

OBSTRUCTION DATA SHEET

**ODS 14
CHANDLER FIELD
ALEXANDRIA, MINNESOTA**

DIGITIZED FROM

**OC 14
SURVEYED SEPTEMBER 1991
1ST 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:

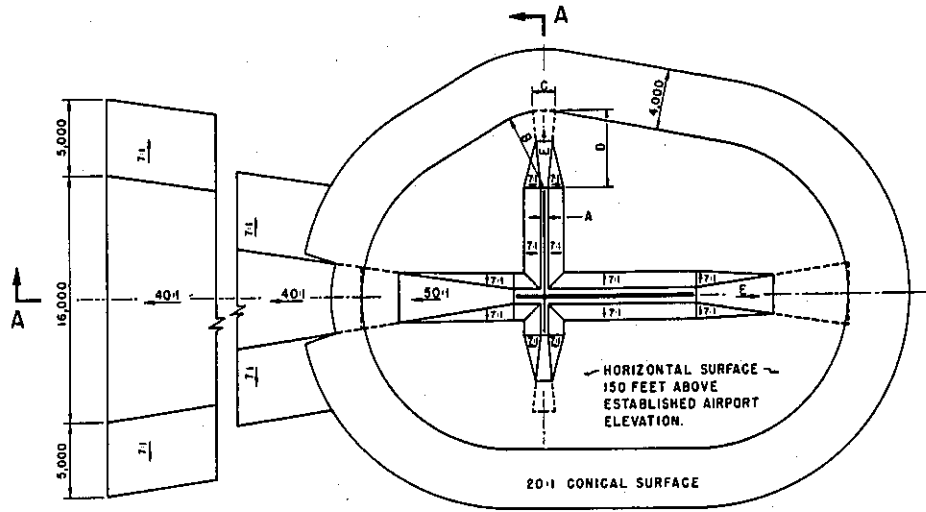
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the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

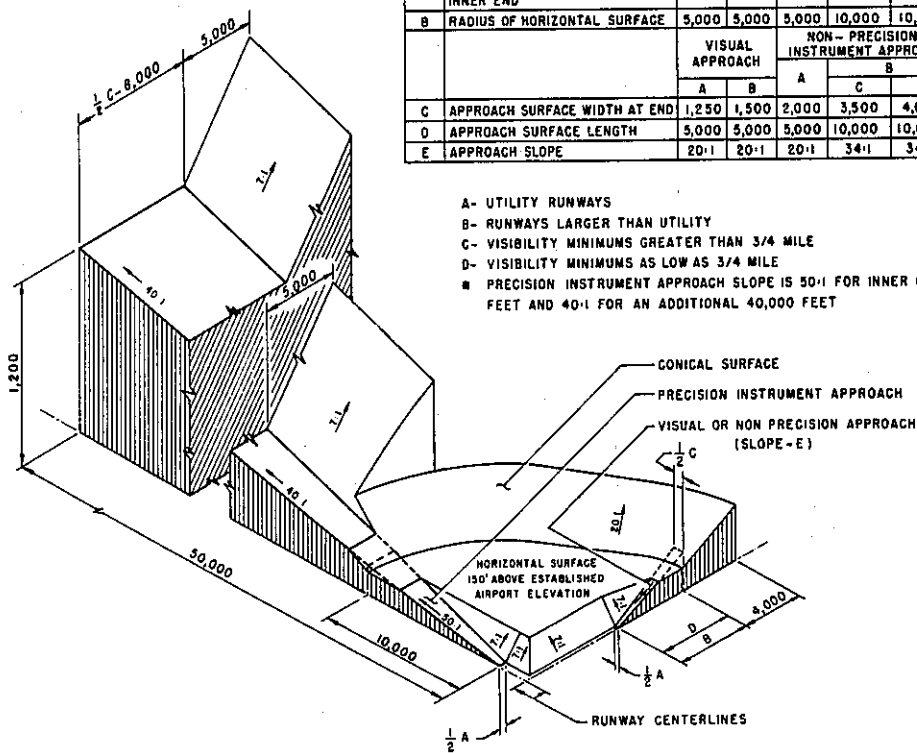
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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	B	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

