

OBSTRUCTION DATA SHEET

ODS 5131
ANTRIM COUNTY AIRPORT
BELLAIRE, MICHIGAN

DIGITIZED FROM

OC 5131
SURVEYED AUGUST 1993
4TH EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



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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.

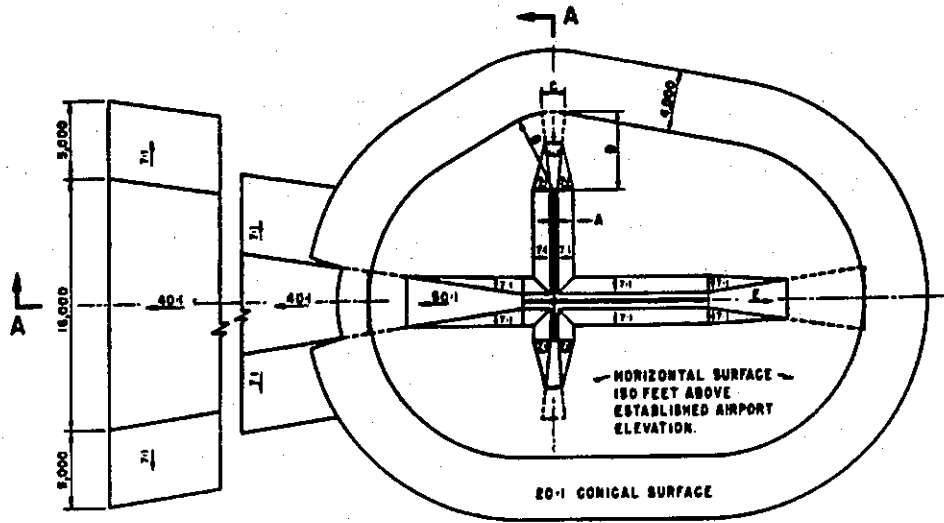
ODS information is arranged as follows:

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:

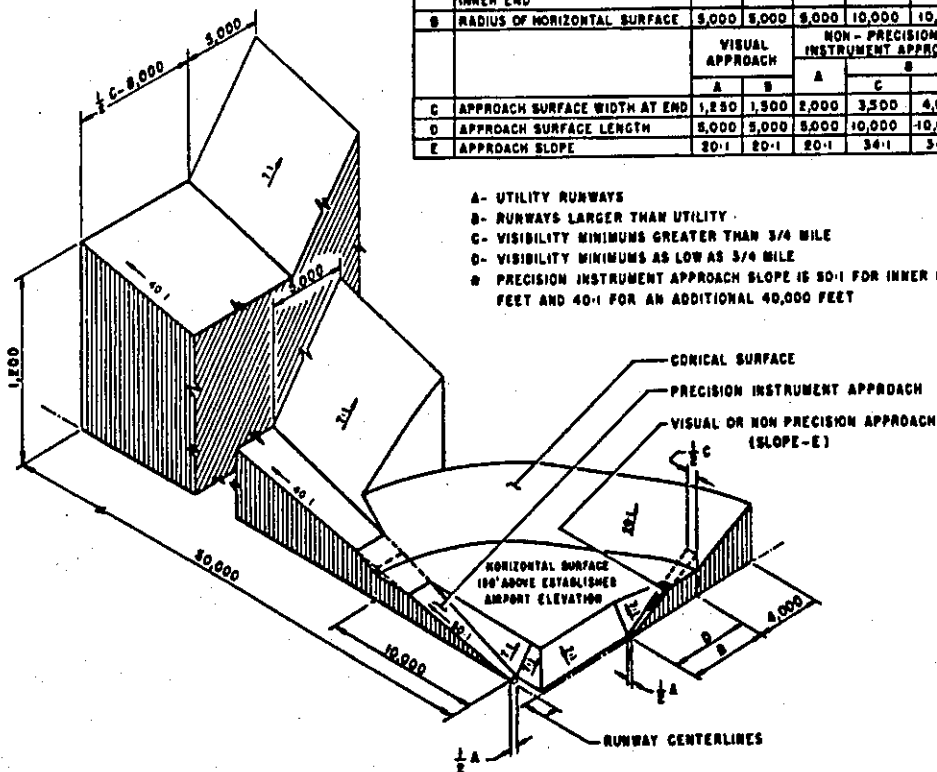
- A(V) Utility runway - visual approach only
- A(NP) Utility runway - nonprecision instrument approach
- B(V) Nonutility runway - visual approach only
- C Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
- D Nonutility runway- nonprecision instrument 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
C	APPROACH SURFACE WIDTH AT END	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	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
- E- PRECISION INSTRUMENT APPROACH SLOPE IS 20:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

