

OBSTRUCTION DATA SHEET

**ODS 5104
DUPAGE AIRPORT
CHICAGO (WEST CHICAGO), ILLINOIS**

DIGITIZED FROM

**OC 5104
SURVEYED SEPTEMBER 1991
6TH 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:

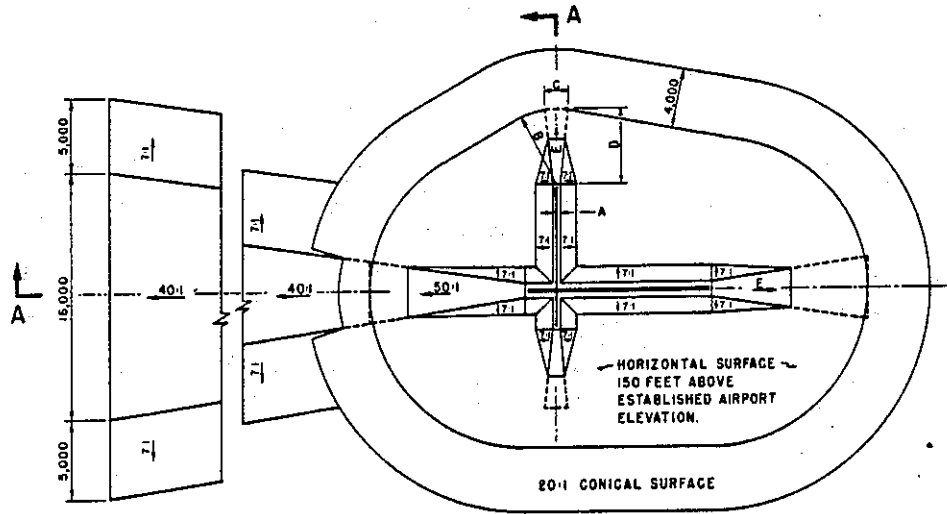
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

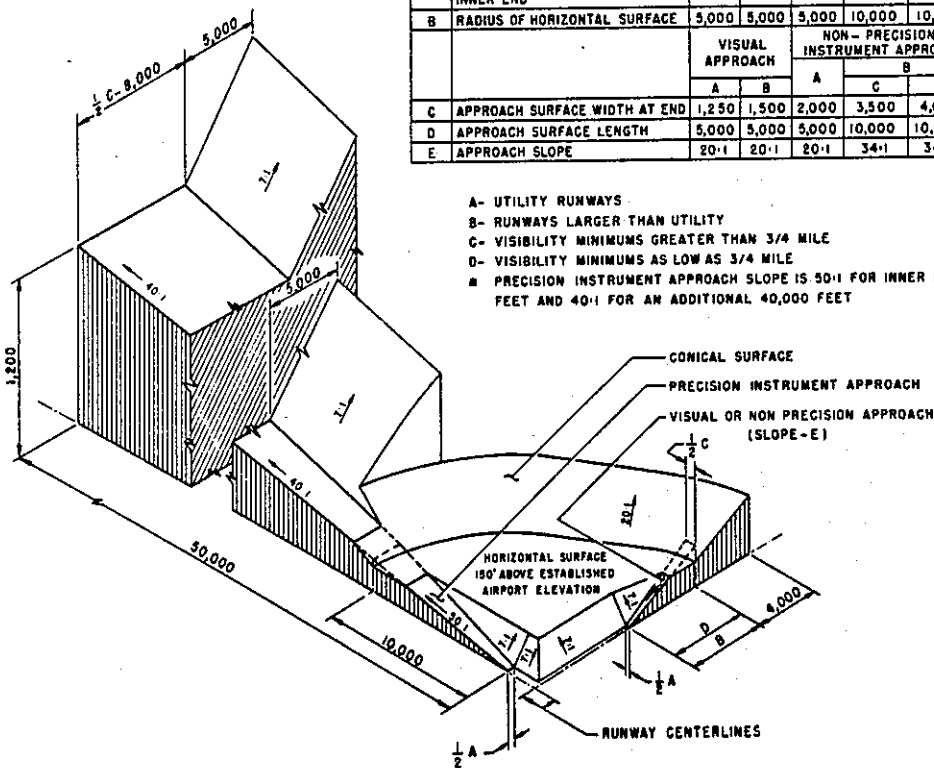
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	B		
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	B		
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	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

