

# OBSTRUCTION DATA SHEET

ODS 5305  
DEVILS LAKE MUNICIPAL AIRPORT  
DEVILS LAKE, NORTH DAKOTA

DIGITIZED FROM

OC 5305  
SURVEYED SEPTEMBER 1993  
7TH 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.

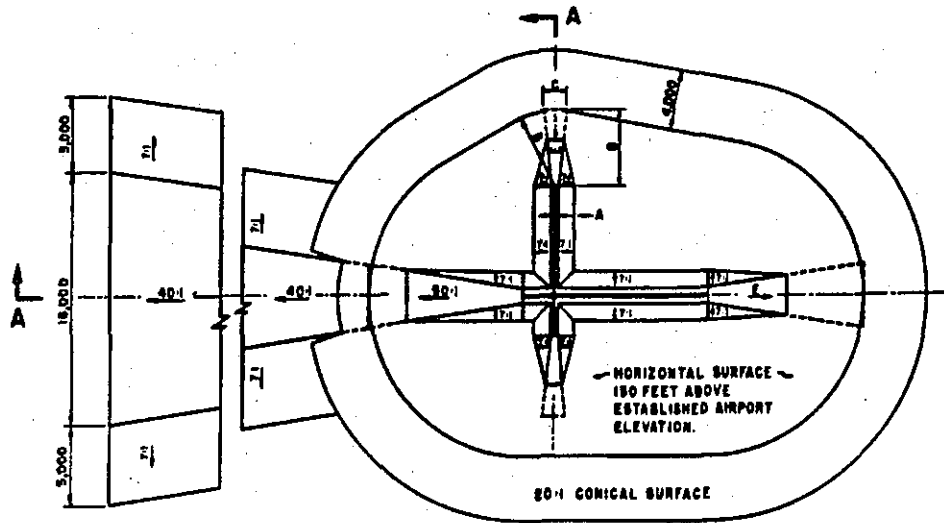
ODS information is arranged as follows:

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.

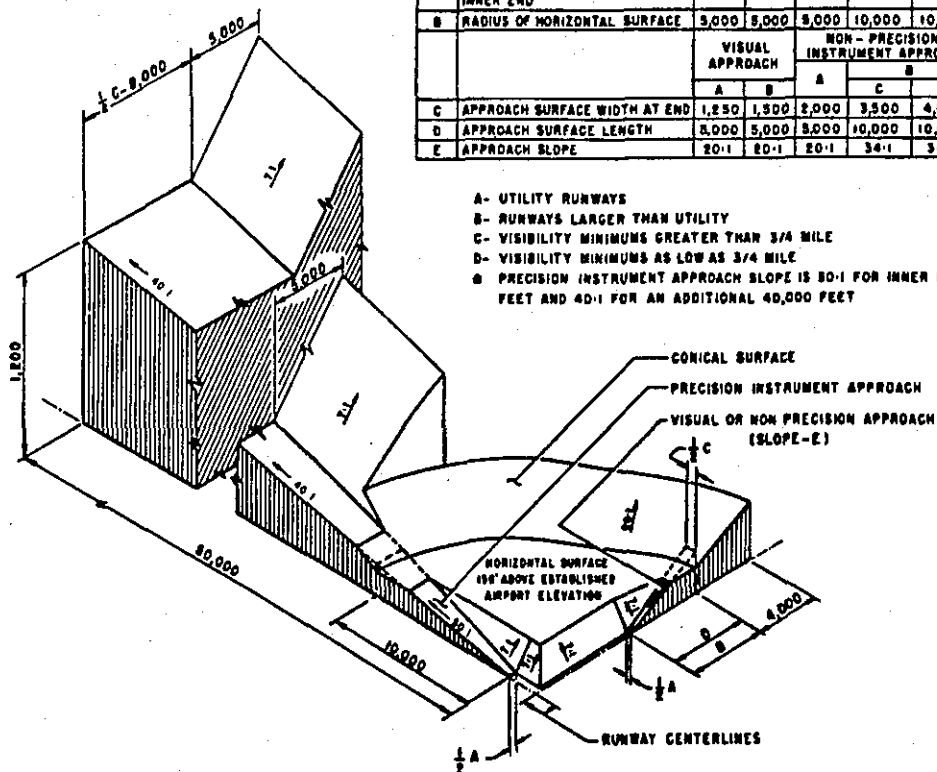
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

