OBSTRUCTION DATA SHEET

ODS 5163
ELY AIRPORT - YELLAND FIELD
ELY, NEVADA

DIGITIZED FROM

OC 5163
SURVEYED APRIL 1989
6TH EDITION

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THE NATIONAL OCEAN SERVICE
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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).

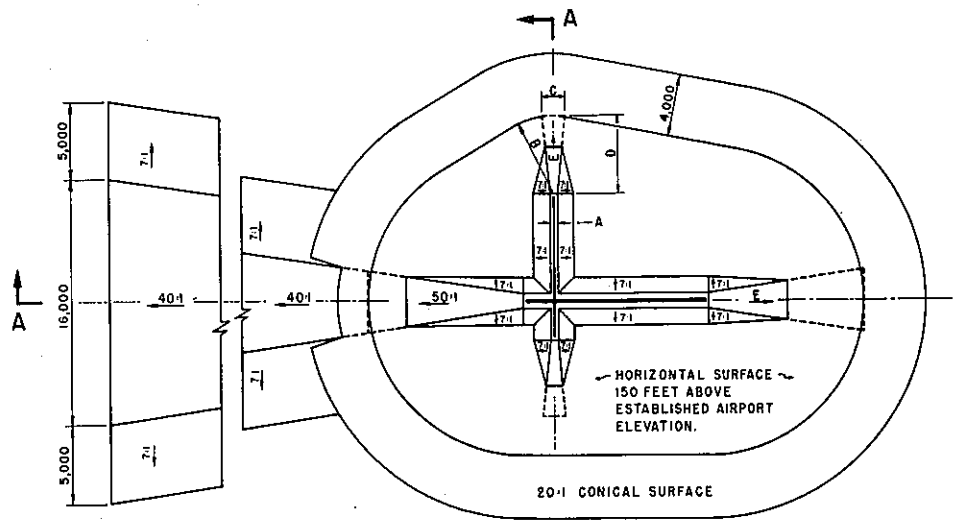
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

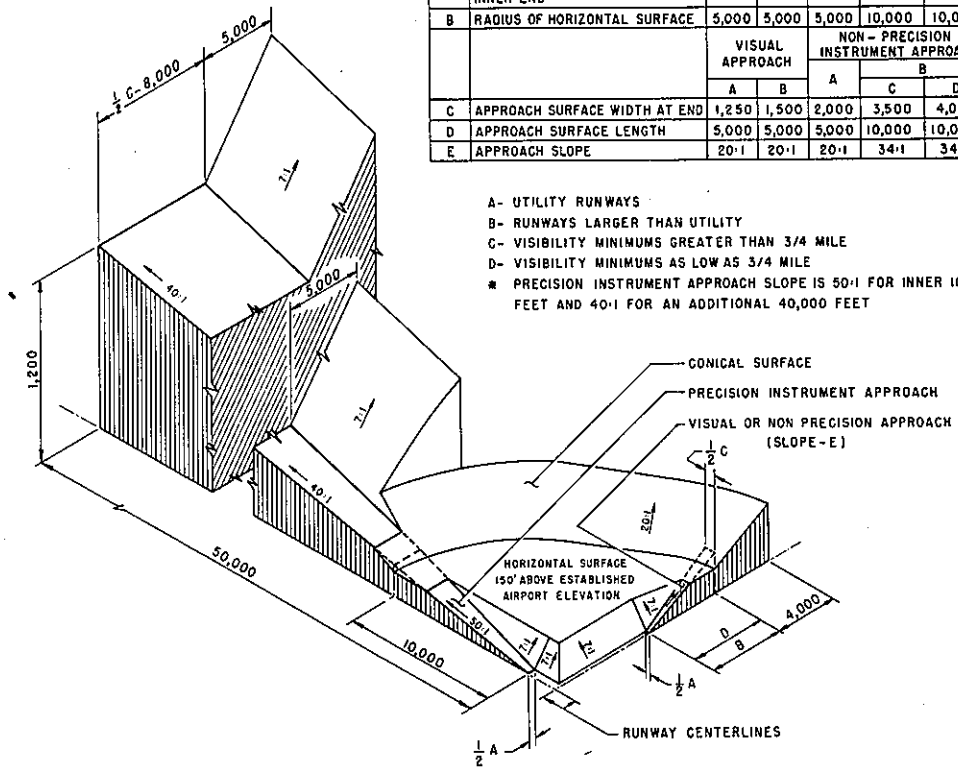
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	B		
					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		
					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



