OBSTRUCTION DATA SHEET

ODS 5382
GLASGOW INTERNATIONAL AIRPORT
GLASGOW, MONTANA

DIGITIZED FROM

OC 5382
SURVEYED JUNE 1986
6TH EDITION

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.

HORIZONTAL SURFACE
150 FEET ABOVE
ESTABLISHED AIRPORT
ELEVATION

20:1 CONICAL SURFACE
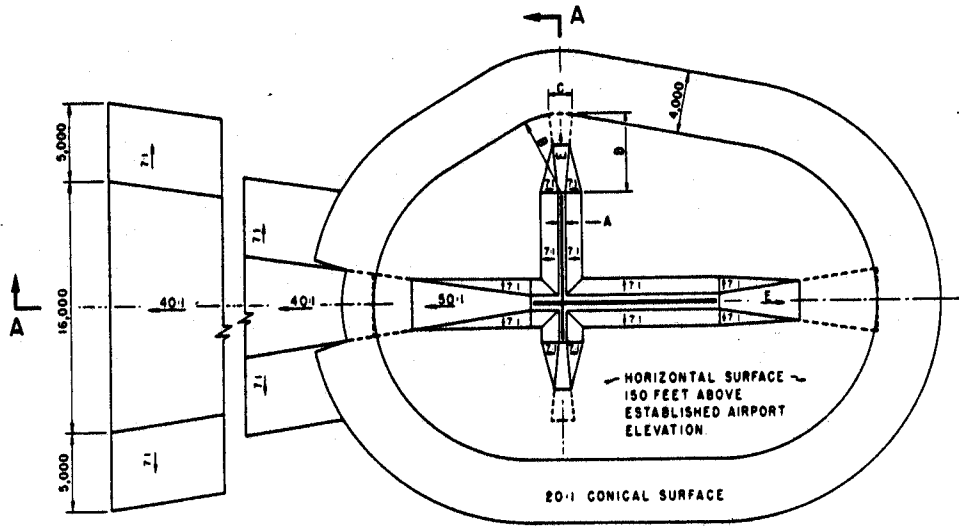
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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	*
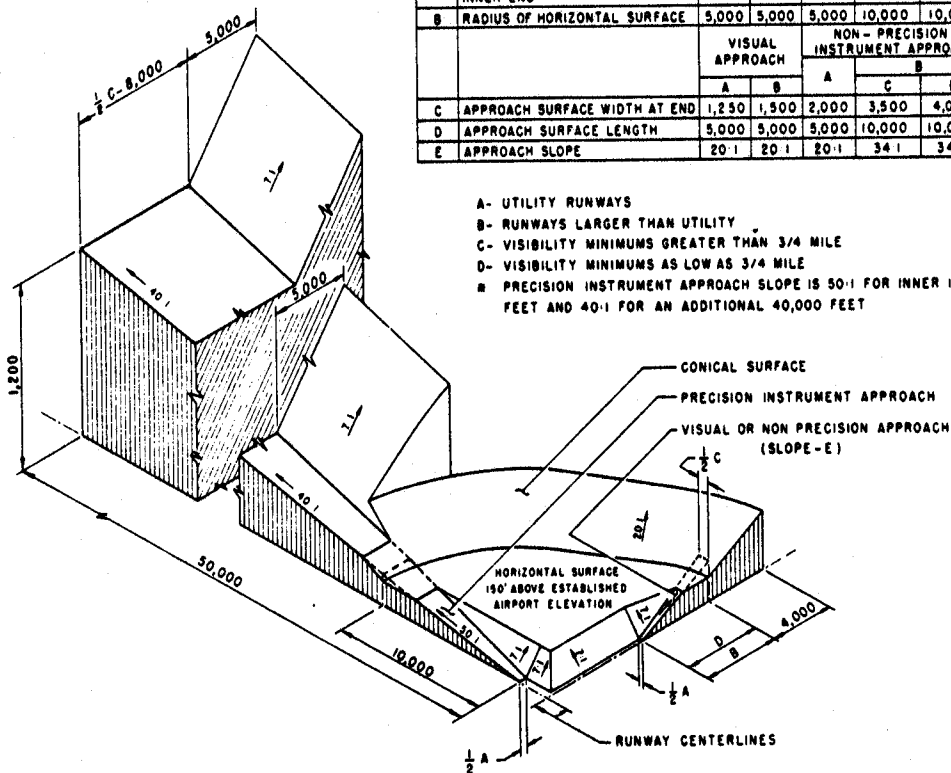
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

