

OBSTRUCTION DATA SHEET

**ODS 5136
FULLERTON MUNICIPAL AIRPORT
FULLERTON, CALIFORNIA**

DIGITIZED FROM

**OC 5136
SURVEYED JANUARY 1990
6TH EDITION**



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

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 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:

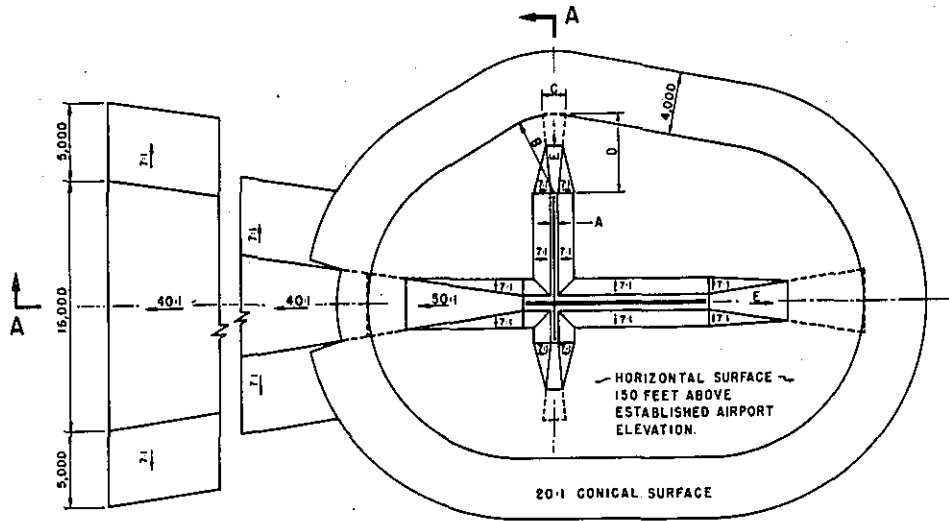
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

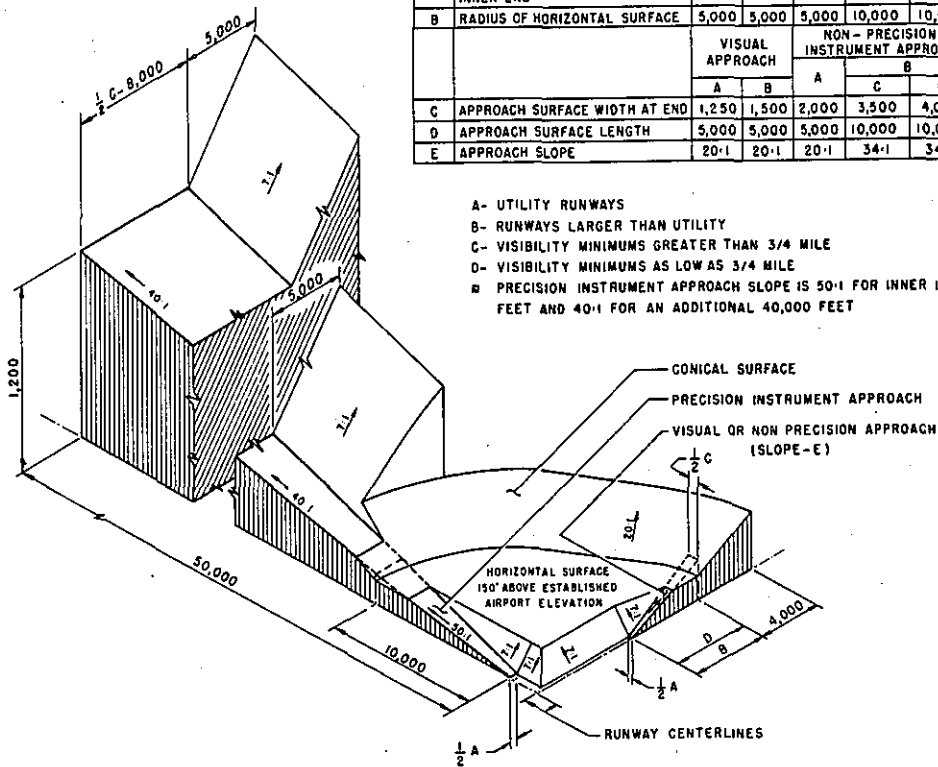
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	3,000	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

