

# OBSTRUCTION DATA SHEET

**ODS 6078  
DAWSON COMMUNITY AIRPORT  
GLENDDIVE, MONTANA**

**DIGITIZED FROM**

**OC 6078  
SURVEYED JULY 1991  
3RD EDITION**



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THE NATIONAL OCEAN SERVICE  
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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 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:

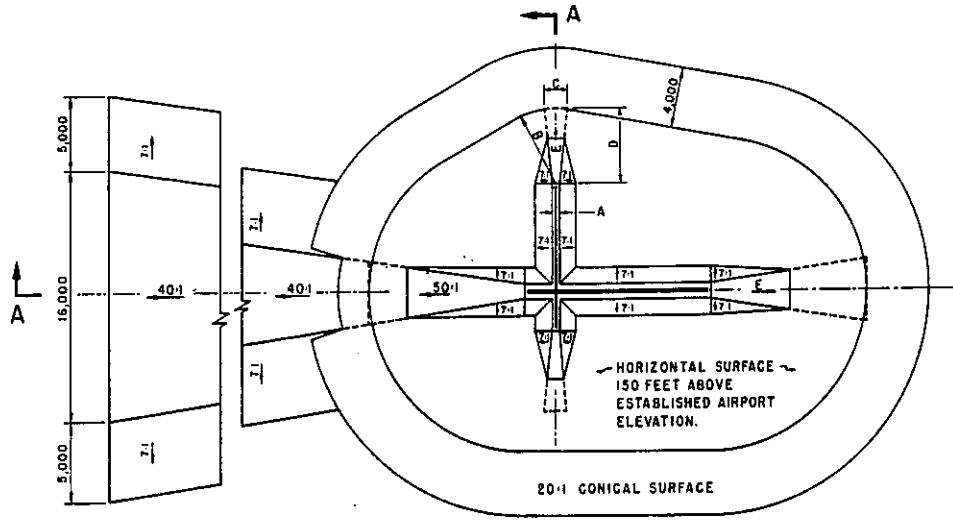
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the 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)

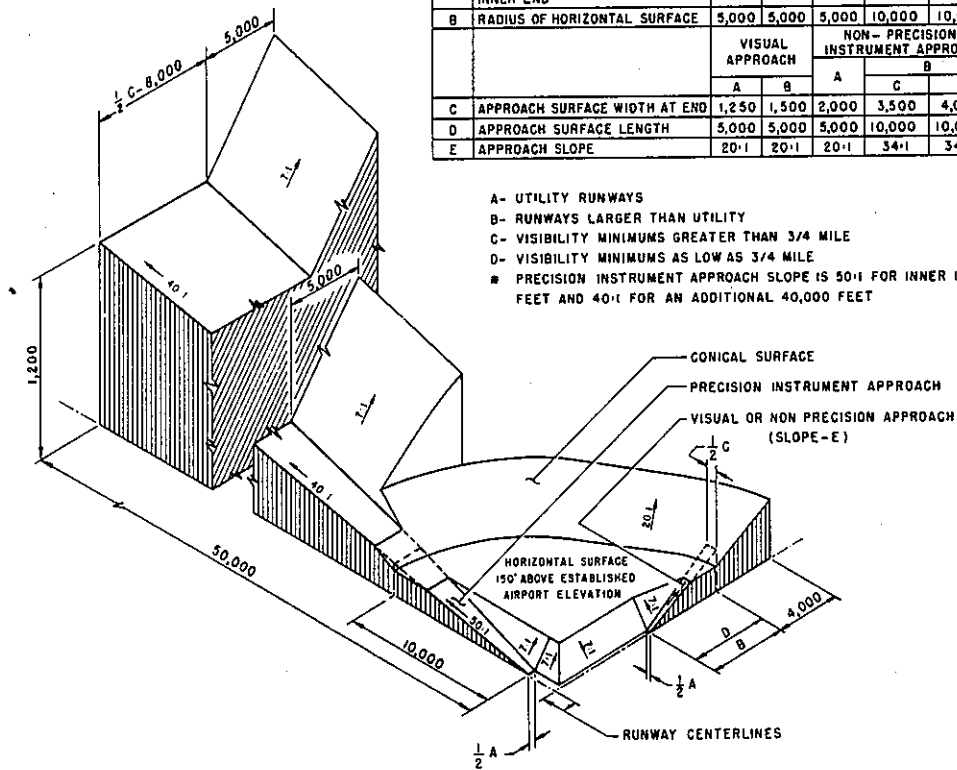
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
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	B		
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

