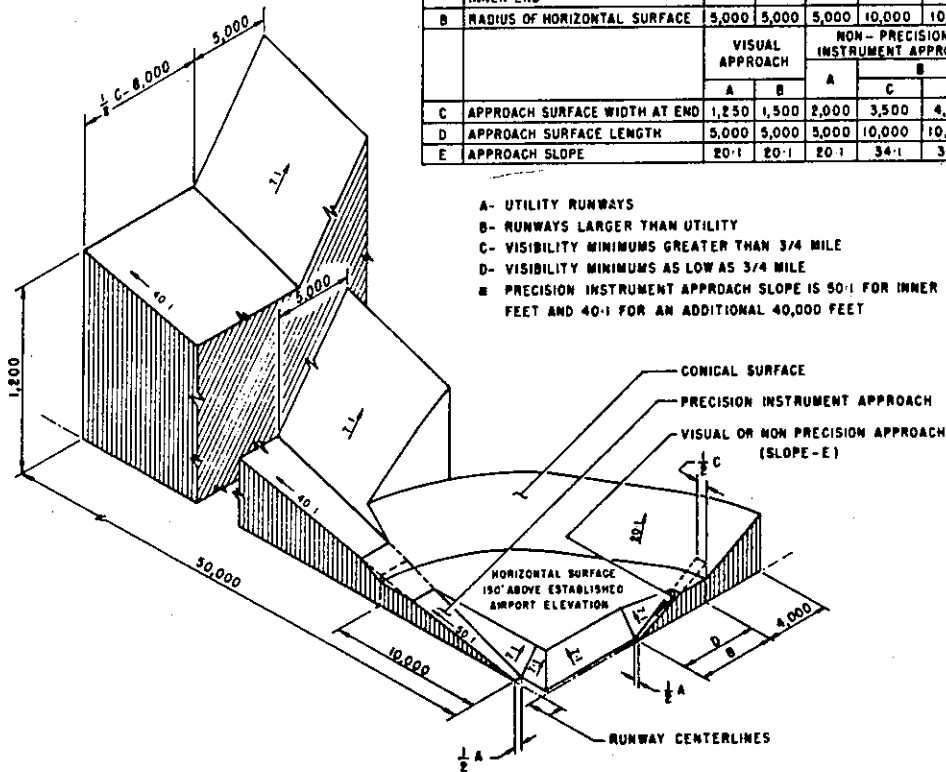
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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
- E- 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

