OBSTRUCTION DATA SHEET

ODS 635
MINOT INTERNATIONAL AIRPORT
MINOT, NORTH DAKOTA

DIGITIZED FROM

OC 635
SURVEYED SEPTEMBER 1993
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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).

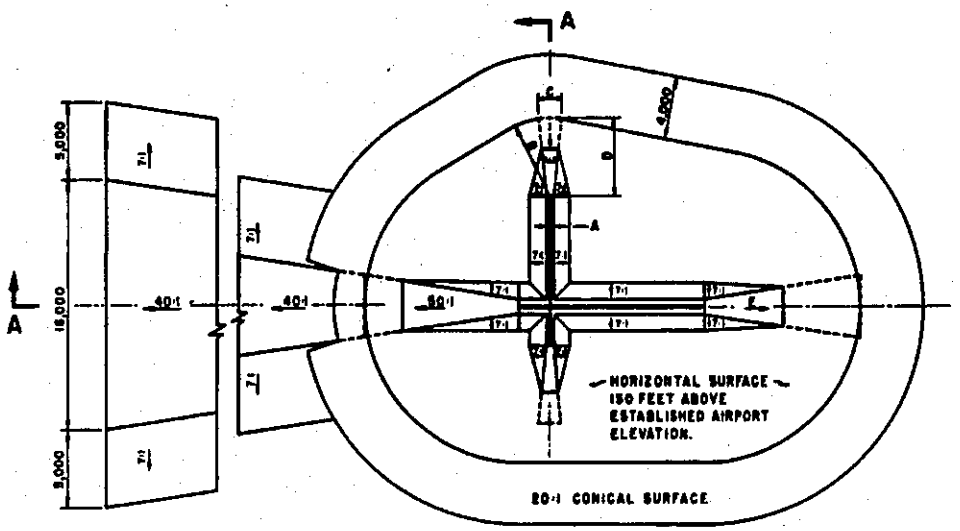
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

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:

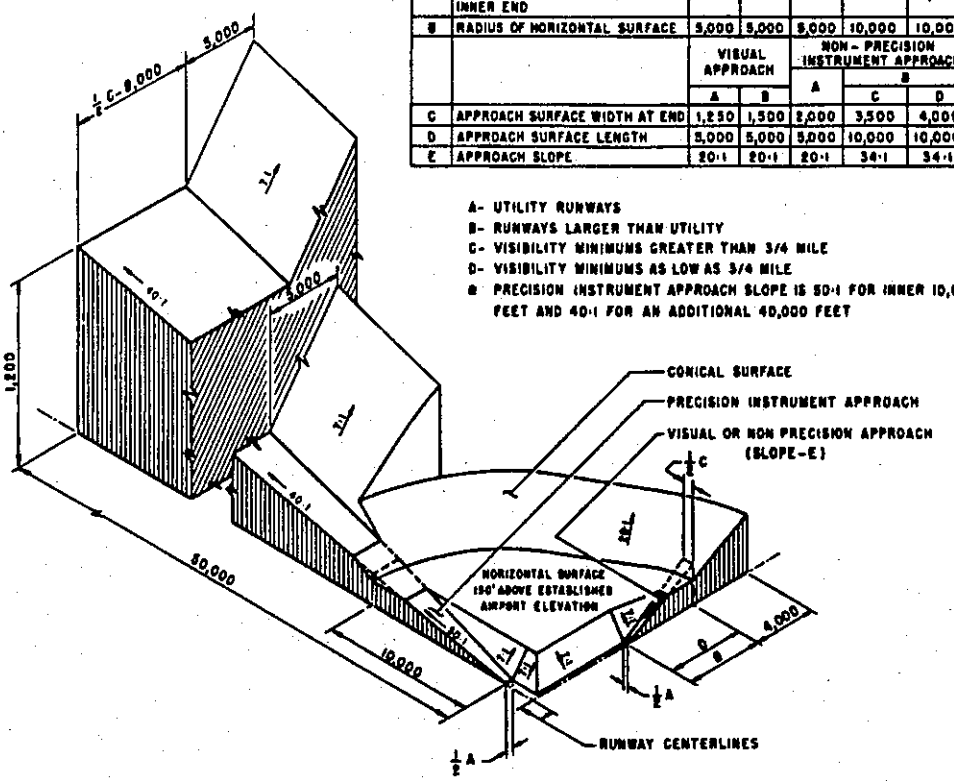
A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway- nonprecision 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	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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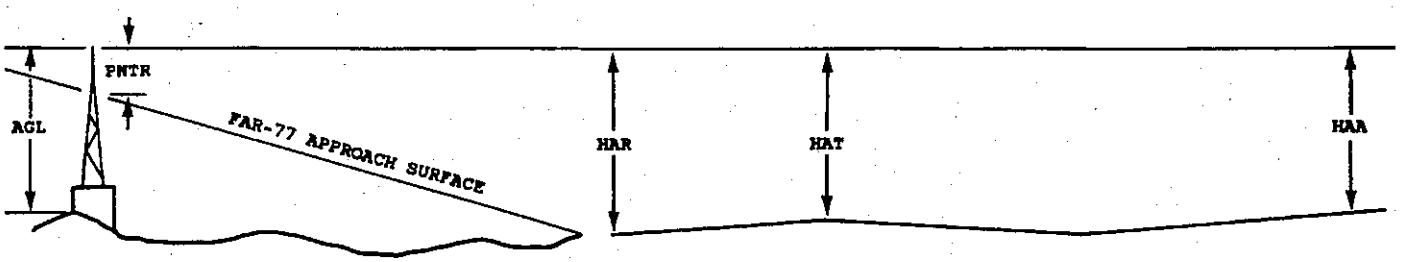

