

# OBSTRUCTION DATA SHEET

ODS 5730  
SANTA YNEZ AIRPORT  
SANTA YNEZ, CALIFORNIA

DIGITIZED FROM

OC 5730  
SURVEYED MARCH 1989  
1ST EDITION

WAITING  
FOR

PHOTO NEGS  
to be inserted



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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:

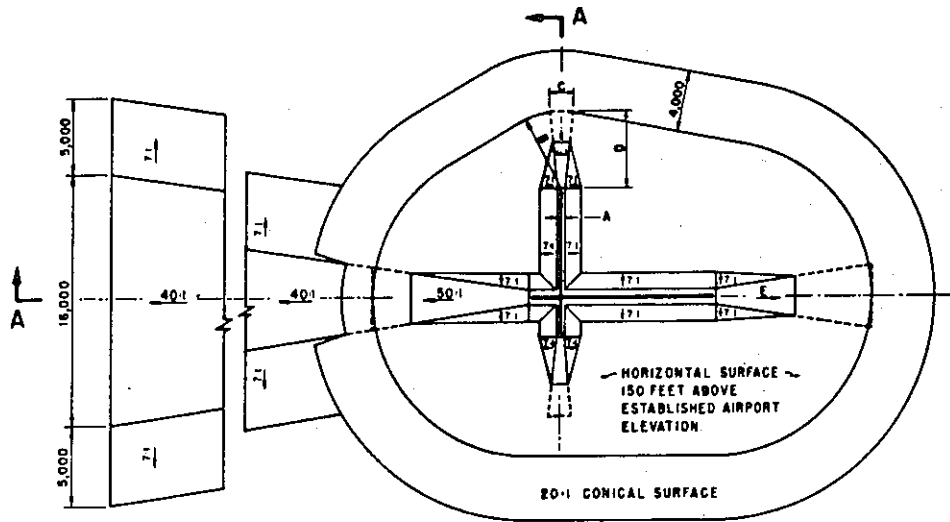
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

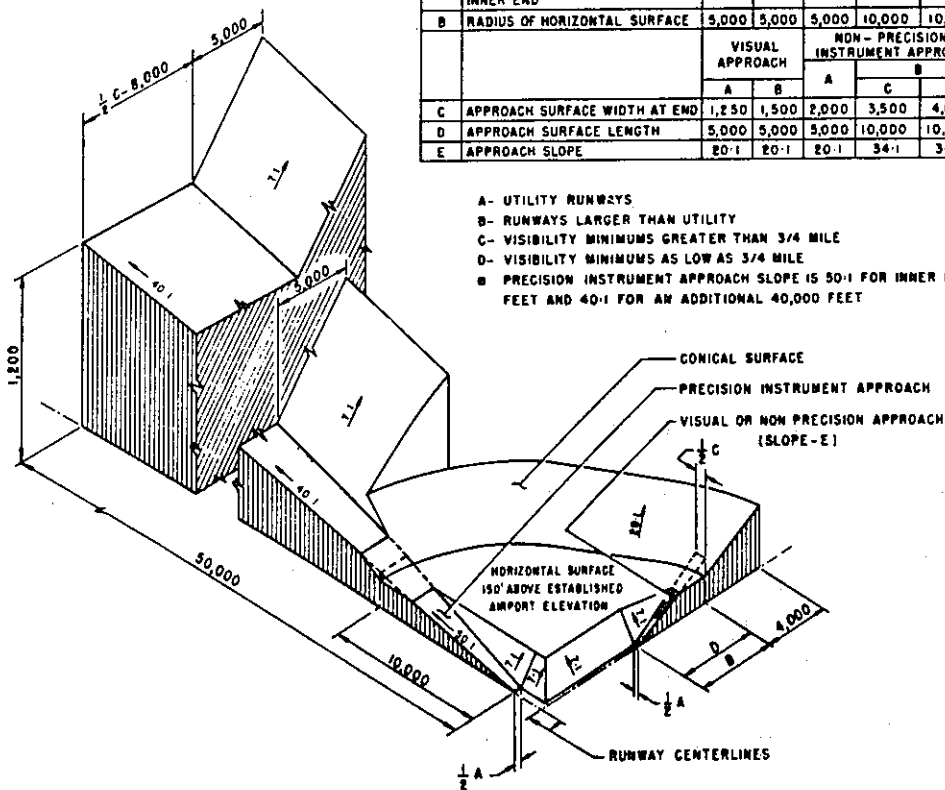
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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	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

