

OBSTRUCTION DATA SHEET

**ODS 120
DICKINSON MUNICIPAL AIRPORT
DICKINSON, NORTH DAKOTA**

DIGITIZED FROM

**OC 120
SURVEYED JULY 1991
3RD EDITION**



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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:

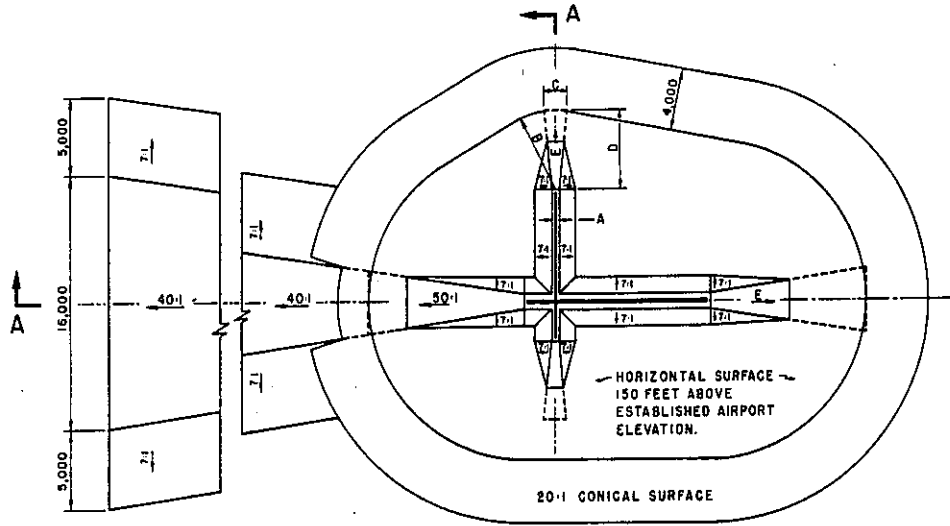
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

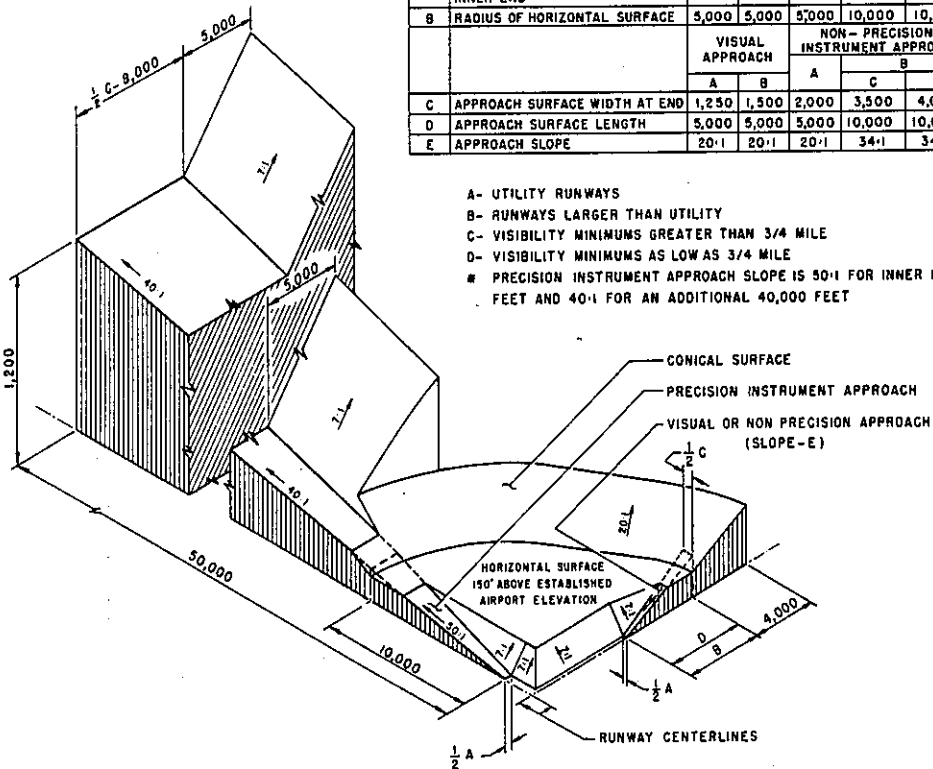
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	C	D	
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