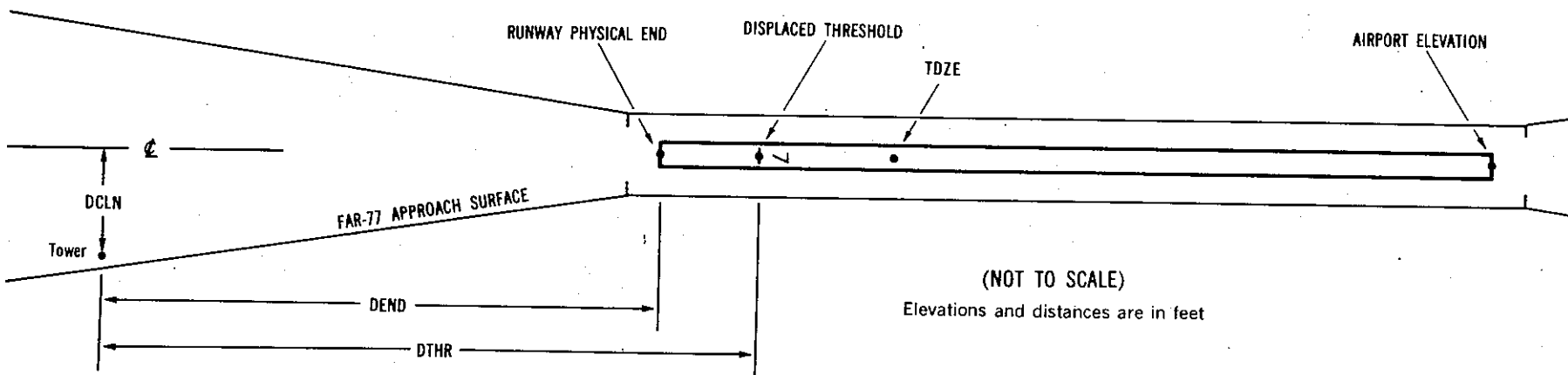
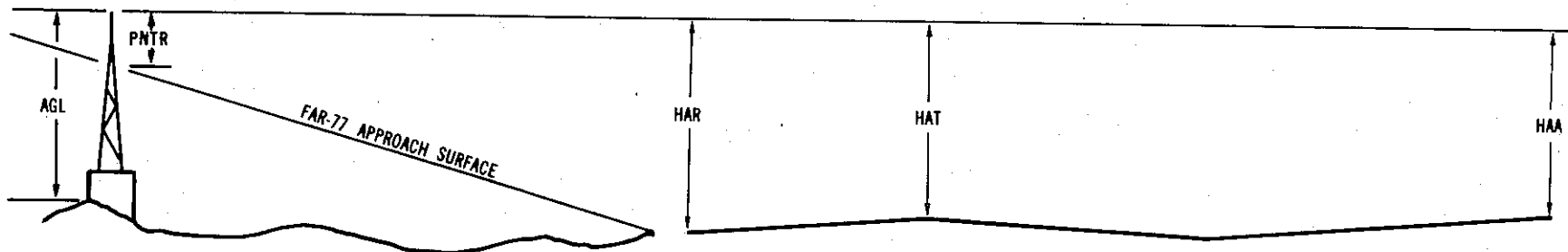
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x¹ x² XXXX/XXXX³ XXXXXX.XXX⁴ XXXXXX.XXX⁴ XXXXXX⁵ XXXX/XXXX⁶ XXXXXX.XXX⁷ XXXXXX.XXX⁷

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).

