

OBSTRUCTION DATA SHEET

ODS 261
MILLINOCKET MUNICIPAL AIRPORT
MILLINOCKET, MAINE

DIGITIZED FROM

OC 261
SURVEYED JULY 1993
2ND EDITION

HORIZONTAL DATUM NAD 83
VERTICAL DATUM NGVD 29



PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

ATTENTION

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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.

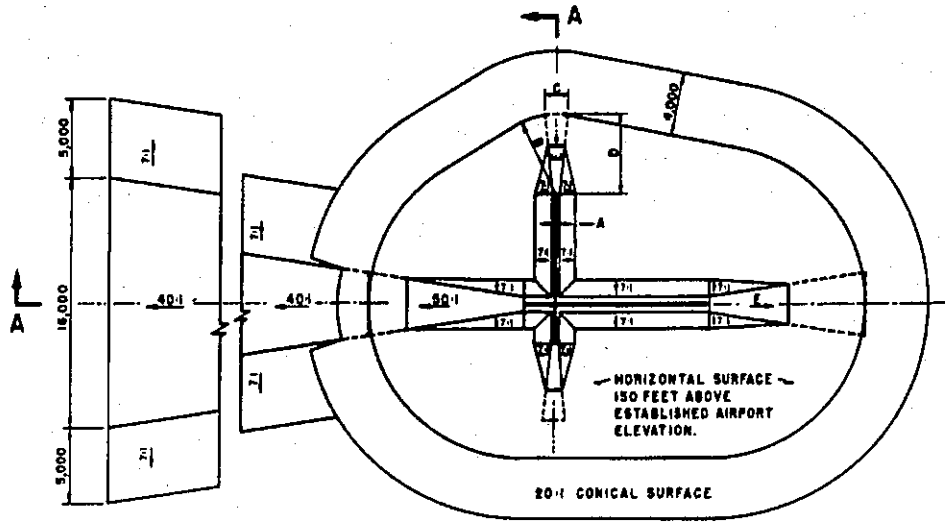
ODS information is arranged as follows:

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.

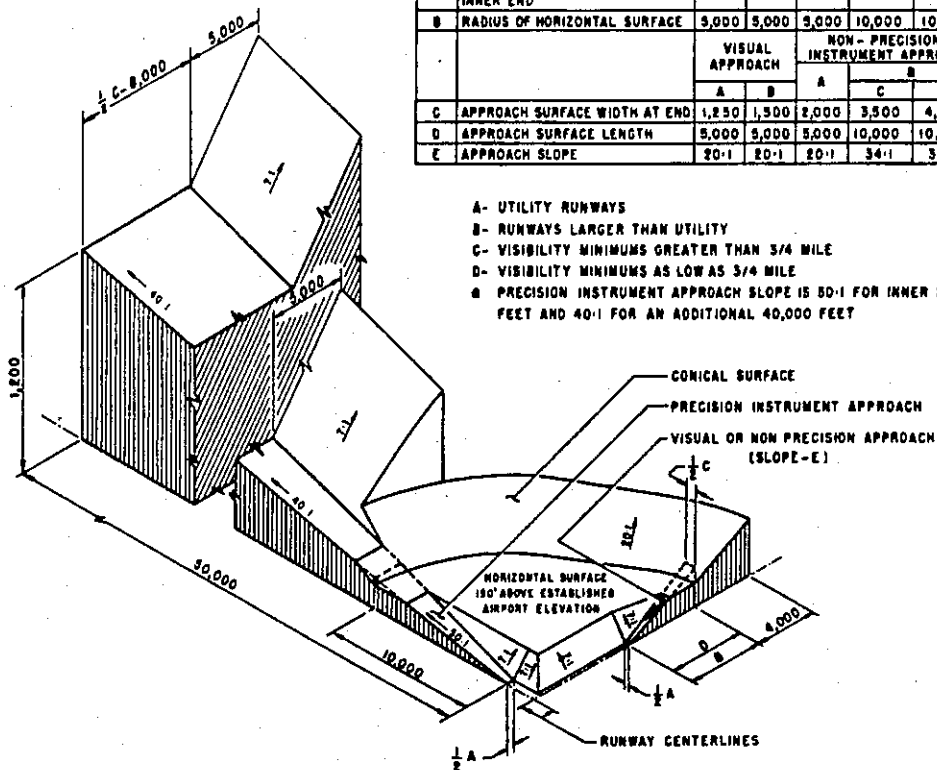
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

