

# OBSTRUCTION DATA SHEET

**ODS 5173  
SLOULIN FIELD INTERNATIONAL AIRPORT  
WILLISTON, NORTH DAKOTA**

**DIGITIZED FROM**

**OC 5173  
SURVEYED 20 SEPTEMBER 1992  
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**HORIZONTAL DATUM NAD83  
VERTICAL DATUM NGVD29**



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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 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.

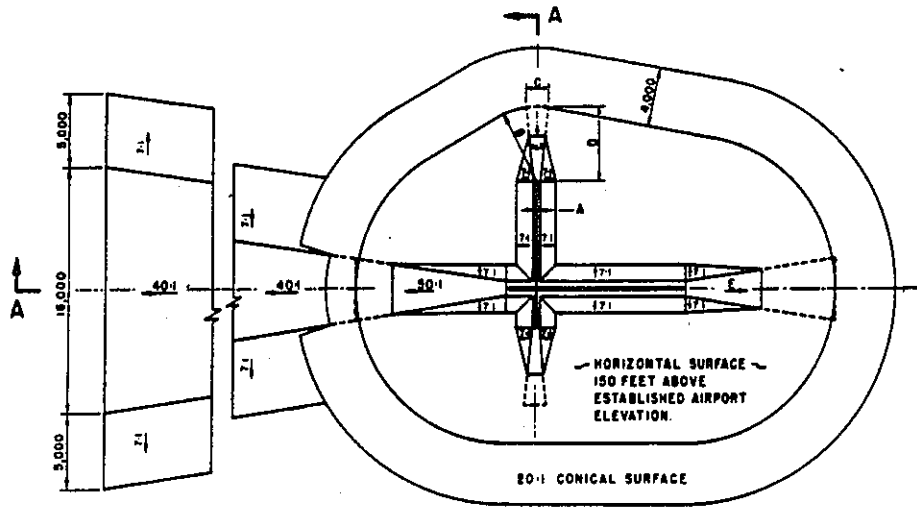
ODS information is arranged as follows:

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:

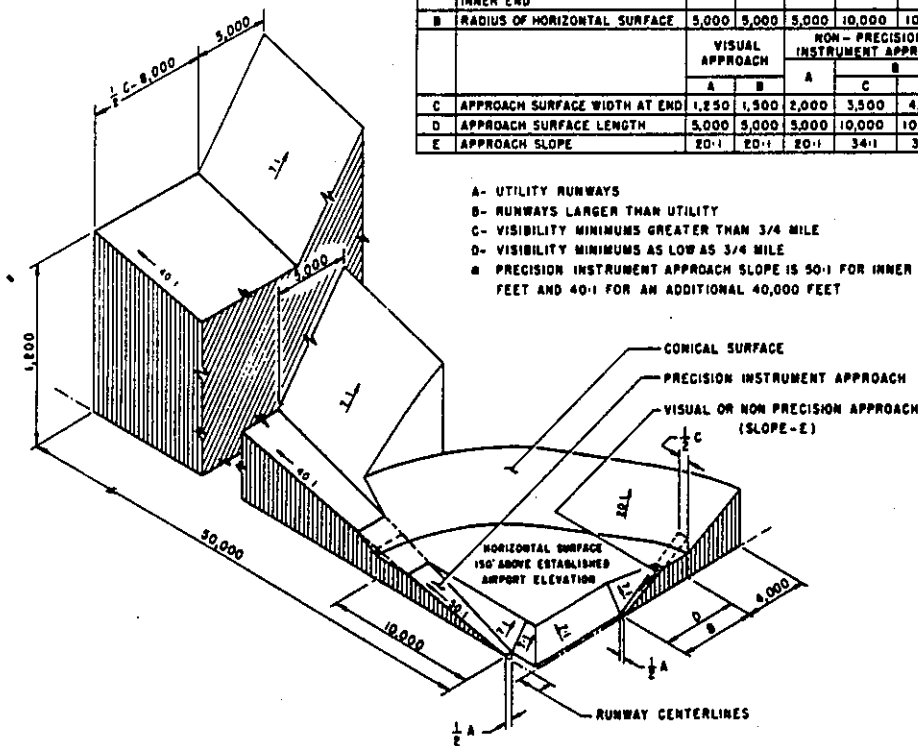
- A(V) ..... Utility runway - visual approach only
- A(NP) .... Utility runway - nonprecision instrument approach
- B(V) ..... Nonutility runway - visual approach only
- C ..... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D ..... Nonutility runway- 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	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	18,000
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