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	3,000	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	APPROACH SURFACE LENGTH	1,250	1,500	2,000	3,500	4,000	18,000
E	APPROACH SURFACE SLOPE	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 20:1 FOR INNER 10,000 FEET AND 34:1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

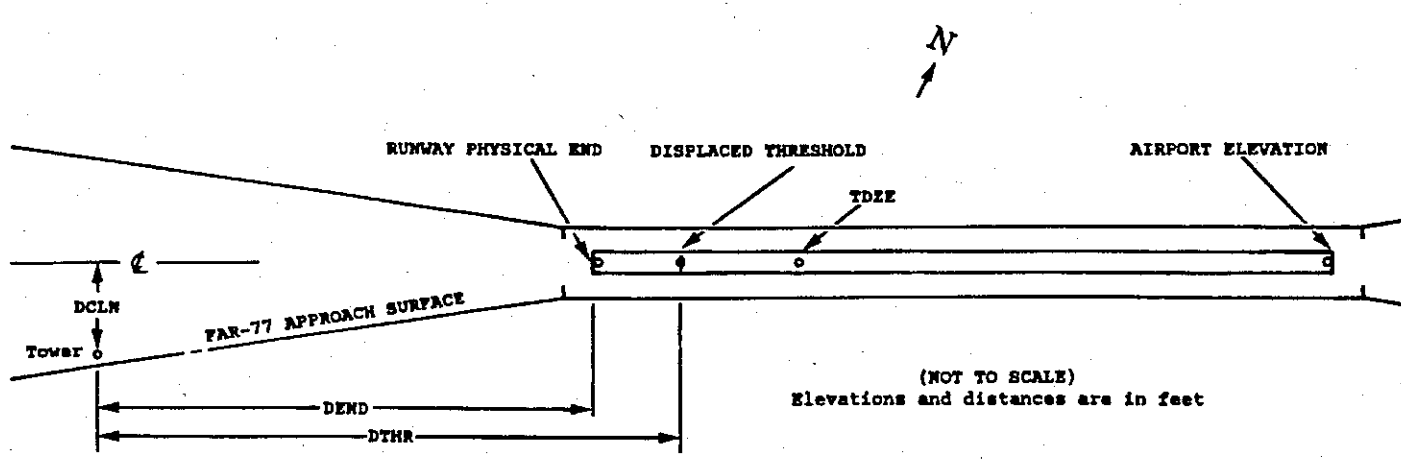
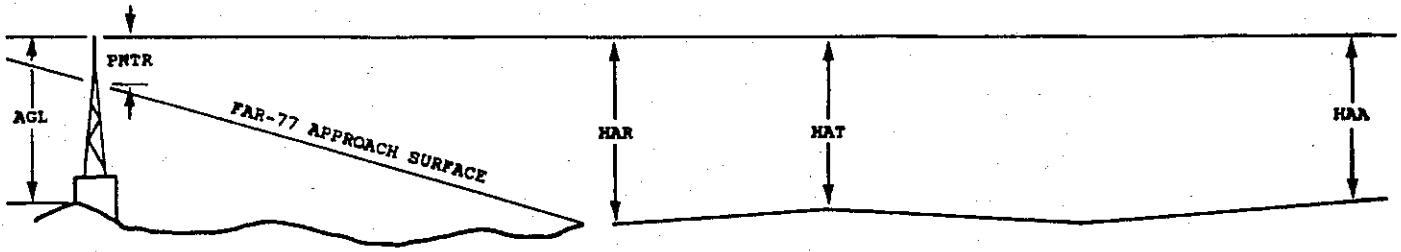
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1	2	3	4	4	5	6	7	7	8	9	10	11	11	11	12	12	12	13
X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXXX.XXX	XXXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXXX.XXX	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
XXXXXXXXXXXX			XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	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).

