

# OBSTRUCTION DATA SHEET

ODS 6943  
BAKER MUNICIPAL AIRPORT  
BAKER, MONTANA

DIGITIZED FROM

OC 6943  
SURVEYED SEPTEMBER 1993  
1ST EDITION

HORIZONTAL DATUM NAD 83  
VERTICAL DATUM NGVD 29



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## 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.

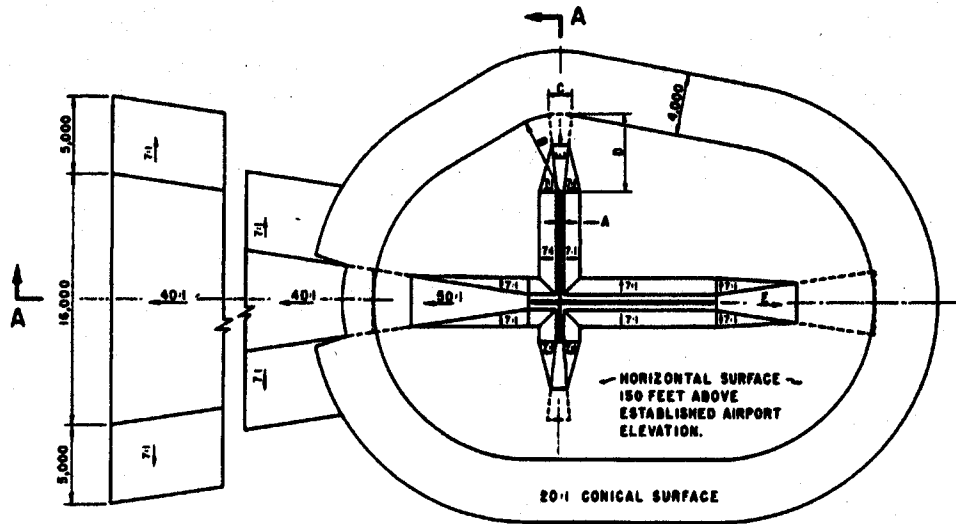
ODS information is arranged as follows:

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.

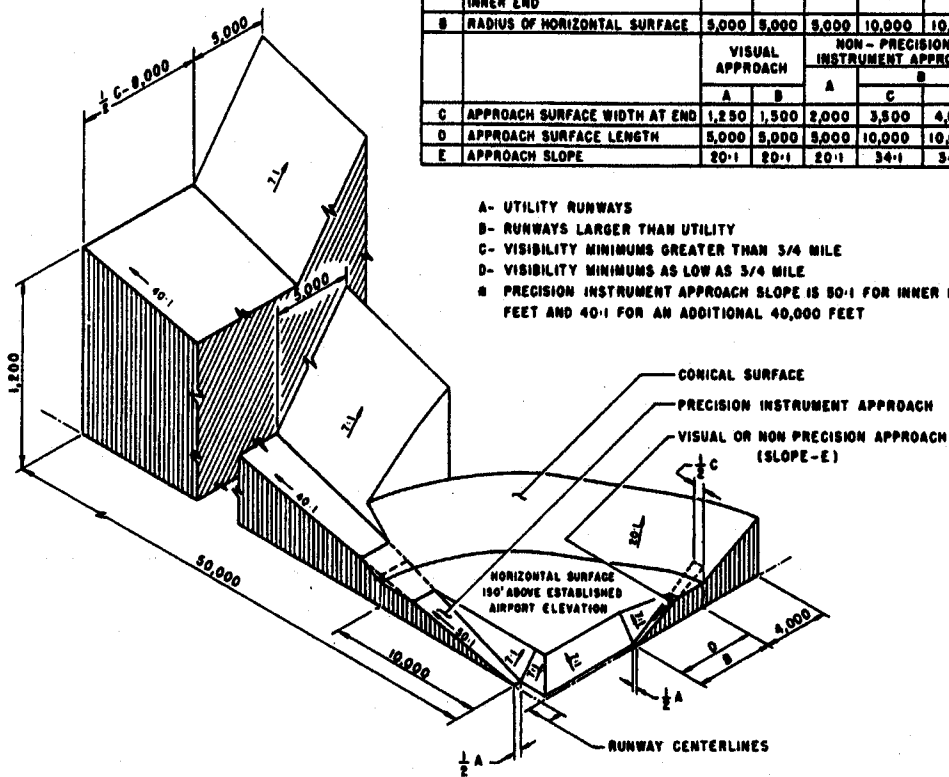
The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows:

