OBSTRUCTION DATA SHEET

ODS 6452
MOUNT COMFORT AIRPORT
INDIANAPOLIS, INDIANA

DIGITIZED FROM

OC 6452
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2ND EDITION

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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 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).

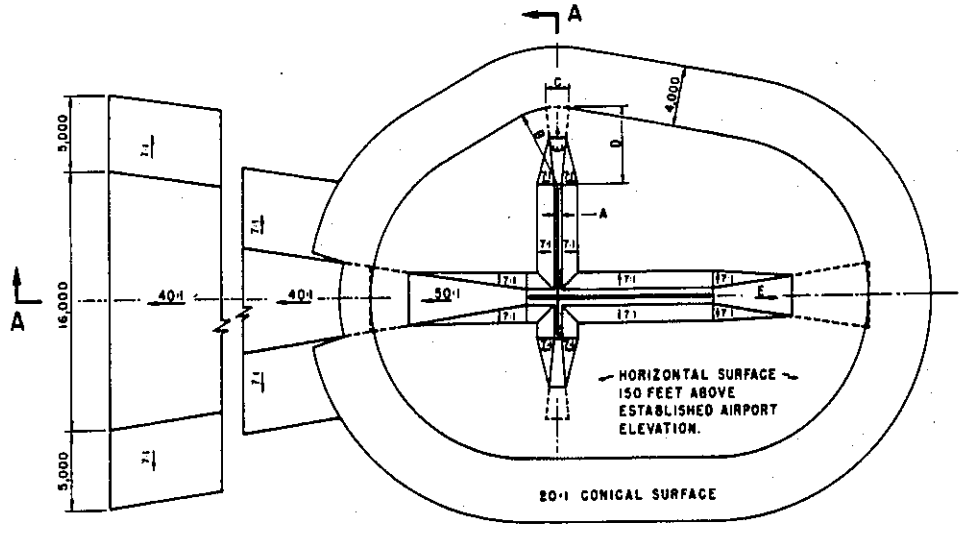
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

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)

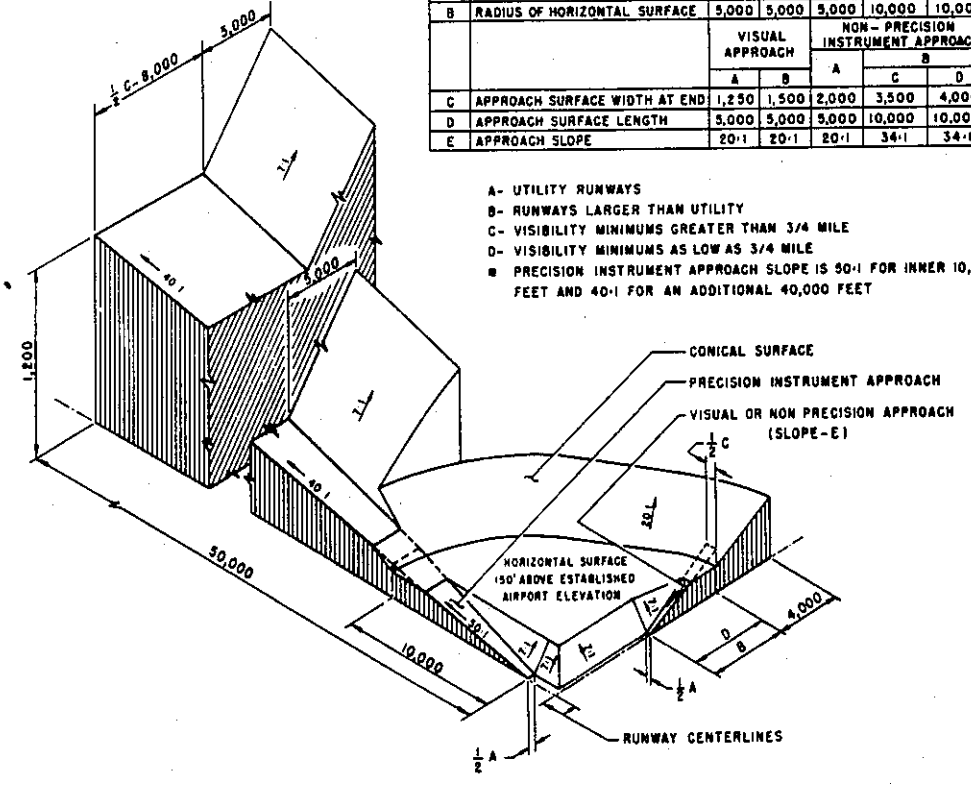
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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]	XXXXXX[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]
XXXXXXXXXX		XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX		XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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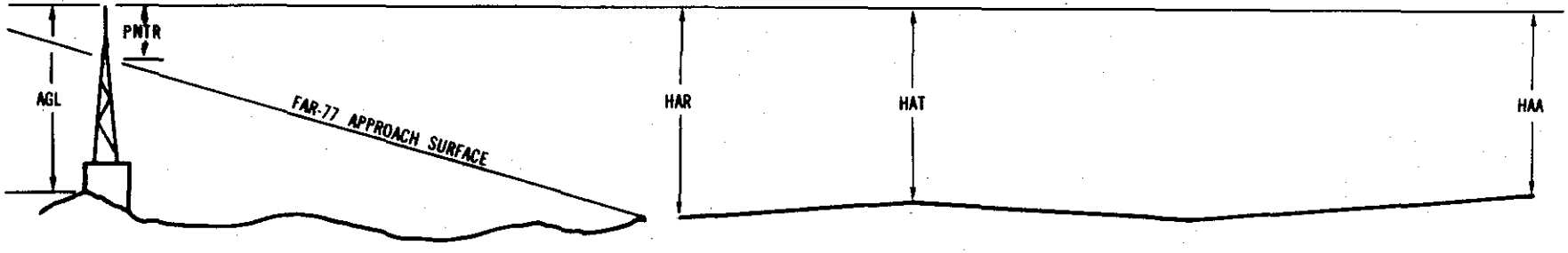

