OBSTRUCTION DATA SHEET

ODS 5774
MONDELL FIELD
NEWCASTLE, WYOMING

DIGITIZED FROM

OC 5774
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1ST EDITION

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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).

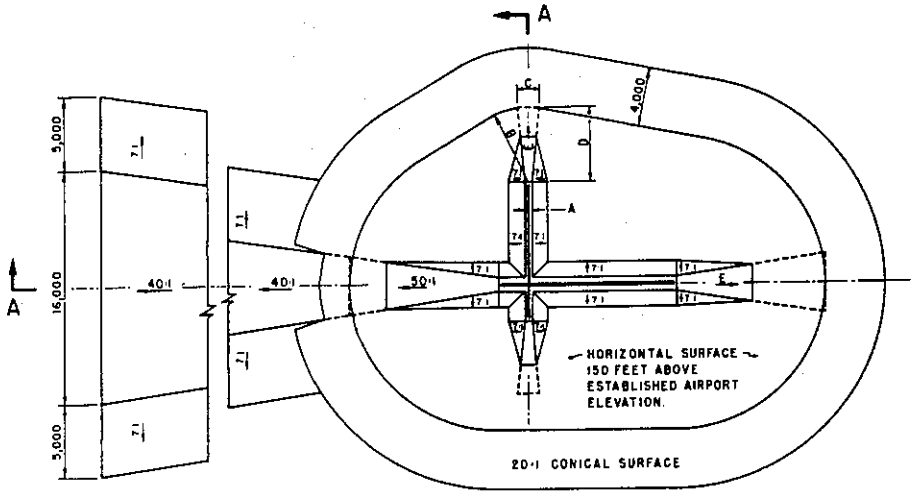
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

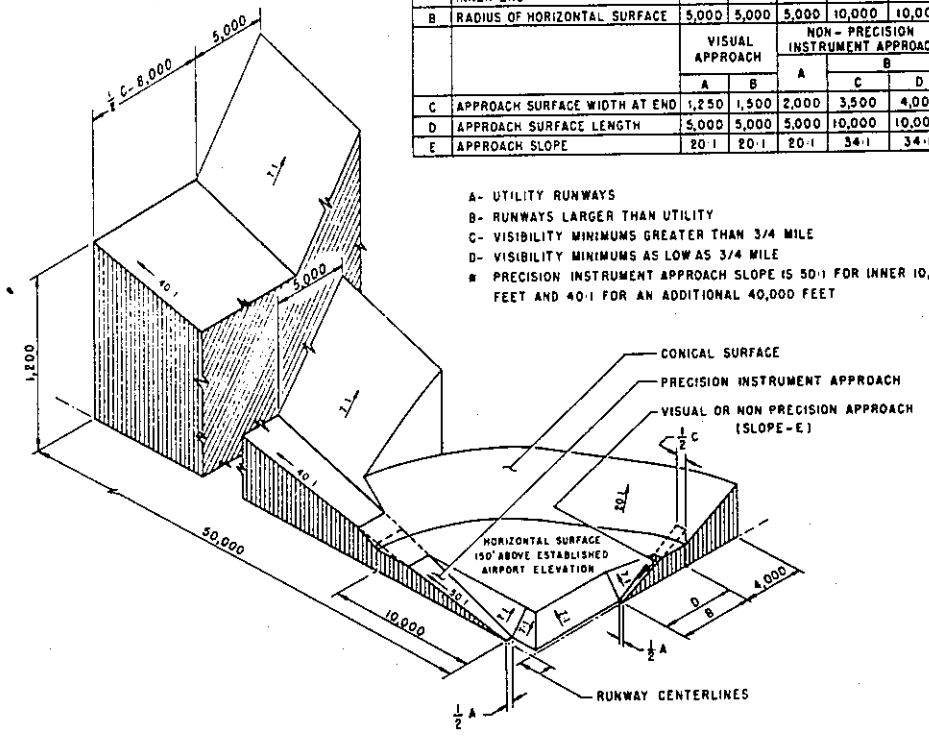
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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		
					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



