OBSTRUCTION
DATA SHEET

ODS 882
SISKIYOU COUNTY AIRPORT
MONTAGUE, CALIFORNIA

DIGITIZED FROM

OC 882
SURVEYED APRIL 1992
6TH EDITION

HORIZONTAL DATUM NAD83
VERTICAL DATUM NGVD29

ATTENTION

See SPECIAL NOTICES in "Dates of Latest Editions, Airport
Obstruction Charts - Obstruction Data Sheets," for possible
corrections. National Oceanic and Atmospheric Administration
(NOAA) publications are available through NOAA Distribution
Branch (N/CG33), National Ocean Service, Riverdale, MD 20737.
Telephone: 301-436-6990

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 No. 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 the 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 an FAR-77 approach or primary and listed with the associated runway (reference runway).

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:
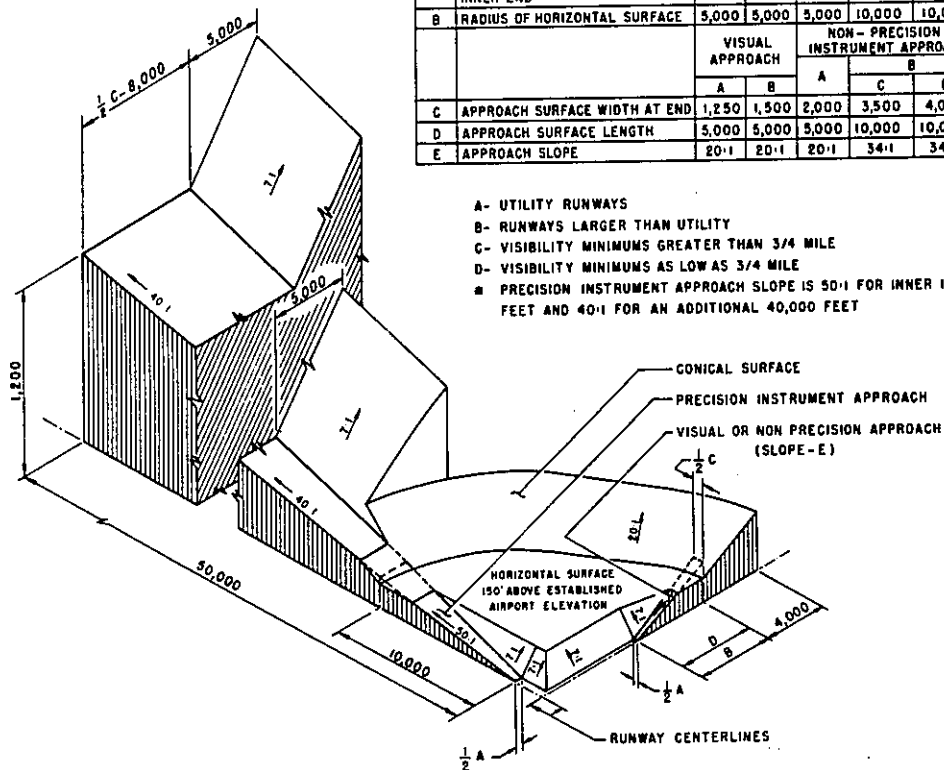
    A(V) ..... Utility runway - visual approach only
    A(NP) .... Utility runway - nonprecision instrument approach
    B(V) ..... Nonutility runway - visual approach only
    C .... Nonutility runway - nonprecision instrument
               approach with visibility minimums greater than
               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.

HORIZONTAL SURFACE
150 FEET ABOVE
ESTABLISHED AIRPORT
ELEVATION.

20·1 CONICAL SURFACE
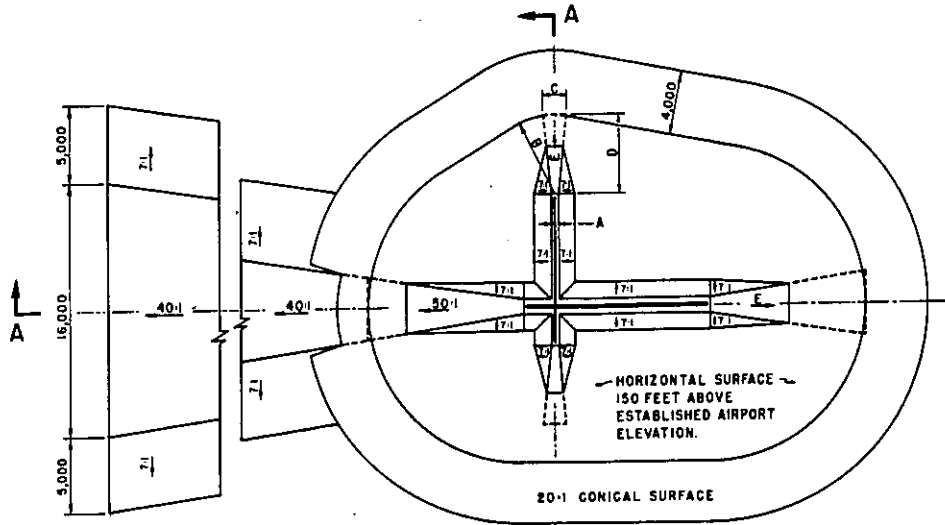
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON – PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
				A	B		
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON – PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
				A	B		
		A	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
● PRECISION INSTRUMENT APPROACH SLOPE IS 50·1 FOR INNER 10,000 FEET AND 40·1 FOR AN ADDITIONAL 40,000 FEET

