OBSTRUCTION DATA SHEET

ODS 531
SOUTH BIG HORN COUNTY AIRPORT
GREYBULL, WYOMING

DIGITIZED FROM

OC 531
SURVEYED JULY 1989
2ND EDITION

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

2 Work (1)

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).

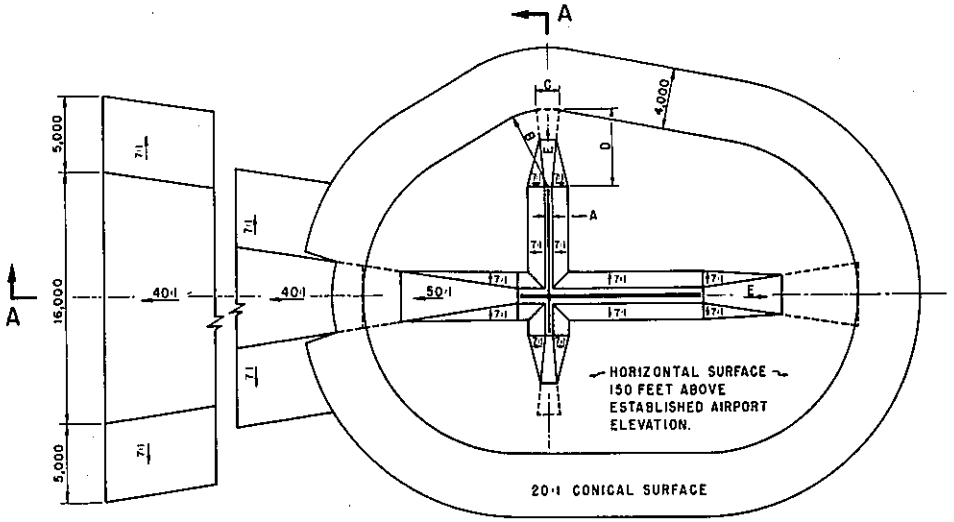