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

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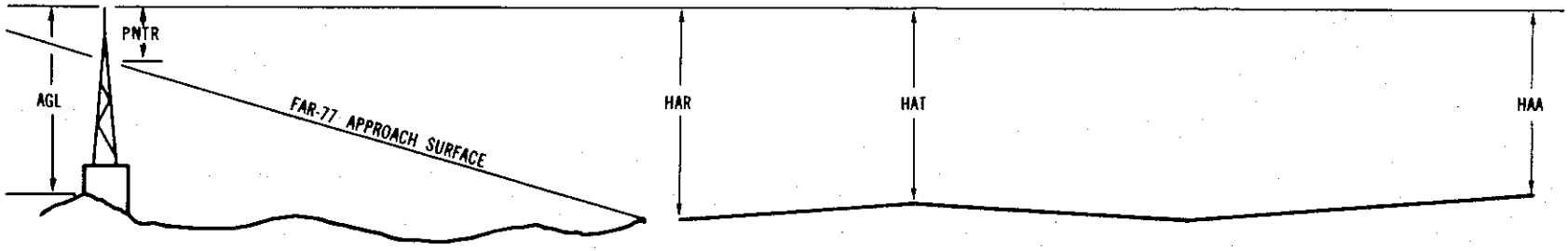

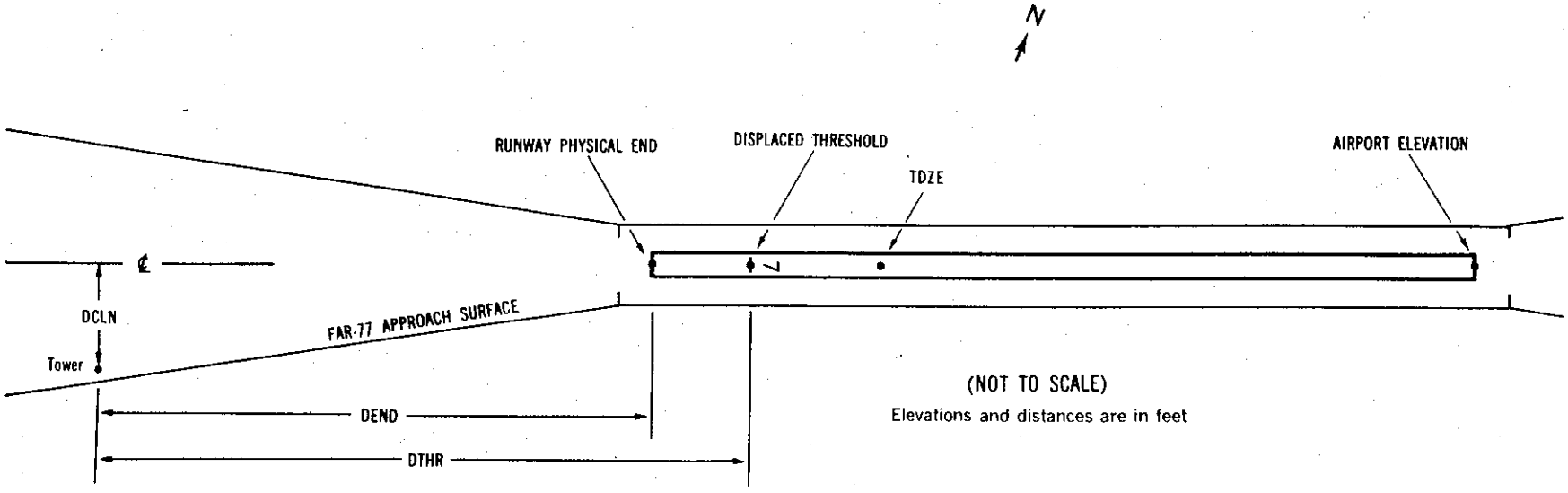

(NOT TO SCALE)

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).

OC5774

AIRPORT ELEVATION 4174

13 SUPLC 4168/4168 435328.502N 1041915.748W 3235423

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	435313.75	1041857.08	1A	4161		-7	-7	-13	-2012		225L	4
ROAD (N)	435331.65	1041914.61	1A	4187		19	19	13	209		255L	19
ROAD (N)	435329.25	1041920.80	1A	4174		6	6	0	279		255R	4
POLE	435334.84	1041918.12	1A	4196		28	28	22	621		238L	16
RAILROAD	435336.21	1041918.20	1A	4202		34	34	28	737		315L	18
POLE	435344.21	1041933.34	1A	4201		33	33	27	2044		104R	-21
POLE	435349.36	1041941.72	1A	4217		49	49	43	2827		293R	-28
ROCK	435436.24	1042033.20	1B	4310		142	142	136	8884		541R	-113

