OBSTRUCTION

DATA SHEET

ODS 6841
MAMMOTH - JUNE LAKES AIRPORT
MAMMOTH LAKES, CALIFORNIA

DIGITIZED FROM

OC 6841
SURVEYED APRIL 1991
2ND EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
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FOR THE FEDERAL AVIATION ADMINISTRATION

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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.
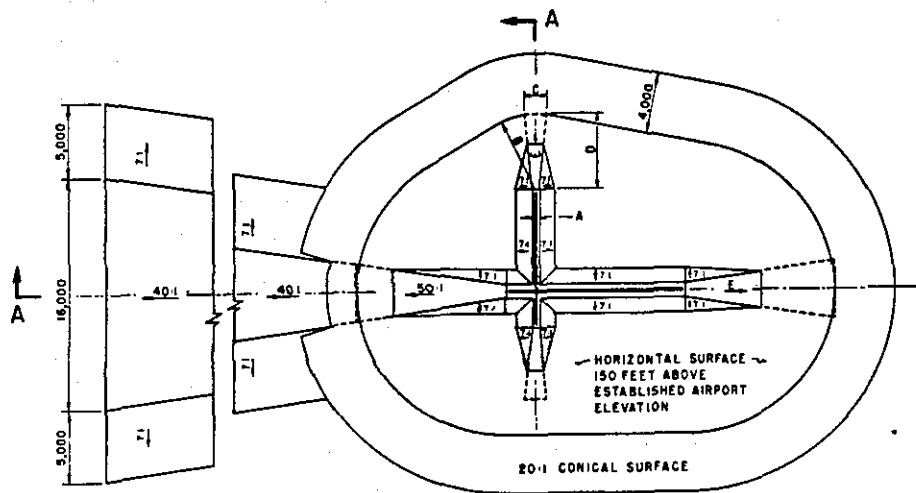
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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	*
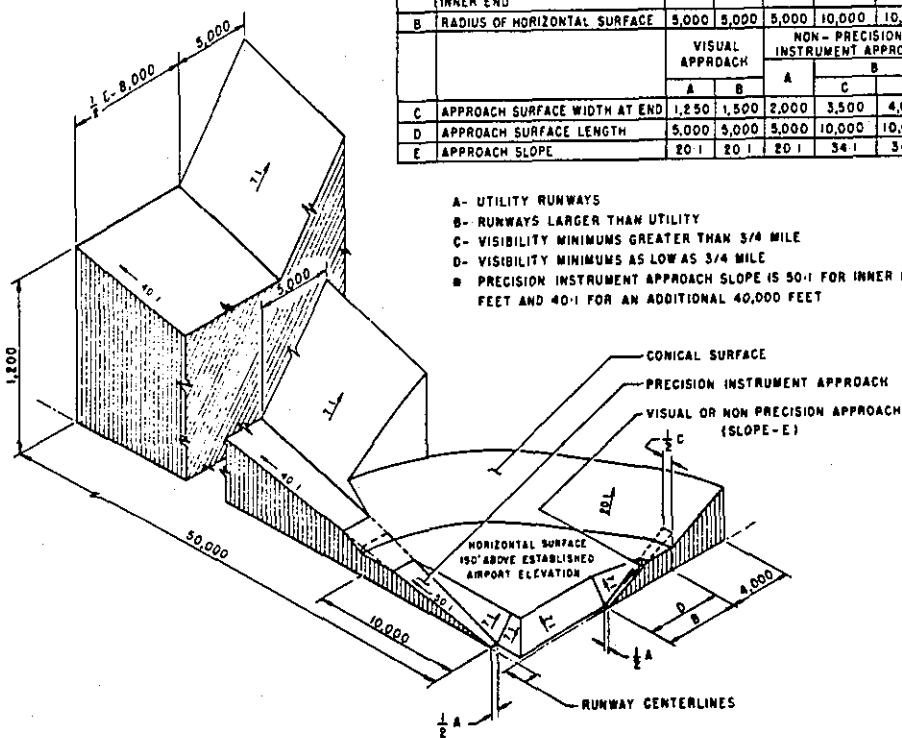
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

