



- NOTES:**
1. All elevations are in feet above mean sea level (MSL).
 2. Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
 3. The existing width of the FAR Part 77 Primary Surfaces, which are 250 feet, have been applied to the airport historically and therefore have been retained. This is a deviation from the Part 77 standard of 500 feet for runways serving small aircraft only with a non-precision instrument approach procedure.
 4. For obstructions within the approaches and airport property see sheet 5.
 5. Poles are to be moved to the north side of the railroad tracks.

Source of data for object elevations and locations: Airport Obstruction Chart Fullerton Municipal Airport, Fullerton, California; Published July 1990. Visually verified March 2003.

OBJECTS WITHIN THRESHOLD SITING SURFACES

OBS. No.	DESCRIPTION	ELEV.	PENETR.	RUNWAY	PROPOSED ACTION
8	TREE	142	26	24	TO REMAIN
9	HOPPER	139	13	24	NO PENETRATION
10	POLE	135	21	24	PROVIDE OL
11	BUILDINGS (11 FEET)	130	24	24	TO REMAIN
13	POLE	130	27	24	PROVIDE OL

23-48 SEE SHEET 5
 *Building not to be obstruction lighted because taller objects in the area (objects 10 and 13) will be obstruction lighted.

PART 77 OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION
2	TREE	142	27	TRANSITIONAL	TO REMAIN
3	LIGHT STANDARD	141	24	TRANSITIONAL	TO REMAIN
4	ANTENNA	141	-28	TRANSITIONAL	NO PENETRATION
5	POLE	128	-10	TRANSITIONAL	NO PENETRATION
6	OL POLE	118	6	TRANSITIONAL	SEE NOTE 5
7	OL POLE	119	15	TRANSITIONAL	SEE NOTE 5
8	TOWER	139	-28	TRANSITIONAL	NO PENETRATION
9	OL ON BUILDING	217	-28	HORIZONTAL	NO PENETRATION
10	POLE	135	19	TRANSITIONAL	PROVIDE OL
11	BUILDINGS (11 FEET)	130	-2	TRANSITIONAL	NO PENETRATION
12	TREE	155	-19	TRANSITIONAL	NO PENETRATION
13	POLE	130	-2	TRANSITIONAL	NO PENETRATION
14	TREE	125	0	TRANSITIONAL	NO PENETRATION
15	POLE	124	-10	TRANSITIONAL	NO PENETRATION
16	POLE	124	-10	TRANSITIONAL	NO PENETRATION
17	OL ON TOWER	225	-152	CONICAL	NO PENETRATION
18	OL ON TOWER	225	84	NA	NA
19	TREE	222	10	CONICAL	TO REMAIN
20	POLE	183	12	CONICAL	NO PENETRATION
21	POLE	183	12	CONICAL	NO PENETRATION
22	OL ON TOWER	227	-141	CONICAL	NO PENETRATION
23-48	SEE SHEET 5				

SURFACE ELEVATION

SURFACE	ELEV.
END OF RUNWAY 6	84.57
END OF RUNWAY 24	230
HORIZONTAL SURFACE	246
CONICAL SURFACE (UPPER LIMIT)	448
CONICAL SURFACE (0'-UPPER LIMIT)	324.57
APPROACH SURFACE (24'-UPPER LIMIT)	246.85

USGS MAPS USED FOR BASE

7.5 MIN. QUAD	DATE
LA HABRA (1981)	
LOS ALAMITOS (1981)	

- ABBREVIATIONS**
- ATCT Air Traffic Control Tower
 - Est. Estimated
 - FAR Federal Aviation Regulation
 - NA Not Applicable
 - OL Obstruction Light

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NO.	DATE	REVISION	BY	APP.

PART 77 AIRSPACE PLAN

PENETRATIONS TO FAR PART 77 HORIZONTAL, CONICAL AND OFF-AIRPORT TRANSITIONAL SURFACES

**FULLERTON MUNICIPAL AIRPORT
FULLERTON, CALIFORNIA**

**CITY OF FULLERTON
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DRAWN: AWS	DATE: MAY 2004	