- 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 |
| | | 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 | * |



ISOMETRIC VIEW OF SECTION A-A

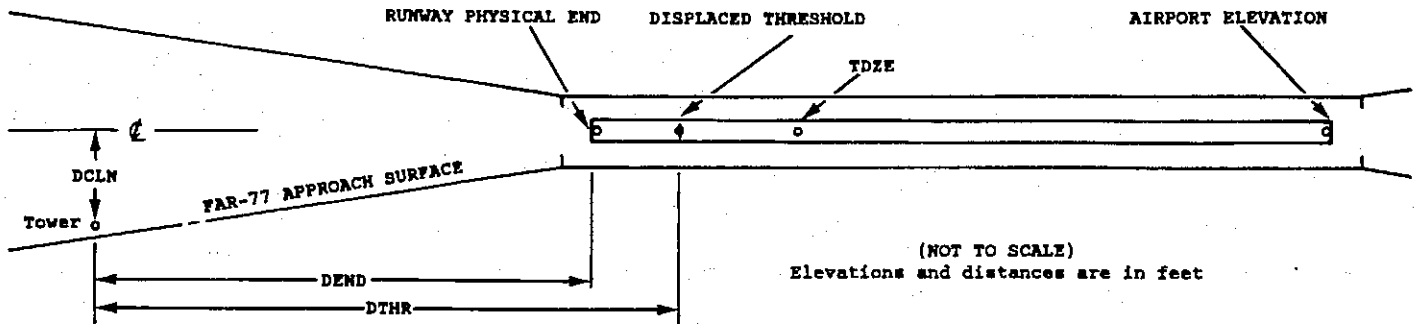
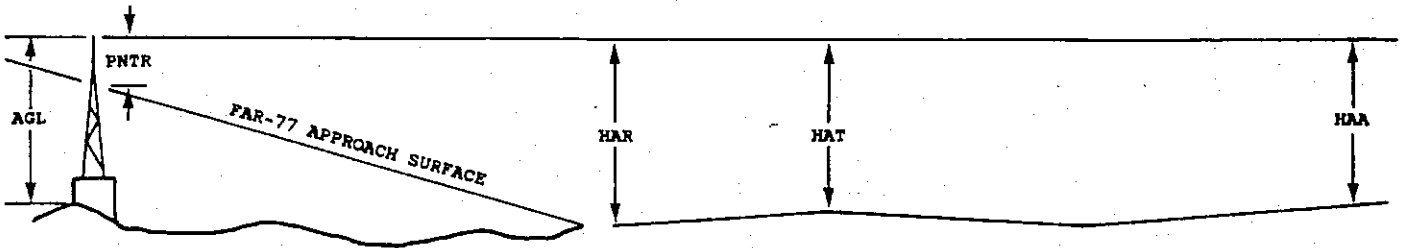
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

| | 1 | 2 | 3 | 4 | 4 | 5 | 6 | 7 | 7 | 8 | 9 | 10 | 11 | 11 | 11 | 12 | 12 | 12 | 13 | |
|--------------|---|---|-----------|------------|------------|--------|-----------|------------|------------|---|------|-----|-----|-----|-----|------|------|------|------|--|
| OBJECT | X | X | XXXX/XXXX | XXXXXX.XXX | XXXXXX.XXX | XXXXXX | XXXX/XXXX | XXXXXX.XXX | XXXXXX.XXX | A | ELEV | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR | |
| XXXXXXXXXXXX | | | | | | | | | | | | | | | | | | | | |
| XXXXXXXXXXXX | | | | | | | | | | | | | | | | | | | | |



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).