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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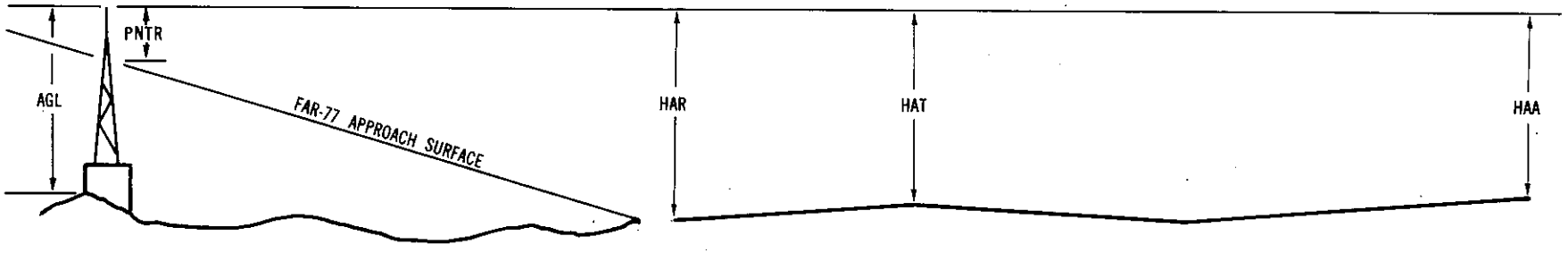

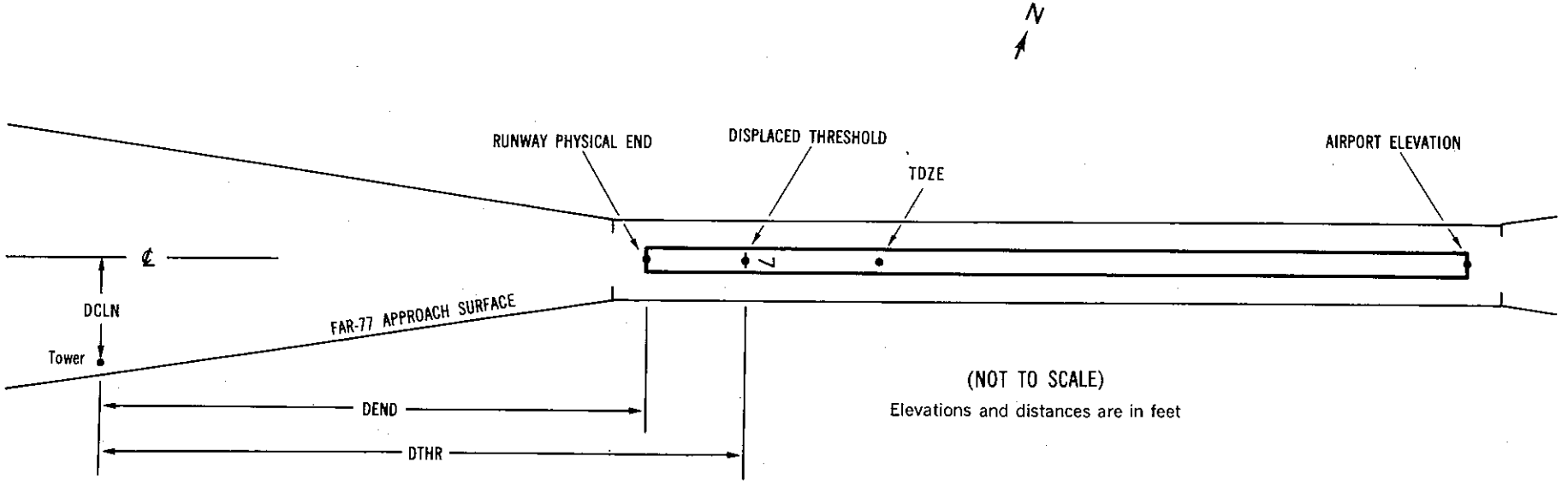

(NOT TO SCALE)

Elevations and distances are in feet

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).