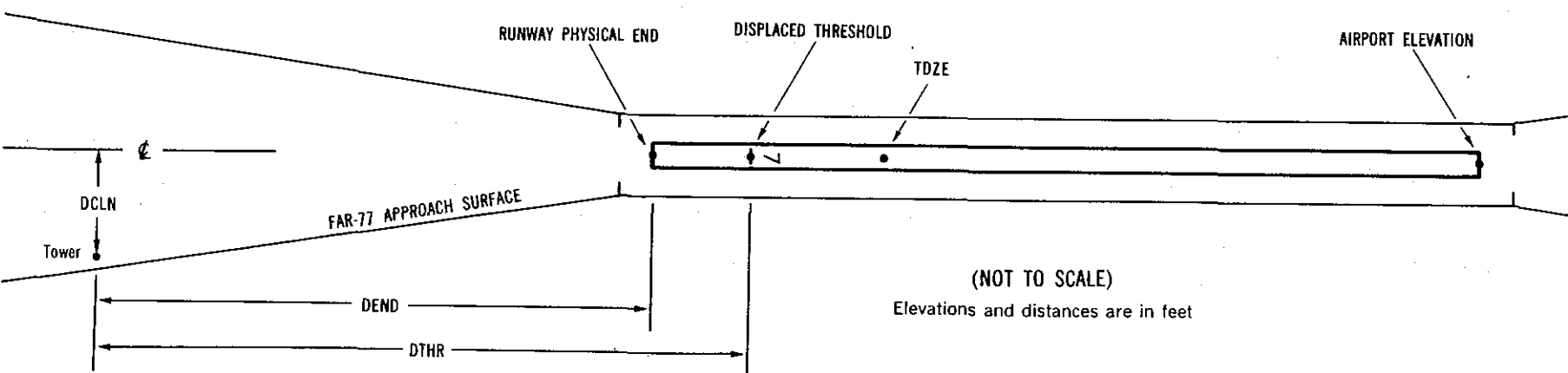
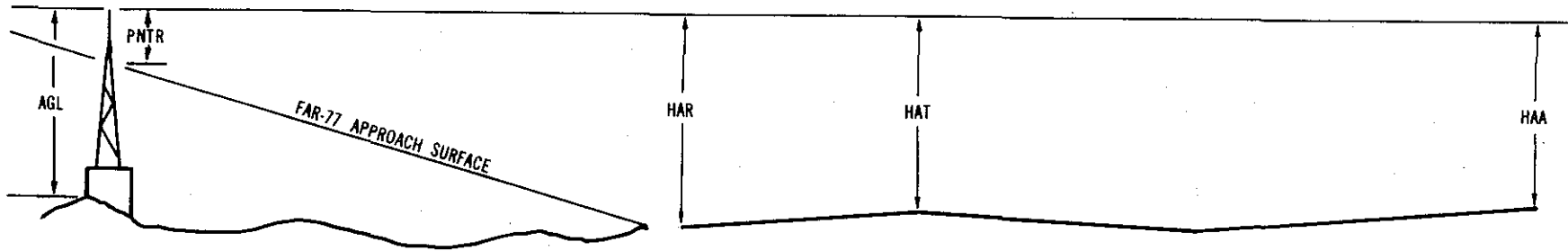
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X <sup>1</sup>	X <sup>2</sup>	XXXX/XXXX <sup>3</sup>	XXXXXX.XXX <sup>4</sup>	XXXXXXX.XXX <sup>4</sup>	XXXXXXX <sup>5</sup>	XXXX/XXXX <sup>6</sup>	XXXXXX.XXX <sup>7</sup>	XXXXXXX.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

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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 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  $\pm 10$  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).

