OBSTRUCTION DATA SHEET

ODS 5421
WEXFORD COUNTY AIRPORT
CADILLAC, MICHIGAN

DIGITIZED FROM

OC 5421
SURVEYED OCTOBER 1987
2ND EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

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).

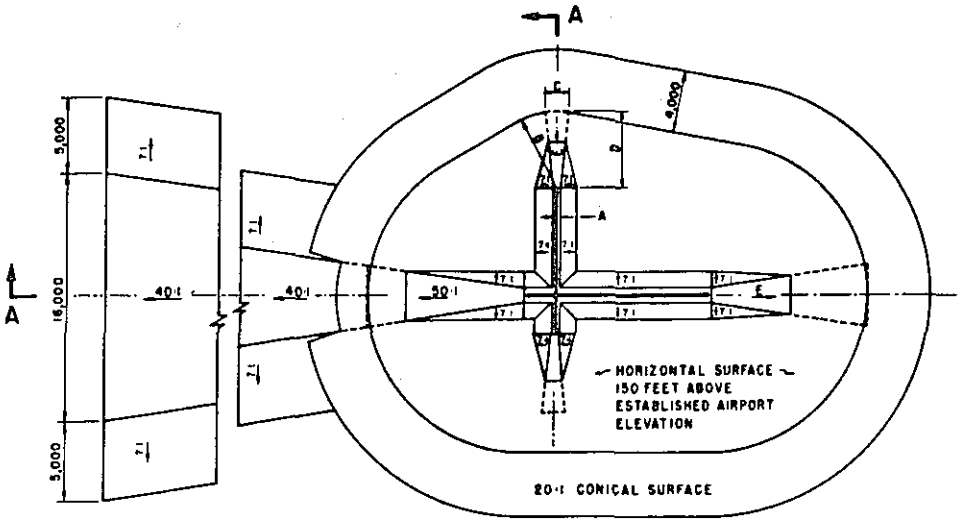
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

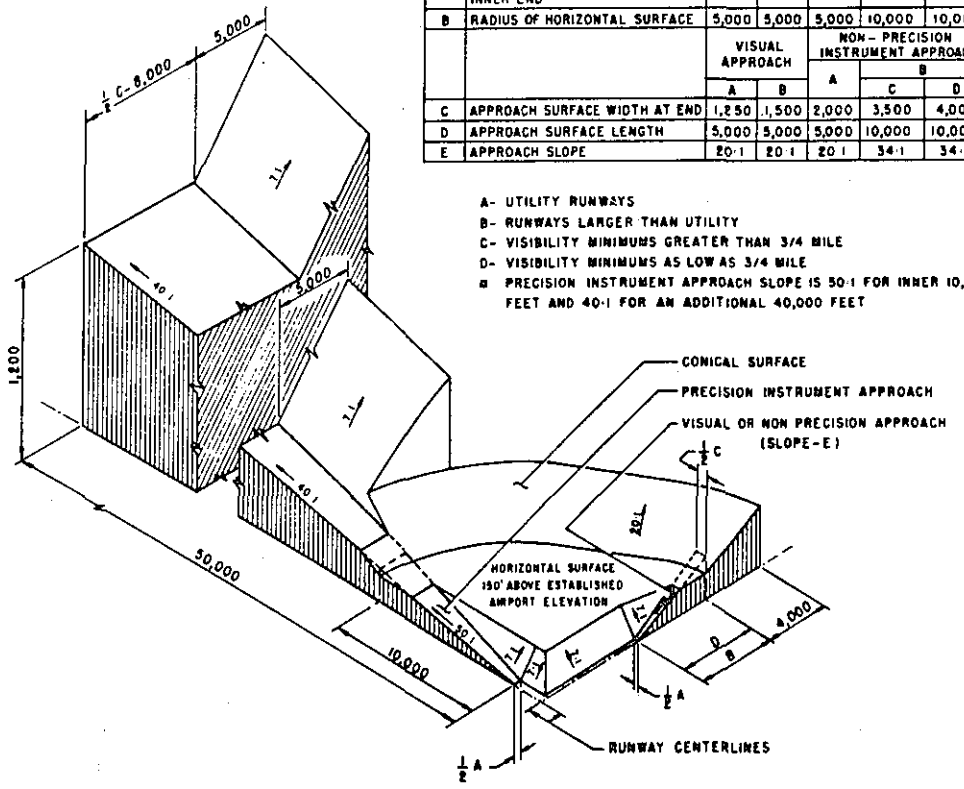
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
					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	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
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

