

# OBSTRUCTION DATA SHEET

ODS 5417  
INYOKERN AIRPORT  
INYOKERN, CALIFORNIA

DIGITIZED FROM

OC 5417  
SURVEYED MARCH 1988  
3RD 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:

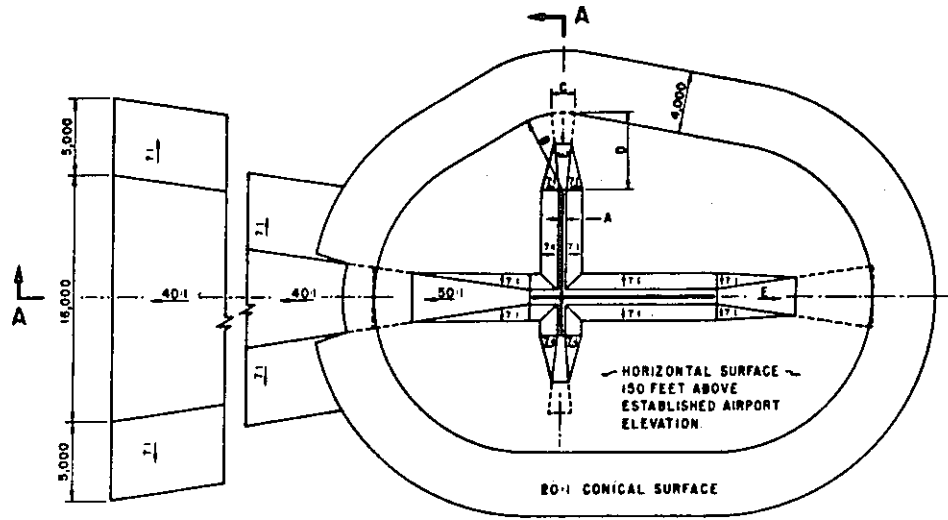
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

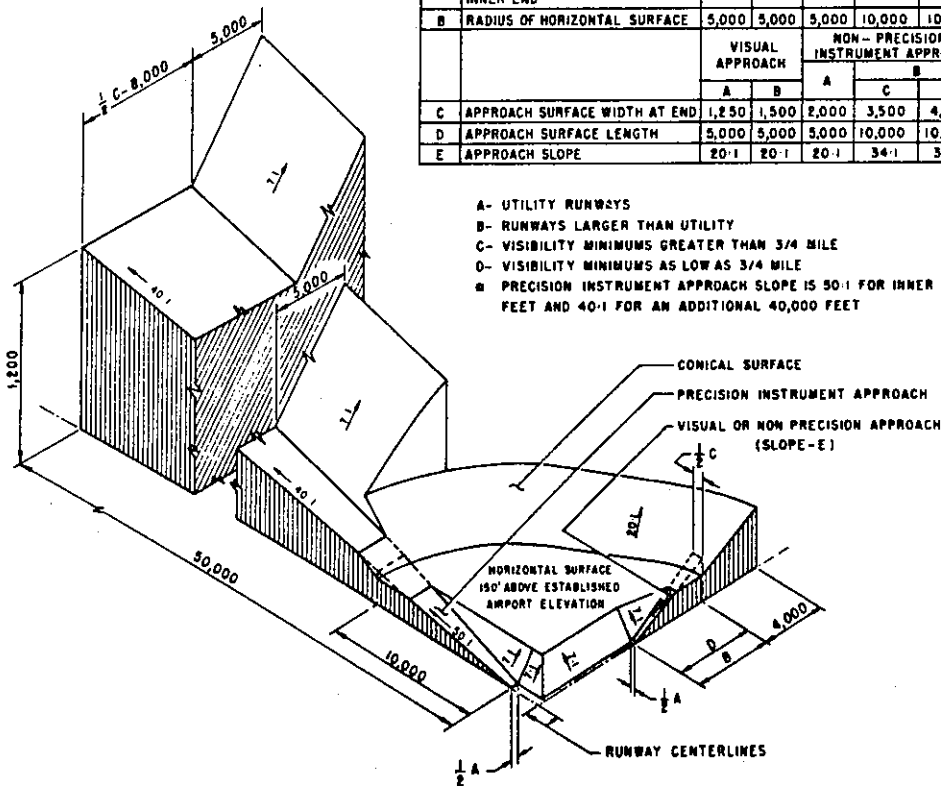
A(V) ..... Utility runway - visual approach only  
 A(NP) .... Utility runway - nonprecision instrument approach  
 B(V) ..... Nonutility runway - visual approach only  
 C ..... Nonutility runway - nonprecision instrument approach with  
           visibility minimums greater than 3/4 mile  
 D ..... 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		
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