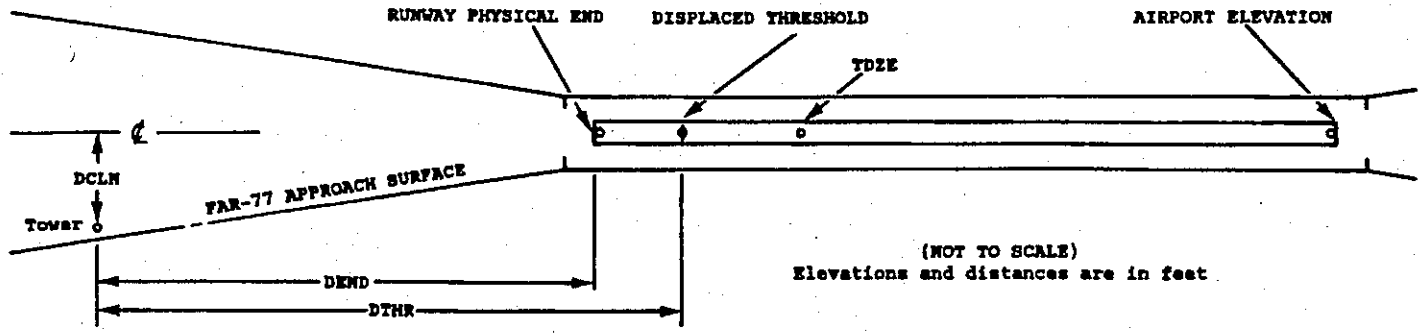
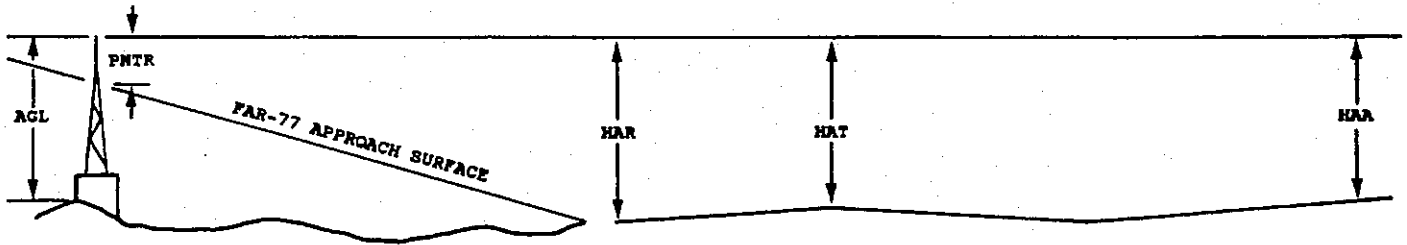
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

1	2	3	4	5	6	7	8	9	10	11	11	11	12	12	12	13
X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXXX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXXX	XXXX	XXXX	XXX	XXX	XXX	XXXXXX	XXXXXX	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(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).

OC5131

AIRPORT ELEVATION 623

2 PIR 622/ 623 445855.322 -851204.497 172541.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL WSK	445932.24	-851144.49	1A	629		7	6	6	-3998		252R	10
OL WSK	445905.56	-851203.84	1A	631		9	8	8	-1004		266L	8
ANT ON OL MLSEL	445903.81	-851204.58	1A	635		13	12	12	-818		263L	12
OL POLE	445902.91	-851205.75	1A	636		14	13	13	-706		316L	13
TREE	445858.41	-851209.76	1A	637		15	14	14	-185		455L	15
BUSH	445855.82	-851209.74	1A	627		5	4	4	65		375L	5
BUSH	445852.61	-851211.04	1A	626		4	3	3	402		366L	0
TREE	445845.07	-851214.28	1A	658		36	35	35	1201		360L	16
TREE	445839.70	-851219.25	1A	676		54	53	53	1827		538L	22
TREE	445838.45	-851214.94	1A	673		51	50	50	1855		205L	18
TREE	445835.77	-851209.93	1A	676		54	53	53	2006		221R	18
TREE	445837.78	-851221.41	1A	677		55	54	54	2059		628L	18
TREE	445830.86	-851206.43	1A	688		66	65	65	2405		609R	22
TREE	445831.96	-851219.60	1A	693		71	70	70	2582		327L	24
TREE	445827.14	-851225.74	1A	688		66	65	65	3180		602L	7

