

OBSTRUCTION DATA SHEET

**ODS 6453
BRAZORIA COUNTY AIRPORT
ANGLETON / LAKE JACKSON, TEXAS**

DIGITIZED FROM

**OC 6453
SURVEYED DECEMBER 1989
3RD 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:

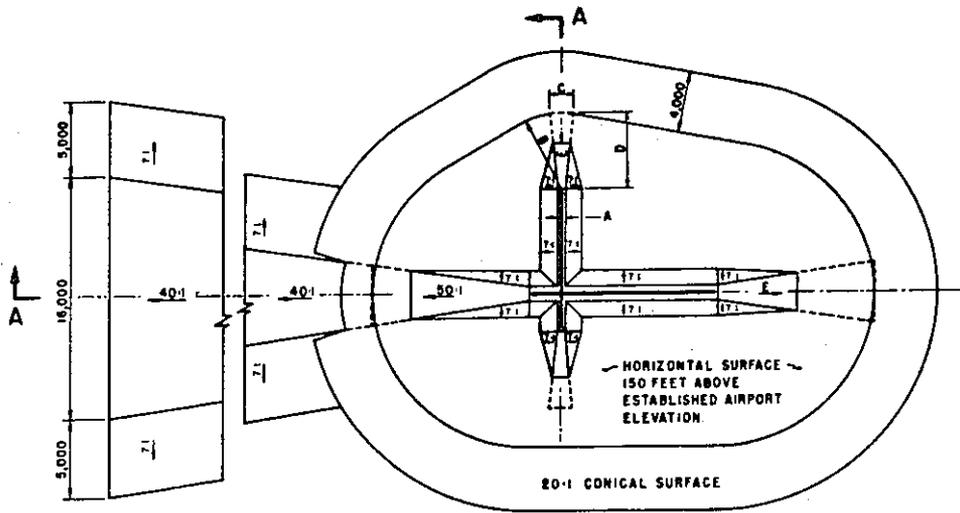
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the 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)

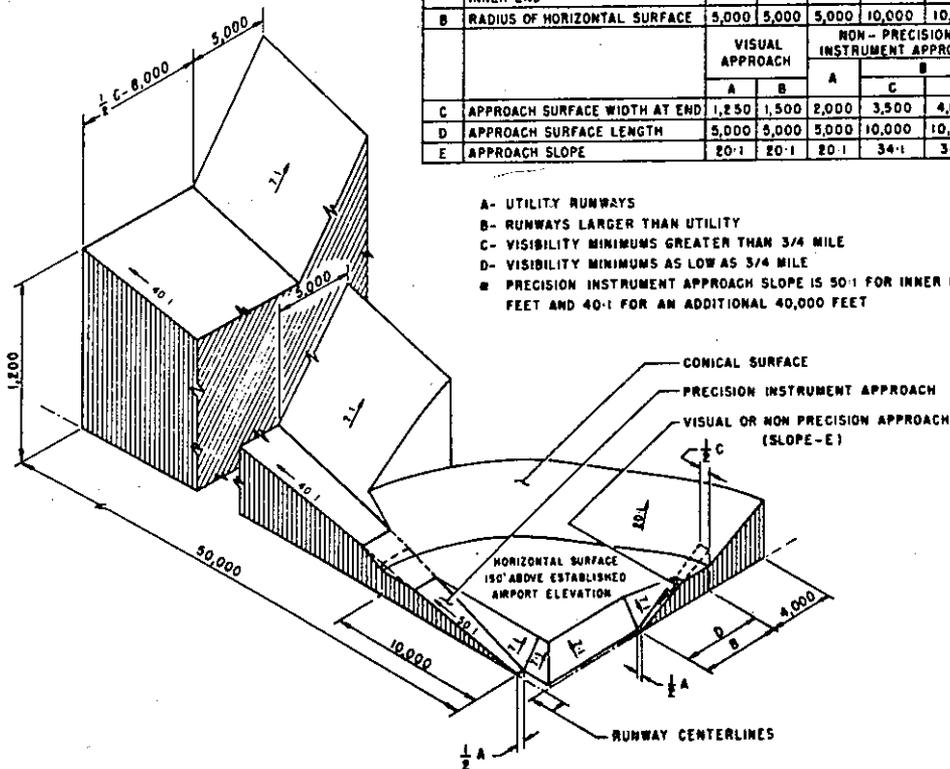
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

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	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
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	C	D	
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