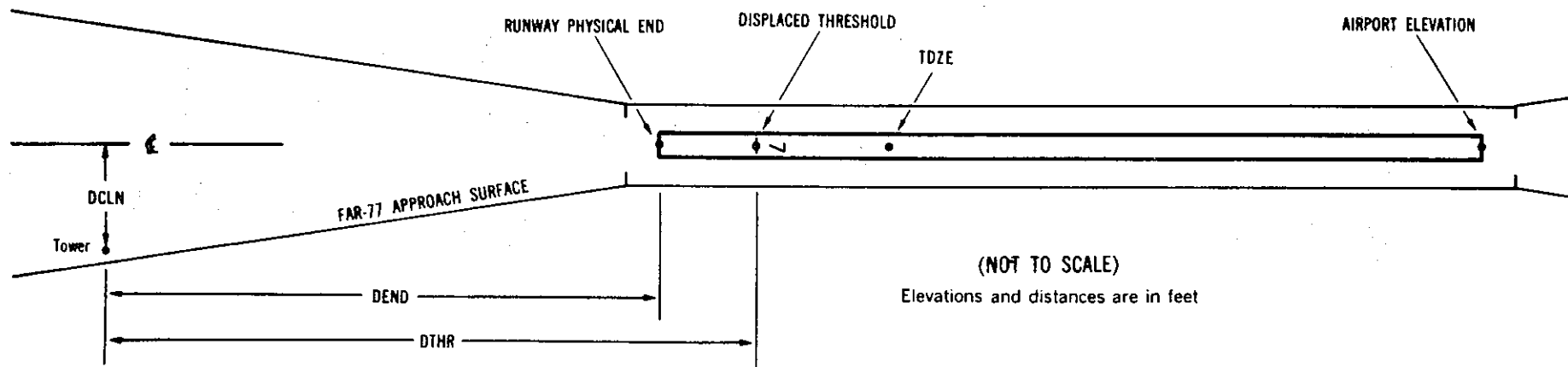
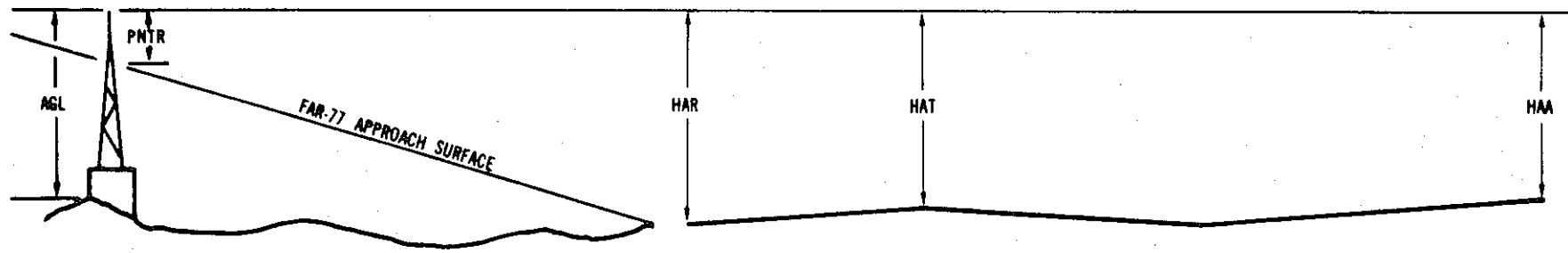
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x <sup>1</sup>	x <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXX.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>
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

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## EXPLANATION OF FOOTNOTES

- <sup>1</sup> 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.
- <sup>2</sup> For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- <sup>3</sup> Reference runway approach physical end elevation/touchdown zone elevation
- <sup>4</sup> Latitude and longitude of reference runway approach physical end
- <sup>5</sup> Reference runway geodetic azimuth reckoned clockwise from south
- <sup>6</sup> Reference runway displaced threshold elevation/touchdown zone elevation
- <sup>7</sup> Latitude and longitude of reference runway displaced threshold
- <sup>8</sup> Accuracy Code:
- |   | Horizontal | Vertical |
|---|------------|----------|
| 1 | = 20       | A = 2    |
| 2 | = 40       | B = 5    |
|   |            | C = 20   |
- <sup>9</sup> 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.
- <sup>10</sup> 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.
- <sup>11</sup> HAA - Height above airport  
 HAR - Height above reference runway approach physical end  
 HAT - Height above reference runway touchdown zone elevation
- <sup>12</sup> 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.
- <sup>13</sup> PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 2457