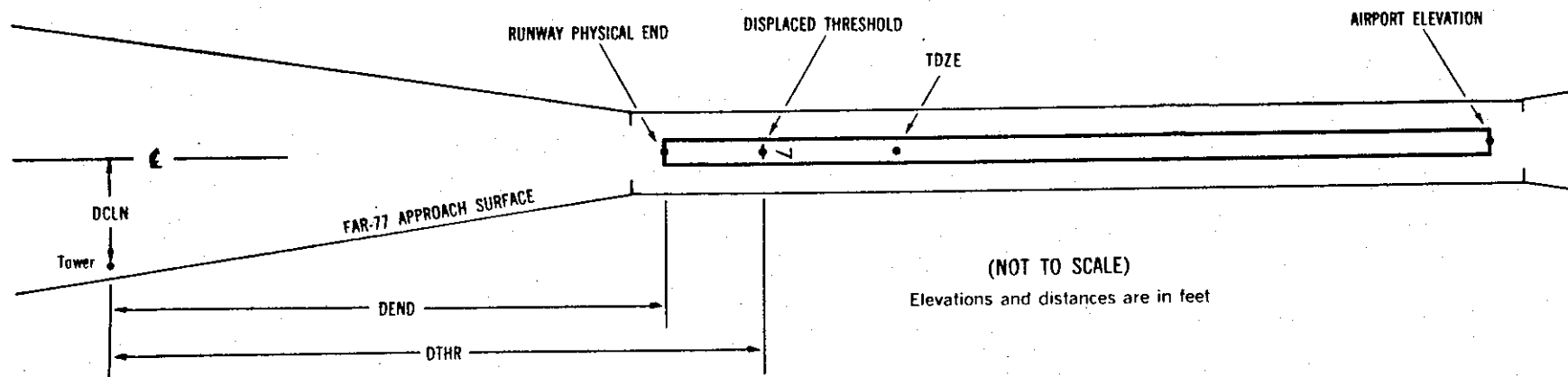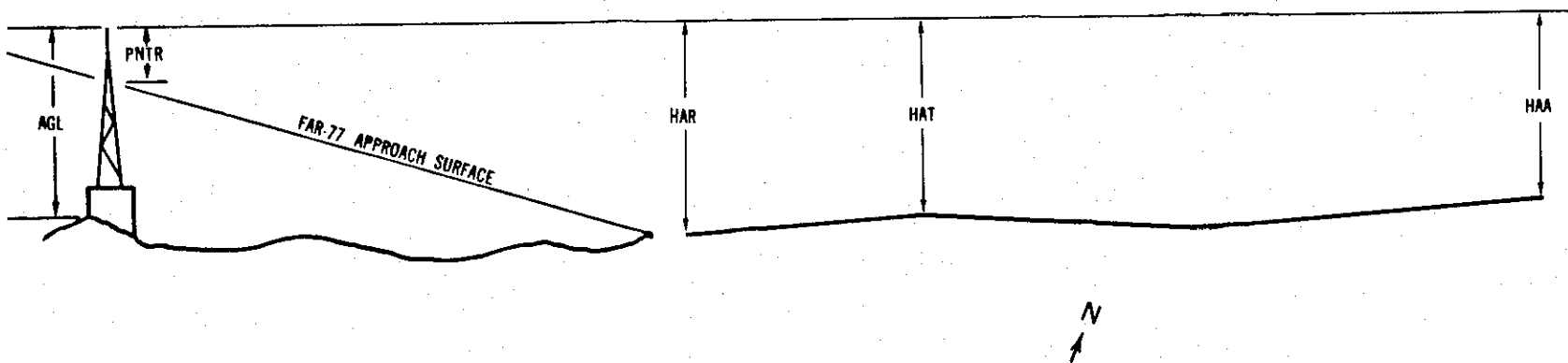FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

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

****

(NOT TO SCALE)

Elevations and distances are in feet

3

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).

OC6841

AIRPORT ELEVATION 7128

9   SUPLC 7128/7128   373738.051N   1185057.114W   2885704

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	373736.68	1185100.61	1A	7136		8	8	8	221		222R	7

27   SUPLC 7056/7092   373715.575N   1184934.853W   1085754

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LIGHT STANDARD	373707.21	1184920.75	1A	7079		23	-13	-49	1348		431L	-11
POLE	373707.46	1184918.65	1A	7079		23	-13	-49	1499		352L	-15

