OBSTRUCTION
DATA SHEET

ODS 6870
CONVERSE COUNTY AIRPORT
DOUGLAS, WYOMING

DIGITIZED FROM

OC 6870
SURVEYED SEPTEMBER 1986
1ST EDITION

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.
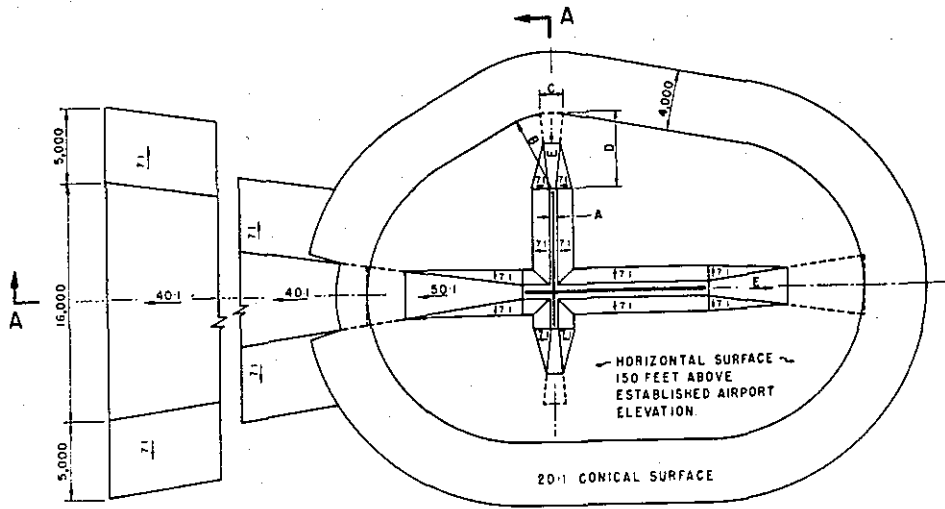
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON - PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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	*
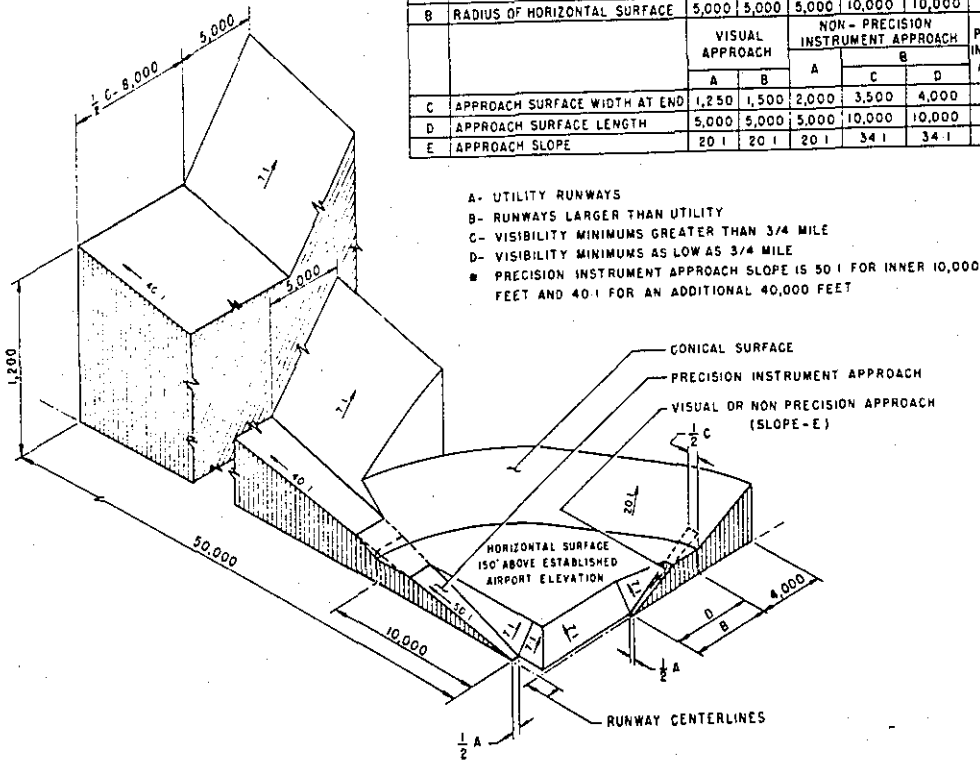
A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50 : 1 FOR INNER 10,000 FEET AND 40 : 1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

# FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

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OC XXXX

AIRPORT ELEVATION XXXX
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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	XXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXX.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
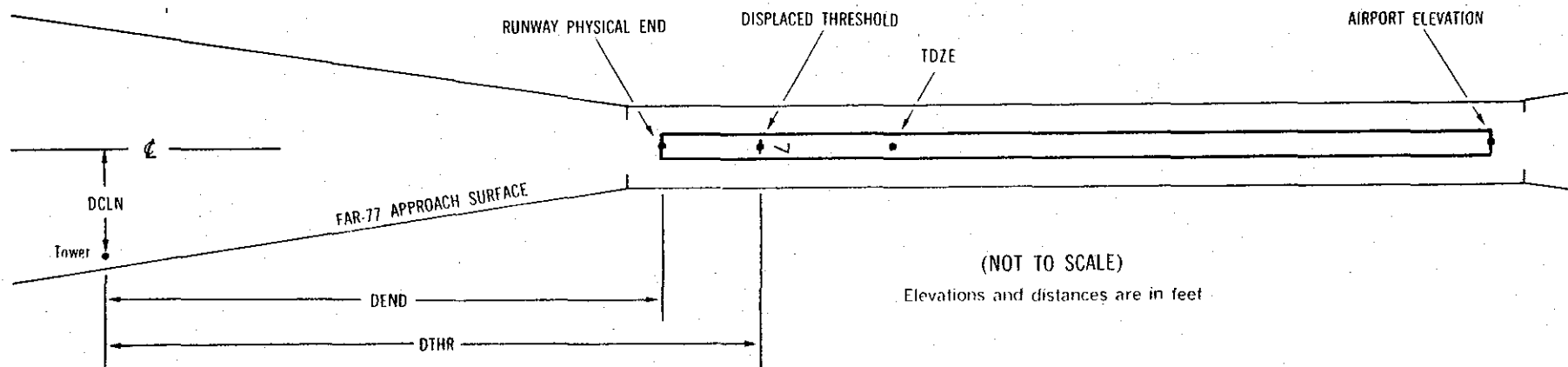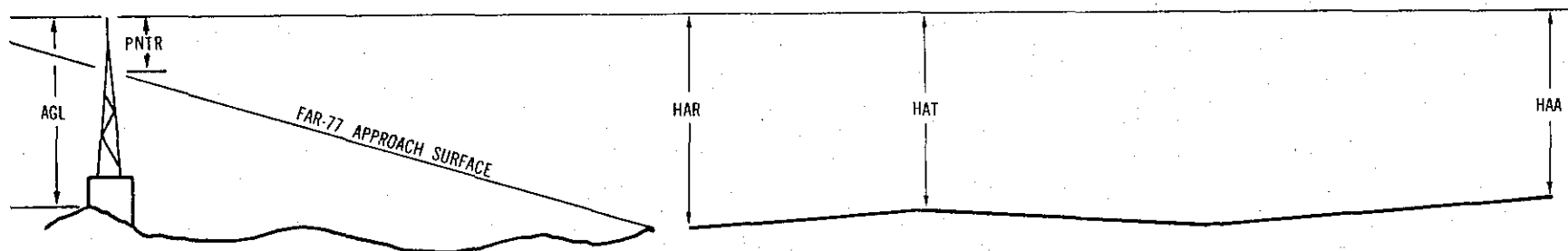
EXPLANATION OF FOOTNOTES

[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).

AIRPORT ELEVATION 4929

10   SUPLC 4905/4916   424756.856N   1052336.333W   2975105

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	424724.39	1052217.09	1A	4948		43	32	19	-6760		145R	19
GROUND	424730.26	1052220.57	1A	4939		34	23	10	-6252		259L	11
GROUND	424738.18	1052241.04	1A	4930		25	14	1	-4529		254L	8
GROUND	424737.01	1052252.31	1A	4930		25	14	1	-3841		242R	11
GROUND	424741.65	1052304.24	1A	4925		20	9	-4	-2835		243R	10
GROUND	424746.24	1052316.10	1A	4916		11	0	-13	-1836		246R	4
GROUND	424757.76	1052338.65	1A	4904		-1	-12	-25	195		0L	-1