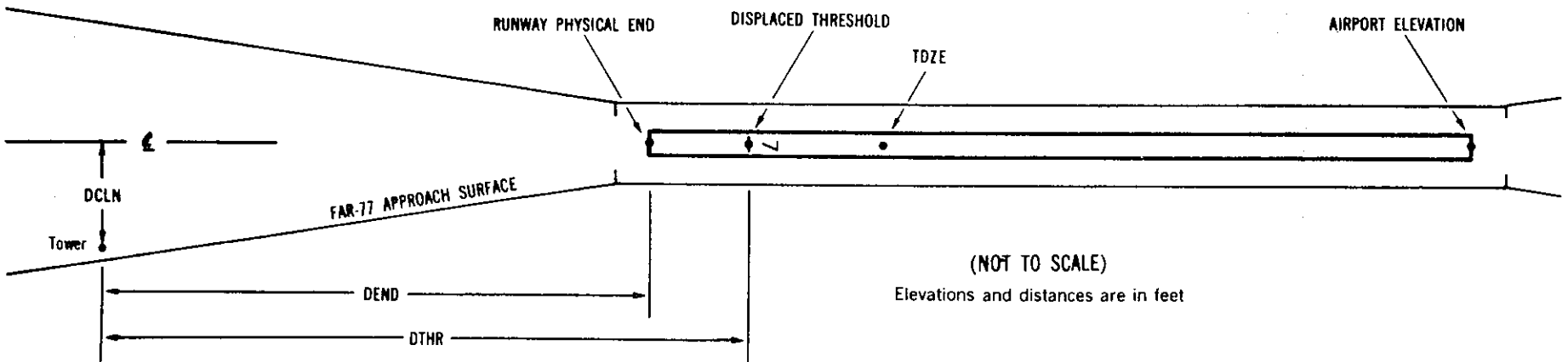
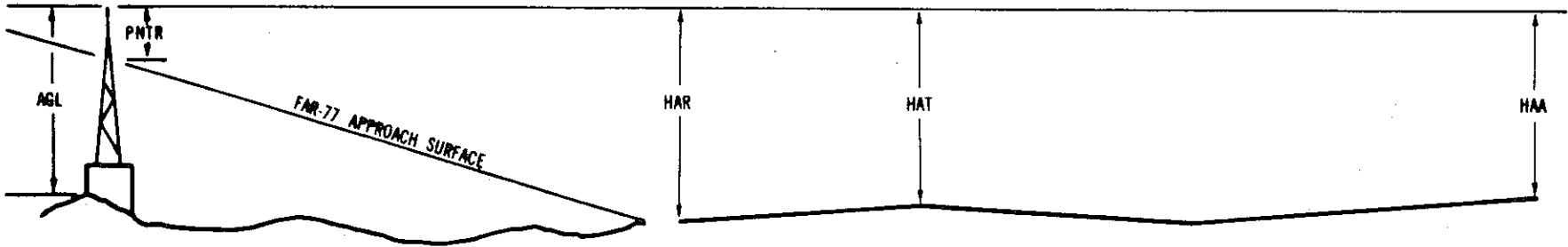
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

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

- 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  $\pm 10$  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).

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AIRPORT ELEVATION 671

B C 652/ 343626.572N 1200445.053W 2781344

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	343623.36	1200411.45	1A	675		23		4	-2826		81L	4
GROUND	343621.56	1200414.95	1A	669		17		-2	-2563		141R	0
WINDSOCK	343621.57	1200420.69	1A	679		27		8	-2088		209R	13
GROUND	343626.45	1200427.51	1A	666		14		-5	-1453		198L	3
GROUND	343628.09	1200436.66	1A	662		10		-9	-673		252L	5
GROUND	343629.02	1200445.64	1A	660		8		-11	84		238L	8
OL ON HANGAR	343629.79	1200448.76	1A	681		29		10	354		277L	24
TREE	343624.83	1200450.08	1A	693		41		22	391		234R	35
TREE	343630.65	1200452.08	1A	695		43		24	641		324L	30
FENCE POST	343630.31	1200453.45	1A	675		23		4	749		273L	7
GROUND	343629.38	1200453.88	1A	669		17		-2	770		175L	0
TREE	343630.44	1200458.99	1A	678		26		7	1209		220L	-4
TREE	343625.47	1200500.61	1A	684		32		13	1271		297R	0
TREE	343626.14	1200548.77	1A	712		60		41	5265		805R	-89

