FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

WOLF POINT INTERNATIONAL AIRPORT

WOLF POINT, MONTANA

ODS 6018

1st EDITION

OC 6018
SURVEYED AUGUST 1982
2nd EDITION

PREPARED AND DISTRIBUTED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

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THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SURVEY (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY	SURVEYING CRITERIA.
PIR	Precision Instrument Runway. 50:1 Slope first 10,000 FT
	40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as ¾ mile.
	34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than
	¾ mile. 34:1 Slope
B(V)	Visual runway with visual approach only. 20:1 Slope
A(NP)	Utility runway with nonprecision instrument approach. 20:1 Slope
A(V)	Utility runway with visual approach only. 20:1 Slope

ANNOTATION OF SAMPLE OBSTRUCTION DATA

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS THAT FOLLOW ARE REFERENCED TO THIS POINT

FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH

PHYS END RWY 34 D LAT 38 30 22.066N LONG 121 29 34.116W GEODETIC AZIMUTH 168 05 12

ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

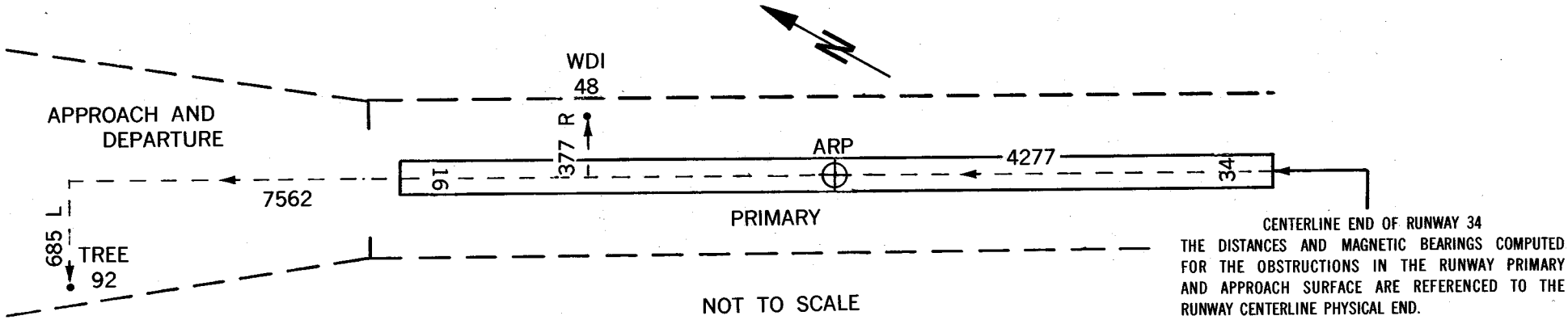
DISTANCE LEFT OR RIGHT OF CENTERLINE

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** ACCURACY IS CODED AS FOLLOWS

HORIZONTAL (FT)	VERTICAL (FT)
1 = 15	A = 2
2 = 40	B = 5
	C = 20

*** 15 FT ADDED TO NON INTERSTATE ROAD
17 FT ADDED TO INTERSTATE ROAD
23 FT ADDED TO RAILROAD



RUNWAY 10 CONDITION C LAT 48 5 52.704N LONG 105 35 0.646W GEODETIC AZIMUTH 299 58 46

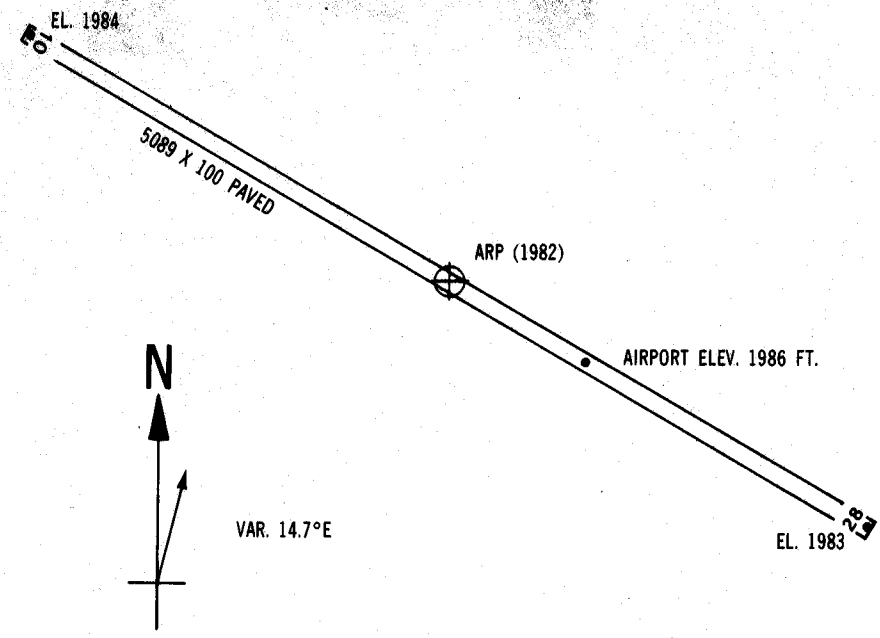
ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1989	1A	SIGN	48 5 38.794N	105 34 31.492W	110 45	2430	2419	232R
1990	1A	SIGN	48 5 34.102N	105 34 18.925W	108 56	3402	3395	217R
1999	1A	TREE	48 5 30.974N	105 33 57.100W	102 20	4843	4837	249L
1998	1A	ROAD N	48 5 27.183N	105 33 45.304W	102 7	5731	5723	316L

RUNWAY 28 CONDITION BV LAT 48 5 27.609N LONG 105 33 55.729W GEODETIC AZIMUTH 119 59 34

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
1999	1A	TREE	48 5 30.974N	105 33 57.100W	330 2	353	251	249R
1990	1A	SIGN	48 5 34.102N	105 34 18.925W	277 59	1707	1693	217L
1989	1A	SIGN	48 5 38.794N	105 34 31.492W	280 20	2679	2669	232L
2018	1A	ANT ON BLDG	48 5 59.461N	105 35 8.862W	288 20	5922	5913	314R

ARP 1982 LAT 48 5 40.158N LONG 105 34 28.186W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST
2008	1A	OL WINDSOCK	48 5 41.791N	105 34 22.318W	52 44	431
2015	1A	AIR BEACON	48 5 42.178N	105 34 21.441W	51 12	502
2027	1A	POLE	48 5 44.931N	105 34 25.755W	4 9	511
1988	1A	SIGN	48 5 26.155N	105 34 0.110W	111 58	2376
1989	1A	SIGN	48 5 24.453N	105 33 55.992W	111 21	2704
2136	1B	GROUND	48 7 11.824N	105 35 45.331W	315 54	10663



TOUCHDOWN ZONE

RUNWAY	ELEVATION
10	1986
28	1986

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(NOT TO SCALE)