20 SUPLC 618/ 622 445942.426 -851143.657 1972556.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	445855.82	-851209.74	1A	627		9	5	4	-5065		375R	5
TREE	445858.41	-851209.76	1A	637		19	15	14	-4815		455R	15
OL POLE	445902.91	-851205.75	1A	636		18	14	13	-4294		316R	13
ANT ON OL MLSEL	445903.81	-851204.58	1A	635		17	13	12	-4181		263R	12
OL WSK	445905.56	-851203.84	1A	631		13	9	8	-3996		266R	8
OL WSK	445932.24	-851144.49	1A	629		11	7	6	-1002		252L	10
ROAD (N)	445944.72	-851135.05	1A	631		13	9	8	407		521L	7
TREE	445957.29	-851127.48	1A	685		67	63	62	1785		658L	21
TREE	450001.59	-851126.59	1A	686		68	64	63	2219		588L	9
TREE	450006.99	-851136.15	1A	690		72	68	67	2534		231R	4
TREE	450009.69	-851142.88	1A	692		74	70	69	2651		774R	2
TREE	450006.73	-851129.48	1A	694		76	72	71	2653		234L	4
TREE	450008.56	-851126.48	1A	707		89	85	84	2895		384L	10
TREE	450011.45	-851137.14	1A	705		87	83	82	2945		434R	7
TREE	450011.93	-851133.88	1A	708		90	86	85	3061		225R	6
TREE	450026.42	-851120.10	1A	759		141	137	136	4758		280L	7
TREE	450030.28	-851107.79	1A	809		191	187	186	5396		1006L	39
TREE	450058.11	-851111.56	1A	848		230	226	225	8003		97R	1
TREE	450102.52	-851123.41	1A	823		205	201	200	8175		1042R	-29
TREE	450102.68	-851103.34	1A	893		275	271	270	8622		328L	28
TREE	450110.55	-851114.54	1A	867		249	245	244	-9142		678R	-14
TREE	450107.27	-851053.52	1A	954		336	332	331	9277		862L	69

OC5131

AIRPORT ELEVATION 623

ARP 445918.874 -851154.078

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG	BEARING	DISTANCE
TREE	445924.28	-851143.40	1A	689		66	5940		943
TREE	445923.81	-851206.37	1A	694		71	30442		1015
TREE	445906.74	-851151.09	1A	686		63	17517		1248
TREE	445903.15	-851209.36	1A	647		24	21947		1934
OL WSK	445859.17	-851151.74	1A	651		28	18023		2002
TREE	445935.11	-851136.11	1A	661		38	4320		2091
TREE	445855.06	-851155.85	1A	648		25	18813		2415
TREE	445852.64	-851158.26	1A	633		10	19138		2674
TREE	445941.81	-851134.22	1A	666		43	3645		2726
TREE	445945.38	-851132.84	1A	673		50	3448		3088
TREE	445848.46	-851158.60	1A	664		41	19113		3097
TREE	445947.51	-851131.01	1A	688		65	3456		3340
TREE	445952.30	-851129.12	1A	696		73	3306		3831
TREE	445840.74	-851222.39	1A	686		63	21259		4365
TREE	445833.45	-851202.26	1A	691		68	19229		4637
TREE	445832.81	-851200.60	1A	699		76	19056		4689
ROD ON OL ANT	445832.41	-851150.13	1A	741		118	18145		4714
TREE	445857.50	-851255.76	1A	820		197	24910		4934
TREE	445916.18	-851303.92	1C	925		302	27205		5027
ROD ON BLDG	445833.49	-851229.20	1A	721		98	21358		5243
ANT ON TWR	445832.21	-851227.98	1A	700		77	21228		5317
TREE	445928.17	-851308.17	1A	956		333	28513		5407
TREE	445845.51	-851309.65	1A	916		293	24319		6396
TREE	445914.99	-851014.40	1A	866		243	9819		7174
TREE	450023.46	-851102.01	1A	852		229	3457		7535
TREE	445806.93	-851112.94	1A	911		288	16306		7862
TREE	450029.56	-851105.23	1A	829		206	3118		7972
TREE	450022.31	-851301.89	1C	948		325	32801		8063
TREE	445939.00	-851343.47	1C	1035		412	28944		8121
TREE	450015.28	-851318.16	1C	952		329	31836		8314
TREE	445923.54	-851350.87	1C	1038		415	27825		8406
TREE	450002.79	-851334.31	1A	1013		390	30654		8465
TREE	445847.50	-851345.84	1C	951		328	25337		8638
TREE	445804.13	-851049.93	1A	940		317	15350		8863
TREE	450021.50	-851025.67	1C	938		315	5014		8976
TREE	445908.99	-850947.26	1A	933		310	10127		9169
TREE	445806.07	-851030.63	1A	916		293	14603		9504
TREE	445916.21	-850936.82	1A	949		326	9645		9868
TREE	450011.38	-851350.37	1C	1041		418	30740		9905
TREE	450044.74	-851317.23	1C	869		246	33042		10550
TREE	445753.63	-851022.28	1A	1053		430	14747		10865