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

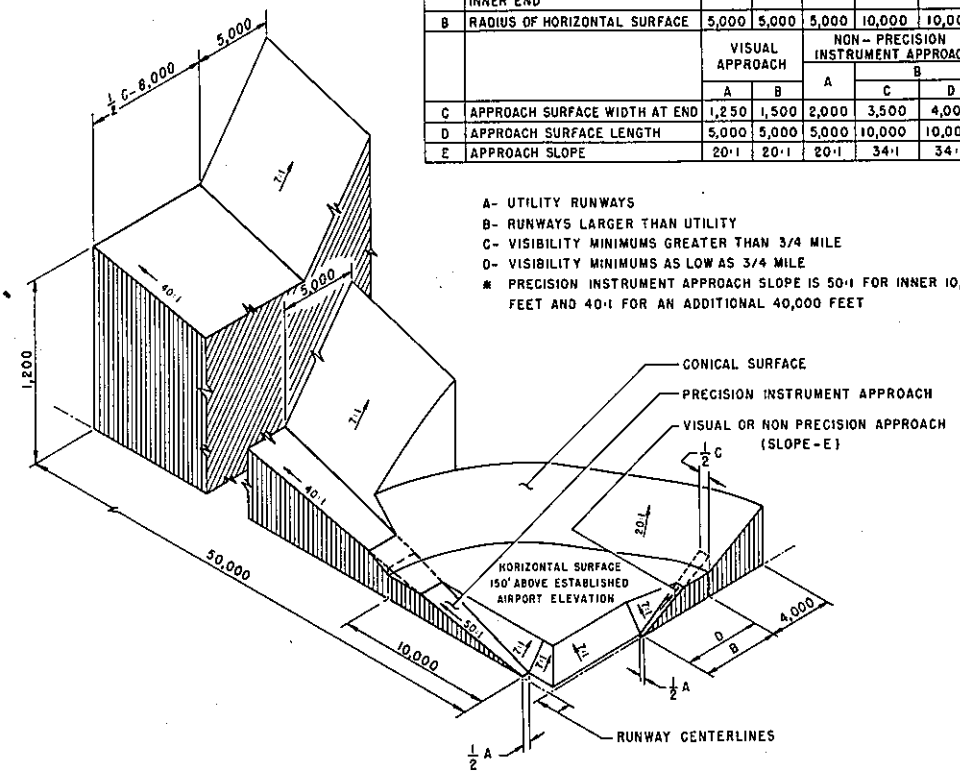
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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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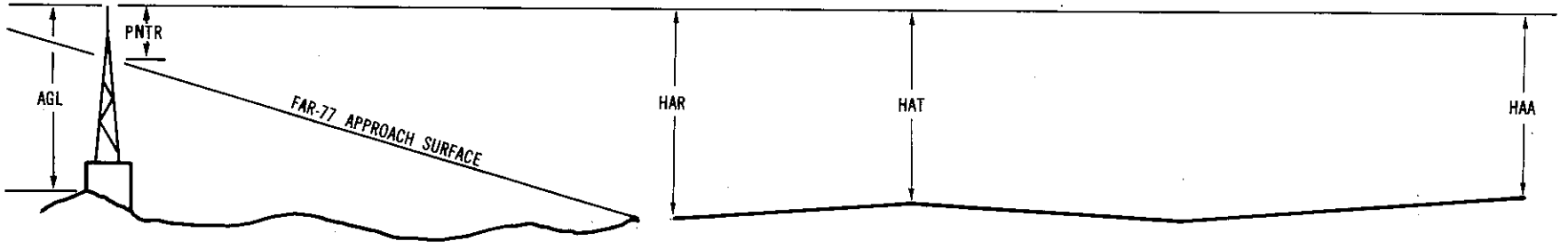
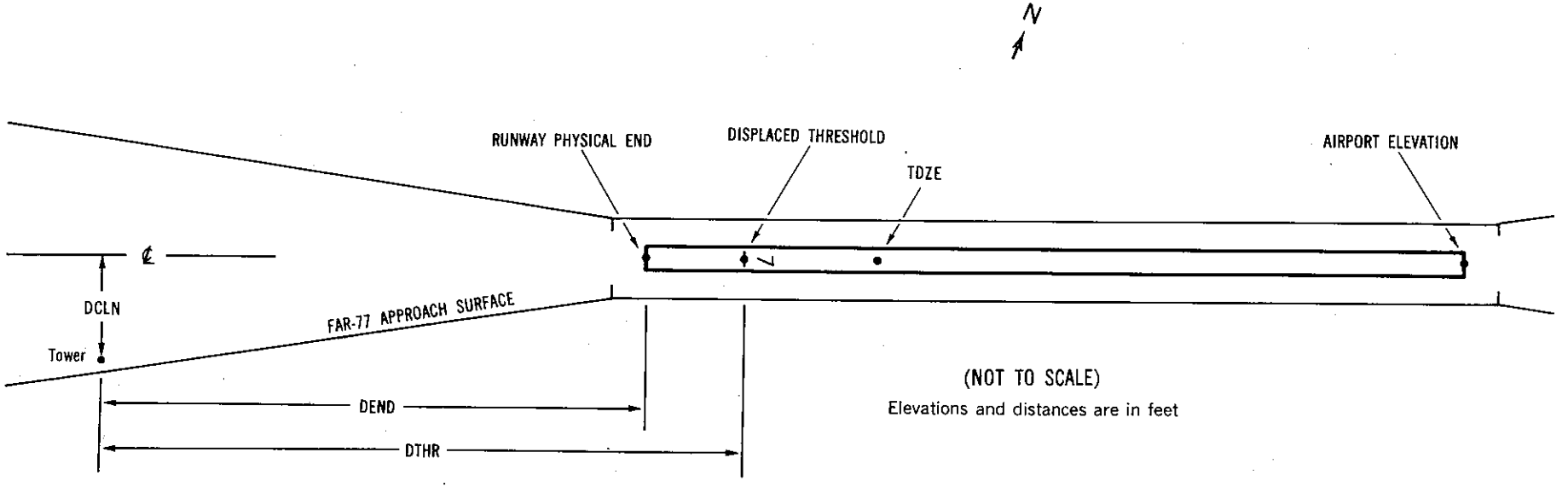