OC0261

AIRPORT ELEVATION 409

11 SUPLC 402/ 409 453857.748 -684134.085 902129.

| OBJECT | LAT | LONG | A | EL | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|----------------|-----------|------------|----|-----|-----|-----|-----|-----|-------|------|-------|------|
| BUSH | 453859.25 | -684026.17 | 1A | 406 | | 4 | -3 | -3 | -4823 | | 183L | 10 |
| BUSH | 453857.70 | -684026.56 | 1A | 402 | | 0 | -7 | -7 | -4796 | | 26L | 6 |
| BUSH | 453855.16 | -684105.32 | 1A | 418 | | 16 | 9 | 9 | -2045 | | 249R | 10 |
| WSK | 453855.31 | -684123.49 | 1A | 415 | | 13 | 6 | 6 | -754 | | 242R | 12 |
| ANT ON OL BLDG | 453855.29 | -684138.23 | 1A | 416 | | 14 | 7 | 7 | 293 | | 251R | 11 |
| OL ON LOC | 453857.77 | -684138.31 | 1A | 410 | | 8 | 1 | 1 | 300 | | OR | 5 |
| TREE | 453855.15 | -684141.96 | 1A | 447 | | 45 | 38 | 38 | 558 | | 266R | 35 |
| TREE | 453900.13 | -684143.97 | 1A | 439 | | 37 | 30 | 30 | 704 | | 237L | 22 |
| ROD ON STACK | 453851.85 | -684218.71 | 1A | 575 | 210 | 173 | 166 | 166 | 3166 | | 617R | 86 |
| ANT | 453859.58 | -684222.31 | 1A | 507 | | 105 | 98 | 98 | 3427 | | 164L | 10 |
| OL ON TWR | 453851.27 | -684229.92 | 1A | 526 | | 124 | 117 | 117 | 3962 | | 681R | 13 |
| OL TWR | 453854.80 | -684234.66 | 1A | 513 | | 111 | 104 | 104 | 4301 | | 325R | -10 |
| TRMSN TWR | 453848.68 | -684250.80 | 1A | 575 | | 173 | 166 | 166 | 5444 | | 952R | 19 |
| TRMSN TWR | 453853.74 | -684259.07 | 1A | 578 | | 176 | 169 | 169 | 6034 | | 443R | 4 |
| TREE | 453907.09 | -684307.75 | 1A | 571 | | 169 | 162 | 162 | 6659 | | 906L | -21 |
| TRMSN TWR | 453859.75 | -684308.53 | 1A | 584 | | 182 | 175 | 175 | 6710 | | 161L | -9 |
| TRMSN TWR | 453902.96 | -684313.45 | 1A | 581 | | 179 | 172 | 172 | 7061 | | 485L | -23 |
| TREE | 453847.44 | -684345.80 | 1A | 584 | | 182 | 175 | 175 | 9350 | | 1100R | -87 |

29 C 396/ 409 453857.452 -684027.745 2702217.

| OBJECT | LAT | LONG | A | EL | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|--------|-----------|------------|----|-----|-----|-----|-----|-----|-------|------|------|------|
| WSK | 453855.31 | -684123.49 | 1A | 415 | | 19 | 6 | 6 | -3958 | | 242L | 12 |
| BUSH | 453855.16 | -684105.32 | 1A | 418 | | 22 | 9 | 9 | -2668 | | 249L | 10 |
| BUSH | 453857.70 | -684026.56 | 1A | 402 | | 6 | -7 | -7 | 84 | | 26R | 6 |
| BUSH | 453859.25 | -684026.17 | 1A | 406 | | 10 | -3 | -3 | 111 | | 183R | 10 |
| TREE | 453854.42 | -684008.76 | 1A | 424 | | 28 | 15 | 15 | 1350 | | 298L | -6 |
| TREE | 453901.02 | -684008.28 | 1A | 437 | | 41 | 28 | 28 | 1380 | | 371R | 6 |
| TREE | 453858.41 | -683957.38 | 1A | 450 | | 54 | 41 | 41 | 2156 | | 111R | -4 |
| TREE | 453857.21 | -683944.46 | 1A | 467 | | 71 | 58 | 58 | 3075 | | 4L | -14 |

