

OBSTRUCTION DATA SHEET

ODS 5012
MERRILL C. MEIGS AIRPORT
CHICAGO, ILLINOIS

DIGITIZED FROM

OC 5012
SURVEYED NOVEMBER 1993
9TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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 No. 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 the OC depict a representation of objects that existed at the time of the OC field survey.

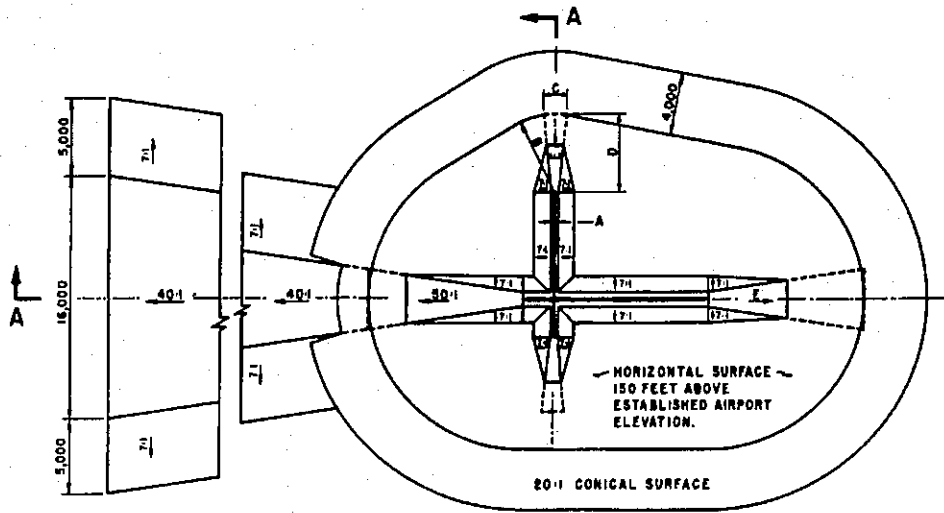
ODS information is arranged as follows:

1. Objects located in an FAR-77 approach or primary and listed with the associated runway (reference runway).
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:

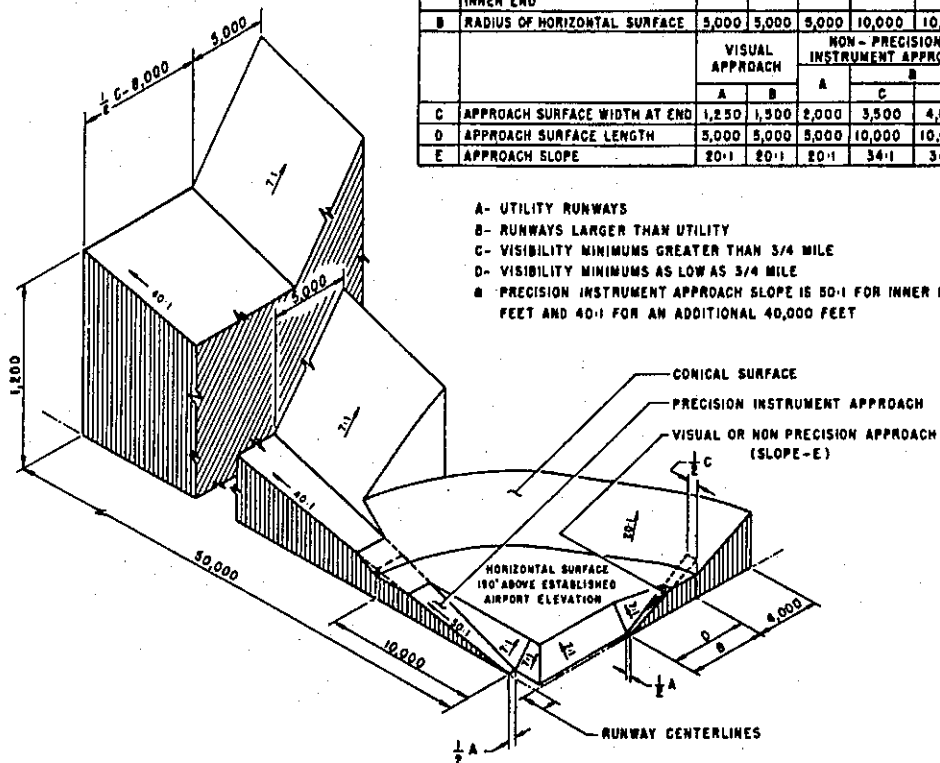
A(V) Utility runway - visual approach only
A(NP) Utility runway - nonprecision instrument approach
B(V) Nonutility runway - visual approach only
C Nonutility runway - nonprecision instrument
approach with visibility minimums greater than
3/4 mile
D Nonutility runway- nonprecision instrument approach
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.