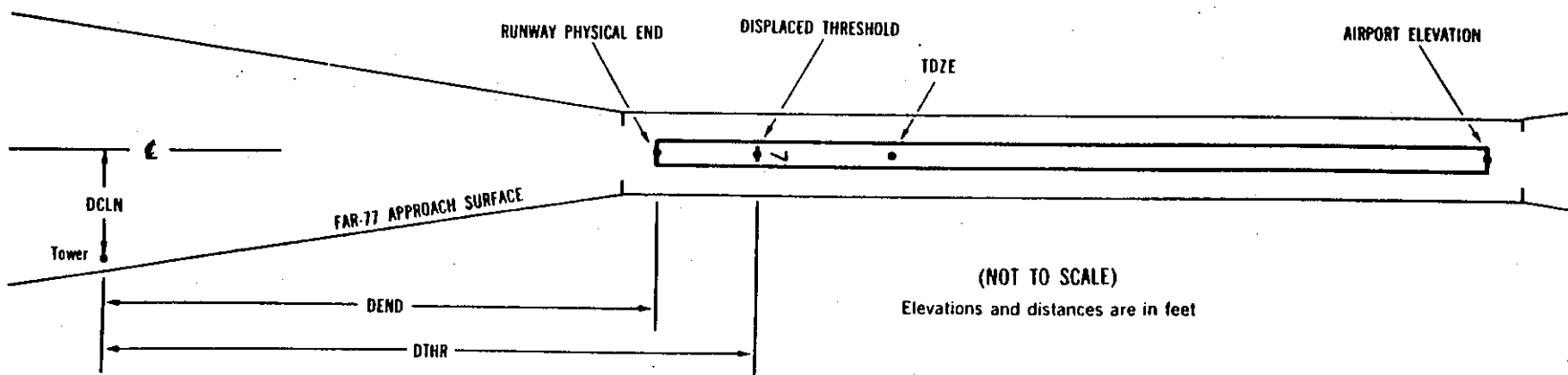
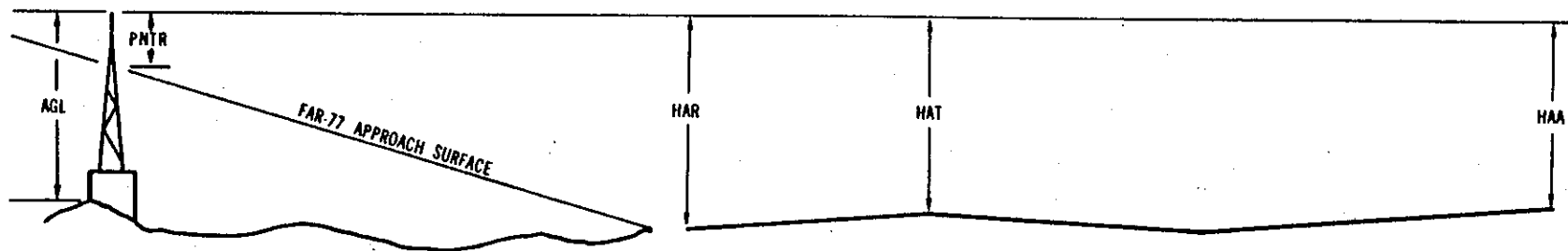
OC XXXX