16 AV 401/ 402 453900.779 -684134.912 1385526.

| OBJECT | LAT | LONG | A | EL | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|--------|-----------|------------|----|-----|-----|-----|-----|-----|------|------|------|------|
| TREE | 453909.33 | -684148.37 | 1A | 457 | | 56 | 55 | 48 | 1281 | | 152R | 2 |
| TREE | 453913.02 | -684149.72 | 1A | 463 | | 62 | 61 | 54 | 1626 | | 21L | -9 |

OC0261

AIRPORT ELEVATION 409

34 AV 381/ 401 453830.958 -684057.858 3185552.

| OBJECT | LAT | LONG | A | EL | AGL | HAR | HAT | HAA | DEND | DTHR | DCLN | PNTR |
|----------|-----------|------------|----|-----|-----|-----|-----|-----|------|------|------|------|
| ROAD (N) | 453828.68 | -684054.85 | 1A | 393 | | 12 | -8 | -16 | 314 | | 9R | 7 |
| TREE | 453825.42 | -684049.90 | 1A | 427 | | 46 | 26 | 18 | 794 | | 58R | 17 |
| TREE | 453823.58 | -684051.87 | 1A | 430 | | 49 | 29 | 21 | 843 | | 170L | 17 |
| TREE | 453822.78 | -684050.21 | 1A | 436 | | 55 | 35 | 27 | 981 | | 134L | 16 |