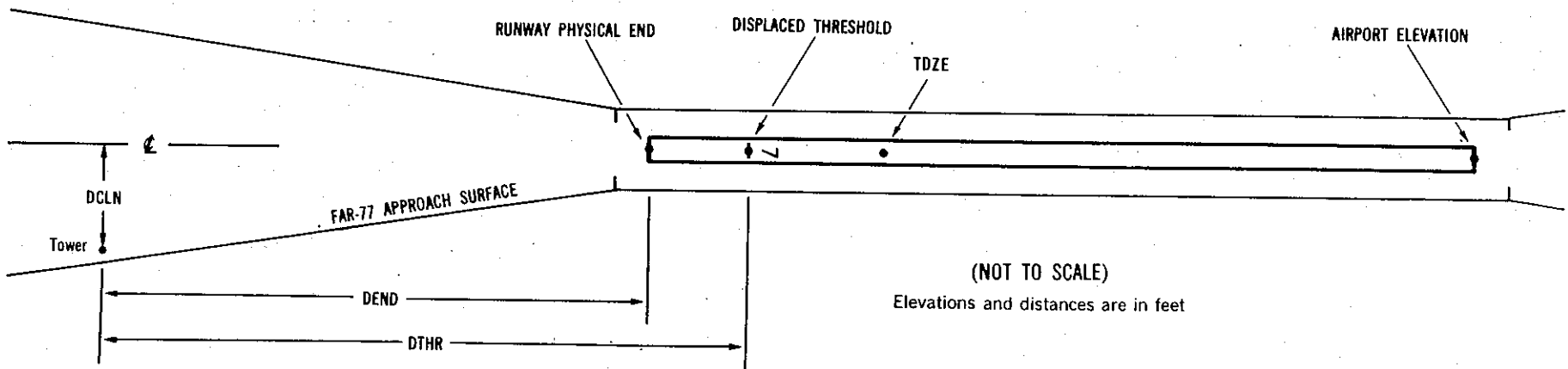
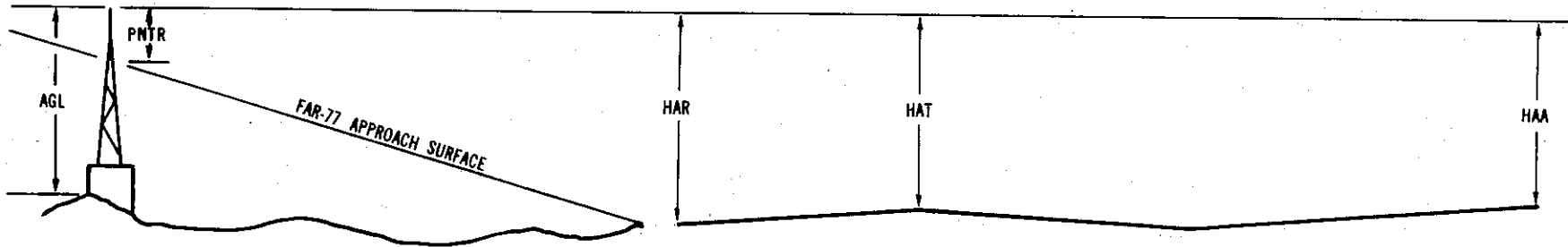
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X ¹	X ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXX.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
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



(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).