OC5163

AIRPORT ELEVATION 6255

12 SUPLC 6236/6250 391812.524N 11451 3.759W 3203849

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	391733.15	1145025.58	1A	6257		21	7	2	-4984		205R	2
RUBBLE PILE	391813.08	1145107.34	1A	6236		0	-14	-19	222		182R	-1
LEVEE	391816.67	1145108.19	1A	6235		-1	-15	-20	545		4R	-11

30 SUPLC 6255/6255 391734.750N 1145023.898W 1403914

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	391733.15	1145025.58	1A	6257		2	2	2	41		205L	2
ROAD (N)	391731.79	1145015.48	1A	6272		17	17	17	651		322R	4
LEVEE	391729.72	1145018.59	1A	6258		3	3	3	658		0L	-10
POLE	391730.19	1145014.57	1A	6295		40	40	40	822		275R	22
POLE	391720.66	1145013.68	1A	6301		46	46	46	1611		283L	4

36 C 6255/6255 391734.327N 1145023.422W 1934641

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	391832.47	1145008.28	1A	6220		-35	-35	-35	-5997		245L	0
SIGN	391733.15	1145025.58	1A	6257		2	2	2	156		136L	2
ROAD (N)	391726.26	1145030.73	1A	6273		18	18	18	930		363L	-3
POLE	391724.89	1145031.38	1A	6285		30	30	30	1076		380L	4
LEVEE	391723.71	1145026.74	1A	6262		7	7	7	1105		3R	-20
ANTENNA ON BUILDING	391722.76	1145031.91	1A	6290		35	35	35	1296		370L	3
ANTENNA ON BUILDING	391721.04	1145031.75	1A	6293		38	38	38	1462		316L	1
POLE	391719.73	1145031.27	1A	6290		35	35	35	1582		247L	-6
POLE	391717.04	1145031.26	1A	6294		39	39	39	1846		182L	-9
POLE	391714.53	1145031.15	1A	6293		38	38	38	2090		113L	-18

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AIRPORT ELEVATION 6255

18 C 6220/6238 391831.885N 11450 5.255W 0134652

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	391733.15	1145025.58	1A	6257		37	19	2	-6152		136R	2
GROUND	391832.47	1145008.28	1A	6220		0	-18	-35	1		245R	0