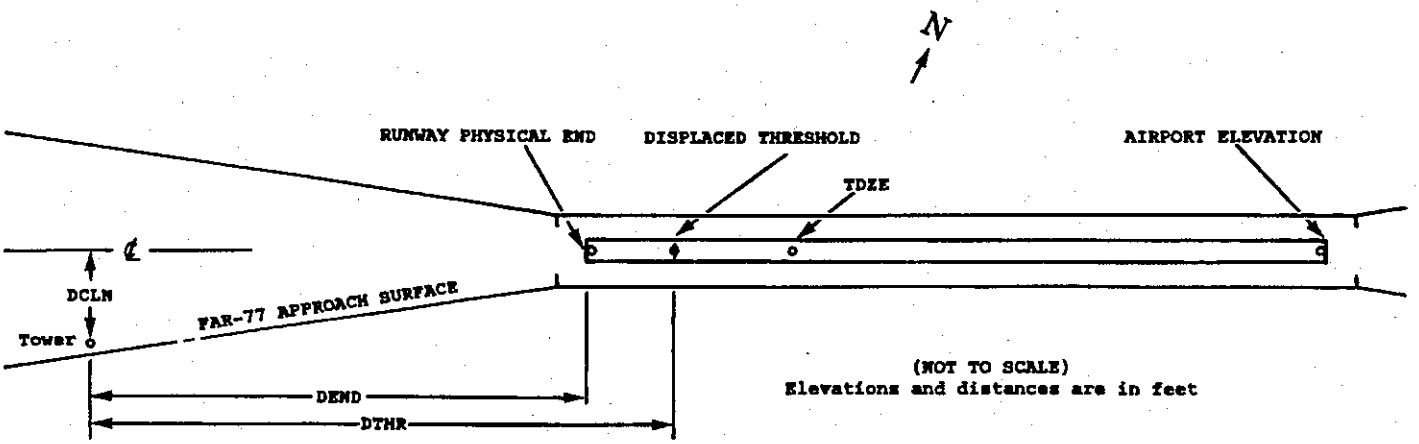

EXPLANATION OF FOOTNOTES

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).