CONICAL SURFACE

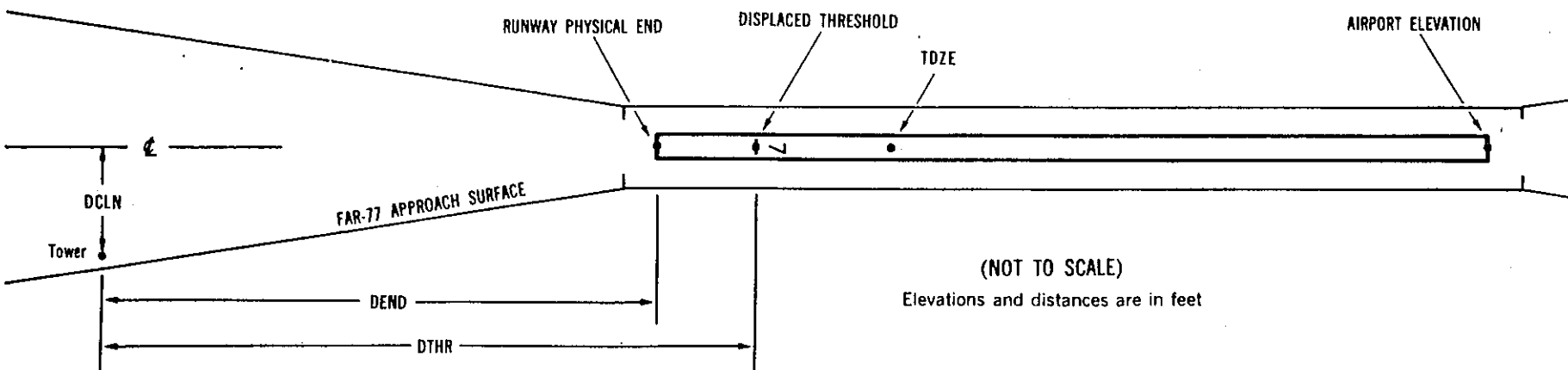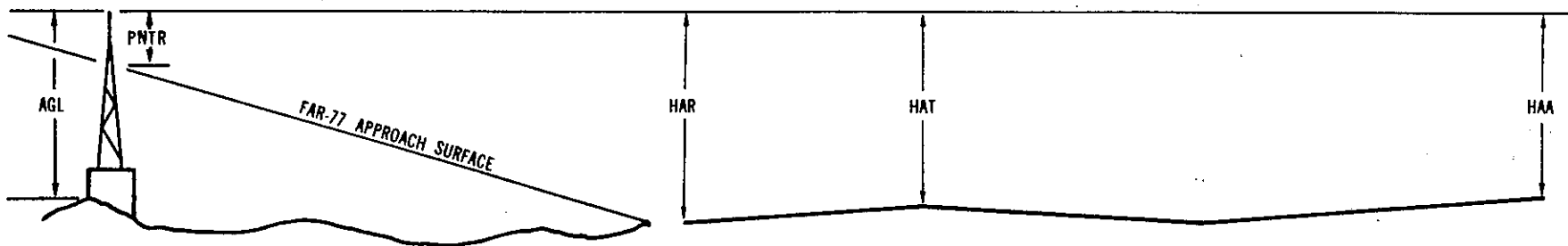PRECISION INSTRUMENT APPROACH

VISUAL OR NON PRECISION APPROACH (SLOPE-E)

HORIZONTAL SURFACE 150' ABOVE ESTABLISHED AIRPORT ELEVATION

RUNWAY CENTERLINES

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}
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	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

4

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 areas 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   Elevation at approach end of reference runway/touchdown zone elevation

4   Latitude and longitude at approach end of reference runway

5   Geodetic azimuth of reference runway reckoned from north

6   Elevation at reference runway displaced threshold/touchdown zone elevation

7   Latitude and longitude at reference runway displace threshold

8   Accuracy codes: Horizontal   Vertical
                          1 = 20   A = 2
                          2 = 40   B = 5
                                          C = 20

9   Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.