CONICAL SURFACE
PRECISION INSTRUMENT APPROACH
VISUAL OR NON PRECISION APPROACH (SLOPE-E)
HORIZONTAL SURFACE 150' ABOVE ESTABLISHED AIRPORT ELEVATION
RUNWAY CENTERLINES

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]	XXXXXX.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	XXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

FAR-77 APPROACH SURFACE

HAA

HAT

HAR

PNTR

AGL

N

AIRPORT ELEVATION

TDZE

DISPLACED THRESHOLD

RUNWAY PHYSICAL END

7

FAR-77 APPROACH SURFACE

DEND

DTHR

DCLN

Tower

(NOT TO SCALE)

Elevations and distances are in feet
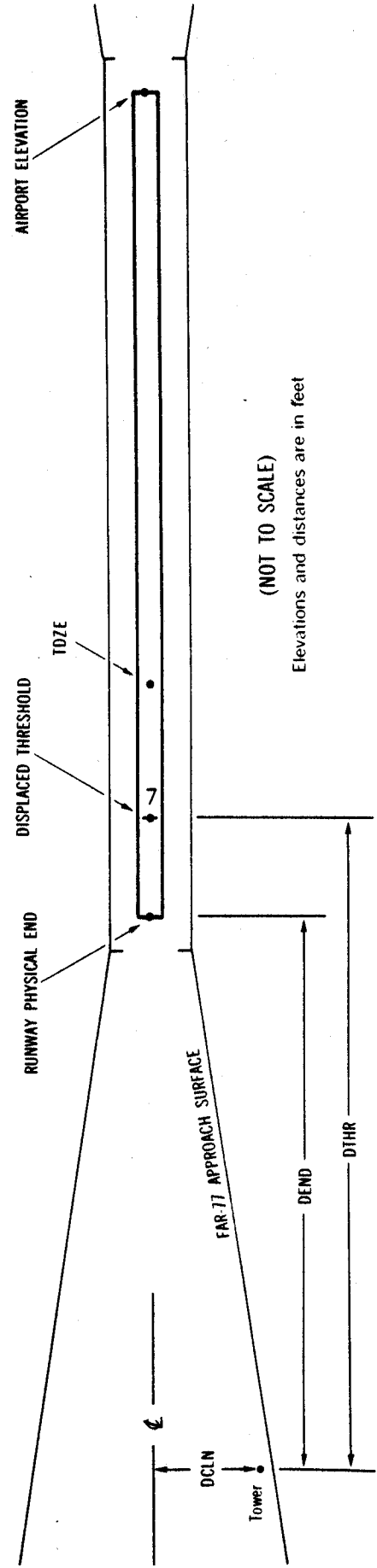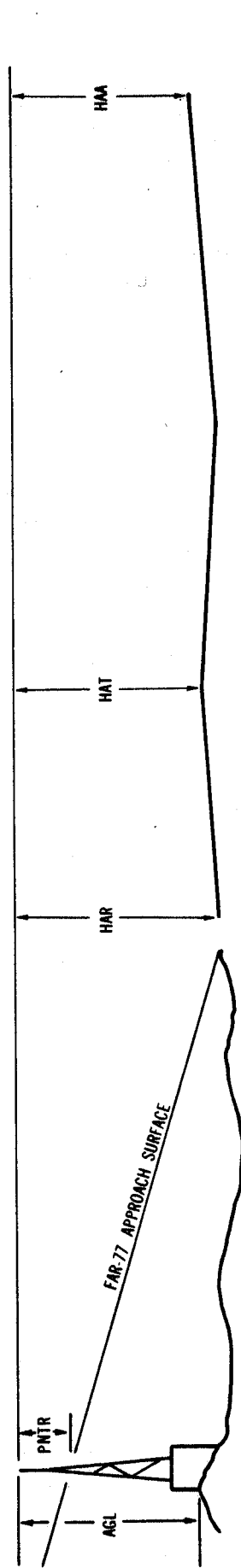
EXPLANATION OF FOOTNOTES

[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).