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AIRPORT ELEVATION 1714

13 C 1706/ 481605.605 -1011733.698 1382323. 1704/1704 481602.147 -1011729.098

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GS	481519.65	-1011625.67	1A	1699		-7	-5	-15	-6538	-6069	350L	27
WSK	481517.18	-1011633.82	1A	1681		-25	-23	-33	-6359	-5891	229R	7
WSK	481555.67	-1011716.06	1A	1707		1	3	-7	-1545	-1076	224L	7
ROAD (N)	481605.59	-1011744.17	1A	1729		23	25	15	470	938	531R	15
OL ON LOC	481609.38	-1011738.71	1A	1716		10	12	2	511	979	0R	1
OL ON DME	481611.02	-1011737.12	1A	1730		24	26	16	564	1033	191L	13
TREE	481613.61	-1011734.90	1A	1726		20	22	12	660	1129	478L	6
TREE	481608.46	-1011747.99	1A	1739		33	35	25	858	1327	531R	13
ROAD (N)	481613.60	-1011744.21	1A	1731		25	27	17	1078	1547	6L	-1
LT POLE	481610.80	-1011752.55	1A	1750		44	46	36	1241	1709	604R	13
TREE	481615.16	-1011757.49	1A	1770		64	66	56	1792	2261	561R	17
TREE	481624.11	-1011749.25	1A	1770		64	66	56	2101	2569	459L	8
TREE	481617.23	-1011801.36	1A	1775		69	71	61	2124	2592	616R	12
POLE	481627.83	-1011750.95	1A	1760		54	56	46	2459	2928	623L	-13
TREE	481633.29	-1011803.96	1A	1795		89	91	81	3457	3926	333L	-7

31 PIR 1671/1689 481510.316 -1011620.177 3182417.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	481555.67	-1011716.06	1A	1707		36	18	-7	-5947		224R	7
WSK	481517.18	-1011633.82	1A	1681		10	-8	-33	-1133		229L	7
OL GS	481519.65	-1011625.67	1A	1699		28	10	-15	-954		350R	27
ANT ON BLDG	481500.10	-1011615.22	1A	1674		3	-15	-40	997		436L	-13
TREE	481458.69	-1011549.62	1A	1700		29	11	-14	2254		764R	-12

8 C 1714/ 481528.962 -1011727.008 901459. 1710/1710 481528.945 -1011721.221

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	481526.67	-1011616.90	1A	1672		-42	-38	-42	-4745	-4353	211R	6
OL POLE	481526.87	-1011743.79	1A	1742		28	32	28	1134	1526	217R	0
LT POLE	481532.76	-1011743.99	1A	1743		29	33	29	1151	1542	380L	1
ROD ON SIGN	481525.82	-1011747.15	1A	1749		35	39	35	1362	1753	324R	0
LT POLE	481529.25	-1011747.83	1A	1751		37	41	37	1409	1800	23L	1
TREE	481531.74	-1011753.19	1A	1764		50	54	50	1773	2164	273L	3
TREE	481525.33	-1011753.93	1A	1780		66	70	66	1820	2212	376R	18
TREE	481532.93	-1011756.69	1A	1769		55	59	55	2010	2402	394L	1