005305

AIRPORT ELEVATION 1455

13 C 1455/1455 480713.502 -985453.159 1380419.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ELEC EQUIP	480631.80	-985358.82	1A	1445		-10	-10	-10	-5608		80R	2
ANT ON BLDG	480629.63	-985402.53	1A	1448		-7	-7	-7	-5603		414R	5
CLOM	480633.76	-985404.05	1A	1444		-11	-11	-11	-5223		212R	1
ROD ON OL GS	480647.82	-985410.80	1A	1472		17	17	17	-3857		400L	31
ROAD(N)	480720.36	-985452.09	1A	1470		15	15	15	468		518L	7
ANT ON BLDG	480719.97	-985456.54	1A	1469		14	14	14	641		267L	1
OL ON LOC	480718.27	-985459.55	1A	1464		9	9	9	649		OR	-4
ROAD(N)	480720.40	-985502.31	1A	1473		18	18	18	934		5L	-4
OL POLE	480719.17	-985510.28	1A	1500		45	45	45	1203		480R	16
OL POLE	480722.82	-985514.91	1A	1512		57	57	57	1689		467R	13
TREE	480725.00	-985515.63	1A	1521		66	66	66	1885		356R	16
OL POLE	480723.52	-985519.99	1A	1544		89	89	89	1971		676R	37
TREE	480726.28	-985522.14	1A	1548		93	93	93	2277		597R	32

31 PIR 1443/ 480633.052 -985358.918 3180459. 1443/1448 480637.751 -985405.218

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GS	480647.82	-985410.80	1A	1472		29	24	17	-1652	-1012	400R	31
CLOM	480633.76	-985404.05	1A	1444		1	-4	-11	-286	354	212L	1
ANT ON BLDG	480629.63	-985402.53	1A	1448		5	0	-7	94	734	414L	5
ELEC EQUIP	480631.80	-985358.82	1A	1445		2	-3	-10	99	739	80L	2
ROAD(N)	480627.91	-985401.99	1A	1459		16	11	4	248	888	503L	15
ROAD(N)	480627.61	-985351.74	1A	1458		15	10	3	736	1376	6L	4

3 AV 1449/1449 480634.195 -985500.604 450309.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD(N)	480628.12	-985509.74	1A	1459		10	10	4	874		2L	-23