OC6078

AIRPORT ELEVATION 2456

2 SUPLC 2454/2456 470814.158N 1044847.607W 2162223

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	470838.05	1044817.00	1A	2456		2	0	0	-3204		268R	4
GROUND	470837.73	1044824.90	1A	2454		0	-2	-2	-2854		152L	3
GROUND	470833.55	1044823.51	1A	2453		-1	-3	-3	-2570		176R	3
GROUND	470812.57	1044849.32	1A	2457		3	1	1	200		0R	3
FENCE POST	470812.98	1044853.20	1A	2462		8	6	6	325		241L	4
ROAD (N)	470812.74	1044853.74	1A	2471		17	15	15	367		256L	12
FENCE POST	470808.89	1044848.07	1A	2463		9	7	7	449		291R	2
ROAD (N)	470808.38	1044848.61	1A	2471		17	15	15	513		291R	8
ROAD (N)	470809.60	1044852.56	1A	2467		13	11	11	575		2L	2
TRANSMISSION TOWER	470706.42	1045008.08	2C	2566		112	110	110	8826		412L	-142

20 SUPLC 2452/2456 470837.997N 1044821.873W 0362242

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	470812.57	1044849.32	1A	2457		5	1	1	-3200		0L	3
GROUND	470833.55	1044823.51	1A	2453		1	-3	-3	-430		176L	3
GROUND	470837.73	1044824.90	1A	2454		2	-2	-2	-145		152R	3
FENCE POST	470838.05	1044817.00	1A	2456		4	0	0	204		268L	4
FENCE POST	470841.09	1044822.44	1A	2457		5	1	1	229		218R	4
FENCE POST	470840.96	1044816.96	1A	2455		3	-1	-1	443		95L	-4

OC6078

AIRPORT ELEVATION 2456

12 C 2456/2456 470836.170N 1044846.887W 3162131

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE POST	470752.36	1044750.38	1A	2453		-3	-3	-3	-5908		236R	1
BUSH	470753.26	1044749.58	1A	2453		-3	-3	-3	-5880		133R	1
TREE	470814.53	1044820.69	1A	2460		4	4	4	-2837		203R	8
FENCE POST	470836.88	1044853.66	1A	2462		6	6	6	375		289R	1
ROAD (N)	470837.26	1044853.87	1A	2473		17	17	17	413		273R	11
FENCE POST	470841.27	1044848.05	1A	2462		6	6	6	429		298L	-1

30 SUPLC 2452/2454 470755.432N 1044749.965W 1362213

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	470814.53	1044820.69	1A	2460		8	6	4	-2866		203L	8
BUSH	470753.26	1044749.58	1A	2453		1	-1	-3	177		133L	1
FENCE POST	470752.36	1044750.38	1A	2453		1	-1	-3	205		236L	1
BUSH	470755.37	1044744.78	1A	2454		2	0	-2	252		255R	1
ROAD (N)	470754.78	1044743.61	1A	2455		3	1	-1	351		272R	-1