11 HAA - Height above airport
    HAR - Height above approach end of reference runway
    HAT - Height above reference runway touchdown zone elevation

12 DEND - Distance along reference runway centerline from point nearest to
           object (perpendicular) to approach end of runway
    DTHR - Distance along reference runway centerline from point nearest to
           object (perpendicular) to displace 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 that object is in primary on roll-out side of zero distance point.

13 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

AIRPORT ELEVATION   2648

35 SUPLC   2628/2636   414616.915   -1222814.677   110409.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	414600.21	-1222819.09	1A	2637		9	1	-11	1723		4L	-36

17 SUPLC   2648/2648   414729.466   -1222755.711   1910422.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POLE	414738.04	-1222757.33	1A	2661		13	13	13	828		287R	-5
TREE	414737.36	-1222752.39	1A	2670		22	22	22	832		94L	4
ROAD (N)	414737.70	-1222753.51	1A	2663		15	15	15	850		4L	-4

AIRPORT ELEVATION   2648

ARP   414653.190   -1222805.196

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL ON LTD WINDSOCK	414646.68	-1222802.12	1A	2660		12	14327	699
POLE	414654.79	-1222816.13	1A	2674		26	26357	844
HANGAR	414645.50	-1222817.18	1A	2656		8	21218	1196
ROD ON APBN	414650.98	-1222821.80	1A	2691		43	24249	1278
OL ON VOR(DECOMMISSIONED)	414709.47	-1222752.71	1A	2667		19	1245	1900
ANT ON OL ANEMOMETER	414625.58	-1222805.59	1A	2669		21	16330	2795
TREE	414736.61	-1222758.50	1A	2663		15	34928	4424
POLE	414738.04	-1222801.07	1A	2664		16	34650	4551
GROUND	414517.80	-1222658.68	2C	2857		209	13519	10892
TREE	414502.54	-1222919.20	2C	2897		249	18930	12526

ARPT ELEV. 2648 FT.

17

N

VAR 17.1°E

ARP (1992)

7484 X 150 PAVED

35

EL.2628
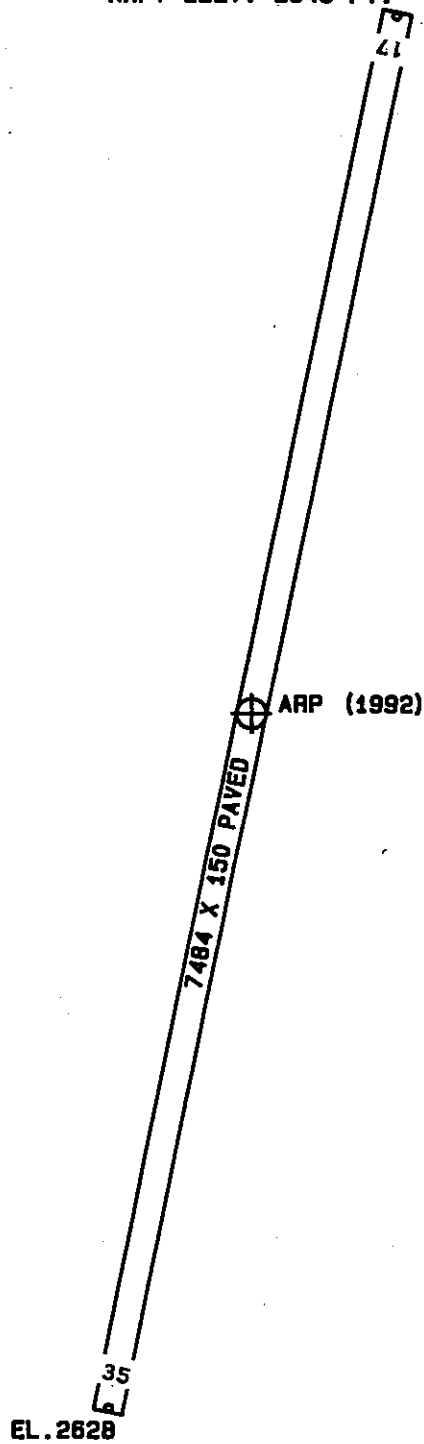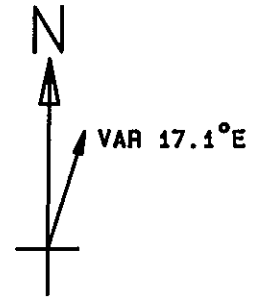
TOUCHDOWN ZONE
RUNWAY ELEVATION

35	2636
17	2648

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MONTAGUE, CALIFORNIA

(NOT TO SCALE)