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	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	•



- 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 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**

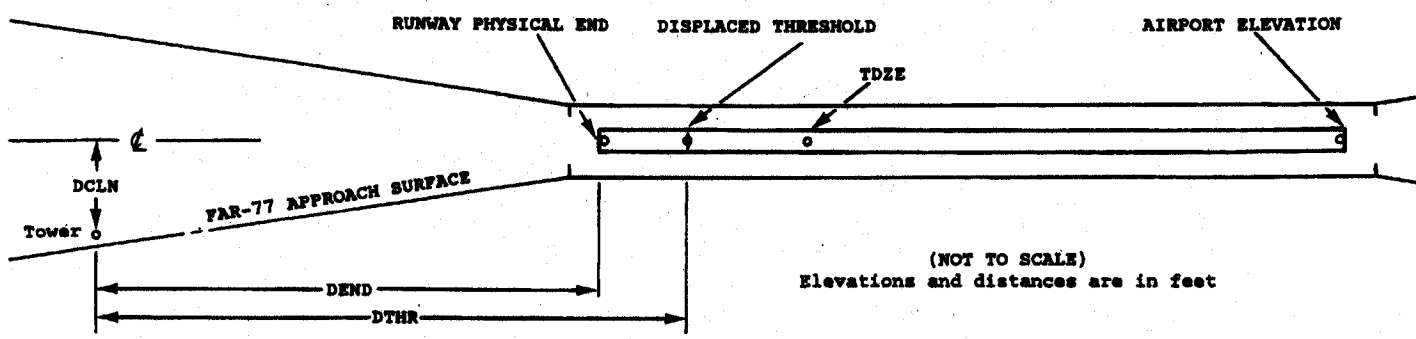
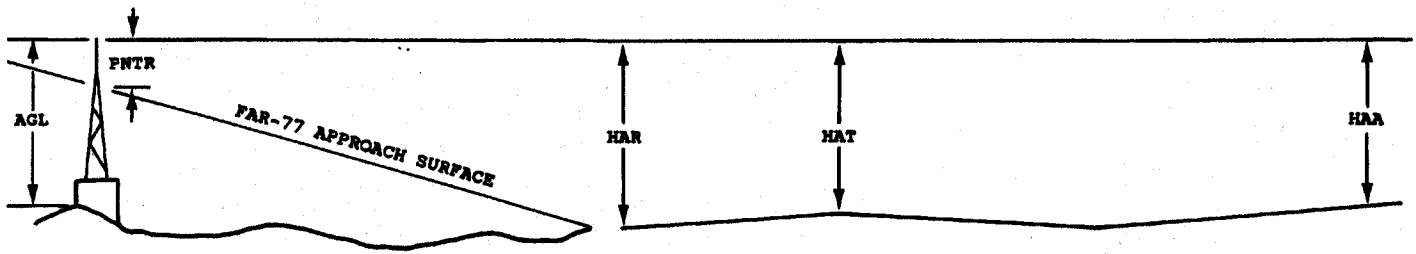
# ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

	1	2	3	4	4	5	6	7	7			
	X	X	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX	XXXXXX	XXXX/XXXX	XXXXXX.XXX	XXXXXX.XXX			
OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXX.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 2973

13 SUPLC 2959/2972 462109.374 -1041557.492 1374312.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LT POLE	462119.12	-1041606.40	1A	2977		18	5	4	1150		202L	-10
LT POLE	462121.35	-1041614.34	1A	2982		23	10	9	1692		58R	-21
ROD ON OL ANT	462136.45	-1041635.68	1A	3073		114	101	100	3830		136R	7