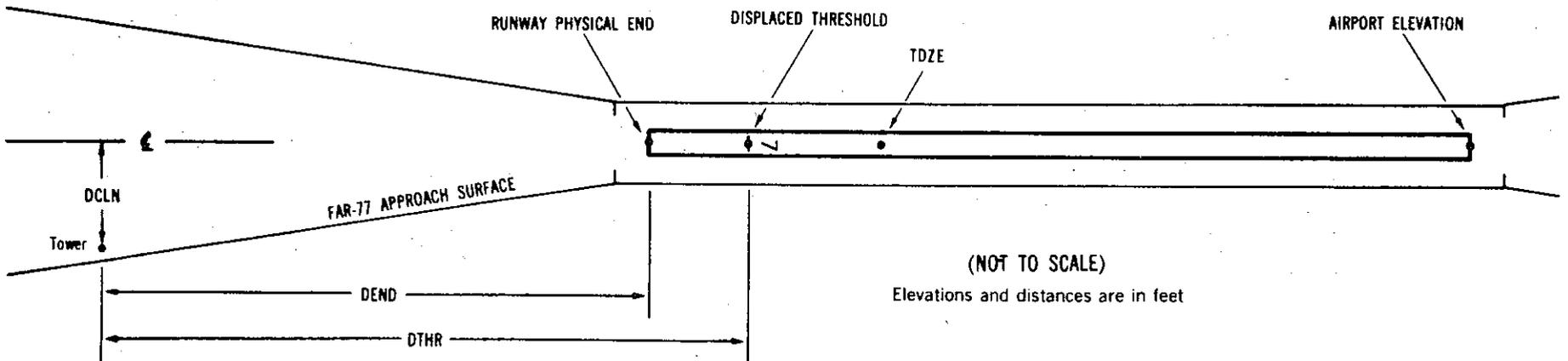
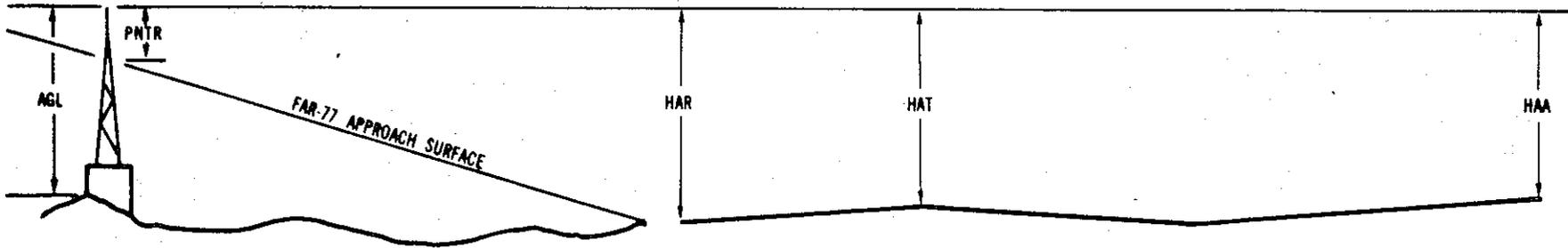
FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x ¹	x ²	XXXX/XXXX ³	XXXXXX.XXX ⁴	XXXXXXXX.XXX ⁴	XXXXXXXX ⁵	XXXX/XXXX ⁶	XXXXXX.XXX ⁷	XXXXXXXX.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
XXXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



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).

OC6453

AIRPORT ELEVATION 25

17 PIR 25/25 290704.917N 0952742.791W 3595538

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	290608.12	0952747.64	1A	42		17	17	17	-5736		438R	18
TREE	290641.66	0952747.50	1A	37		12	12	12	-2349		421R	12
ROD ON OL GLIDE SLOPE	290655.11	0952746.72	1A	69		44	44	44	-990		350R	44
TREE	290722.10	0952734.56	1A	61		36	36	36	1735		733L	5
TREE	290731.17	0952738.28	1A	70		45	45	45	2651		403L	-4
TREE	290732.06	0952741.82	1A	56		31	31	31	2741		89L	-20

35 SUPLC 24/24 290605.509N 0952742.705W 1795538

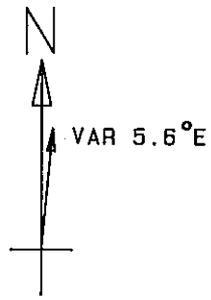
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GLIDE SLOPE	290655.11	0952746.72	1A	69		45	45	44	-5011		350L	44
TREE	290641.66	0952747.50	1A	37		13	13	12	-3652		421L	12
TREE	290608.12	0952747.64	1A	42		18	18	17	-265		438L	18
ANTENNA ON BUILDING	290600.83	0952737.16	1A	34		10	10	9	473		491R	2
OL ON LOCALIZER	290600.76	0952742.70	1A	30		6	6	5	480		OR	-2
TREE	290557.16	0952738.22	1A	39		15	15	14	844		397R	-4

OC6453

AIRPORT ELEVATION 25

ARP 290635.213N 0952742.748W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
LIGHTED WINDSOCK	290634.17	0952750.32	1A	44		19	255 30	680
ROD ON OL AIRPORT BEACON	290633.71	0952733.77	1A	59		34	95 14	811
OL ON FLOODLIGHT POLE	290640.20	0952733.87	1A	71		46	51 47	935
ANTENNA ON BUILDING	290629.35	0952733.72	1A	73		48	120 54	996
TREE	290641.24	0952753.22	1A	85		60	297 38	1110
OL ON FLOODLIGHT POLE	290644.16	0952733.52	1A	72		47	36 34	1219
OL ON HANGAR	290652.57	0952734.32	1A	62		37	17 30	1906
TREE	290615.29	0952750.94	1A	78		53	194 16	2139
TREE	290657.15	0952751.10	1A	80		55	335 55	2336
WINDSOCK ON HANGAR	290610.81	0952734.25	1A	45		20	157 24	2577
TREE	290701.12	0952752.14	1A	82		57	336 44	2746
TREE	290703.49	0952751.48	1A	81		56	339 14	2960
TREE	290603.80	0952749.41	1A	53		28	184 57	3227
TREE	290708.70	0952751.87	1A	75		50	340 56	3478
TREE	290709.39	0952732.10	1A	88		63	9 42	3579
TREE	290559.49	0952733.87	1A	67		42	162 5	3693
TREE	290719.82	0952750.95	1A	68		43	345 14	4564
ROD ON OL TANK	290533.83	0952846.87	1B	178		153	216 56	8415



ARPT ELEV. 25 FT.



TOUCHDOWN ZONE
RUNWAY ELEVATION

17	25
35	24

BRAZORIA COUNTY AIRPORT
ANGLETON/LAKE JACKSON, TEXAS
(NOT TO SCALE)