OC5136

AIRPORT ELEVATION 96

6 SUPLC 85/ 335215.756N 11759 2.075W 2565849 85/96 335216.708N 1175857.137W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	335222.88	1175823.40	1A	100		15	4	4	-3340	-2912	33R	4
OL POLE	335224.08	1175825.08	1A	118		33	22	22	-3229	-2801	117L	22
WINDSOCK	335221.01	1175824.84	1A	109		24	13	13	-3179	-2752	190R	13
OL POLE	335224.71	1175828.50	1A	117		32	21	21	-2962	-2535	244L	22
OL ANEMOMETER	335222.39	1175839.41	1A	114		29	18	18	-2013	-1586	223L	23
OL WINDSOCK	335216.69	1175844.22	1A	112		27	16	16	-1488	-1061	247R	23
TREE	335213.67	1175900.37	1A	122		37	26	26	-93	335	238R	37
ROAD (N)	335215.62	1175903.05	1A	99		14	3	3	83	511	6L	14
LIGHT STANDARD	335218.08	1175903.76	1A	110		25	14	14	86	513	261L	25
ANTENNA ON BUILDING	335212.96	1175904.62	1A	116		31	20	20	273	700	227R	29
TREE	335217.17	1175906.77	1A	142		57	46	46	353	781	228L	52
POLE	335212.19	1175905.90	1A	123		38	27	27	396	823	279R	32
OL LOCALIZER	335214.87	1175906.70	1A	103		18	7	7	400	827	1L	12
POLE	335216.82	1175918.63	1A	125		40	29	29	1336	1763	419L	7
TREE	335211.15	1175917.57	1A	147		62	51	51	1378	1805	159R	27
POLE	335212.19	1175918.43	1A	129		44	33	33	1425	1852	40R	8
TREE	335214.52	1175921.17	1A	155		70	59	59	1597	2025	241L	29
TREE	335210.27	1175930.89	1A	154		69	58	58	2492	2920	7L	2

OC5136

AIRPORT ELEVATION 96

24 C 96/ 335222.709N 1175826.018W 0765909 95/95 335222.146N 1175828.940W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LIGHT STANDARD	335218.08	1175903.76	1A	110		14	15	14	-3206	-2953	261R	25
ROAD (N)	335215.62	1175903.05	1A	99		3	4	3	-3204	-2951	6R	14
TREE	335213.67	1175900.37	1A	122		26	27	26	-3028	-2775	238L	37
OL WINDSOCK	335216.69	1175844.22	1A	112		16	17	16	-1633	-1380	247L	23
OL ANEMOMETER	335222.39	1175839.41	1A	114		18	19	18	-1107	-854	223R	23
OL POLE	335224.71	1175828.50	1A	117		21	22	21	-158	94	244R	22
WINDSOCK	335221.01	1175824.84	1A	109		13	14	13	59	311	190L	13
OL POLE	335224.08	1175825.08	1A	118		22	23	22	108	361	117R	22
FENCE	335222.88	1175823.40	1A	100		4	5	4	219	472	33L	4
RAILROAD	335224.23	1175823.74	1A	121		25	26	25	221	474	107R	24
POLE	335221.21	1175821.41	1A	135		39	40	39	344	597	235L	35
LIGHT STANDARD	335222.51	1175820.04	1A	123		27	28	27	487	739	133L	19
POLE	335222.53	1175816.60	1A	120		24	25	24	770	1022	196L	7
OL ON BUILDING	335224.64	1175814.36	1A	128		32	33	32	1001	1254	31L	8
LIGHT POLE	335226.88	1175811.99	1A	131		35	36	35	1248	1501	144R	4
TREE	335226.31	1175809.21	1A	168		72	73	72	1463	1716	35R	35
OL SILO	335223.27	1175806.45	1A	146		50	51	50	1620	1873	316L	8
POLE	335237.96	1175744.61	1A	198		102	103	102	3749	4002	716R	-2
TREE	335237.12	1175659.27	1A	256		160	161	160	7455	7708	227L	-53
TREE	335245.87	1175656.96	1A	280		184	185	184	7844	8096	591R	-41
TREE	335251.09	1175644.01	1A	281		185	186	185	9026	9279	859R	-75
TREE	335249.54	1175634.53	1A	299		203	204	203	9770	10023	527R	-78