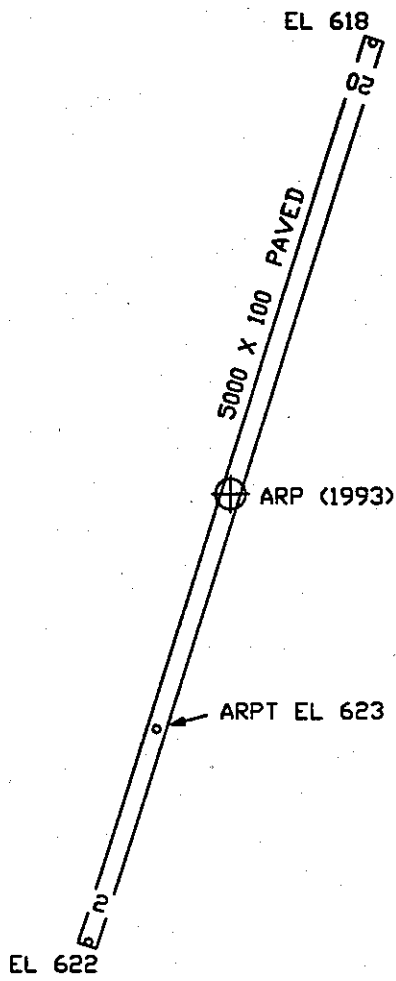
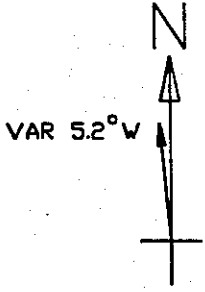
OC5131

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AIRPORT ELEVATION 623

ARP 445918.874 -851154.078

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
TREE	450056.08	-851301.46	1C	840		217	33901	10970
TREE	450044.54	-851015.14	1C	1009		386	4431	11215
TREE	450024.34	-850947.13	1C	1031		408	5910	11276
TREE	450058.95	-851044.16	1A	966		343	3133	11312
TREE	450005.03	-850930.55	1C	1001		378	7048	11323
TREE	445733.73	-851058.51	1C	1006		383	16437	11372
TREE	450011.74	-851424.20	1C	1010		387	30136	12042
TREE	450055.53	-851008.15	1C	1016		393	4303	12399
TREE	450119.04	-851054.22	1A	969		346	2439	12906
TREE	450129.38	-851139.90	1C	828		205	936	13256
ANT ON OL TANK	445700.61	-851109.30	1A	1116		493	17214	14367
OL ANT	445655.16	-851107.16	1A	1067		444	17208	14940
TREE	445735.67	-850925.03	1C	1110		487	13928	14968
TREE	445709.03	-851010.53	1C	1130		507	15540	15110
TREE	450156.89	-851150.89	1C	962		339	601	16004
TREE	445647.02	-851050.79	1C	1020		397	16842	16037
TREE	450136.50	-851002.14	1C	1061		438	3510	16091
TREE	450200.78	-851141.97	1C	983		360	814	16419
TREE	450150.27	-851026.63	1C	1015		392	2728	16569



TOUCHDOWN ZONE	
RUNWAY ELEVATION	
2	623
20	622

ANTRIM COUNTY AIRPORT
 BELLAIRE, MICHIGAN
 (NOT TO SCALE)
 (ELEVATIONS AND DISTANCES IN FEET)