AIRPORT ELEVATION 2294

7   A(V) 2282/2293   481246.070N   1063726.800W   2695252

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	481244.50	1063747.55	1A	2277		-5	-16	-17	1405		156R	-65
FENCE POST	481247.81	1063748.17	1A	2277		-5	-16	-17	1447		179L	-67
FENCE POST	481246.19	1063753.56	1A	2271		-11	-22	-23	1812		16L	-92

25   A(V) 2293/2294   481246.165N   1063613.245W   0895347

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR

*** N O   O B S T R U C T I O N S ***

12   C 2288/2291   481300.521N   1063718.883W   3135416

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	481308.36	1063726.66	1A	2289		1	-2	-5	930		207L	-20
FENCE POST	481305.76	1063730.93	1A	2287		-1	-4	-7	956		183R	-23
FENCE POST	481313.53	1063738.95	1A	2275		-13	-16	-19	1893		8L	-63

30   C 2282/2291   481226.296N   1063625.692W   1335455

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	481217.29	1063612.14	1A	2281		-1	-10	-13	1295		21L	-33
ROAD (N)	481213.62	1063615.22	1A	2283		1	-8	-11	1402		434L	-34
TREE	481213.14	1063559.52	1A	2294		12	3	0	2202		269R	-47

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AIRPORT ELEVATION 2294

ARP   481244.762N   1063651.156W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
LTD WINDSOCK	481252.10	1063718.32	1A	2312		18	278 1	1985
ANT ON TANK	481218.85	1063648.37	1B	2409		115	161 54	2632
DOME	481237.97	1063729.64	1A	2311		17	241 13	2696
ROD ON APT BCN	481229.66	1063727.97	1A	2334		40	224 28	2926
ANT ON OL TANK	481307.42	1063618.40	1B	2478		184	30 1	3192
OL ON RTR TR	481333.85	1063651.27	1B	2342		48	345 55	4975

N

VAR. 14.0° EAST

EL. 2288

13

5001 X 100 PAVED

4983 X 75 PAVED

AIRPORT ELEV. 2294 FT.

EL. 2293

7

25

EL. 2282

ARP(1996)

30

EL. 2282
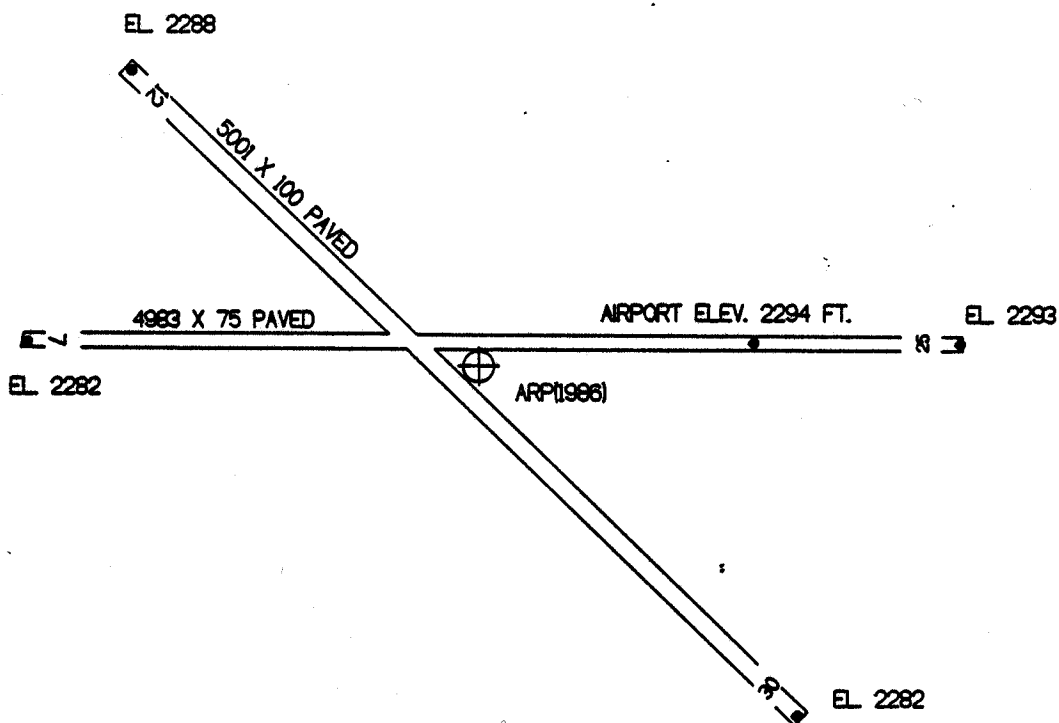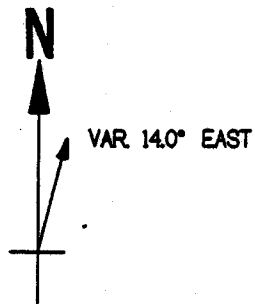
TOUCHDOWN ZONE

RUNWAY	ELEVATION
7	2293
25	2294
12	2291
30	2291

GLASGOW INTERNATIONAL AIRPORT

GLASGOW. MONTANA

(NOT TO SCALE)