OC5136

AIRPORT ELEVATION 96

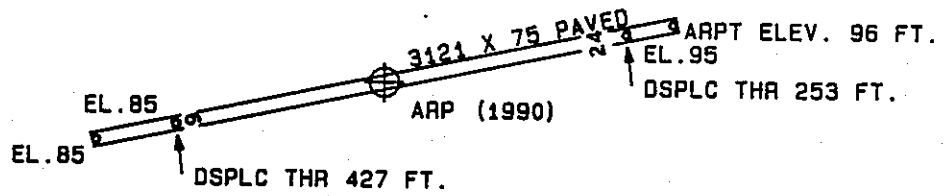
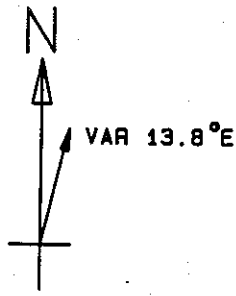
ARP 335219.233N 1175844.047W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ROD ON OL RTR TOWER	335224.52	1175842.38	1A	131		35	0 57	553
ANT & APT BCN ON OL CTL TR	335213.73	1175844.50	1A	158		62	170 10	557
WINDSOCK	335214.87	1175834.87	1A	127		31	105 54	891
HANGAR	335224.11	1175835.11	1A	110		14	43 2	901
POLE	335225.33	1175835.17	1A	126		30	36 43	970
VENT ON HANGAR	335218.59	1175831.48	1A	117		21	79 42	1062
TREE	335211.29	1175853.90	1A	154		58	212 12	1155
TREE	335220.86	1175859.16	1A	124		28	263 34	1285
HANGAR	335219.53	1175828.18	1A	108		12	74 56	1338
POLE	335211.43	1175858.10	1A	124		28	222 33	1424
ANTENNA ON BUILDING	335223.19	1175900.44	1A	141		45	272 20	1439
TREE	335213.07	1175859.52	1A	149		53	230 41	1446
POLE	335219.38	1175823.69	1A	130		34	75 43	1717
TREE	335216.52	1175823.29	1A	155		59	85 7	1772
LIGHT STANDARD	335212.20	1175903.74	1A	122		26	233 2	1807
TREE	335218.06	1175907.05	1A	141		45	252 43	1944
HOPPER ON BUILDING	335229.40	1175815.98	1A	132		36	52 44	2580
POLE	335233.33	1175816.58	1A	167		71	44 35	2720
POLE	335234.96	1175802.22	1A	174		78	51 56	3869
OL BUILDING	335221.46	1175744.40	1A	217		121	73 38	5035
POLE	335238.38	1175746.57	1A	198		102	54 25	5219
OL ANTENNA	335256.91	1175751.04	1B	279		183	35 46	5872
TREE	335318.38	1175838.55	1B	292		196	350 38	5997
POLE	335317.29	1175802.31	1B	328		232	17 9	6843
OL ON ANTENNA	335256.92	1175734.34	1B	297		201	43 15	7004
OL MICROWAVE TOWER	335316.36	1175752.01	1B	340		244	23 25	7253
TRANSMISSION TOWER	335102.95	1175848.11	1B	227		131	168 45	7718
TREE	335318.09	1175737.68	1B	310		214	29 26	8167
POLE	335337.27	1175802.13	1B	393		297	10 20	8643
TRANSMISSION TOWER	335102.10	1175932.26	1B	225		129	193 45	8793
TREE	335336.11	1175753.38	1B	410		314	15 0	8868
POST	335356.02	1175834.99	1B	489		393	350 40	9813
TREE	335317.52	1175710.28	1B	306		210	39 30	9860

AIRPORT ELEVATION 96

ARP 335219.233N 1175844.047W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	335337.16	1175730.08	1B	367		271	24 34	10047
TRANSMISSION TOWER	335033.60	1175847.81	2C	233		137	167 54	10682
OL RADIO TOWER	335246.77	1180046.78	1A	820	759	724	271 16	10716
BUILDING	335400.51	1175800.21	2C	475		379	6 3	10884
POLE	335408.58	1175819.08	2C	560		464	356 59	11252
TREE	335321.02	1175651.39	1B	322		226	42 52	11368
TREE	335305.22	1175638.34	1B	318		222	52 31	11574
OL ON TOWER	335043.93	1180002.24	2A	310	234	214	200 36	11675
STACK	335409.73	1175755.81	2C	564		468	6 12	11887
TREE	335347.96	1175710.74	2C	418		322	27 27	11930
DRILL RIG	335419.13	1175817.27	2C	618		522	356 45	12328
ANTENNA ON TOWER	335419.35	1175741.43	2C	689		593	9 42	13240
POLE	335414.16	1175725.56	2C	604		508	15 52	13369
POLE	335409.66	1175655.15	2C	575		479	25 38	14453



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
6	96
24	95

FULLERTON MUNICIPAL AIRPORT
 FULLERTON, CALIFORNIA
 (NOT TO SCALE)