2 A(V) 2442/2442 353853.917N 1174956.881W 2105154

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	353948.33	1174915.61	1A	2417		-25	-25	-40	-6470		101R	3
ROAD (N)	353840.60	1175010.58	1A	2459		17	17	2	1736		280L	-60

20 A(V) 2414/ 353947.177N 1174917.876W 0305216 2416/2432 353944.460N 1174919.867W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	353948.33	1174915.61	1A	2417		3	-15	-40	196	516	101L	3

10 A(V) 2457/2457 354004.190N 11750 3.026W 2952419

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	354003.20	1174958.04	1A	2458		1	1	1	-415		86L	5
BUSH	354004.51	1175001.61	1A	2459		2	2	2	-92		80L	3
BUSH	354003.84	1175005.59	1A	2467		10	10	10	176		123R	10
BUSH	354005.60	1175008.20	1A	2471		14	14	14	447		54R	2

28 A(V) 2413/ 353946.570N 1174917.575W 1152445 2414/2448 353947.006N 1174918.700W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	354003.84	1175005.59	1A	2467		54	19	10	-4328	-4225	123L	10
BUSH	354004.51	1175001.61	1A	2459		46	11	2	-4061	-3958	80R	3
BUSH	354003.20	1174958.04	1A	2458		45	10	1	-3738	-3635	86R	5
POLE	353940.34	1174857.05	1A	2429		16	-19	-28	1801	1903	158R	-64

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AIRPORT ELEVATION 2457

15 C 2455/ 354003.926N 11750 0.944W 3455141 2455/2455 354000.642N 1174959.930W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	353852.66	1174936.86	1A	2436		-19	-19	-21	-7473	-7131	167L	7
WINDSOCK	353918.01	1174943.51	1A	2463		8	8	6	-4853	-4511	261L	23
WINDSOCK	353959.93	1174957.65	1A	2470		15	15	13	-458	-116	165L	15
BUSH	353959.59	1175000.78	1A	2458		3	3	1	-429	-86	94R	3
BUSH	354003.20	1174958.04	1A	2458		3	3	1	-130	213	214L	3
BUSH	354004.51	1175001.61	1A	2459		4	4	2	71	413	39R	4

33 C 2429/ 353853.501N 1174939.211W 1655154 2427/2446 353856.858N 1174940.247W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	354004.51	1175001.61	1A	2459		30	13	2	-7414	-7064	39L	4
BUSH	354003.20	1174958.04	1A	2458		29	12	1	-7213	-6863	214R	3
BUSH	353959.59	1175000.78	1A	2458		29	12	1	-6914	-6564	94L	3
WINDSOCK	353959.93	1174957.65	1A	2470		41	24	13	-6885	-6535	165R	15
WINDSOCK	353918.01	1174943.51	1A	2463		34	17	6	-2490	-2140	261R	23
BUSH	353852.66	1174936.86	1A	2436		7	-10	-21	130	480	167R	7
BUSH	353850.93	1174940.25	1A	2438		9	-8	-19	232	582	147L	8
ROAD (N)	353840.73	1174929.81	1A	2455		26	9	-2	1442	1792	437R	-11