X^{1}	X^{2} XXXX/XXXX^{3}	XXXXXX.XXX^{4}	XXXXXXX.XXX^{4}	XXXXXXX^{5}	XXXX/XXXX^{6}	XXXXXX.XXX^{7}	XXXXXXX.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}
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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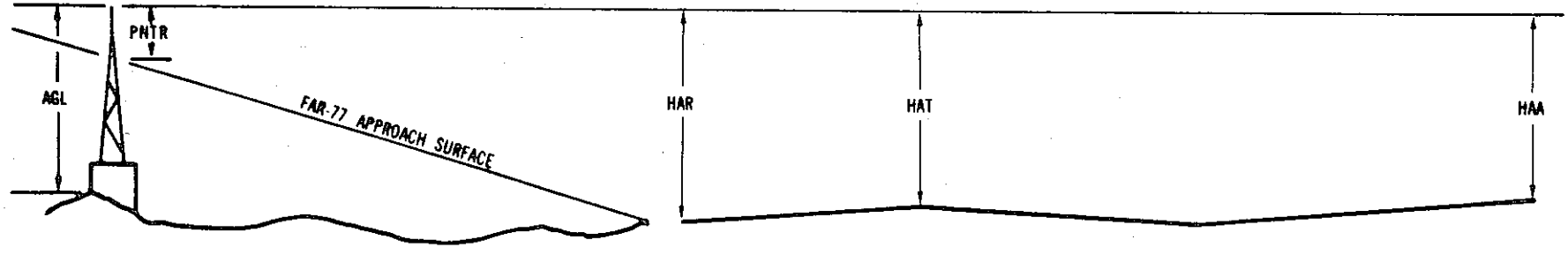

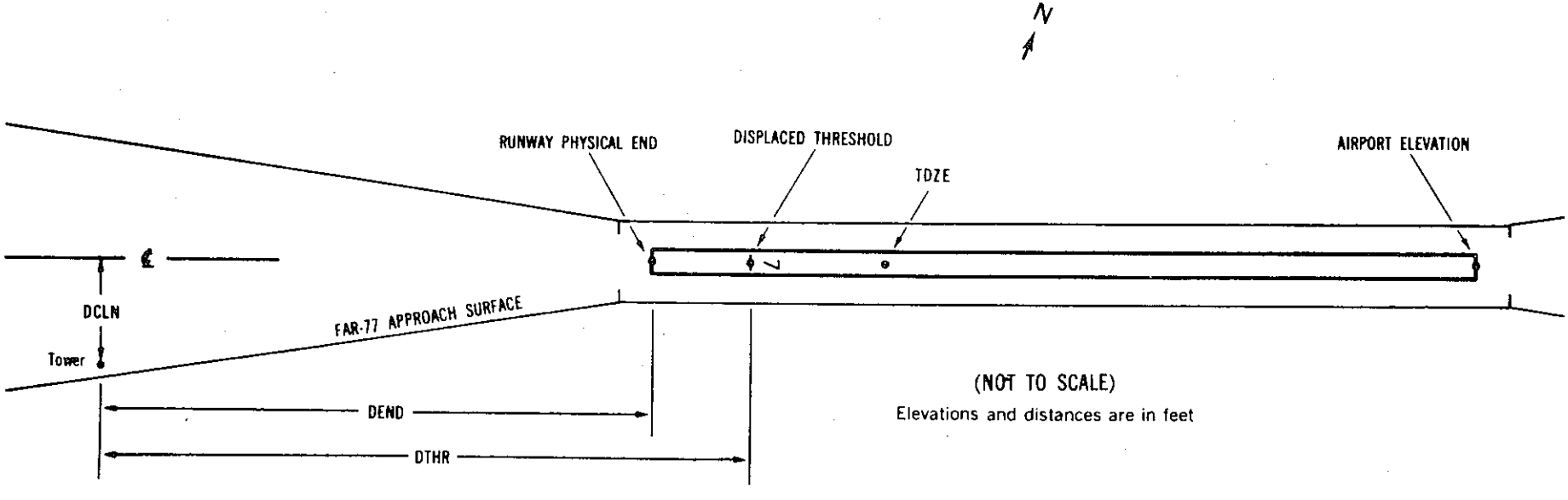

(NOT TO SCALE)

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).