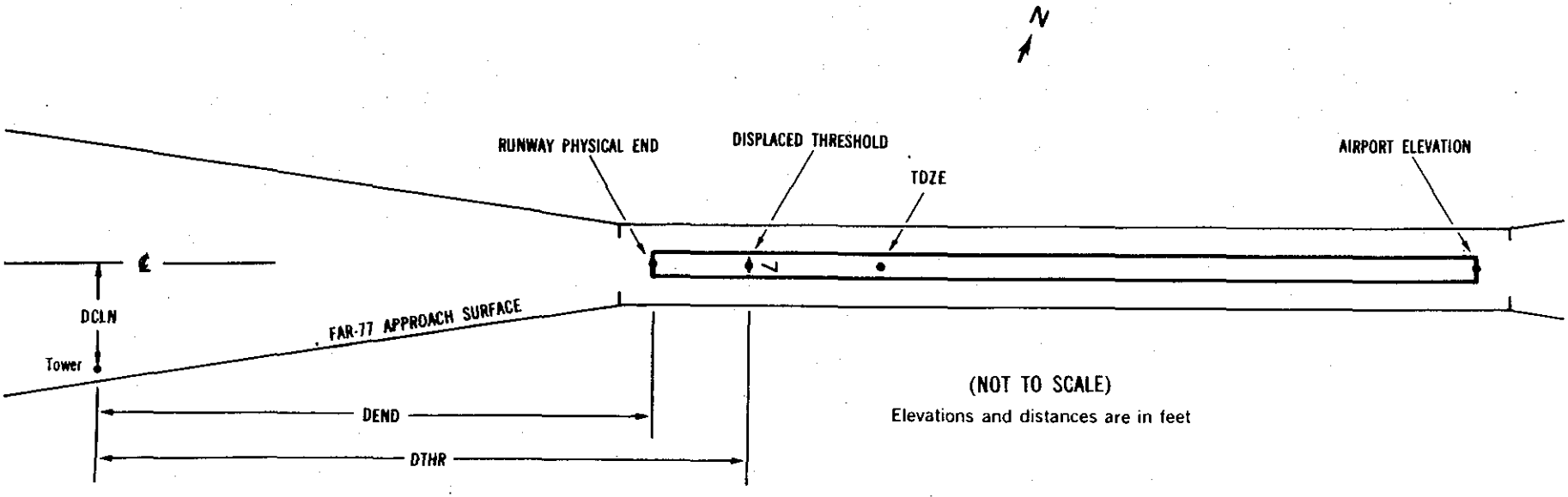

(NOT TO SCALE)

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).

OC6452

AIRPORT ELEVATION 862

7 SUPLC 862/862 395013.248N 0855434.285W 2500023

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON GLIDE SLOPE	395024.74	0855338.32	1A	902		40	40	40	-4500		400R	43
WINDSOCK	395016.42	0855434.27	1A	869		7	7	7	-111		301L	7
OL ON LOCALIZER	395008.51	0855451.15	1A	862		0	0	0	1400		1R	-35
ANTENNA ON BUILDING	395010.81	0855452.64	1A	868		6	6	6	1430		258L	-30
ROAD (N)	395013.43	0855454.59	1A	870		8	8	8	1482		559L	-30

25 PIR 858/861 395031.828N 0855328.024W 0700106

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	395016.42	0855434.27	1A	869		11	8	7	-5389		301R	7
OL ON GLIDE SLOPE	395024.74	0855338.32	1A	902		44	41	40	-1000		400L	43
ANTENNA ON BUILDING	395030.93	0855315.80	1A	866		8	5	4	865		411L	-5
TOMBSTONE	395033.31	0855306.18	1A	877		19	16	15	1653		441L	-10
TREE	395040.41	0855238.44	1A	939		81	78	77	3932		505L	6

16 A(V) 858/858 395113.964N 0855341.682W 3400148

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	395112.27	0855344.11	1A	864		6	6	2	-96		237R	6
ROAD (N)	395122.75	0855341.74	1A	869		11	11	7	837		300L	-21
TREE	395129.97	0855353.81	1A	920		62	62	58	1846		336R	-20