31 C 4174/4174 435246.213N 1041833.128W 1435453

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	435331.65	1041914.61	1A	4187		13	13	13	-5508		255R	19
GROUND	435313.75	1041857.08	1A	4161		-13	-13	-13	-3287		225R	4
FENCE POST	435245.10	1041828.31	1A	4185		11	11	11	299		219R	8
GROUND	435243.77	1041826.87	1A	4182		8	8	8	470		225R	1
TREE	435226.21	1041806.93	1A	4216		42	42	42	2767		358R	-33

OC5774

AIRPORT ELEVATION 4174

ARP 435307.736N 1041902.743W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
WINDSOCK	435315.42	1041857.71	1A	4185		11	13 52	861
OL WINDSOCK	435319.45	1041900.37	1A	4187		13	356 49	1199
ROD ON OL AIRPORT BEACON	435315.75	1041849.57	1A	4229		55	38 26	1261
FENCE POST	435303.20	1041844.95	1A	4163		-11	97 55	1382
POLE	435322.83	1041857.09	1A	4222		48	3 40	1583
FENCE POST	435254.54	1041836.24	1A	4175		1	113 2	2356
POLE	435331.25	1041912.28	1A	4200		26	332 9	2481
POLE	435333.04	1041915.16	1A	4199		25	328 58	2718
FENCE POST	435248.47	1041830.14	1A	4184		10	117 45	3083
OL ON VOR	435252.13	1041826.15	1A	4238		64	109 2	3111
FENCE POST	435245.63	1041827.31	1A	4190		16	119 16	3427
OL ANTENNA	435235.77	1041807.73	1A	4244		70	117 16	5169
TREE	435331.31	1041741.85	1B	4375		201	56 33	6387
BUSH	435412.07	1041915.34	1B	4364		190	340 26	6579
TRANSMISSION TOWER	435424.11	1041857.06	1B	4426		252	351 35	7745
BUSH	435423.08	1041946.41	1B	4363		189	325 46	8272
TREE	435402.08	1041733.37	1B	4727		553	38 26	8550
TREE	435422.29	1041755.16	1B	4682		508	21 45	9026
TREE	435437.04	1041924.10	1B	4467		293	338 42	9177
TREE	435347.01	1041704.30	1B	4826		652	53 52	9542
TREE	435439.54	1041832.97	1B	4539		365	1 42	9548
TREE	435441.67	1041847.76	1B	4479		305	355 5	9574
TREE	435412.28	1041725.86	1B	4765		591	35 50	9646
TREE	435443.30	1041933.25	1B	4462		288	335 30	9931
TREE	435302.90	1041643.85	1B	4719		545	81 14	10184
TRANSMISSION TOWER	435456.14	1041935.76	1B	4532		358	336 5	11240
TREE	435251.11	1041630.67	1B	4766		592	87 5	11265
TREE	435422.96	1041701.75	2C	4916		742	37 48	11684
TREE	435433.87	1041711.16	2C	4901		727	31 37	11951
TREE	435417.50	1041651.01	2C	4947		773	42 16	11956
TREE	435321.77	1041620.47	2C	4939		765	71 40	11969
TREE	435504.20	1041813.73	2C	4631		457	5 25	12327
TREE	435503.82	1042012.72	2C	4354		180	324 57	12822

AIRPORT ELEVATION 4174

ARP 435307.736N 1041902.743W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	435310.40	1041606.91	2C	4955		781	77 17	12880
TREE	435446.87	1041711.29	2C	4906		732	27 36	12937
TREE	435407.64	1041624.48	2C	4997		823	50 52	13081
TREE	435339.86	1041607.67	2C	5005		831	64 15	13227
TREE	435353.62	1041610.06	2C	5003		829	58 19	13472
TREE	435255.35	1041548.32	2C	4963		789	83 31	14294
TRANSMISSION TOWER	435521.68	1041758.92	2C	4668		494	7 30	14345
TREE	435241.99	1041548.53	2C	4870		696	88 52	14461
TREE	435326.26	1041542.75	2C	5008		834	71 11	14766
TREE	435529.23	1041953.72	2C	4498		324	333 54	14805
TREE	435158.69	1041540.43	2C	4529		355	103 44	16386