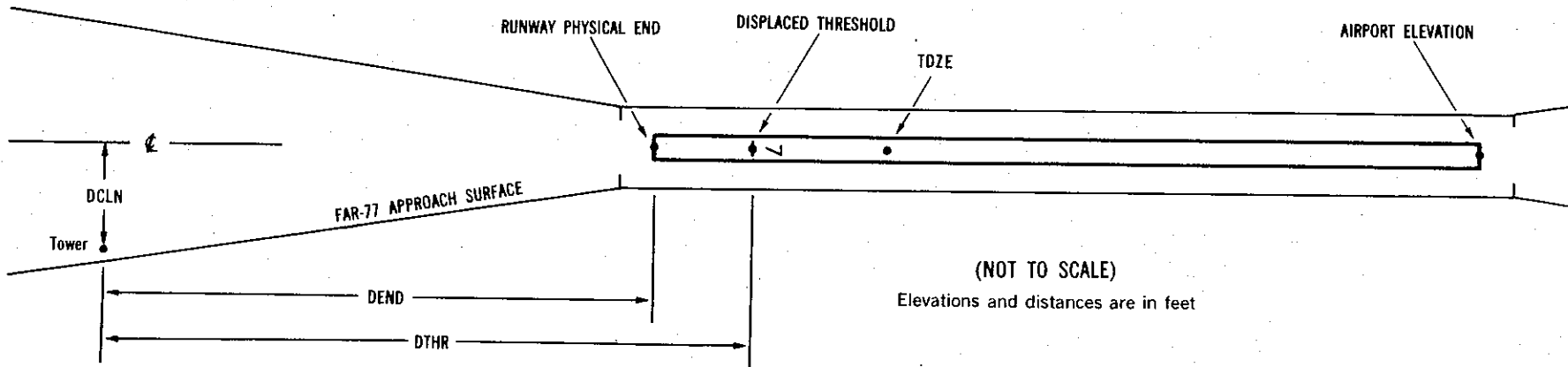
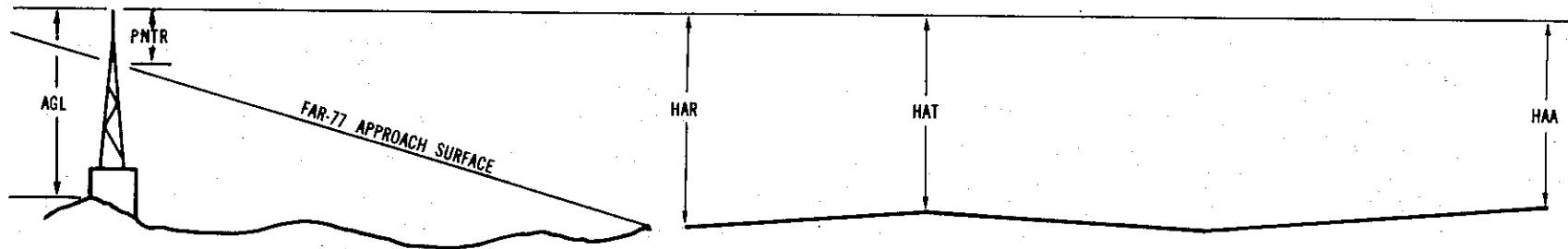
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x ¹	x ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXX.XXX ⁴	XXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXX.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).

OC0014

AIRPORT ELEVATION 1424

4 A(V) 1424/1424 455145.473N 0952357.667W 2291730

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WINDSOCK	455157.88	0952331.83	1A	1442		18	18	18	-2205		240R	20
TREE	455135.67	0952409.44	1A	1460		36	36	36	1279		209R	-18
TREE	455134.04	0952421.68	1A	1467		43	43	43	2044		231L	-49

22 A(NP) 1418/1423 455211.858N 0952313.765W 0491802

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON WINDSOCK	455157.88	0952331.83	1A	1442		24	19	18	-1893		240L	20
TREE	455226.85	0952256.42	1A	1470		52	47	46	1920		351R	-34

13 SUPLC 1411/1423 455218.014N 09524 6.334W 3191812

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	455141.73	0952312.63	1A	1466		55	43	42	-5265		485L	45
TREE	455214.09	0952409.16	1A	1433		22	10	9	-171		411R	21
TREE	455221.91	0952402.25	1A	1426		15	3	2	110		476L	15
TREE	455217.09	0952412.87	1A	1438		27	15	14	231		412R	26
TREE	455223.15	0952406.72	1A	1423		12	0	-1	413		319L	6
TREE	455224.81	0952405.20	1A	1429		18	6	5	469		510L	10