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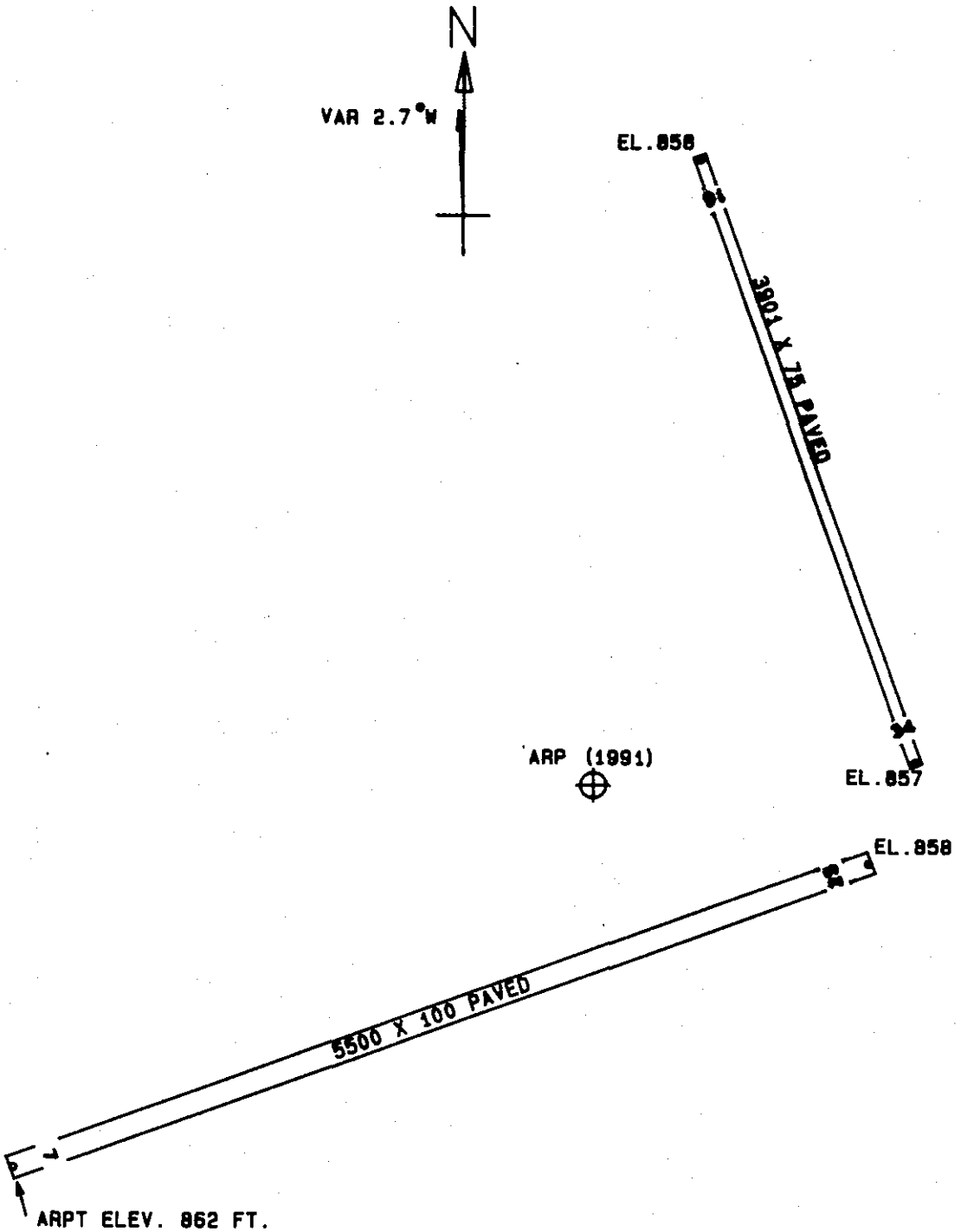
AIRPORT ELEVATION 862

34 A(NP) 857/858 395037.729N 0855324.601W 1600159

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	395112.27	0855344.11	1A	864		7	6	2	-3805		237L	6

ARP 395036.360N 0855349.531W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ROD ON OL AIRPORT BEACON	395045.61	0855348.66	1A	916		54	6 52	939
LIGHT STANDARD	395030.79	0855400.90	1A	883		21	240 15	1051
OL LIGHTED WINDSOCK	395036.94	0855333.43	1A	874		12	90 2	1257
ANEMOMETER ON BUILDING	395034.76	0855405.54	1A	904		42	265 18	1259
LIGHT STANDARD	395026.61	0855415.08	1A	883		21	246 22	2223
TREE	395003.25	0855432.54	1A	905		43	227 44	4741
ANTENNA	395153.47	0855340.90	1B	1022		160	7 38	7831



TOUCHDOWN ZONE RUNWAY	ELEVATION
7	862
25	861
16	858
34	858

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(NOT TO SCALE)