OC5163

AIRPORT ELEVATION 6255

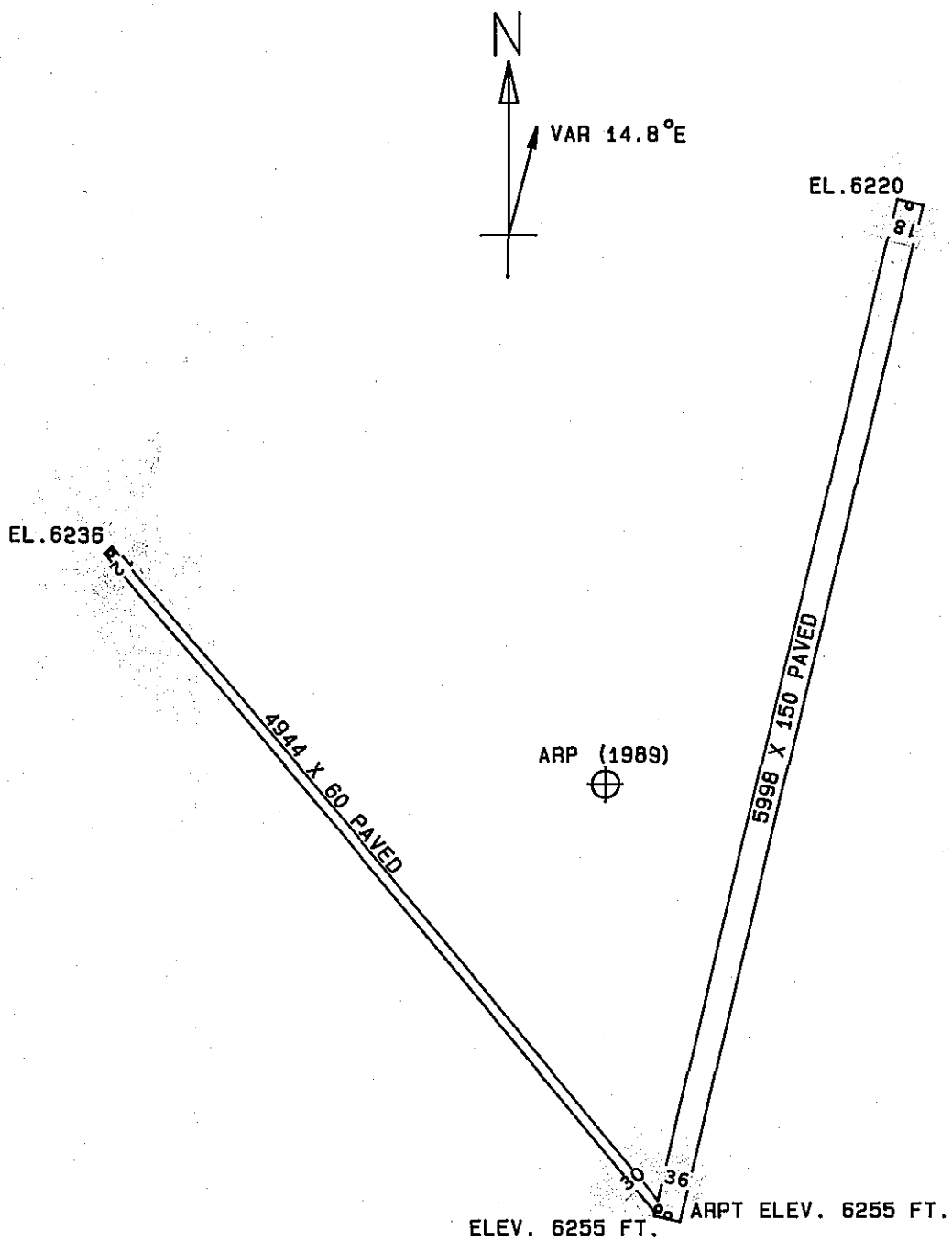
ARP 391758.828N 1145027.663W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL ON ANEMOMETER POLE	391802.15	1145023.92	1A	6260		5	26 22	447
OL ON WINDSOCK	391806.94	1145023.01	1A	6261		6	9 13	899
WINDSOCK	391800.23	1145008.97	1A	6257		2	69 41	1477
OL ON POLE	391746.71	1145041.89	1A	6257		2	207 34	1660
OL ON VOR/DME	391753.47	1145050.83	1A	6272		17	238 37	1900
ROD ON OL AIRPORT BEACON	391805.79	1145001.72	1A	6294		39	56 8	2158
HANGAR	391738.03	1145035.54	1A	6267		12	181 36	2193
ANTENNA ON BUILDING	391735.24	1145032.97	1A	6290		35	175 7	2422
ROD ON POLE	391734.77	1145032.09	1A	6300		45	173 21	2459
WINDSOCK ON HANGAR	391731.02	1145030.69	1A	6310		55	170 2	2824
TREE	391728.75	1145031.35	1A	6302		47	170 38	3057
ANTENNA ON OL TOWER	391720.57	1144950.72	1B	6336		81	128 19	4839
GROUND	391735.01	1144829.39	1B	6410		155	89 43	9606
POLE	391706.53	1145210.28	1B	6474		219	221 57	9648
TREE	391715.88	1145231.27	2C	6773		518	231 7	10645
TREE	391735.85	1145243.06	2C	6524		269	242 53	10896
TREE	391720.76	1145243.07	2C	6772		517	235 19	11321
TREE	391700.87	1145232.22	2C	7176		921	224 18	11415
POLE	391814.81	1144757.99	2C	6580		325	67 22	11877
GROUND	391634.25	1144840.88	2C	6421		166	120 44	11989
POLE	391751.01	1144752.45	2C	6639		384	78 54	12228
POLE	391834.34	1144758.58	1B	6551		296	58 9	12257
POLE	391849.05	1144802.95	1B	6501		246	51 7	12459
GROUND	391708.52	1144757.86	2C	6616		361	98 34	12831
POLE	391723.38	1144750.74	2C	6699		444	91 24	12848
POLE	391900.76	1144802.31	1B	6484		229	46 27	13030
POLE	391718.37	1144747.83	2C	6731		476	93 14	13216
TREE	391717.23	1145309.51	2C	7300		1045	236 55	13402
GROUND	391801.82	1144734.07	2C	6693		438	73 55	13650
POLE	391658.21	1144746.99	2C	6752		497	101 5	14043
GROUND	391825.04	1144725.23	2C	6738		483	64 43	14584
OL ON RADIO TOWER	391549.85	1145153.13	2A	6557	205	302	192 27	14678
POLE	391646.95	1144743.41	2C	6788		533	104 34	14822

AIRPORT ELEVATION 6255

ARP 391758.828N 1145027.663W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	391632.94	1145304.27	2C	7105		850	220 0	15071
GROUND	391812.79	1144709.29	2C	6408		153	70 0	15658
TREE	391923.27	1144724.53	2C	6650		395	44 30	16739



TOUCHDOWN ZONE RUNWAY	ELEVATION
12	6250
30	6255
36	6255
18	6238

ELY AIRPORT-YELLAND FIELD

ELY, NEVADA

(NOT TO SCALE)