OC0261

AIRPORT ELEVATION 409

ARP 453852.210 -684108.023

| OBJECT | LAT | LONG | A | EL | AGL | HAA | MAG BEARING | DISTANCE |
|---------------|-----------|------------|----|-----|-----|-----|-------------|----------|
| TREE | 453851.37 | -684104.88 | 1A | 473 | | 64 | 12952 | 239 |
| BUSH | 453854.80 | -684106.09 | 1A | 427 | | 18 | 4633 | 296 |
| TREE | 453848.57 | -684113.45 | 1A | 475 | | 66 | 24519 | 534 |
| TREE | 453845.82 | -684110.76 | 1A | 468 | | 59 | 21543 | 675 |
| BUSH | 453855.02 | -684059.00 | 1A | 414 | | 5 | 8502 | 701 |
| TREE | 453851.42 | -684118.39 | 1A | 444 | | 35 | 28247 | 741 |
| TREE | 453852.78 | -684057.41 | 1A | 457 | | 48 | 10437 | 756 |
| BUSH | 453900.33 | -684102.82 | 1A | 426 | | 17 | 4311 | 901 |
| BUSH | 453900.95 | -684112.35 | 1A | 428 | | 19 | 35950 | 937 |
| TREE | 453842.40 | -684107.41 | 1A | 453 | | 44 | 19628 | 995 |
| TREE | 453843.71 | -684119.01 | 1A | 457 | | 48 | 24110 | 1162 |
| BUSH | 453900.39 | -684054.29 | 1A | 424 | | 15 | 6839 | 1280 |
| TREE | 453905.47 | -684110.15 | 1A | 500 | | 91 | 1234 | 1351 |
| TREE | 453851.10 | -684049.07 | 1A | 471 | | 62 | 11346 | 1351 |
| TREE | 453849.27 | -684127.80 | 1A | 453 | | 44 | 27700 | 1436 |
| TREE | 453838.10 | -684111.12 | 1A | 455 | | 46 | 20745 | 1446 |
| BUSH | 453900.70 | -684126.91 | 1A | 420 | | 11 | 32139 | 1593 |
| TREE | 453905.06 | -684054.71 | 1A | 491 | | 82 | 5459 | 1609 |
| TREE | 453837.10 | -684059.87 | 1A | 454 | | 45 | 17815 | 1636 |
| ANT ON APBN | 453851.00 | -684132.18 | 1A | 445 | | 36 | 28455 | 1721 |
| TREE | 453905.79 | -684127.42 | 1A | 487 | | 78 | 33357 | 1947 |
| TREE | 453904.49 | -684044.72 | 1A | 476 | | 67 | 7204 | 2071 |
| BUSH | 453900.09 | -684040.68 | 1A | 418 | | 9 | 8640 | 2100 |
| TREE | 453853.85 | -684138.33 | 1A | 449 | | 40 | 29324 | 2159 |
| ROD ON OL TWR | 453912.39 | -684121.38 | 1A | 526 | | 117 | 35406 | 2253 |
| TREE | 453832.08 | -684054.16 | 1A | 444 | | 35 | 17313 | 2264 |
| TREE | 453904.88 | -684134.82 | 1A | 459 | | 50 | 32258 | 2296 |
| TREE | 453854.53 | -684140.79 | 1A | 452 | | 43 | 29446 | 2340 |
| TREE | 453829.18 | -684100.27 | 1A | 436 | | 27 | 18542 | 2397 |
| WTEE | 453900.66 | -684140.68 | 1A | 409 | | 0 | 30915 | 2473 |
| TREE | 453827.56 | -684058.52 | 1A | 428 | | 19 | 18352 | 2587 |
| TREE | 453850.96 | -684031.07 | 1A | 458 | | 49 | 11146 | 2628 |
| BUSH | 453854.44 | -684030.83 | 1A | 409 | | 0 | 10407 | 2652 |
| TREE | 453901.71 | -684145.38 | 1A | 451 | | 42 | 30856 | 2823 |
| TREE | 453825.24 | -684056.41 | 1A | 435 | | 26 | 18211 | 2853 |
| TREE | 453827.23 | -684047.75 | 1A | 436 | | 27 | 16920 | 2911 |
| TREE | 453913.89 | -684143.43 | 1A | 511 | | 102 | 33007 | 3339 |
| TREE | 453823.21 | -684042.72 | 1A | 445 | | 36 | 16731 | 3444 |
| TREE | 453919.35 | -684148.70 | 1A | 523 | | 114 | 33234 | 3988 |
| TREE | 453852.18 | -684009.93 | 1A | 452 | | 43 | 10902 | 4127 |
| TREE | 453902.17 | -684006.69 | 1A | 451 | | 42 | 9557 | 4472 |

