



Cameron County Airport



Appendix C

Airport Layout Plans

Airport Layout Plan

For The

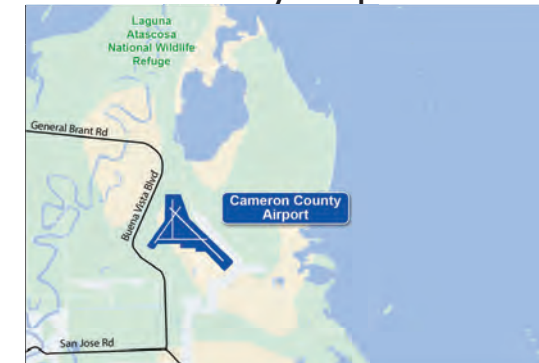
Cameron County Airport

Los Fresnos, Texas
Prepared for Cameron County, TX

Location Map



Vicinity Map



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No.	Revisions	Date	By	App'd

Cameron County Airport

Title Sheet

Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer

December 2025 Sheet 1 Of 16



The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of The Airport And Airway Improvement Act Of 1982, as amended. The contents of these documents by the FAA does not in any way constitute a commitment of the part of The United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with the appropriate public laws.

RUNWAY DATA TABLE	RUNWAY 13/31				RUNWAY 17/35				RUNWAY 8/26				RUNWAY 3/21				
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE		
Runway Identification	13	31	13	31	17	35	18	36	8	26	8	26	3	21	3	21	
Runway Design Code (RDC)	B-II-5000		C-II-4000		A/B-I-VIS		B/I/VIS		A/B-I-VIS		To Be Closed		A/B-I-VIS		To Be Closed		
Approach Reference Code (APRC)	D/VI/4000		Same		N/A		B/I		D/V/4000 & D/VI/4000		To Be Closed		N/A		To Be Closed		
Departure Reference Code (DPRC)	D/VI		Same		N/A		Same		D/VI		To Be Closed		N/A		To Be Closed		
Runway Surface Material	Asphalt/Concrete		Same		Asphalt/Concrete		Same		Concrete		To Be Closed		Asphalt/Concrete		To Be Closed		
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)	S: 105.0/DW: 135.0/ DT: 230.0		Same		S: 30.0/DW: 45.0/ DT: 90.0		Same		S: 50.0/DW: 60.0/ DT: 110.0		To Be Closed		S: 30.0/DW: 45.0/ DT: 90.0		To Be Closed		
Runway Pavement Strength by PCN	None		Same		None		Same		None		To Be Closed		None		To Be Closed		
Runway Surface Treatment	None		Same		None		Same		None		To Be Closed		None		To Be Closed		
Runway Effective Gradient	0.06%		0.04%		0.08%		Same		.08%		To Be Closed		0.02%		To Be Closed		
Runway Percent Wind Coverage	10.5 knots	92.16%	Same		86.19%		Same		71.27%		To Be Closed		67.54%		To Be Closed		
	13 knots	96.24%	Same		93.53%		Same		81.95%		To Be Closed		79.62%		To Be Closed		
	16 knots	98.93%	Same		98.70%		Same		91.97%		To Be Closed		92.07%		To Be Closed		
	20 knots	99.75%	Same		99.85%		Same		98.15%		To Be Closed		98.55%		To Be Closed		
Runway Dimensions (L x W)	8,001' x 150'		6,000' x 100'		4,200' x 75'		4,200' x 60'		5,317' x 150'		To Be Closed		5,000' x 150'		To Be Closed		
Runway End Coordinates	Latitude	26° 10' 22.727" N	26° 9' 26.847" N	26° 10' 8.377" N	26° 9' 26.477" N	26° 10' 31.427" N	26° 9' 49.837" N	Same	Same	26° 9' 48.947" N	26° 9' 49.087" N	To Be Closed	To Be Closed	26° 9' 43.027" N	26° 10' 23.667" N	To Be Closed	To Be Closed
	Longitude	97° 20' 59.534" W	97° 19' 57.271" W	97° 20' 43.547" W	97° 19' 56.857" W	97° 20' 56.217" W	97° 20' 56.087" W	Same	Same	97° 21' 14.927" W	97° 20' 16.567" W	To Be Closed	To Be Closed	97° 21' 17.907" W	97° 20' 46.547" W	To Be Closed	To Be Closed
Runway End Elevation	13.9'	18.4'	15.8'		12.6'		16.0'		12.6'		16.9'		11.6'		11.6'		
	Latitude	N/A	N/A	N/A	N/A	N/A	N/A	Same	Same	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A	To Be Closed	To Be Closed