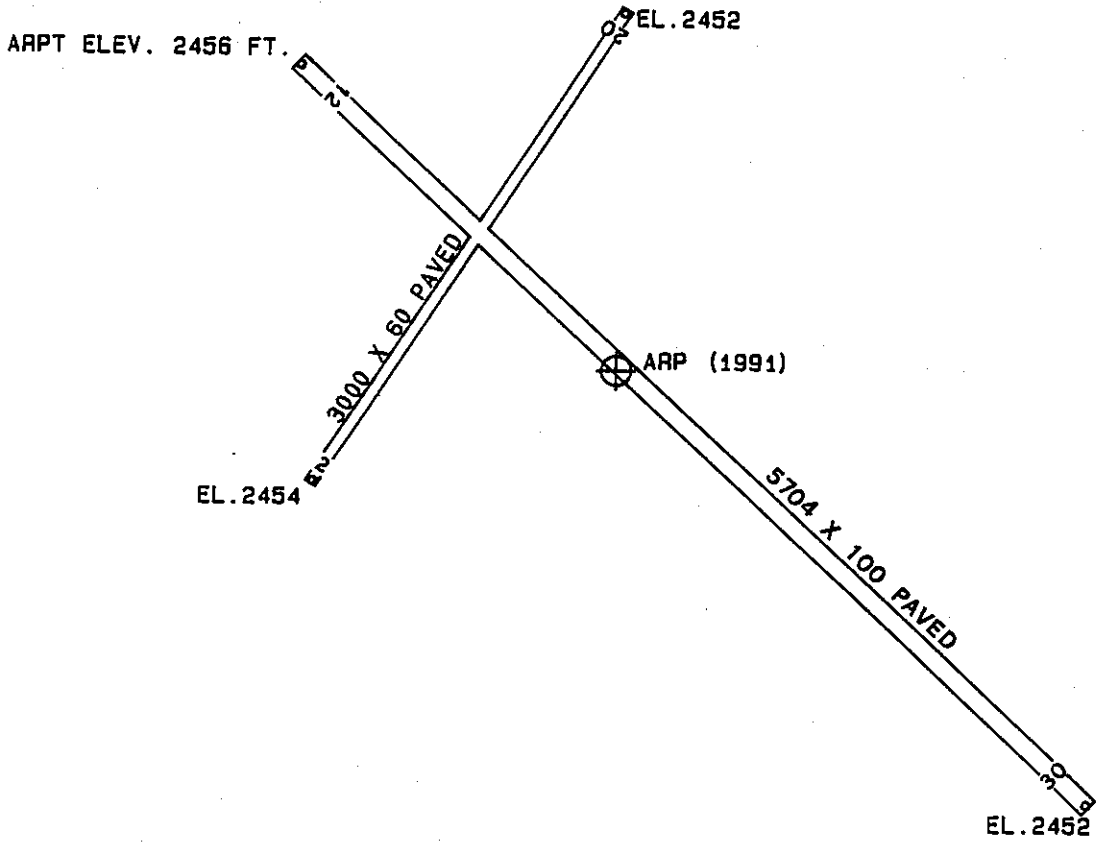
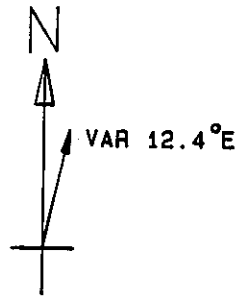


OC6078

AIRPORT ELEVATION 2456

ARP 470819.344N 1044824.047W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG	BEARING	DISTANCE
ANTENNA ON POLE	470810.45	1044829.12	1A	2509		53	188	54	967
POLE	470817.84	1044837.89	1A	2480		24	248	32	969
AIRPORT BEACON	470807.28	1044829.60	1A	2507		51	185	3	1281
OL ON WINDSOCK	470813.39	1044806.87	1A	2480		24	104	31	1332
ROD ON OL TOWER	470824.22	1044844.02	1A	2492		36	277	17	1467
BUSH	470829.82	1044843.76	1A	2463		7	295	30	1727
POLE	470801.53	1044815.48	1A	2504		48	149	25	1899
POLE	470839.85	1044902.44	1A	2482		26	295	39	3371
WINDSOCK	470756.62	1044745.60	1A	2464		8	118	30	3517
TRANSMISSION TOWER	470804.14	1044650.77	1B	2519		63	91	1	6630
TRANSMISSION TOWER	470650.56	1044906.68	1B	2549		93	185	45	9466
TRANSMISSION TOWER	470645.33	1044832.59	1B	2523		67	171	9	9543
TRANSMISSION TOWER	470655.71	1044939.56	1B	2554		98	199	15	9953
TRANSMISSION TOWER	470722.30	1045033.94	2C	2566		110	224	51	10680
TRANSMISSION TOWER	470634.43	1044728.76	1B	2502		46	147	49	11297



TOUCHDOWN ZONE RUNWAY ELEVATION	
2	2456
20	2456
12	2456
30	2454

DAWSON COMMUNITY AIRPORT  
 GLENDIVE, MONTANA  
 (NOT TO SCALE)