OC5421

AIRPORT ELEVATION 1307

7 C 1307/1307 441624.160N 0852545.085W 2462133

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LTD WINDSOCK	441636.98	0852447.77	1A	1315		8	8	8	-4341		483R	16
ROD ON ANTENNA	441636.24	0852458.09	1A	1312		5	5	5	-3623		250R	11
BUSH	441630.26	0852515.66	1A	1313		6	6	6	-2209		292R	8
TREE	441626.68	0852520.28	1A	1326		19	19	19	-1756		490R	21
TREE	441623.50	0852530.13	1A	1345		38	38	38	-970		498R	39
TREE	441623.07	0852535.39	1A	1336		29	29	29	-602		384R	30
BUSH	441626.49	0852547.34	1A	1313		6	6	6	56		282L	6
BUSH	441619.40	0852545.02	1A	1320		13	13	13	189		443R	13
BUSH	441624.78	0852552.55	1A	1317		10	10	10	473		275L	2
TREE	441614.75	0852554.93	1A	1341		34	34	34	1038		586R	9
TREE	441612.26	0852602.59	1A	1359		52	52	52	1650		593R	9
ROD ON OL DME	441617.35	0852606.62	1A	1330		23	23	23	1712		4R	-21
TREE	441619.23	0852608.45	1A	1356		49	49	49	1758		224L	3
TREE	441620.34	0852612.13	1A	1366		59	59	59	1958		435L	7
POLE	441605.43	0852632.90	1A	1374		67	67	67	3948		342R	-43
TREE	441610.56	0852638.41	1A	1384		77	77	77	4107		295L	-38
TREE	441605.80	0852650.13	1A	1392		85	85	85	5081		195L	-59

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AIRPORT ELEVATION 1307

25 PIR 1298/1305 441642.140N 0852447.903W 0662213

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	441619.40	0852545.02	1A	1320		22	15	13	-4730		443L	13
BUSH	441626.49	0852547.34	1A	1313		15	8	6	-4597		282R	6
TREE	441623.07	0852535.39	1A	1336		38	31	29	-3940		384L	30
TREE	441623.50	0852530.13	1A	1345		47	40	38	-3571		498L	39
TREE	441626.68	0852520.28	1A	1326		28	21	19	-2786		490L	21
BUSH	441630.26	0852515.66	1A	1313		15	8	6	-2332		292L	8
ROD ON ANTENNA	441636.24	0852458.09	1A	1312		14	7	5	-918		250L	11
LTD WINDSOCK	441636.98	0852447.77	1A	1315		17	10	8	-200		483L	16
TREE	441639.86	0852435.28	1A	1306		8	1	-1	749		579L	-3
RAILROAD	441640.40	0852432.62	1A	1320		22	15	13	948		607L	7
TREE	441652.02	0852437.21	1A	1321		23	16	14	1114		605R	5
RAILROAD	441646.72	0852433.62	1A	1320		22	15	13	1138		8R	3
BUILDING	441645.64	0852431.71	1A	1321		23	16	14	1221		148L	3
POLE	441643.69	0852430.41	1A	1329		31	24	22	1229		366L	10
POLE	441653.05	0852436.07	1A	1331		33	26	24	1231		667R	12
POLE	441653.04	0852433.68	1A	1334		36	29	27	1390		596R	12
TREE	441651.71	0852432.34	1A	1331		33	26	24	1426		434R	8
POLE	441642.20	0852424.07	1A	1332		34	27	25	1591		690L	6
TREE	441657.64	0852425.90	1A	1352		54	47	45	2096		797R	16
TREE	441646.38	0852418.08	1A	1338		40	33	31	2160		476L	1
TREE	441655.70	0852421.20	1A	1355		57	50	48	2331		480R	14
TREE	441656.41	0852411.27	1A	1358		60	53	51	3021		256R	4