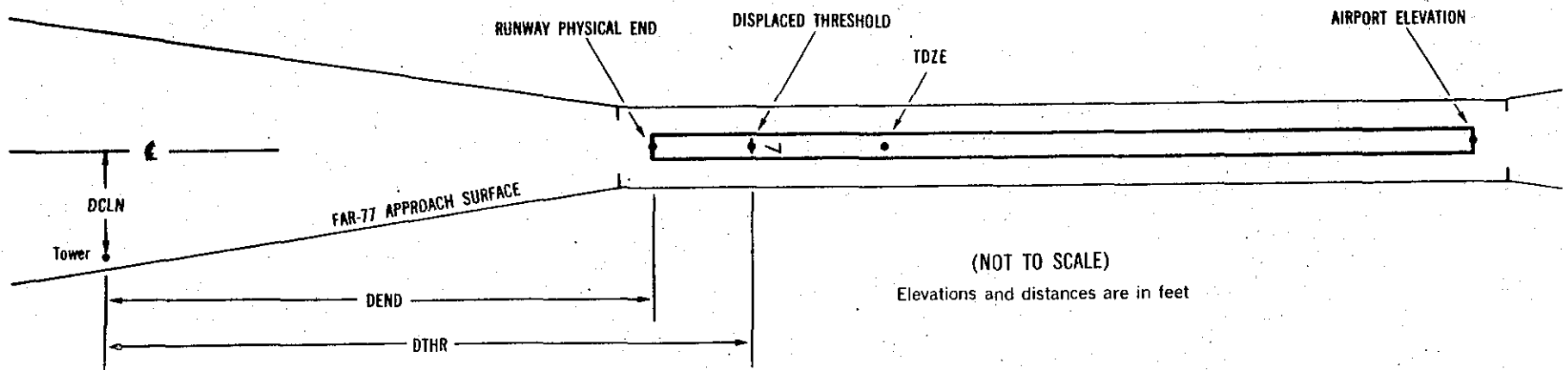
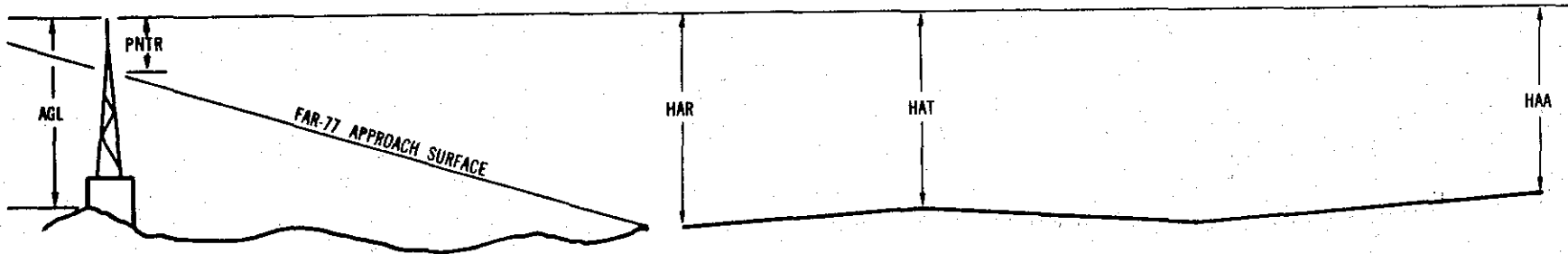
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

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).