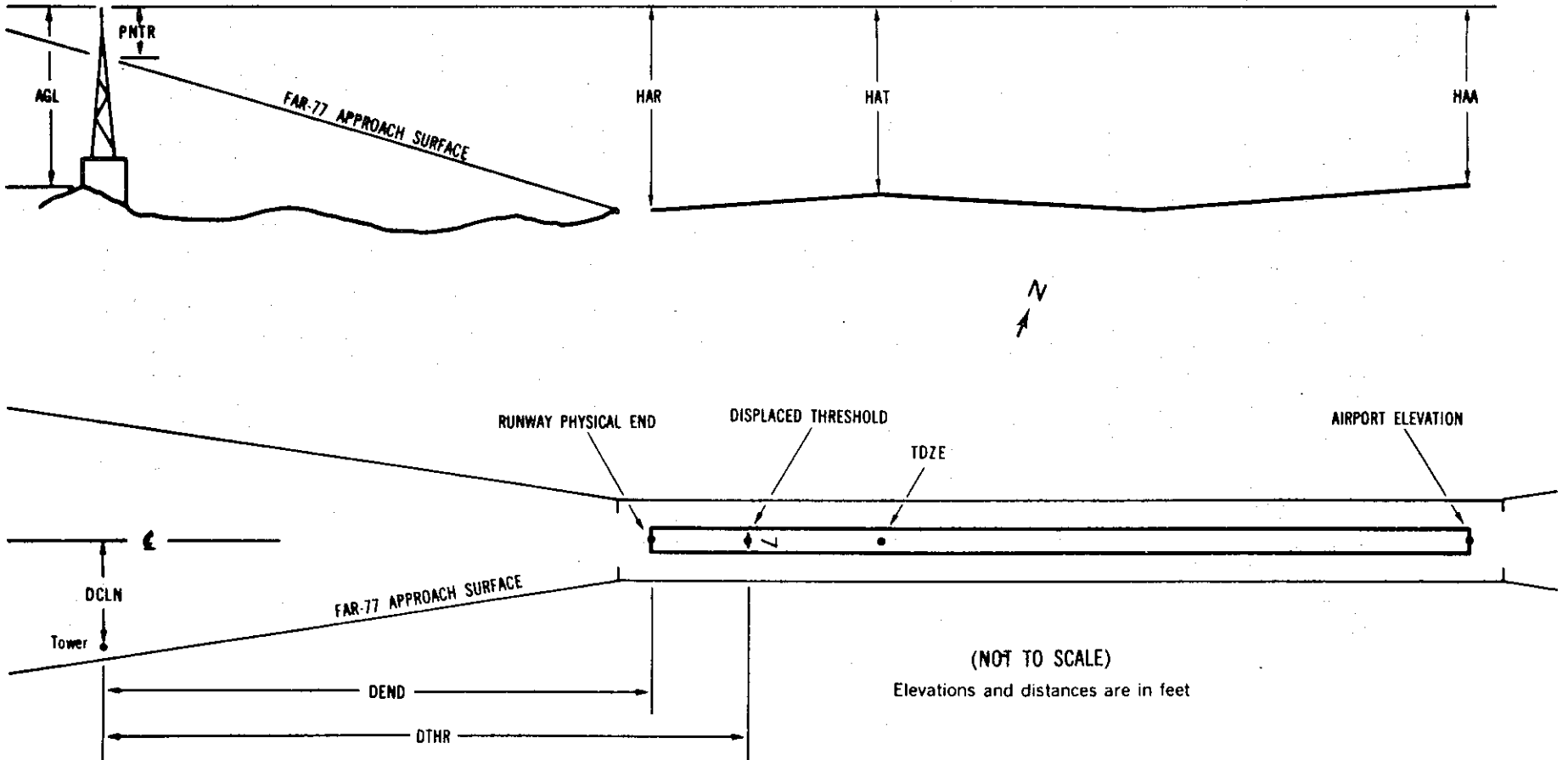
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXX.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).

OC0858

AIRPORT ELEVATION 836

1 C 812/813 353958.077N 12038 4.447W 2083845

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	353946.67	1203810.35	1A	826		14	13	-10	1245		125R	-17

19 C 801/810 354050.224N 1203729.534W 0283905

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	354105.07	1203718.25	1A	827		26	17	-9	1764		97L	-20
TREE	354121.71	1203706.10	1A	875		74	65	39	3720		170L	-30

13 C 807/824 354039.044N 1203733.911W 3233851

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	354009.92	1203710.88	1A	838		31	14	2	-3498		215R	11
BUSH	354041.65	1203739.33	1A	811		4	-13	-25	477		204R	-4
TREE	354055.25	1203741.33	1A	828		21	4	-8	1682		479L	-23