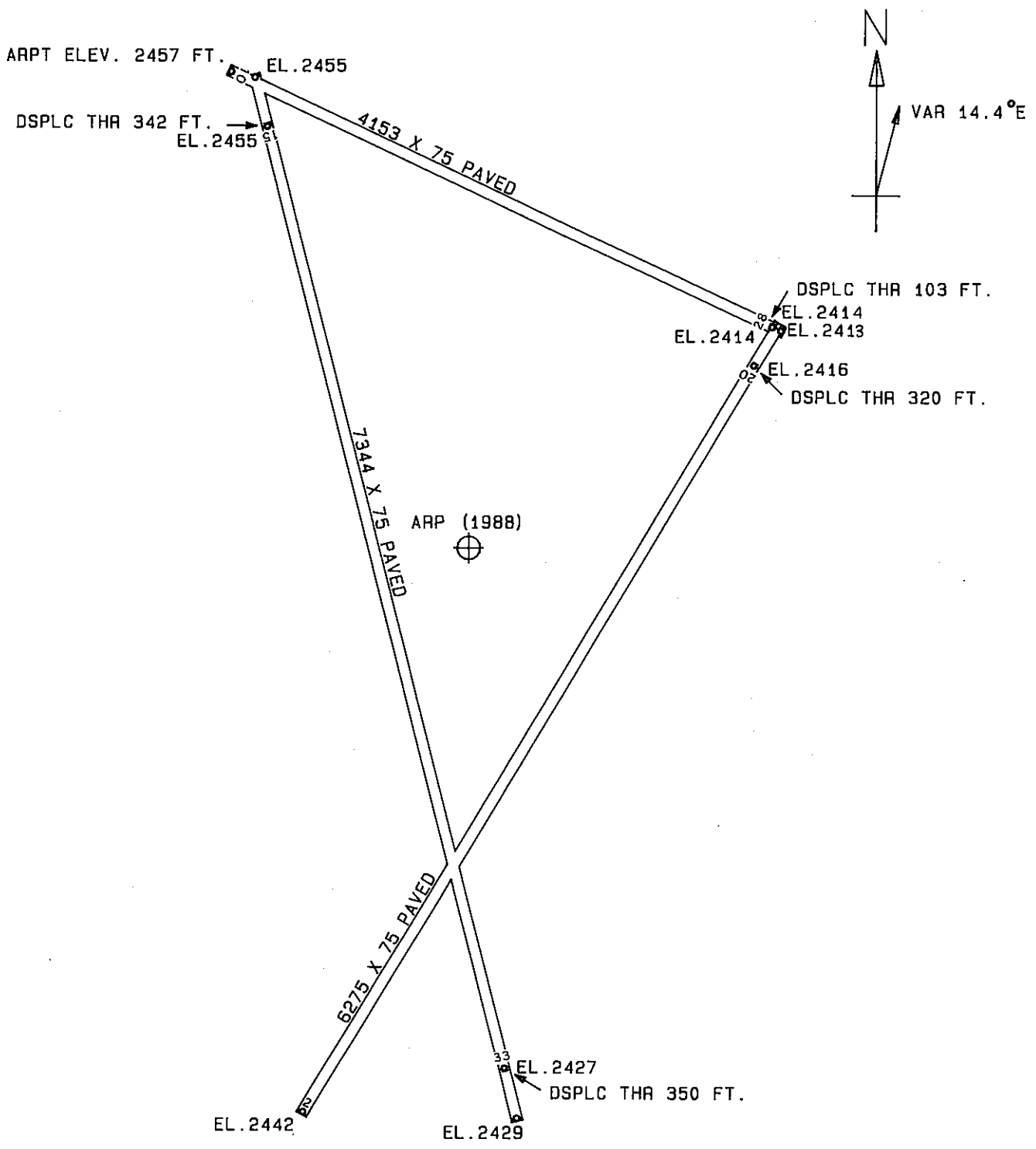
OC5417

AIRPORT ELEVATION 2457

ARP 353932.062N 1174943.309W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
BUSH	353936.04	1174956.12	1A	2465		8	276 24	1131
BUSH	353917.67	1174950.38	1A	2454		-3	187 27	1567
WINDSOCK	353945.94	1174921.62	1A	2431		-26	37 29	2274
WIND VNE ON ABN	353910.03	1174935.16	1A	2476		19	148 48	2327
BUSH	353956.39	1174937.77	1A	2440		-17	356 8	2502
BUSH	353944.38	1174916.15	1A	2420		-37	46 32	2564
BUSH	354001.05	1175003.93	1A	2467		10	315 28	3389
WINDSOCK	353854.82	1174943.23	1A	2443		-14	165 30	3766
POLE	353839.65	1175128.91	1B	2671		214	224 18	10200
POLE	353839.60	1175141.50	2C	2717		260	227 4	11104
POLE	353839.55	1175153.79	2C	2766		309	229 22	12006
POLE	354015.63	1175159.54	1B	2728		271	277 1	12074
POLE	353839.79	1175205.53	2C	2818		361	231 22	12873
POLE	354005.95	1175216.21	2C	2776		319	270 48	13074
POLE	354021.64	1175210.15	2C	2803		346	278 5	13113
POLE	353937.83	1175227.10	2C	2875		418	258 5	13529
TRANSMISSION TR	354025.40	1175228.62	2C	3022		565	277 11	14669
POLE	353839.68	1175229.43	2C	2942		485	234 29	14698
TRANSMISSION TR	354000.82	1175238.22	2C	3018		561	267 0	14724
TRANSMISSION TR	354046.71	1175220.40	2C	3019		562	285 50	14999
TRANSMISSION TR	353936.90	1175247.57	1A	3188		731	257 27	15214
TRANSMISSION TR	354102.60	1175222.07	2C	2909		452	290 34	15982





TOUCHDOWN ZONE RUNWAY ELEVATION	
2	2442
20	2432
10	2457
28	2448
15	2455
33	2446

INYOKERN AIRPORT  
 INYOKERN, CALIFORNIA  
 (NOT TO SCALE)