OC5305

AIRPORT ELEVATION 1455

21 AV 1441/1449 480703.065 -985417.408 2250341.

OBJECT LAT LONG A EL AGL HAR HAT HAA DEND DTHR DCLN PNTR

\*\*\* NO OBSTRUCTIONS \*\*\*

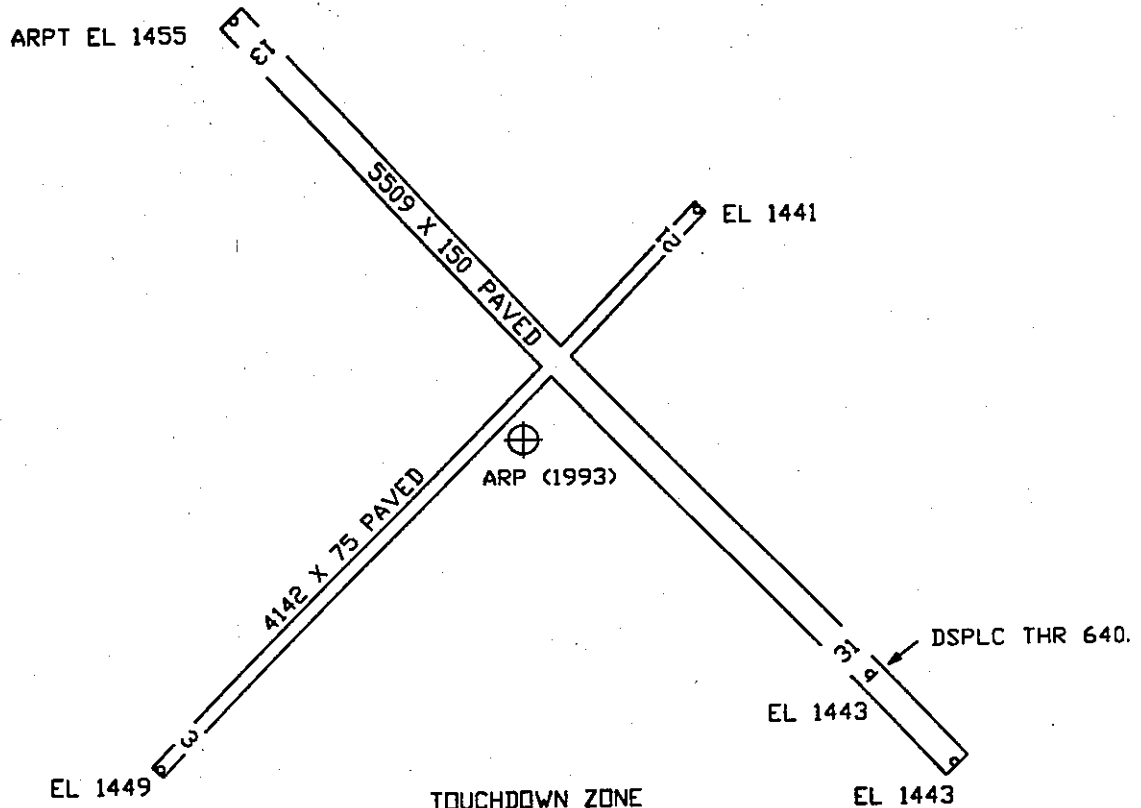
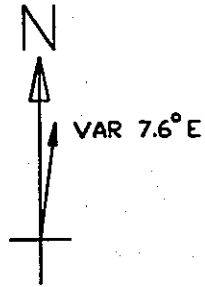


OC5305

AIRPORT ELEVATION 1455

ARP 480651.283 -985431.602

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL VORTAC	480647.52	-985429.19	1A	1480		25	14913	415
LTD WSK	480657.00	-985418.15	1A	1459		4	4959	1081
HANGAR	480636.76	-985414.04	1A	1460		5	13323	1894
ANT ON BLDG	480634.34	-985411.02	1A	1484		29	13315	2213
ANT ON BLDG	480633.45	-985409.72	1A	1462		7	13258	2339
ROD ON OL APBN	480630.45	-985415.51	1A	1500		45	14503	2377
ROD ON OL AMOM	480636.41	-985353.09	1A	1457		2	11222	3017
TREE	480626.77	-985404.68	1A	1482		27	13603	3083
POLE	480720.80	-985449.77	1A	1483		28	33000	3235
BUSH	480634.56	-985350.57	1A	1451		-4	11342	3259
ANT ON BLDG	480624.63	-985400.77	1A	1472		17	13437	3416
LT POLE	480624.13	-985359.01	1A	1484		29	13336	3530
OL POLE	480720.93	-985518.48	1A	1537		82	30546	4375
TREE	480721.97	-985522.25	1A	1540		85	30433	4634
ANT ON OL TWR	480659.26	-985228.83	1A	1592		137	7650	8369
OL ON ELEVATOR	480815.44	-985439.74	1A	1688	221	233	34841	8546
ANT ON BLDG	480705.40	-985153.31	1A	1623		168	7447	10835
MCWV TWR	480636.89	-985140.21	1A	1618		163	8931	11721
ROD ON OL TANK	480708.67	-985129.87	1A	1648		193	7415	12456
OL ON TANK	480429.32	-985413.60	1A	1667		212	16732	14437
OL TWR	480642.09	-985044.78	1A	1649		194	8550	15419



TOUCHDOWN ZONE  
RUNWAY ELEVATION

13	1455
31	1448
3	1449
21	1449

DEVILS LAKE MUNICIPAL AIRPORT  
DEVILS LAKE, NORTH DAKOTA  
(NOT TO SCALE)  
(ELEVATIONS AND DISTANCES IN FEET)