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AIRPORT ELEVATION 758

10 PIR 753/756 415448.417N 0881530.301W 2760019

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GLIDE SLOPE	415444.01	0881518.42	1A	796		43	40	38	-940		350R	41
WINDSOCK	415449.64	0881525.12	1A	761		8	5	3	-376		164L	7
OL ON FLAGPOLE	415448.74	0881547.61	1A	779		26	23	21	1305		104R	4
VENT ON BUILDING	415449.72	0881548.71	1A	778		25	22	20	1398		14R	1
STACK (S 1 of 4)	415500.73	0881625.58	1A	839		86	83	81	4287		802L	4

28 C 756/ 415443.503N 0881427.821W 0960101 756/756 415444.268N 0881437.548W

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	415449.64	0881525.12	1A	761		5	5	3	-4374	-3634	164R	7
OL GLIDE SLOPE	415444.01	0881518.42	1A	796		40	40	38	-3811	-3071	350L	41
OL ON LOCALIZER	415442.73	0881417.93	1A	765		9	9	7	752	1491	OR	-7
ROAD (N)	415439.23	0881416.91	1A	773		17	17	15	866	1606	344L	-3
TREE	415445.90	0881415.89	1A	815		59	59	57	872	1611	336R	39
ROAD (N)	415436.93	0881416.86	1A	773		17	17	15	894	1634	575L	-3
TREE	415445.62	0881408.42	1A	827		71	71	69	1436	2176	367R	35
STACK	415443.62	0881406.01	1A	810		54	54	52	1639	2378	185R	12

15 A(V) 757/757 415509.116N 0881444.398W 3273253

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHT STANDARD	415514.49	0881451.81	1A	774		17	17	16	760		181R	-11
OL ON POLE	415515.74	0881452.38	1A	796		39	39	38	889		149R	5
OL ON POLE	415517.49	0881449.64	1A	793		36	36	35	928		120L	-1
TREE	415520.08	0881451.23	1A	815		58	58	57	1214		160L	7
TREE	415522.99	0881457.91	1A	836		79	79	78	1733		108R	2
TREE	415524.55	0881457.83	1A	836		79	79	78	1863		19R	-4

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AIRPORT ELEVATION 758

33 A(V) 758/ 415440.765N 0881420.264W 1473309 758/758 415442.353N 0881421.615W

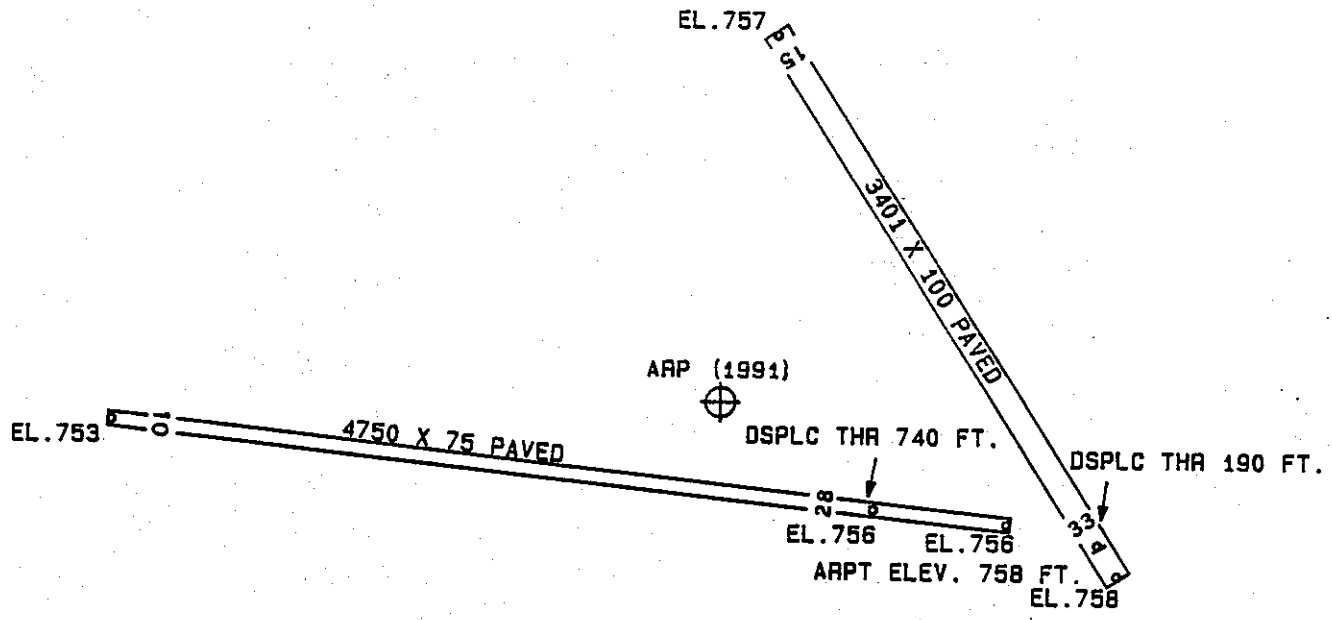
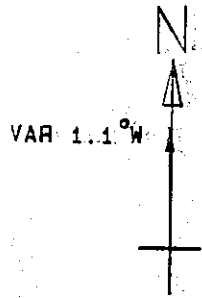
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	415439.23	0881416.91	1A	773		15	15	15	267	458	131R	12
ROAD (N)	415436.93	0881416.86	1A	773		15	15	15	466	656	9R	2
TREE	415431.10	0881414.13	1A	815		57	57	57	1075	1265	133L	13
TREE	415430.35	0881414.79	1A	816		58	58	58	1112	1302	216L	12
TREE	415425.66	0881404.88	1A	832		74	74	74	1914	2105	162R	-12