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	10,000
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

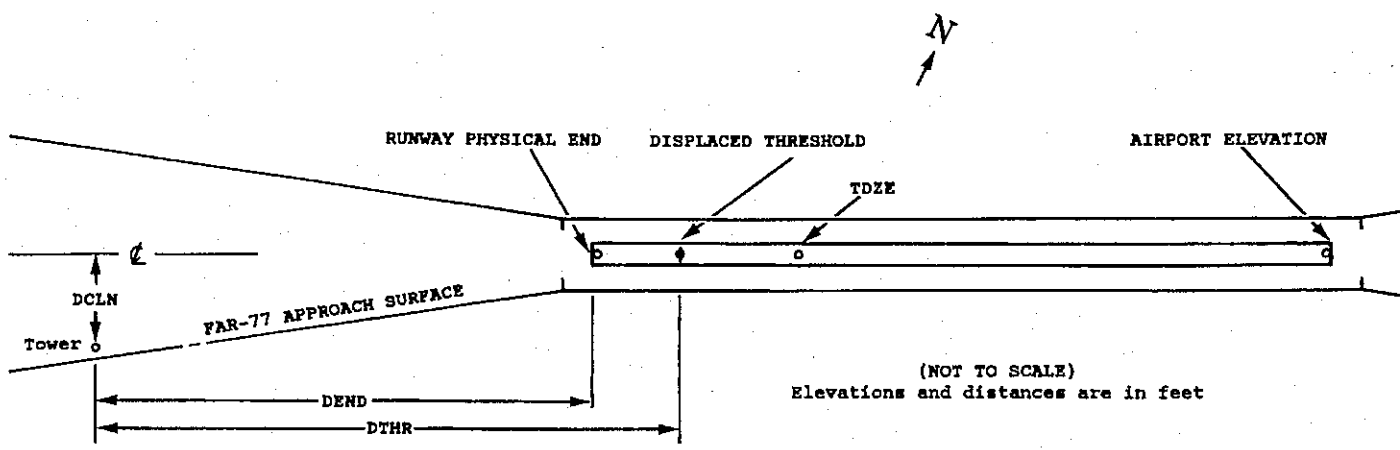
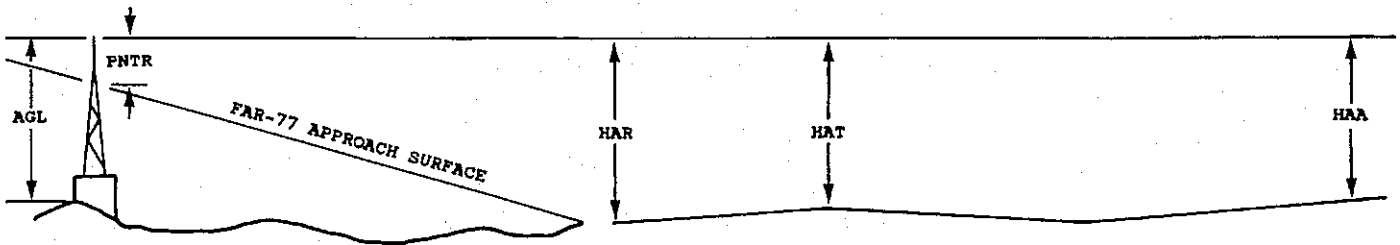
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	1	2	3	4	4	5	6	7	7			
	X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX			
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
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 areas 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 Elevation at approach end of reference runway/touchdown zone elevation
 - 4 Latitude and longitude at approach end of reference runway
 - 5 Geodetic azimuth of reference runway reckoned from north
 - 6 Elevation at reference runway displaced threshold/touchdown zone elevation
 - 7 Latitude and longitude at reference runway displaced threshold
 - 8 Accuracy codes: Horizontal(Ft.) Vertical(Ft.)
 1 = 20 A = 2
 2 = 40 B = 5
 C = 20
 - 9 Elevation above mean sea level (MSL) 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). AGL's are provided only for manmade objects appearing on the OC and equal to or greater than 200 feet AGL. AGL accuracy is 10 feet.
 - 11 HAA - Height above airport
HAR - Height above approach end of reference runway
HAT - Height above reference runway touchdown zone elevation
 - 12 DEND - Distance along reference runway centerline from point nearest to object (perpendicular) to approach end of runway
DTHR - Distance along reference runway centerline from point nearest to object (perpendicular) to displaced 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 that object is in primary on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

OC5012

AIRPORT ELEVATION 593

18 AV 591/ 415151.067 -873629.873 1765420. 592/ 593 415145.601 -873629.478

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	415144.28	-873627.86	1A	597		6	4	4	-695	-140	115L	5
ROAD(N)	415152.60	-873630.02	1A	606		15	13	13	155	709	3R	15
TREE	415157.74	-873632.09	1A	648		57	55	55	684	1238	131R	33
TREE	415159.67	-873631.28	1A	650		59	57	57	876	1430	59R	25

NOTE: Vessels may penetrate this approach surface.
Refer to local authorities for maximum vessel height.