(NOT TO SCALE)

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).

OC0531

AIRPORT ELEVATION 3933

15 SUPLC 3905/3910 443136.725N 1080453.295W 3492729

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	443057.17	1080445.21	1A	3920		15	10	-13	-4045		157R	9
GROUND	443110.99	1080449.27	1A	3910		5	0	-23	-2616		190R	1
WINDSOCK	443136.38	1080451.13	1A	3914		9	4	-19	-63		148L	9
FENCE POST	443142.58	1080453.80	1A	3907		2	-3	-26	590		72L	-9
POLE	443208.03	1080505.54	1A	3915		10	5	-18	3280		292R	-81
POLE	443209.06	1080510.44	1A	3918		13	8	-15	3446		622R	-82

33 C 3913/3913 443035.550N 1080437.387W 1692740

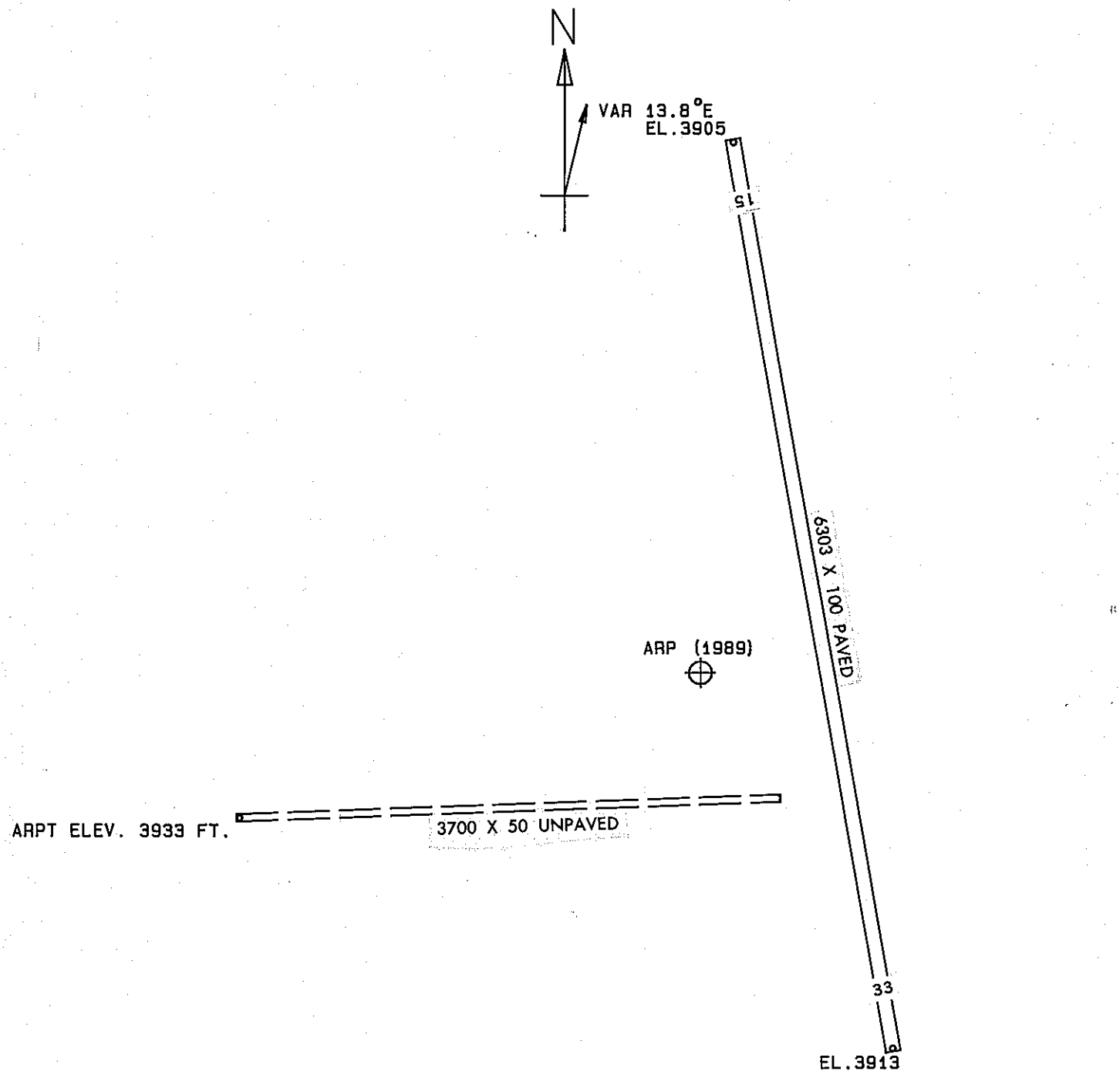
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	443136.38	1080451.13	1A	3914		1	1	-19	-6238		148R	9
GROUND	443110.99	1080449.27	1A	3910		-3	-3	-23	-3686		190L	1
TREE	443057.17	1080445.21	1A	3920		7	7	-13	-2256		157L	9
FENCE POST	443029.49	1080439.55	1A	3915		2	2	-18	575		267L	-9
TREE	443027.84	1080436.29	1A	3920		7	7	-13	782		65L	-10

OC0531

AIRPORT ELEVATION 3933

ARP 443100.719N 1080455.837W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANEMOMETER	443054.14	1080447.94	1A	3923		-10	125 33	878
TREE	443112.37	1080450.96	1A	3918		-15	2 52	1231
LIGHTED WINDSOCK	443046.10	1080433.66	1A	3933		0	118 52	2185
WINDSOCK	443036.51	1080448.04	1A	3953		20	153 14	2516
ANTENNA ON AIRPORT BEACON	443034.00	1080451.00	1A	3978		45	158 49	2729
PIPE ON TANK	443033.04	1080443.78	1A	3933		0	148 54	2936
POLE	443028.16	1080454.75	1A	3957		24	164 50	3298
POLE	443031.94	1080431.14	1A	3918		-15	134 39	3420
BUILDING	443031.95	1080429.98	1A	3921		-12	133 27	3464
FENCE POST	443135.69	1080457.34	1A	3910		-23	344 26	3543
BUSH	443108.56	1080625.06	1B	4084		151	263 13	6514
POLE	443210.10	1080515.35	1B	3919		-14	334 49	7167
BUSH	443100.80	1080648.37	1B	4101		168	256 16	8154
ROCK	443202.36	1080254.68	1B	4141		208	40 46	10771
ROCK	443232.66	1080314.33	1B	4232		299	24 29	11865
ROCK	443226.54	1080251.59	2C	4246		313	32 11	12513
ROCK	443212.05	1080212.93	2C	4385		452	44 43	13838
BUSH	443232.58	1080222.37	2C	4387		454	36 16	14497
ROCK	443244.55	1080207.29	2C	4488		555	35 27	16114
BUSH	443339.58	1080327.35	2C	4654		721	7 55	17317



TOUCHDOWN ZONE RUNWAY	ELEVATION
15	3910
33	3913

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(NOT TO SCALE)

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