OC0120

AIRPORT ELEVATION 2590

7 A(V) 2571/2587 464748.748N 1024821.946W 2594446

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	464746.79	1024837.30	1A	2577		6	-10	-13	1087		5R	-38
GROUND	464743.46	1024851.15	1A	2588		17	1	-2	2095		166R	-78

25 A(V) 2590/2590 464754.728N 1024733.790W 0794521

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	464755.59	1024727.26	1A	2592		2	2	2	462		6R	-11
ROAD (N)	464756.25	1024721.35	1A	2616		26	26	26	879		2L	-8
FENCE POST	464756.80	1024712.88	1A	2614		24	24	24	1469		52L	-39

OC0120

AIRPORT ELEVATION 2590

14 D 2587/2587 464807.407N 1024817.785W 3302312

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	464722.87	1024734.95	1A	2590		3	3	0	-5395		362L	1
OL ON LIGHTED WINDSOCK	464728.47	1024740.86	1A	2599		12	12	9	-4699		285L	12
OL ON ANTENNA	464731.26	1024749.32	1A	2589		2	2	-1	-4162		87R	4
ANTENNA ON BUILDING	464731.94	1024752.51	1A	2591		4	4	1	-3993		247R	7
GROUND	464738.10	1024748.65	1A	2584		-3	-3	-6	-3583		295L	1
FENCE	464737.85	1024757.97	1A	2586		-1	-1	-4	-3285		281R	4
FENCE	464740.90	1024800.40	1A	2583		-4	-4	-7	-2933		276R	1
FENCE	464745.85	1024804.52	1A	2584		-3	-3	-6	-2355		276R	3
FENCE	464748.21	1024806.56	1A	2585		-2	-2	-5	-2077		282R	5
FENCE	464747.78	1024809.71	1A	2583		-4	-4	-7	-2006		494R	3
OL ON LIGHTED WINDSOCK	464752.85	1024812.76	1A	2588		1	1	-2	-1455		425R	6
OL ON LIGHTED WINDSOCK	464804.41	1024811.12	1A	2596		9	9	6	-493		253L	11
GROUND	464811.56	1024812.82	1A	2591		4	4	1	195		508L	4
ANTENNA ON BUILDING	464824.65	1024836.40	1A	2586		-1	-1	-4	2158		262R	-59
OL ON LOCALIZER	464826.27	1024833.41	1A	2579		-8	-8	-11	2199		OR	-67

OC0120

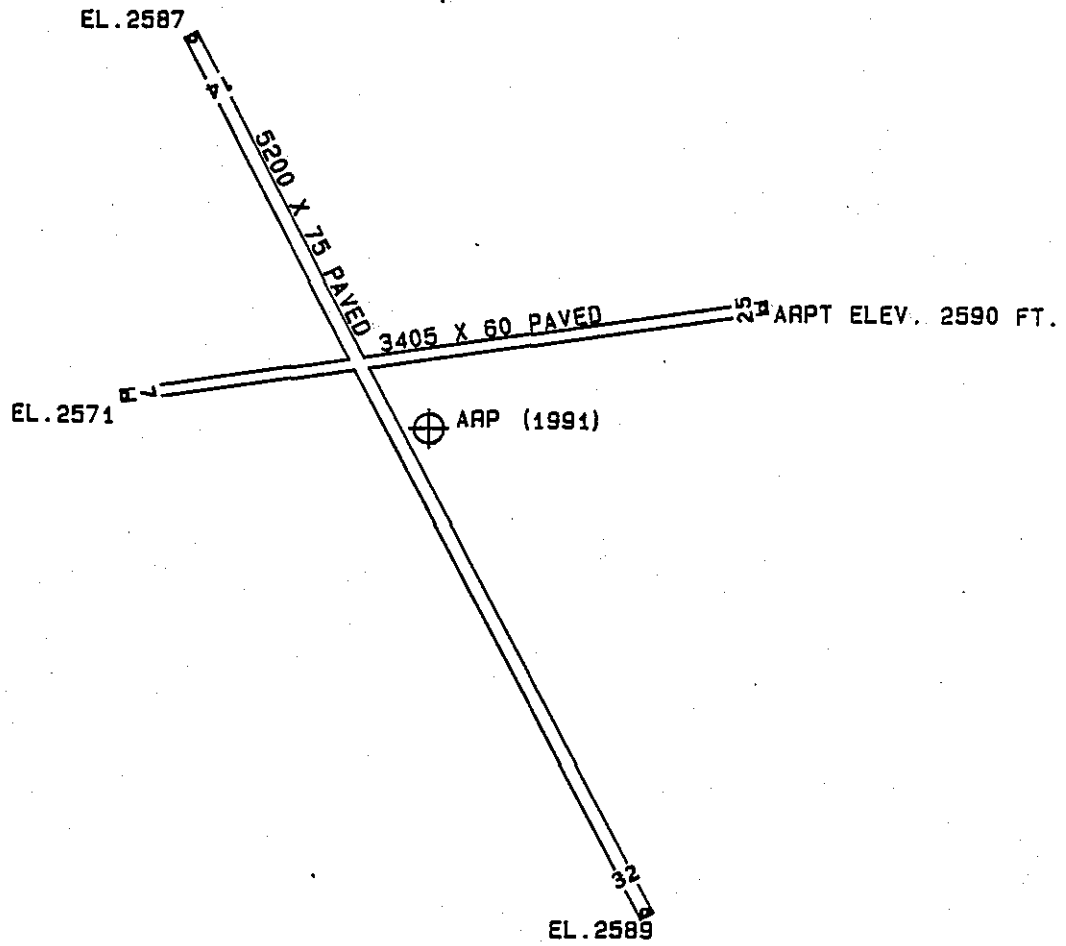
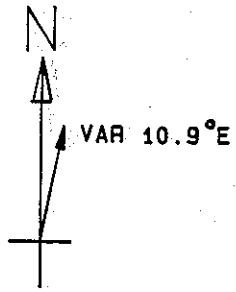
AIRPORT ELEVATION 2590