AIRPORT ELEVATION XXXX

x<sup>1</sup> x<sup>2</sup> XXXX/XXXX<sup>3</sup> XXXXXX.XXX<sup>4</sup> XXXXXXXX.XXX<sup>4</sup> XXXXXXXX<sup>5</sup> XXXX/XXXX<sup>6</sup> XXXXXX.XXX<sup>7</sup> XXXXXXXX.XXX<sup>7</sup>

OBJECT	LAT	LONG	A <sup>8</sup>	ELEV <sup>9</sup>	AGL <sup>10</sup>	HAR <sup>11</sup>	HAT <sup>11</sup>	HAA <sup>11</sup>	DEND <sup>12</sup>	DTHR <sup>12</sup>	DCLN <sup>12</sup>	PNTR <sup>13</sup>
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXX	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 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           Vertical  
                                   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 PTNR - Penetration of indicated FAR-77 approach or primary surface (See footnote 2).

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AIRPORT ELEVATION 1982

11 C 1982/1982 481102.761 -1033916.493 1241125.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GS	481027.05	-1033808.43	1A	1945		-37	-37	-37	-5849		400R	40
OL WTEE	481027.71	-1033810.57	1A	1914		-68	-68	-68	-5691		427R	8
OL WSK	481027.83	-1033811.08	1A	1925		-57	-57	-57	-5656		436R	18
WSK	481058.02	-1033901.69	1A	1974		-8	-8	-8	-1099		167L	11
GROUND	481107.95	-1033914.79	1A	1983		1	1	1	200		500L	1
GROUND	481059.79	-1033923.08	1A	1985		3	3	3	200		500R	3
GROUND	481103.85	-1033926.79	1A	2001		19	19	19	639		301R	7
GROUND	481108.84	-1033921.83	1A	2000		18	18	18	645		306L	5
FENCE	481105.14	-1033931.32	1A	2020		38	38	38	966		365R	16
ANT ON BLDG	481110.51	-1033926.46	1A	2018		36	36	36	1000		270L	13
OL ON LOC	481108.31	-1033928.70	1A	2014		32	32	32	1000		OR	9
FENCE	481108.00	-1033934.57	1A	2029		47	47	47	1311		249R	15
FENCE	481111.92	-1033931.12	1A	2021		39	39	39	1341		211L	6
GROUND	481118.76	-1033935.30	1A	2048		66	66	66	1965		625L	15
BLDG	481111.54	-1033949.42	1A	2066		84	84	84	2345		518R	21
GROUND	481111.32	-1033954.56	1A	2079		97	97	97	2621		732R	26
GROUND	481121.29	-1033945.21	1A	2068		86	86	86	2665		460L	14
GROUND	481123.54	-1033944.09	1A	2071		89	89	89	2730		691L	15
OL POLE	481124.08	-1033956.89	1A	2137		155	155	155	3478		249L	59
ROD ON OL POLE	481120.05	-1034004.81	1A	2147		165	165	165	3693		390R	63
GROUND	481130.95	-1033957.62	1A	2103		121	121	121	3910		798L	12
GROUND	481122.87	-1034018.23	1A	2116		134	134	134	4605		665R	5
GROUND	481136.70	-1034035.87	1A	2150		168	168	168	6381		177R	-13

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AIRPORT ELEVATION 1982

29 PIR 1894/1930 481025.883 -1033755.350 3041225.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	481107.95	-1033914.79	1A	1983		89	53	1	-6849		500R	1
GROUND	481059.79	-1033923.08	1A	1985		91	55	3	-6849		500L	3
WSK	481058.02	-1033901.69	1A	1974		80	44	-8	-5549		167R	11
OL WSK	481027.83	-1033811.08	1A	1925		31	-5	-57	-993		436L	18
OL WTEE	481027.71	-1033810.57	1A	1914		20	-16	-68	-957		427L	8
OL ON GS	481027.05	-1033808.43	1A	1945		51	15	-37	-800		400L	40
LT POLE	481021.97	-1033735.42	1A	1915		21	-15	-67	1340		432R	-2
LT POLE	481021.27	-1033733.88	1A	1920		26	-10	-62	1466		432R	1
LT POLE	481018.09	-1033735.32	1A	1903		9	-27	-79	1567		111R	-18
LT POLE	481014.13	-1033735.28	1A	1917		23	-13	-65	1795		220L	-9
ANT	481013.84	-1033713.59	1A	1935		41	5	-47	3027		582R	-16