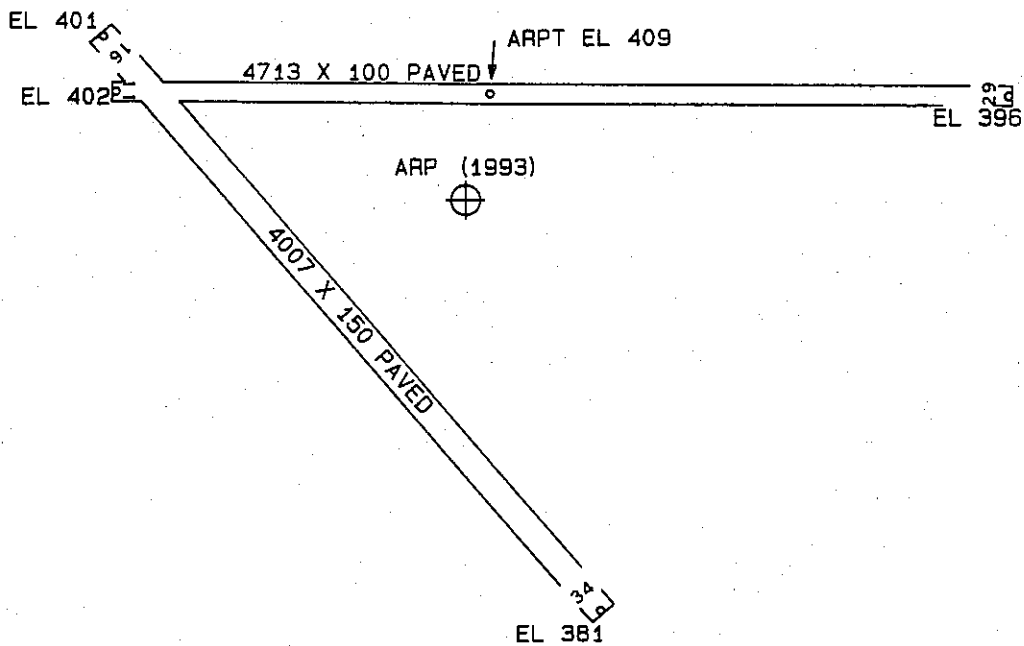
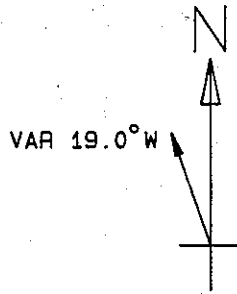
OC0261

Continued from previous page

AIRPORT ELEVATION 409

ARP 453852.210 -684108.023

| OBJECT | LAT | LONG | A | EL | AGL | HAA | MAG BEARING | DISTANCE |
|-----------------|-----------|------------|----|-----|-----|-----|-------------|----------|
| ROD ON STACK | 453846.97 | -684216.10 | 1A | 604 | 229 | 195 | 28244 | 4865 |
| ROD ON OL STACK | 453841.72 | -684217.07 | 1A | 771 | 351 | 362 | 27646 | 5018 |
| OL STACK | 453839.61 | -684217.31 | 1A | 759 | 339 | 350 | 27428 | 5084 |
| OL ON TWR | 453848.96 | -684225.34 | 1A | 525 | | 116 | 28534 | 5502 |
| TREE | 453809.45 | -684210.00 | 1A | 662 | | 253 | 24428 | 6176 |
| TRMSN TWR | 453842.35 | -684241.33 | 1A | 610 | | 201 | 28026 | 6703 |
| ROD ON OL TWR | 453838.39 | -684240.76 | 1A | 799 | 311 | 390 | 27700 | 6735 |
| OL ON TANK | 454001.49 | -684149.16 | 1A | 601 | | 192 | 35623 | 7600 |
| TREE | 453946.31 | -683934.59 | 1C | 571 | | 162 | 6926 | 8606 |
| TREE | 454002.79 | -683947.84 | 1C | 562 | | 153 | 5731 | 9140 |
| TREE | 453924.04 | -684331.43 | 1A | 678 | | 269 | 30634 | 10684 |
| TREE | 453832.37 | -684343.26 | 1A | 583 | | 174 | 27841 | 11210 |
| OL ON TWR | 454025.52 | -684305.10 | 1A | 629 | 222 | 220 | 33740 | 12588 |
| ROD ON OL TWR | 454027.13 | -684313.43 | 1A | 708 | 310 | 299 | 33611 | 13105 |



| TOUCHDOWN ZONE RUNWAY ELEVATION | |
|------------------------------------|-----|
| 11 | 409 |
| 29 | 409 |
| 15 | 402 |
| 34 | 401 |

MILLINOCKET MUNICIPAL AIRPORT
 MILLINOCKET, MAINE
 (NOT TO SCALE)
 (ELEVATIONS AND DISTANCES IN FEET)