28   C 4929/4929   424725.686N   1052216.260W   1175159

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	424757.76	1052338.65	1A	4904		-25	-25	-25	-6948		0R	-1
GROUND	424746.24	1052316.10	1A	4916		-13	-13	-13	-4917		246L	4
GROUND	424741.65	1052304.24	1A	4925		-4	-4	-4	-3918		243L	10
GROUND	424737.01	1052252.31	1A	4930		1	1	1	-2912		242L	11
GROUND	424738.18	1052241.04	1A	4930		1	1	1	-2224		254R	8
GROUND	424730.26	1052220.57	1A	4939		10	10	10	-501		259R	11
WINDSOCK	424724.39	1052217.09	1A	4948		19	19	19	7		145L	19
ROAD (N)	424716.11	1052153.89	1A	4910		-19	-19	-19	1928		77L	-70
POWER POLE	424716.25	1052151.51	1A	4931		2	2	2	2078		18R	-53

OC6870

AIRPORT ELEVATION 4929

ARP   424750.274N   1052308.033W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANT ON OL APBN	424756.25	1052255.14	1A	4978		49	45 36	1136
TREE	424736.16	1052226.50	1A	4969		40	102 34	3411
GROUND	424750.58	1052139.43	1B	5027		98	77 31	6606
GROUND	424814.47	1052138.99	1B	5097		168	57 32	7076
GROUND	424809.62	1052132.76	1B	5080		151	62 22	7368
GROUND	424844.42	1052120.88	1B	5104		175	43 20	9688
GROUND	424901.34	1052137.26	1B	5110		181	31 2	9877
GROUND	424852.61	1052120.65	1B	5110		181	39 32	10194
GROUND	424950.69	1052354.77	2C	5162		233	331 51	12678
BUSH	424540.59	1052207.26	2C	5080		151	148 45	13889

N

VAR 12.2°E

EL.4905

10

ARP (1986)
⊕

6755 X 100 PAVED

28
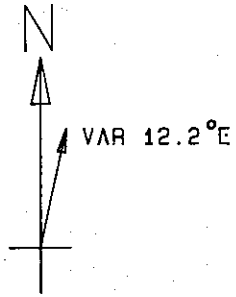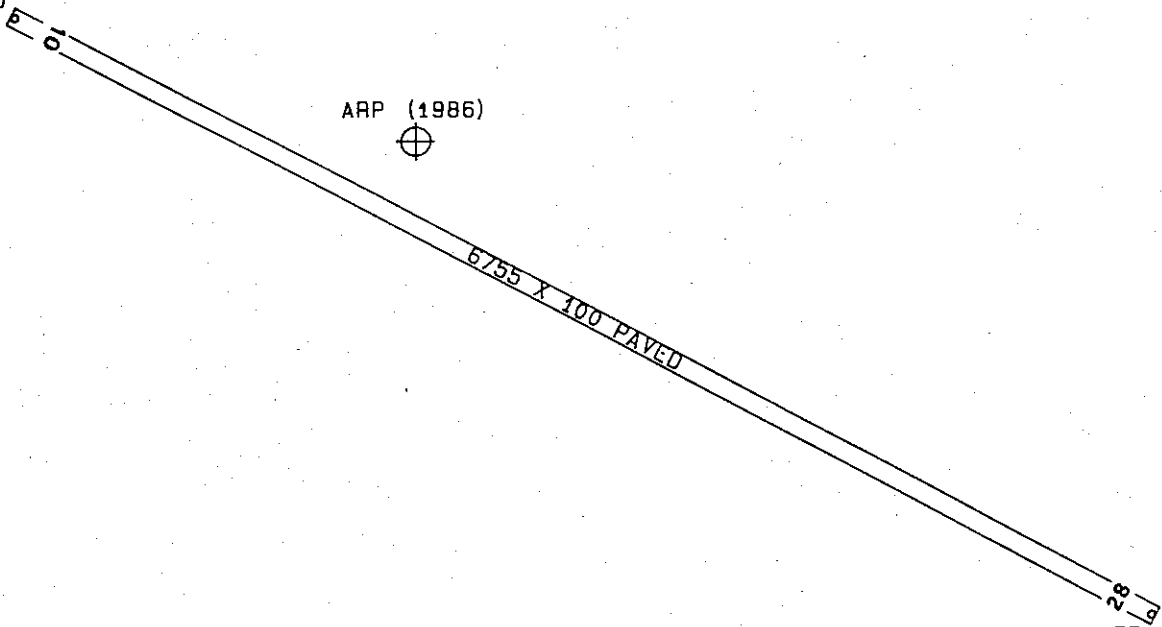
ARPT ELEV. 4929 FT.

TOUCHDOWN ZONE
RUNWAY ELEVATION
10   4916
28   4929

CONVERSE COUNTY AIRPORT

DOUGLAS, WYOMING

(NOT TO SCALE)