32 PIR 2589/2589 464722.785N 1024740.861W 1502339

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	464811.56	1024812.82	1A	2591		2	2	1	-5395		508R	4
OL ON LIGHTED WINDSOCK	464804.41	1024811.12	1A	2596		7	7	6	-4706		253R	11
OL ON LIGHTED WINDSOCK	464752.85	1024812.76	1A	2588		-1	-1	-2	-3745		425L	6
FENCE	464747.78	1024809.71	1A	2583		-6	-6	-7	-3193		494L	3
FENCE	464748.21	1024806.56	1A	2585		-4	-4	-5	-3123		282L	5
FENCE	464745.85	1024804.52	1A	2584		-5	-5	-6	-2845		276L	3
FENCE	464740.90	1024800.40	1A	2583		-6	-6	-7	-2267		276L	1
FENCE	464737.85	1024757.97	1A	2586		-3	-3	-4	-1915		281L	4
GROUND	464738.10	1024748.65	1A	2584		-5	-5	-6	-1616		295R	1
ANTENNA ON BUILDING	464731.94	1024752.51	1A	2591		2	2	1	-1207		247L	7
OL ON ANTENNA	464731.26	1024749.32	1A	2589		0	0	-1	-1037		87L	4
OL ON LIGHTED WINDSOCK	464728.47	1024740.86	1A	2599		10	10	9	-501		285R	12
GROUND	464722.87	1024734.95	1A	2590		1	1	0	196		362R	1
FENCE	464718.91	1024731.81	1A	2596		7	7	6	653		354R	-2
ROAD (N)	464713.37	1024721.54	1A	2596		7	7	6	1494		698R	-19

ARP 464747.725N 1024758.746W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
WINDSOCK	464756.67	1024753.06	1A	2599		9	12 40	989
OL ON LIGHTED WINDSOCK	464751.82	1024743.37	1A	2591		1	57 56	1147
ROD ON OL ANEMOMETER	464757.64	1024747.21	1A	2617		27	27 43	1286
FENCE	464746.20	1024822.25	1A	2577		-13	253 42	1642
GROUND	464809.97	1024811.30	1A	2592		2	327 55	2417
ROD ON OL AIRPORT BEACON	464812.66	1024758.43	1A	2653		63	349 36	2526
ROD ON OL DIRECTION FINDER	464812.72	1024804.15	1A	2640		50	340 39	2560
FENCE POST	464715.56	1024723.21	1A	2605		15	131 54	4091



TOUCHDOWN ZONE RUNWAY ELEVATION	
7	2587
25	2590
14	2587
32	2589

DICKINSON MUNICIPAL AIRPORT
 DICKINSON, NORTH DAKOTA
 (NOT TO SCALE)