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AIRPORT ELEVATION 1714

26 C 1659/1688 481528.712 -1011604.127 2701601.

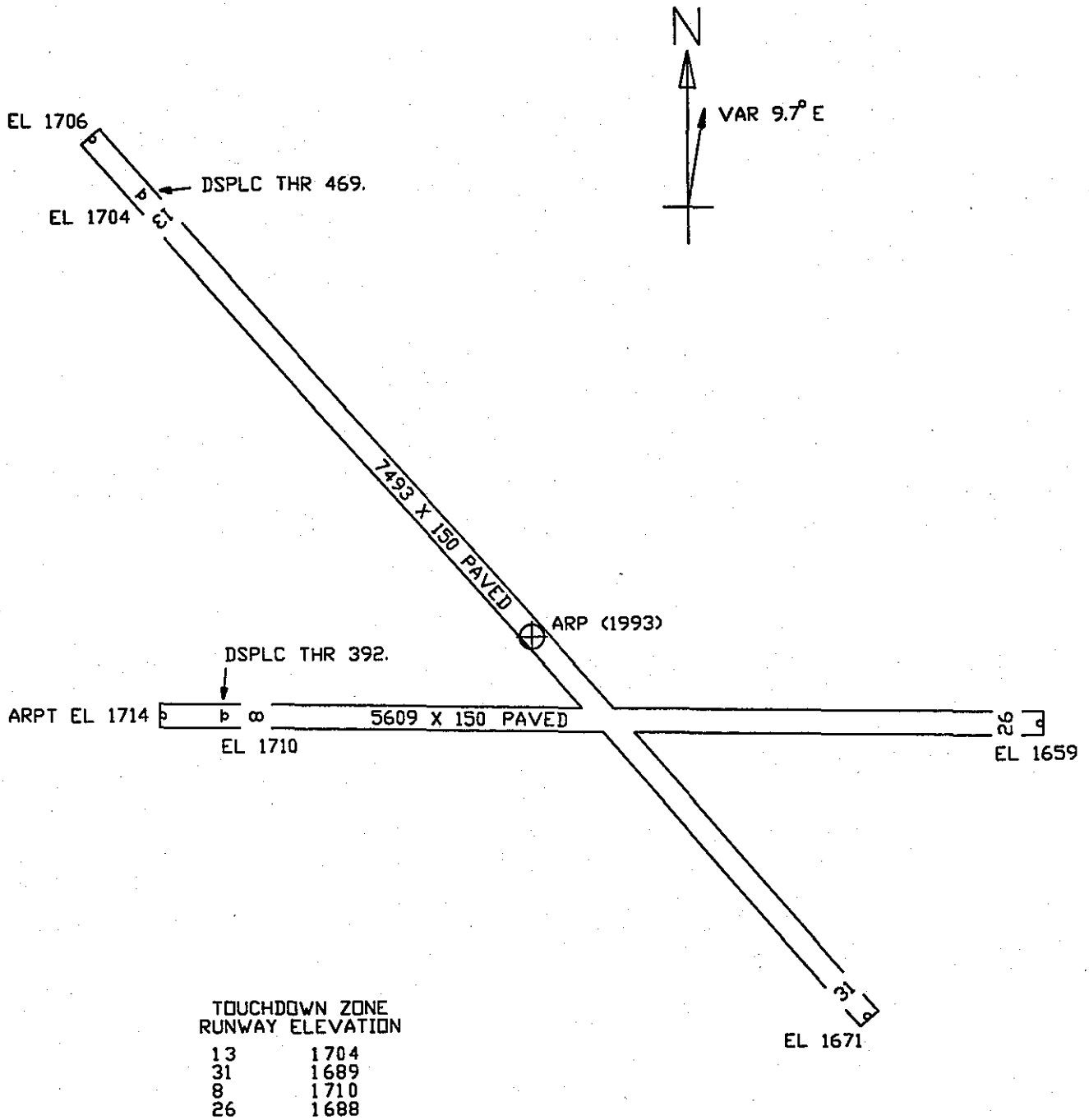
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WSK	481526.67	-1011616.90	1A	1672		13	-16	-42	-863		211L	6
TREE	481533.83	-1011531.44	1A	1705		46	17	-9	2209		529R	-13
TREE	481531.48	-1011526.40	1A	1714		55	26	0	2552		292R	-14

OC0635

AIRPORT ELEVATION 1714

ARP 481534.057 -1011652.067

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
OL AMOM	481535.39	-1011717.70	1A	1724		10	26445	1740
ROD ON OL ATCT	481518.78	-1011709.86	1A	1783		69	20810	1961
WSK	481539.90	-1011721.84	1A	1724		10	27640	2100
OL LT POLE	481521.00	-1011726.51	1A	1791		77	23042	2680
OL LT POLE	481521.00	-1011731.67	1A	1791		77	23401	2989
TREE	481502.87	-1011630.56	1A	1722		8	14534	3479
LT POLE	481522.99	-1011743.32	1A	1759		45	24223	3645
LT POLE	481533.48	-1011745.97	1A	1751		37	25923	3648
ROD ON OL APBN	481609.71	-1011711.14	1A	1741		27	33038	3836
TREE	481535.14	-1011752.70	1A	1786		72	26150	4104
LT POLE	481607.04	-1011749.46	1A	1745		31	30101	5123
POLE	481608.56	-1011754.24	1A	1758		44	30002	5470
TREE	481459.35	-1011549.66	1A	1710		-4	12004	5496
SIGN	481623.00	-1011742.12	1A	1746		32	31558	6005
ANT	481630.54	-1011748.55	1A	1796		82	31634	6882
OL TANK	481547.12	-1011904.58	1A	1899		185	26842	9063
ANT ON TANK	481335.26	-1011716.71	1A	1860		146	17811	12153
ROD ON OL TWR	481318.40	-1011715.31	1A	1927		213	17649	13836



TOUCHDOWN ZONE RUNWAY	ELEVATION
13	1704
31	1689
8	1710
26	1688

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MINOT, NORTH DAKOTA

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)