2 AV 1915/1919 481018.681 -1033838.677 302714.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	481027.45	-1033833.07	1A	1926		11	7	-56	-959		123L	8
LT POLE	481007.57	-1033849.62	1A	1954		39	35	-28	1347		68L	-19

20 AV 1917/1919 481048.051 -1033812.855 2102734.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	481027.45	-1033833.07	1A	1926		9	7	-56	-2493		123R	8
ROAD(N)	481059.34	-1033802.91	1A	1921		4	2	-61	1328		1L	-52
TREE	481103.90	-1033755.76	1A	1933		16	14	-49	1971		184L	-72

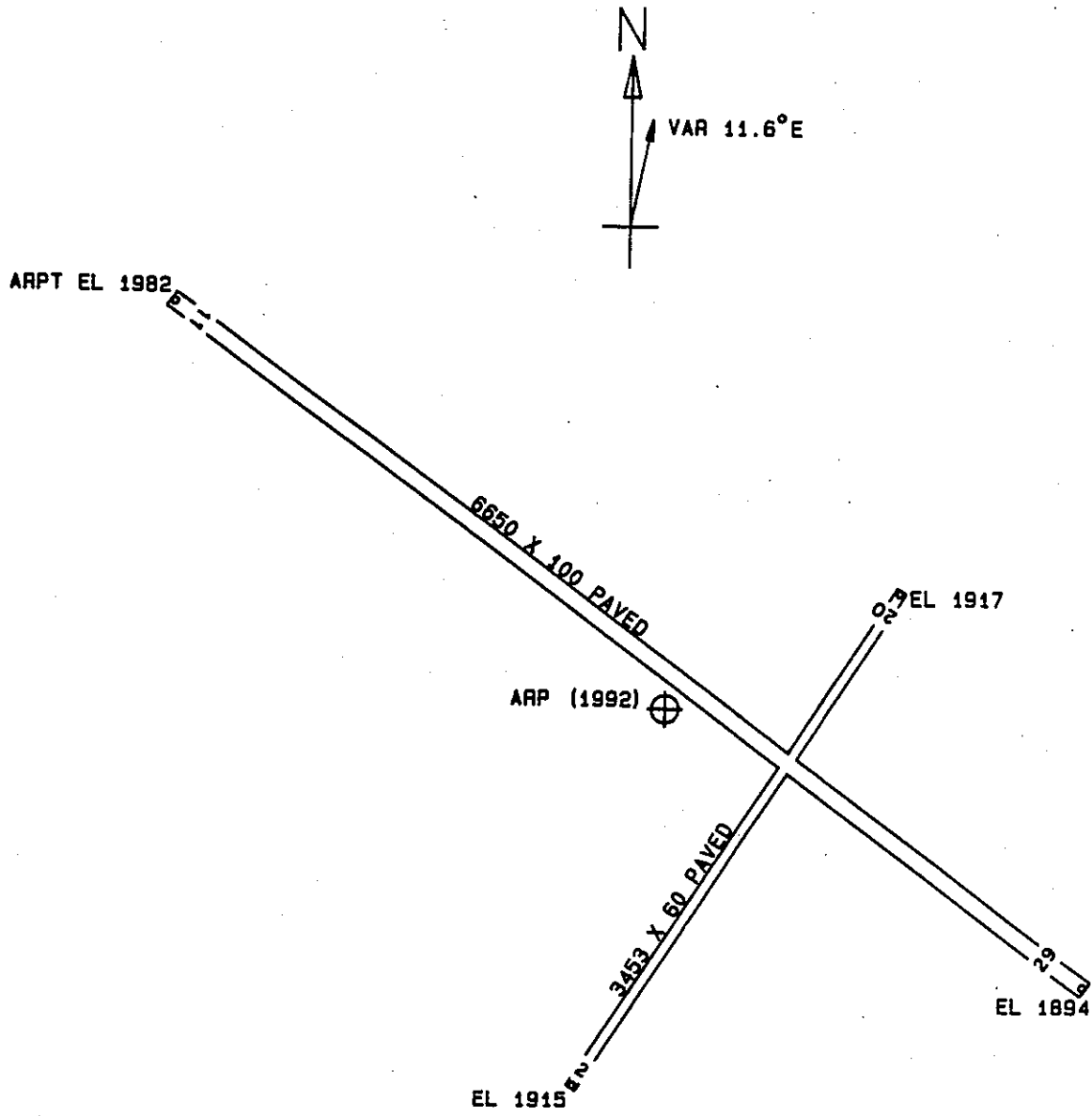


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## AIRPORT ELEVATION 1982

ARP 481040.579 -1033832.448

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
AMOM	481034.35	-1033831.45	1A	1941		-41	16216	635
WSK	481041.61	-1033815.26	1A	1933		-49	7316	1170
OL ON FENCE	481058.81	-1033852.83	1A	1974		-8	31136	2306
GROUND	481049.49	-1033903.80	1A	1977		-5	28125	2309
GROUND	481051.50	-1033907.92	1A	1982		0	28307	2647
LT POLE	481034.00	-1033753.77	1A	1934		-48	9239	2705
OL ON APBN	481039.12	-1033751.93	1A	1961		-21	8129	2750
OL ON BLDG	481102.79	-1033900.17	1A	2002		20	30832	2932
LT POLE	481030.87	-1033747.32	1A	1926		-56	9613	3212
LT POLE	481028.35	-1033741.76	1A	1919		-63	9813	3652