31 SUPLC 2973/2973 462033.606 -1041510.534 3174346.

OBJECT	LAT	LONG	A	EL	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	462029.37	-1041510.01	1A	2977		4	4	4	342		261L	0
FENCE	462029.91	-1041505.75	1A	2979		6	6	6	502		3L	-2
DERRICK	462016.56	-1041450.23	1A	3024		51	51	51	2235		108L	-8

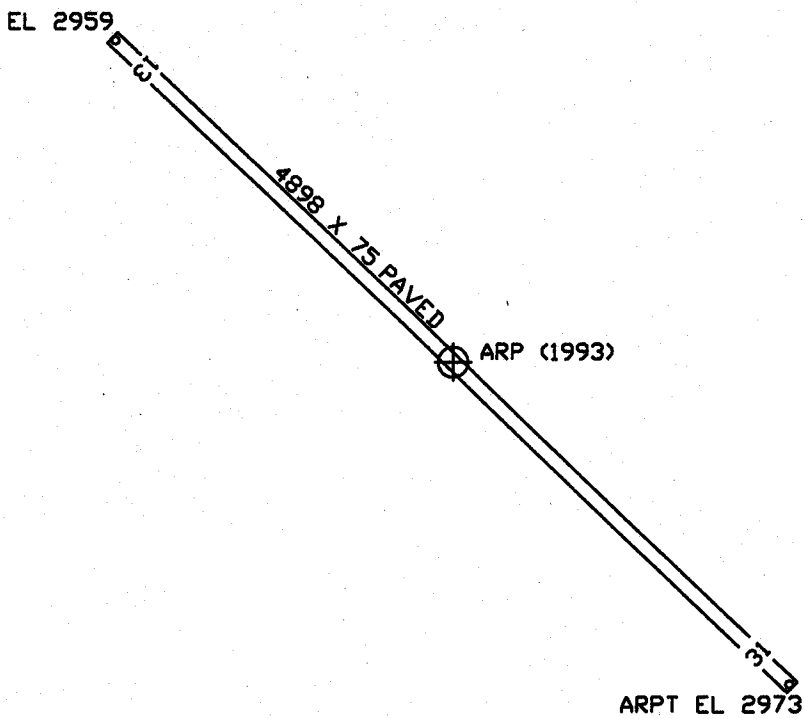
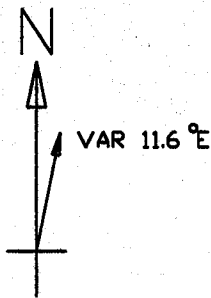
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AIRPORT ELEVATION 2973

ARP 462051.491 -1041534.011

OBJECT	LAT	LONG	A	EL	AGL	HAA	MAG BEARING	DISTANCE
NDB	462052.66	-1041522.61	1A	3021		48	6957	808
OL AMOM	462045.56	-1041514.80	1A	2997		24	10224	1475
TREE	462058.91	-1041553.26	1A	3024		51	28729	1545
OL WSK	462106.79	-1041542.55	1A	2978		5	32716	1660
WSK	462034.89	-1041519.24	1A	2996		23	13644	1974
TREE	462109.78	-1041546.33	1A	2999		26	32323	2043
FENCE	462027.94	-1041508.88	1A	2985		12	13156	2965
WSK ON BLDG	462111.96	-1041614.89	1A	2998		25	29416	3537
GROUND	462012.35	-1041610.52	1A	3152		179	20115	4718
APBN	462103.79	-1041643.59	1A	3110		137	27243	5035
ANT ON POLE	462129.32	-1041658.98	1A	3105		132	29109	7082
ROD ON OL TWR	462226.44	-1041626.60	1A	3173	248	200	32725	10296





TOUCHDOWN ZONE  
 RUNWAY ELEVATION

13	2972
31	2973

BAKER MUNICIPAL AIRPORT

BAKER, MONTANA

(NOT TO SCALE)

(ELEVATIONS AND DISTANCES IN FEET)