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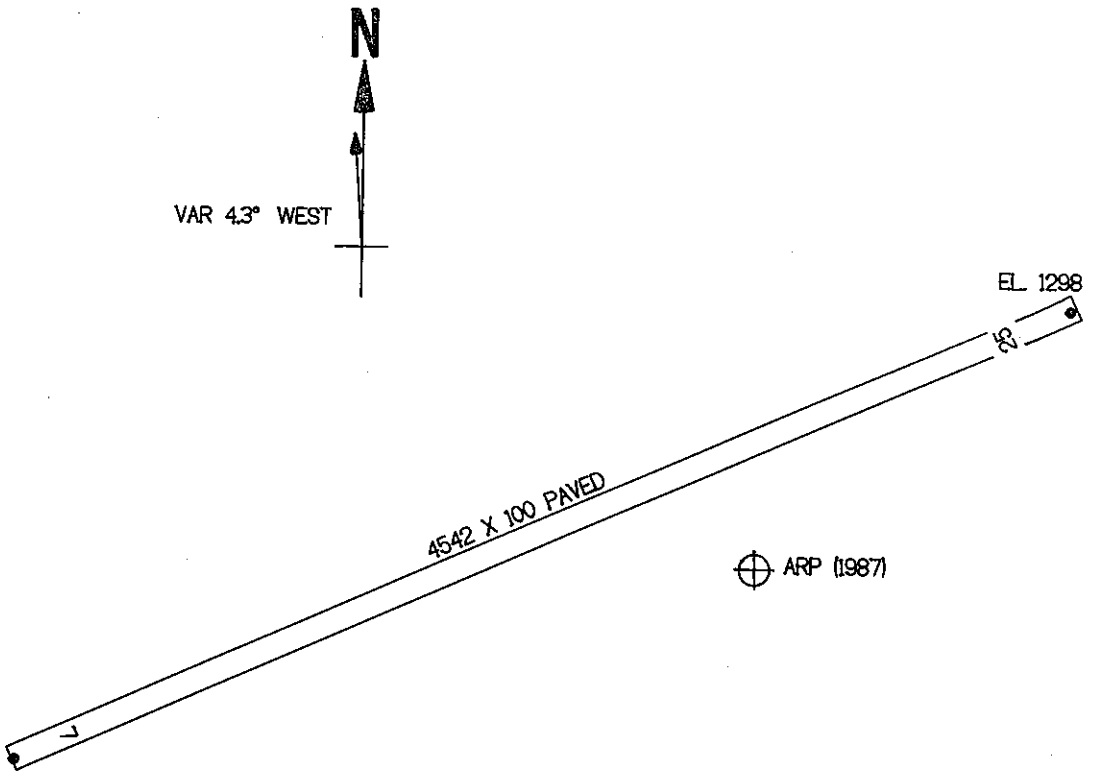
AIRPORT ELEVATION 1307

ARP 441631.773N 0852505.132W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	441628.51	0852504.39	1A	1356		49	174 59	335
TREE	441622.47	0852518.42	1A	1375		68	230 3	1350
ANTENNA	441647.39	0852457.97	1A	1337		30	22 32	1666
TREE	441639.11	0852434.29	1A	1328		21	75 59	2363
ROD ON APT BCN	441651.22	0852446.42	1A	1352		45	38 57	2394
TREE	441633.20	0852538.87	1A	1363		56	277 40	2459
TREE	441631.65	0852539.19	1A	1353		46	274 2	2478
TREE	441640.36	0852427.36	1A	1338		31	76 45	2883
TREE	441627.30	0852554.26	1A	1329		22	267 5	3604
TREE	441612.13	0852559.00	1A	1376		69	247 24	4395
TREE	441548.71	0852337.52	1B	1432		125	128 40	7724
ANTENNA	441534.26	0852341.20	1B	1489		182	137 56	8439
TREE	441531.59	0852340.20	1B	1492		185	138 54	8680
TREE	441526.33	0852346.68	1B	1487		180	143 33	8747
TREE	441522.97	0852348.51	1B	1468		161	145 37	8923
ANT ON OL TANK	441525.60	0852343.87	1B	1551		244	142 52	8937
TREE	441738.35	0852343.81	1B	1454		147	45 33	8970
TREE	441627.40	0852246.14	1B	1484		177	96 48	10123
TREE	441748.37	0852316.55	1B	1478		171	49 49	11071
TREE	441610.43	0852224.23	2C	1497		190	104 45	11905
TREE	441800.95	0852236.55	2C	1536		229	54 24	14084



AIRPORT ELEV. 1307 FT.

TOUCHDOWN ZONE

RUNWAY	ELEVATION
7	1307
25	1305

WEXFORD COUNTY AIRPORT

CADILLAC, MICHIGAN

(NOT TO SCALE)