26 C 671/ 343622.601N 1200411.855W 0981403

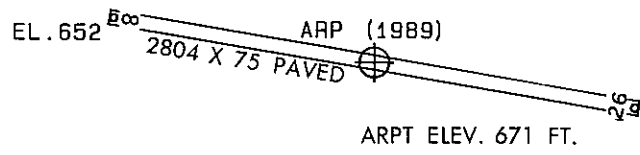
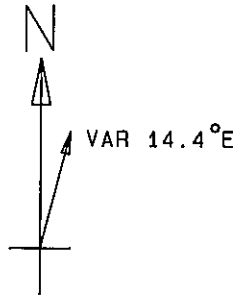
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	343629.02	1200445.64	1A	660		-11		-11	-2888		238R	8
GROUND	343628.09	1200436.66	1A	662		-9		-9	-2131		252R	5
GROUND	343626.45	1200427.51	1A	666		-5		-5	-1351		198R	3
WINDSOCK	343621.57	1200420.69	1A	679		8		8	-716		209L	13
GROUND	343621.56	1200414.95	1A	669		-2		-2	-241		141L	0
SIGN	343623.36	1200411.45	1A	675		4		4	22		81R	4
GROUND	343621.51	1200407.74	1A	675		4		4	357		60L	-1
BUILDING	343624.41	1200406.90	1A	684		13		13	384		240R	8
GROUND	343622.38	1200402.37	1A	684		13		13	788		91R	-4
SPRINKLER ON POST	343621.76	1200357.19	1A	698		27		27	1226		91R	-3
TREE	343615.75	1200342.37	1A	715		44		44	2539		332L	-25

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AIRPORT ELEVATION 671

ARP 343624.587N 1200428.454W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
NONDIRECTIONAL BEACON	343621.37	1200430.61	1A	692		21	194 38	372
FLOODLIGHT	343629.64	1200428.18	1A	702		31	348 12	511
TREE	343630.46	1200424.98	1A	721		50	11 39	661
HANGAR	343628.20	1200435.05	1A	681		10	289 8	661
ANEMOMETER	343629.80	1200423.10	1A	714		43	25 57	691
ROD ON OL AIRPORT BEACON	343631.40	1200431.74	1A	714		43	323 52	741
FLOODLIGHT	343626.96	1200415.44	1A	702		31	63 9	1114
HANGAR	343629.00	1200441.09	1A	678		7	278 29	1147
HANGAR	343629.82	1200444.72	1A	683		12	276 52	1459
FENCE POST	343617.50	1200403.45	1A	681		10	94 30	2209
TREE	343615.43	1200401.36	1A	704		33	97 49	2447
TREE	343708.10	1200308.68	1B	815		144	42 11	7988
GROUND	343706.47	1200241.91	1B	844		173	50 10	9861
GROUND	343716.53	1200232.38	1B	825		154	47 10	11032
TREE	343659.47	1200638.03	1B	810		139	273 39	11391
TREE	343436.76	1200519.31	2C	903		232	186 55	11701
GROUND	343723.40	1200221.28	2C	870		199	46 22	12179
TREE	343618.84	1200157.94	2C	930		259	78 14	12595
TREE	343625.60	1200153.54	2C	915		244	75 8	12950
TREE	343631.47	1200152.39	2C	902		231	72 32	13064
TREE	343408.87	1200439.73	2C	1359		688	169 32	13753
ANTENNA	343557.62	1200715.58	2C	817		146	244 34	14235
TREE	343444.48	1200225.21	2C	1323		652	120 4	14443
TREE	343432.95	1200229.18	2C	1417		746	124 8	15060



SANTA YNEZ AIRPORT  
SANTA YNEZ, CALIFORNIA  
(NOT TO SCALE)