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AIRPORT ELEVATION 758

ARP 415449.708N 0881447.908W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
APBN & ANTENNA ON OL ATCT	415453.10	0881449.56	1A	816		58	341 10	365
ANTENNA ON OL TOWER	415454.80	0881503.10	1A	815		57	295 18	1259
LIGHTED WINDSOCK	415503.45	0881433.37	1A	768		10	39 25	1773
HANGAR	415450.50	0881421.48	1A	777		19	88 47	2000
TREE	415510.11	0881450.54	1A	807		49	355 36	2074
BUILDING	415448.86	0881418.68	1A	777		19	93 19	2212
OL ON LIGHT STANDARD	415514.72	0881445.65	1A	773		15	4 57	2538
FLAGPOLE	415454.54	0881521.52	1A	783		25	282 0	2588
TREE	415515.09	0881454.73	1A	831		73	349 45	2620
TREE	415515.67	0881444.24	1A	805		47	7 8	2642
SIGNAL POLE	415432.82	0881417.19	1A	780		22	127 27	2884
FLAGPOLE	415455.20	0881527.79	1A	790		32	281 33	3066
TREE	415520.20	0881448.25	1A	836		78	0 37	3086
TREE	415432.37	0881409.26	1A	808		50	122 5	3409
ANTENNA ON OL BUILDING	415512.17	0881522.14	1B	908		150	312 24	3445
ANTENNA ON HANGAR	415455.35	0881533.24	1A	782		24	280 34	3475
OL ON BUILDING	415456.83	0881547.35	1A	787		29	280 13	4552
TRANSMISSION TOWER	415520.02	0881321.77	1B	887		129	65 52	7199
TRANSMISSION TOWER	415351.17	0881323.30	1B	883		125	133 54	8720
TRANSMISSION TOWER	415549.70	0881321.33	1B	914		156	48 14	8928
TRANSMISSION TOWER	415557.10	0881321.24	1B	939		181	44 56	9458
OL ON TRANSMISSION TOWER	415405.22	0881254.41	1B	909		151	118 47	9692
ANTENNA ON OL TANK	415402.53	0881256.24	1B	950		192	120 35	9701
TRANSMISSION TOWER	415604.32	0881321.16	1B	927		169	42 4	10002
TRANSMISSION TOWER	415610.17	0881327.36	1B	913		155	37 53	10169
ROD ON OL RADIO MAST(NE)	415427.85	0881741.27	1B	917		159	261 32	13294



TOUCHDOWN ZONE RUNWAY ELEVATION	
10	756
28	756
15	757
33	758

DUPAGE AIRPORT
CHICAGO (WEST CHICAGO), ILLINOIS
(NOT TO SCALE)