GROUND	481058.81	-1033924.08	1A	2001		19	28614	3956
CHY ON BLDG	481115.69	-1033924.15	1A	2040		58	30350	4993
GROUND	481108.54	-1033955.78	1A	2092		110	28503	6318
ROD ON OL POLE	481132.81	-1033940.37	1B	2160		178	30723	7014
GROUND	481038.97	-1034023.14	1B	2131		149	25710	7504
GROUND	481057.82	-1034023.32	1B	2131		149	27129	7714
ROD ON OL POLE	481111.56	-1034021.06	1A	2182		200	28130	8001
GROUND	481141.72	-1033951.27	1B	2138		156	30738	8180
GROUND	481106.78	-1034042.53	1B	2144		162	27510	9206
OL ON POLE	481057.33	-1034047.81	1B	2170		188	26854	9329
GROUND	481151.25	-1034008.28	1B	2148		166	30612	9667
GROUND	481117.29	-1034045.21	1B	2156		174	28052	9735
ANT ON OL TANK	480922.73	-1033651.48	1B	2053		71	12726	10444
TREE	481155.73	-1034032.16	1B	2186		204	30136	11126
GROUND	481233.15	-1033834.54	1B	2110		128	34741	11407
BLDG	481226.43	-1034045.59	2C	2185		203	30820	14015
GROUND	481222.35	-1034116.53	2C	2202		220	30115	15163
TREE	481213.51	-1034136.00	2C	2224		242	29533	15600
TREE	481220.99	-1034130.85	2C	2245		263	29830	15800



TOUCHDOWN ZONE RUNWAY ELEVATION	
11	1982
29	1930
29	1919
20	1919

SLOULIN FIELD INTERNATIONAL AIRPORT  
 WILLISTON, NORTH DAKOTA  
 (NOT TO SCALE)  
 (ELEVATIONS AND DISTANCES IN FEET)