31 C 836/836 354001.609N 12037 0.150W 1433910

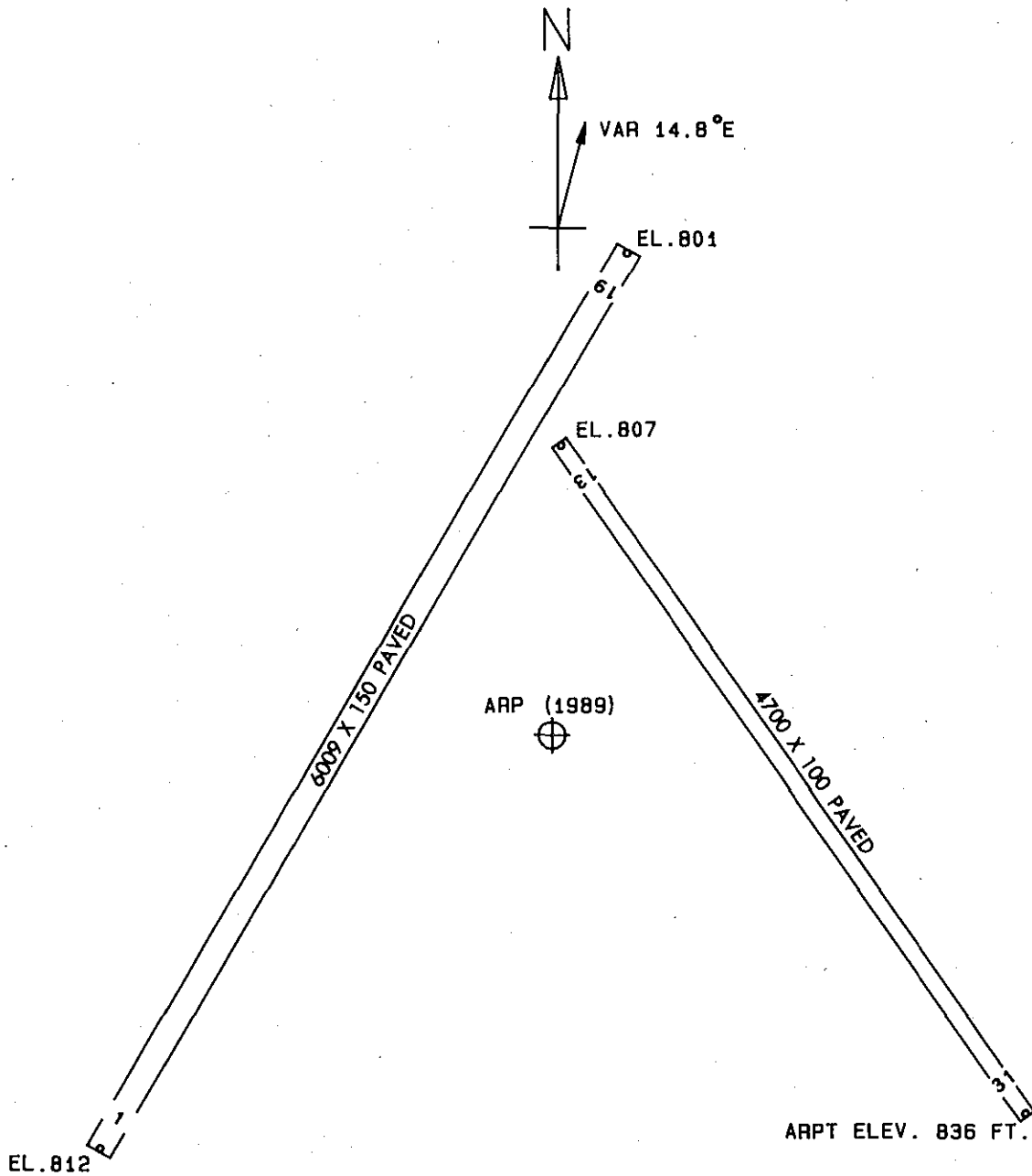
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	354009.92	1203710.88	1A	838		2	2	2	-1201		215L	11
FENCE	353949.01	1203648.69	1A	852		16	16	16	1586		7R	-25
POLE	353945.36	1203645.56	1A	880		44	44	44	2037		4L	-10

OC0858

AIRPORT ELEVATION 836

ARP 354022.472N 1203733.842W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
OL MONITOR POLE	354021.44	1203734.25	1A	858		22	183	2	110
OL ANEMOMETER	354024.20	1203739.90	1A	832		-4	274	28	529
WINDSOCK	354041.65	1203731.24	1A	823		-13	351	31	1951
LIGHTED WINDSOCK	354020.48	1203804.01	1A	831		-5	250	35	2497
WIND TEE	354020.04	1203804.33	1A	806		-30	249	37	2527
TREE	354002.03	1203755.15	1A	844		8	205	35	2713
TREE	354052.50	1203739.29	1A	826		-10	336	46	3069
TREE	353952.21	1203756.44	1A	888		52	196	34	3583
TREE	353945.50	1203804.20	1A	863		27	199	2	4501
TREE	353849.65	1203639.76	1B	989		153	139	46	10392
TREE	353829.65	1203619.93	1B	1031		195	137	4	12936
TREE	353824.71	1203629.28	1B	1021		185	141	5	13045
TREE	353820.01	1203611.27	2C	1049		213	136	22	14134
TRANSMISSION TOWER	353843.25	1203525.87	2C	1060		224	118	43	14567
TRANSMISSION TOWER	353858.03	1203508.05	2C	1100		264	110	33	14753
TRANSMISSION TOWER	353818.39	1203555.90	2C	1094		258	132	24	14925
TRANSMISSION TOWER	353907.76	1203456.32	2C	1074		238	105	21	15035



TOUCHDOWN ZONE RUNWAY ELEVATION	
1	813
19	810
13	824
31	836

PASO ROBLES MUNICIPAL AIRPORT
 PASO ROBLES, CALIFORNIA
 (NOT TO SCALE)