OC6841

AIRPORT ELEVATION 7128

ARP   373726.815N   1185015.982W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING		DISTANCE
GROUND	373724.49	1185018.27	1A	7103		-25	203	6	298
ROD ON OL ANEMOMETER	373731.26	1185014.69	1A	7128		0	357	59	462
LIGHT STANDARD	373723.26	1185019.85	1A	7146		18	205	51	476
LIGHT STANDARD	373721.38	1185018.90	1A	7147		19	188	9	598
BUSH	373720.84	1185005.69	1A	7098		-30	111	6	1025
WINDSOCK	373727.20	1185028.82	1A	7129		1	257	10	1034
FLOODLIGHT POLE	373736.36	1185023.02	1A	7142		14	314	38	1119
POLE	373728.19	1185034.96	1A	7151		23	260	12	1533
POLE	373724.87	1185036.36	1A	7159		31	248	10	1652
BEACON ON HANGAR	373737.23	1185033.42	1A	7144		16	291	54	1754
FLOODLIGHT POLE	373738.35	1185035.19	1A	7153		25	292	3	1936
FLOODLIGHT POLE	373739.64	1185039.95	1A	7158		30	288	57	2324
GROUND	373725.93	1184944.70	1A	7174		46	77	1	2519
TREE	373737.22	1184946.74	1B	7418		290	50	53	2577
TREE	373744.55	1184949.53	1B	7416		288	34	52	2783
HANGAR	373740.25	1185048.47	1A	7140		12	282	29	2946
POLE	373713.97	1184943.12	1A	7090		-38	101	10	2946
POLE	373711.14	1184944.41	1A	7096		-32	106	59	2994
OL ON POLE	373726.31	1184937.70	1A	7312		184	75	57	3080
HAZARD BEACON	373728.53	1184936.68	1A	7377		249	71	51	3167
GROUND	373723.64	1184935.88	1A	7136		8	80	41	3242
TREE	373732.28	1184935.29	1A	7447		319	65	25	3320
BUSH	373741.31	1185057.61	1A	7130		2	278	39	3656
TREE	373757.77	1184948.47	1B	7428		300	20	16	3834
TREE	373738.28	1184923.93	1B	7406		278	59	31	4345
TREE	373805.42	1184946.22	1B	7419		291	16	31	4581
TREE	373813.65	1185001.00	1B	7342		214	359	16	4888
GROUND	373659.01	1185108.20	1B	7556		428	221	12	5056
TREE	373643.24	1185047.14	1B	7408		280	194	38	5071
GROUND	373648.98	1185059.47	1B	7537		409	207	27	5186
TREE	373747.00	1184914.75	1B	7387		259	52	29	5332
TREE	373820.19	1185008.80	2C	7327		199	351	6	5429
GROUND	373659.76	1185117.50	1B	7583		455	226	4	5655

AIRPORT ELEVATION 7128

ARP   373726.815N   1185015.982W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	373825.42	1185016.04	2C	7334		206	344 57	5928
TREE	373752.38	1184903.74	1B	7382		254	51 1	6361
TREE	373755.64	1184856.88	2C	7326		198	50 23	7000
BUSH	373619.55	1185043.43	2C	7840		712	182 59	7153
GROUND	373620.55	1184928.88	2C	7733		605	135 31	7700
POLE	373742.97	1185152.93	1A	7165		37	266 50	7969
BUSH	373635.87	1184856.41	1B	7323		195	113 49	8219
TREE	373831.62	1184912.95	2C	7335		207	22 43	8287
BUSH	373557.40	1185029.22	2C	8208		1080	171 43	9107
TREE	373902.32	1185137.94	2C	7415		287	310 42	11695

N

VAR 15.0°E

ARPT ELEV. 7128 FT.

7000 X 100 PAVED

ARP (1991)

27

EL.7056
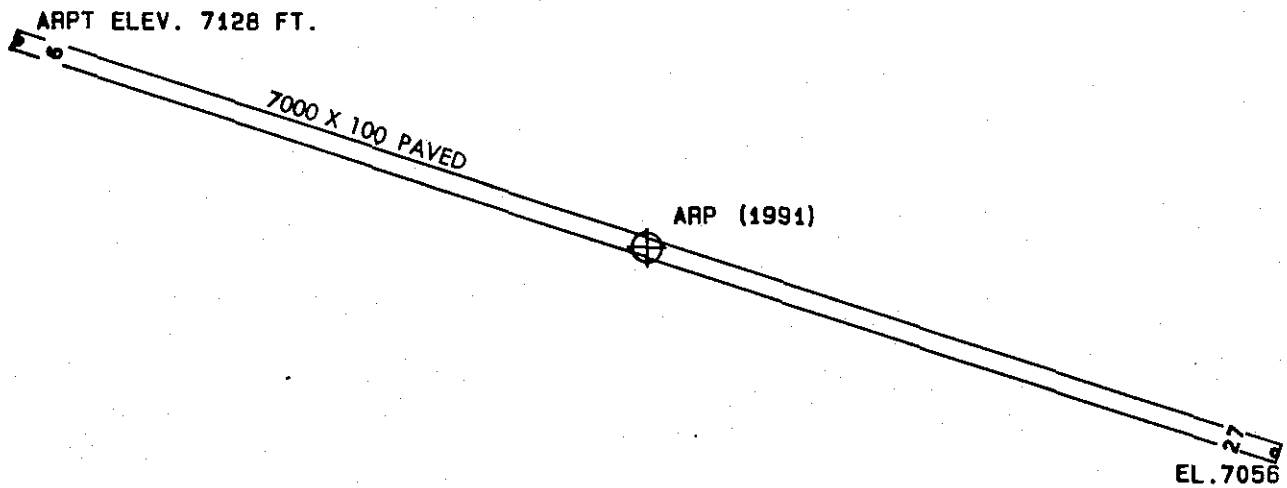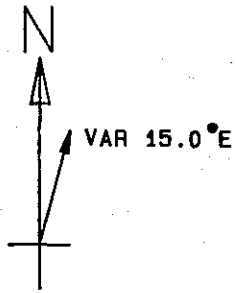
TOUCHDOWN ZONE
RUNWAY ELEVATION
9   7128
27   7092

MAMMOTH — JUNE LAKES AIRPORT

MAMMOTH LAKES, CALIFORNIA

(NOT TO SCALE)