

FEDERAL AVIATION ADMINISTRATION
OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

WEST HOUSTON - LAKESIDE AIRPORT

HOUSTON, TEXAS

ODS 6079

1st EDITION

OC 6079
SURVEYED MARCH 1985
1st EDITION

PREPARED AND DISTRIBUTED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SERVICE (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY SURVEYING CRITERIA.

- | | | |
|-------|--|---|
| PIR | Precision Instrument Runway. | 50:1 Slope first 10,000 FT
40:1 for the next 40,000 FT |
| D | Nonprecision Instrument Runway with visibility minimums as low as $\frac{3}{4}$ mile. | 34:1 Slope |
| C | Nonprecision Instrument Runway with visibility minimums greater than $\frac{3}{4}$ mile. | 34:1 Slope |
| B(V) | Visual runway with visual approach only. | 20:1 Slope |
| A(NP) | Utility runway with nonprecision instrument approach. | 20:1 Slope |
| A(V) | Utility runway with visual approach only. | 20:1 Slope |

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RUNWAY 15 CONDITION ANP LAT 29 49 22.369N LONG 95 40 30.143W GEODETIC AZIMUTH 334 40 15

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
128	1A ROD OL MLS-ELV	29 49 18.222N	95 40 24.751W	125 31	633	582	250L
119	1A PARKED A/C	29 49 14.245N	95 40 22.928W	136 20	1038	1014	223L
118	1A PARKED A/C	29 49 10.809N	95 40 21.137W	139 54	1412	1395	218L
137	1A OL ON WINDSOCK	29 49 5.274N	95 40 17.514W	141 18	2054	2037	267L
123	1A ROAD (N)	29 48 49.788N	95 40 9.467W	145 8	3762	3754	238L
128	1A ROD OL MLS-AZ	29 48 46.843N	95 40 14.004W	152 29	3860	3852	250R
124	1A ROAD (N)	29 48 45.420N	95 40 9.359W	147 58	4157	4157	58L
123	1A ROAD (N)	29 48 43.577N	95 40 9.306W	149 0	4327	4327	17R
161	1A TREE	29 48 40.160N	95 40 11.024W	152 33	4585	4575	302R
148	1A TREE	29 48 37.703N	95 40 10.071W	152 42	4846	4835	332R
154	1A TREE	29 48 40.318N	95 40 3.720W	145 23	4844	4835	287L

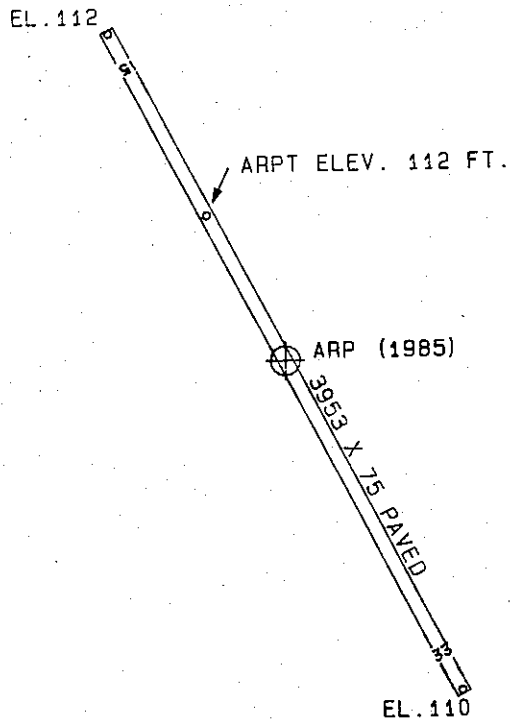
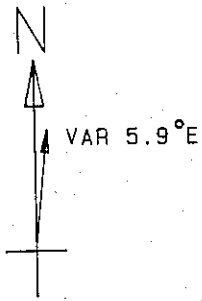
RUNWAY 33 CONDITION ANP LAT 29 48 46.995N LONG 95 40 10.945W GEODETIC AZIMUTH 154 40 25

ELEV	A OBJECT	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
128	1A ROD OL MLS-AZ	29 48 46.843N	95 40 14.004W	260 50	270	101	250L
123	1A ROAD (N)	29 48 49.788N	95 40 9.467W	18 52	311	199	238R
137	1A OL ON WINDSOCK	29 49 5.274N	95 40 17.514W	336 42	1935	1917	267R
118	1A PARKED A/C	29 49 10.809N	95 40 21.137W	333 38	2568	2559	218R
119	1A PARKED A/C	29 49 14.245N	95 40 22.928W	333 7	2948	2940	223R
128	1A ROD OL MLS-ELV	29 49 18.222N	95 40 24.751W	333 1	3381	3372	250R
117	1A BUSH	29 49 23.764N	95 40 31.389W	328 14	4128	4128	39L
136	1A TREE	29 49 23.922N	95 40 34.135W	325 24	4253	4246	251L
132	1A TREE	29 49 24.987N	95 40 32.837W	327 25	4295	4294	101L
160	1A TREE	29 49 30.099N	95 40 34.797W	328 20	4835	4835	36L
177	1A TREE	29 49 31.469N	95 40 32.359W	331 19	4873	4868	217R
166	1A TREE	29 49 30.395N	95 40 38.404W	325 13	5007	4998	311L
170	1A TREE	29 49 34.084N	95 40 34.287W	330 43	5182	5179	176R
176	1A TREE	29 49 34.120N	95 40 40.362W	325 32	5420	5411	306L

ARP 1985

LAT 29 49 4.682N LONG 95 40 20.544W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST
134	1A	HANGAR	29 49 5.321N	95 40 25.564W	272	24	447
137	1A	HANGAR	29 49 11.817N	95 40 28.823W	308	46	1025
171	1A	OL ON APT BCN	29 48 59.324N	95 40 10.572W	115	44	1032
118	1A	PARKED A/C	29 48 56.684N	95 40 12.571W	133	6	1071
130	1A	OL ON MNTR POLE	29 49 19.444N	95 40 24.762W	340	6	1537
126	1A	GAS PUMP	29 48 52.234N	95 40 10.386W	138	40	1543
131	1A	OL ON DME	29 48 46.845N	95 40 14.630W	157	58	1876
144	1A	TREE	29 49 23.145N	95 40 26.401W	338	38	1935
173	1A	TREE	29 48 44.023N	95 40 17.521W	166	50	2104
154	1A	TREE	29 48 44.399N	95 40 12.962W	156	3	2155
175	1A	TREE	29 48 43.730N	95 40 14.221W	159	21	2189
143	1A	OL ON HANGAR	29 49 22.593N	95 40 34.892W	319	10	2207
170	1A	TREE	29 48 41.758N	95 40 14.135W	160	24	2384
169	1A	TREE	29 49 31.723N	95 40 30.209W	336	47	2861
177	1A	TREE	29 49 33.443N	95 40 41.904W	321	10	3461



TOUCHDOWN ZONE RUNWAY ELEVATION	
15	112
33	112

WEST HOUSTON - LAKESIDE AIRPORT
HOUSTON, TEXAS
(NOT TO SCALE)