36 AV 589/ 593 415112.610 -873627.092 3565422.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD(N)	415152.60	-873630.02	1A	606		17	13	13	-4054		3L	15
FENCE	415144.28	-873627.86	1A	597		8	4	4	-3204		115R	5

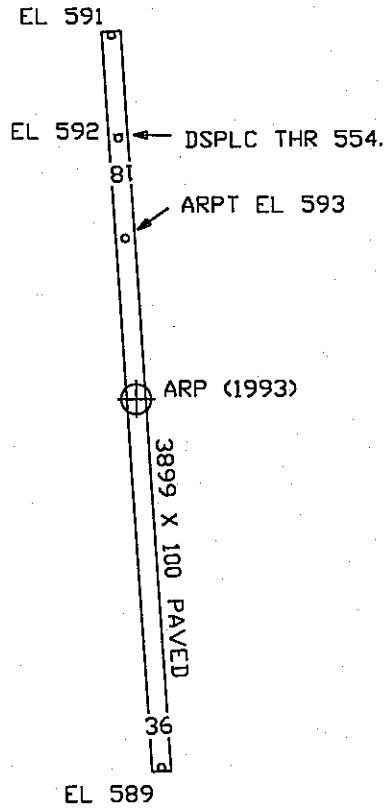
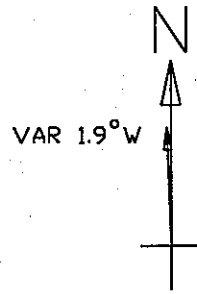
NOTE: Vessels may penetrate this approach surface.
Refer to local authorities for maximum vessel height.

OC5012

AIRPORT ELEVATION 593

ARP 415131.838 -873628.482

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
WSK ON BLDG	415127.88	-873634.34	1A	621		28	22946	598
ANT & APBN ON OL ATCT	415133.73	-873636.22	1A	649		56	29002	616
OL LT POLE	415139.72	-873625.78	1A	610		17	1617	824
WSK AT OL LT POLE	415143.23	-873625.05	1A	618		25	1435	1181
LT POLE	415145.74	-873633.22	1A	618		25	34736	1452
OL ON LTD WSK	415117.05	-873625.43	1A	600		7	17307	1514
LT POLE	415150.80	-873633.34	1A	618		25	35102	1954
LT POLE	415152.44	-873627.88	1A	622		29	308	2085
BLDG	415153.46	-873627.78	1A	602		9	317	2190
LT POLE	415153.37	-873632.74	1A	623		30	35329	2203
OL ON LT TWR	415155.32	-873624.22	1A	655		62	937	2399
TREE	415157.29	-873626.19	1A	653		60	545	2582
TREE	415157.78	-873635.59	1A	649		56	35019	2680
TREE	415157.54	-873637.23	1A	658		65	34737	2685
ROD ON OL BLDG	415105.63	-873637.60	1A	690		97	19628	2741
OL ON DOME	415158.78	-873624.44	1A	693		100	817	2744
BLDG	415111.49	-873703.59	1A	830	239	237	23407	3362
BLDG	415147.71	-873721.88	1A	877	288	284	29335	4348
VENT ON BLDG	415118.50	-873723.41	1A	886	292	293	25354	4371
ANT ON OL BLDG	415201.09	-873728.11	1A	904	315	311	30510	5397
ANT ON BLDG	415048.75	-873715.49	1A	806	212	213	22106	5629
ANT ON BLDG	415116.57	-873741.01	1A	805	211	212	25610	5702
BLDG	415206.63	-873728.19	1A	1028	439	435	30950	5728
ANT ON OL BLDG	415040.80	-873715.26	1A	868	269	275	21619	6263
ANT ON BLDG	415029.82	-873648.46	1A	782		189	19526	6458
STACK ON OL BLDG	415029.67	-873659.01	1A	795		202	20203	6704
ANT ON BLDG	415030.28	-873721.99	1A	829	230	236	21455	7431
ANT ON BLDG	415012.30	-873651.45	1A	811	212	218	19405	8237
ANT ON BLDG	415238.24	-873732.63	1A	1231	640	638	32604	8291
ANT ON OL BLDG	415005.66	-873650.27	1A	814	220	221	19236	8878
ANT ON BLDG	415242.71	-873747.52	1A	1195	601	602	32205	9340
MON ON BLDG	415239.47	-873756.15	1A	1204	611	611	31748	9532
OL TWR ON BLDG	415305.78	-873653.08	1A	1162	576	569	35049	9690
ANT ON OL BLDG	415305.31	-873659.06	1A	1003	417	410	34809	9740
ANT ON OL BLDG	415253.78	-873746.60	1A	1471	878	878	32625	10185
OL ANT ON BLDG	415306.67	-873717.55	1A	1780	1195	1187	34045	10292
OL TWR ON BLDG	415305.58	-873722.81	1A	1457	847	864	33829	10341



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
18	593
36	593

MERRILL C. MEIGS AIRPORT
CHICAGO, ILLINOIS
(NOT TO SCALE)
(ELEVATIONS AND DISTANCES IN FEET)