OC0014

AIRPORT ELEVATION 1424

31 PIR 1421/1423 455139.844N 0952319.354W 1391846

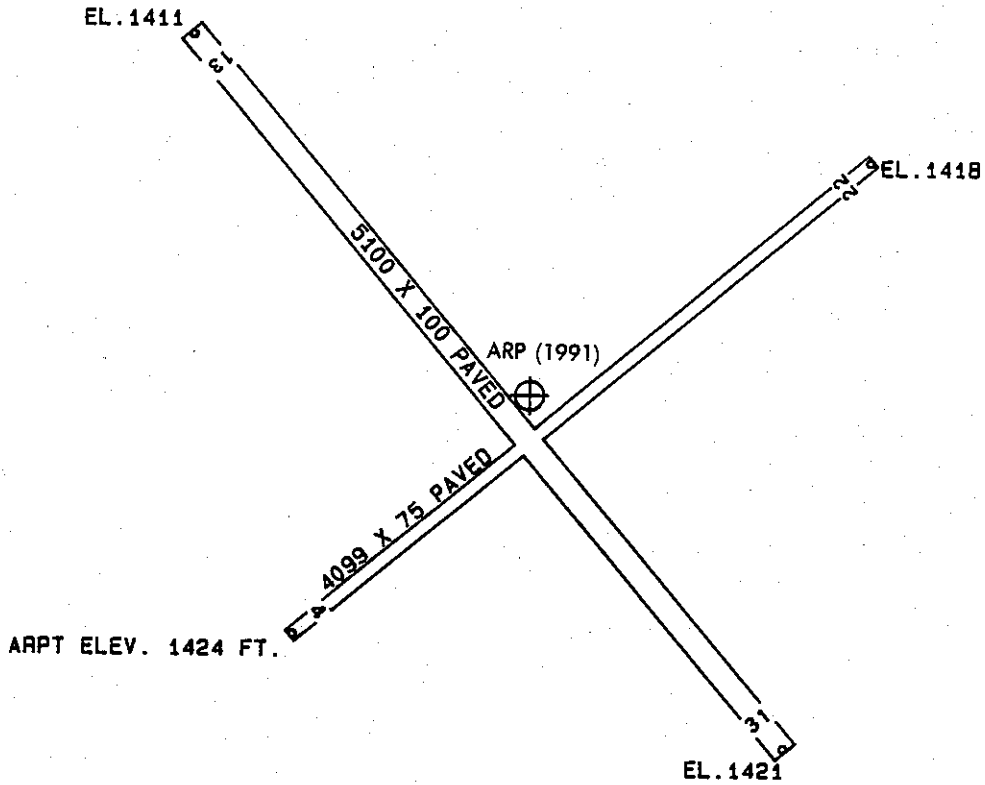
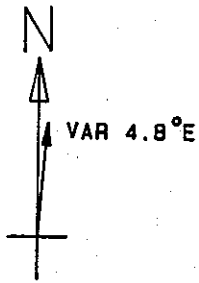
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	455221.91	0952402.25	1A	1426		5	3	2	-5210		476R	15
TREE	455214.09	0952409.16	1A	1433		12	10	9	-4928		411L	21
TREE	455141.73	0952312.63	1A	1466		45	43	42	166		485R	45
TREE	455133.76	0952321.34	1A	1456		35	33	32	376		508L	31
TREE	455139.96	0952310.39	1A	1468		47	45	44	404		489R	43
TREE	455140.22	0952309.80	1A	1474		53	51	50	412		538R	49
TREE	455130.96	0952254.83	1A	1460		39	37	36	1814		730R	7
TREE	455122.77	0952305.93	1A	1463		42	40	39	1931		407L	7
TREE	455121.45	0952306.92	1A	1469		48	46	45	1987		548L	12
TREE	455128.38	0952254.97	1A	1468		47	45	44	2005		552R	11
TREE	455121.41	0952258.39	1A	1464		43	41	40	2383		92L	-1
TREE	455110.35	0952237.21	1A	1492		71	69	68	4210		315R	-9
ANTENNA	455046.62	0952226.52	1A	1577		156	154	153	6526		678L	29

OC0014

AIRPORT ELEVATION 1424

ARP 455158.812N 0952339.667W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
HANGAR	455152.28	0952321.64	1A	1448		24	112 36	1437
ANTENNA ON OL AIRPORT BCN	455154.03	0952318.76	1A	1479		55	103 21	1557
BUILDING	455138.96	0952333.73	1A	1450		26	163 23	2055
TREE	455147.20	0952315.73	1A	1470		46	119 59	2062
TREE	455210.88	0952408.67	1A	1434		10	295 59	2389
TREE	455134.40	0952323.10	1A	1480		56	149 50	2736
TREE	455140.48	0952308.32	1A	1471		47	125 8	2893
TREE	455215.69	0952413.28	1A	1442		18	300 55	2929
TREE	455225.45	0952402.44	1A	1436		12	324 22	3143
TREE	455223.07	0952306.69	1A	1480		56	38 43	3388
SIGN	455135.86	0952300.87	1A	1449		25	125 27	3598
ANTENNA ON OL RTR TOWER	455127.10	0952405.52	1B	1519		95	204 52	3697
RAIL ON OL TANK	455204.09	0952235.46	1B	1562		138	78 29	4575
TREE	455117.76	0952309.49	1A	1485		61	148 1	4675
ANTENNA ON TOWER	455303.95	0952242.72	1B	1568		144	26 36	7731
ROD ON OL RADOME	455302.35	0952235.05	1B	1566		142	30 35	7895
RAIL ON OL TANK	455234.34	0952158.29	1B	1563		139	58 33	8025
OL ON WATER TANK	455317.41	0952250.18	1B	1570		146	18 56	8698
ANTENNA	455333.51	0952302.63	1B	1581		157	10 29	9944
ANTENNA	455016.36	0952320.16	1B	1567		143	167 37	10469



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
4	1424
22	1423
13	1423
31	1423

CHANDLER FIELD
ALEXANDRIA, MINNESOTA
(NOT TO SCALE)