Runway Displaced Threshold Coordinates	Longitude	N/A	N/A	N/A	N/A	N/A	N/A	Same	Same	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A	To Be Closed	To Be Closed
	Runway Displaced Threshold Distance	N/A	N/A	N/A	N/A	N/A	N/A	Same	Same	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A	To Be Closed	To Be Closed
Runway Displaced Threshold Elevation	N/A	N/A	N/A	N/A	N/A	N/A	Same	Same	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A	To Be Closed	To Be Closed	
Runway Safety Area Dimensions (width x length beyond end) - Design Std.	150' x 300'	150' x 300'	500' x 1,000'	500' x 1,000'	120' x 240'	120' x 240'	Same	Same	120' x 240'	120' x 240'	To Be Closed	To Be Closed	120' x 240'	120' x 240'	To Be Closed	To Be Closed	
Runway Safety Area Dimensions (width x length beyond end) - Actual	150' x 300'	150' x 300'	500' x 1,000'	500' x 1,000'	120' x 240'	120' x 240'	Same	Same	120' x 240'	120' x 240'	To Be Closed	To Be Closed	120' x 240'	120' x 240'	To Be Closed	To Be Closed	
Runway Lighting Type	MIRL				None				MIRL				None				
Runway Protection Zone Dimensions	500' x 1,000' x 700'	500' x 1,000' x 700'	1,000' x 1,700' x 1,510'	500' x 1,700' x 1,010'	500' x 1,000' x 700'	500' x 1,000' x 700'	Same	Same	500' x 1,000' x 700'	500' x 1,000' x 700'	To Be Closed	To Be Closed	500' x 1,000' x 700'	500' x 1,000' x 700'	To Be Closed	To Be Closed	
Runway Marking Type	Non-Precision				Visual				Visual				Visual				
14 CFR Part 77 Approach Slope	34:1	20:1	Same	34:1	20:1	20:1	Same	Same	20:1	20:1	To Be Closed	To Be Closed	20:1	20:1	To Be Closed	To Be Closed	
14 CFR Part 77 Approach Type	Non-Precision	Visual	Same	Non-Precision	Visual	Visual	Same	Same	Visual	Visual	To Be Closed	To Be Closed	Visual	Visual	To Be Closed	To Be Closed	
Approach Visibility Minimums	1 1/4 Mile	Visual	3/4 Mile	1 Mile	Visual	Visual	Same	Same	Visual	Visual	To Be Closed	To Be Closed	Visual	Visual	To Be Closed	To Be Closed	
Type of Aeronautical Survey Required for Approach	Vertically Guided	Non-Vertically Guided	Same	Same	Non-Vertically Guided	Non-Vertically Guided	Same	Same	Non-Vertically Guided	Non-Vertically Guided	To Be Closed	To Be Closed	Non-Vertically Guided	Non-Vertically Guided	To Be Closed	To Be Closed	
Departure Surface (Yes or N/A)	Yes				Same				N/A				N/A				
Runway Object Free Area Dimensions (width x length beyond end)	500' x 300'	500' x 300'	800' x 1,000'	800' x 1,000'	400' x 240'	400' x 240'	Same	Same	400' x 240'	400' x 240'	To Be Closed	To Be Closed	400' x 240'	400' x 240'	To Be Closed	To Be Closed	
Runway Obstacle Free Zone Dimension (width x length beyond end)	400' x 200'	400' x 200'	Same	Same	400' x 200'	400' x 200'	Same	Same	400' x 200'	400' x 200'	To Be Closed	To Be Closed	400' x 200'	400' x 200'	To Be Closed	To Be Closed	
13B Approach Surfaces*	5 & 6	4	Same	Same	4	4	Same	Same	4	4	To Be Closed	To Be Closed	4	4	To Be Closed	To Be Closed	
Runway Visual and Instrument Navaid	MIRL, REILS (OTS), PAPI-2	REILS, REILS, PAPI-4	None	None	None	None	None	None	MIRL, PAPI-2, REILS	None	To Be Closed	To Be Closed	None	None	To Be Closed	To Be Closed	
Touchdown Zone Elevation (TDZE)	17.9'	18.8'	18.5'	Same	14.1'	15.8'	Same	Same	17.0'	18.5'	To Be Closed	To Be Closed	13.6'	14.8'	To Be Closed	To Be Closed	
Vertical Datum	NAVD88																
Horizontal Datum	NAD83																

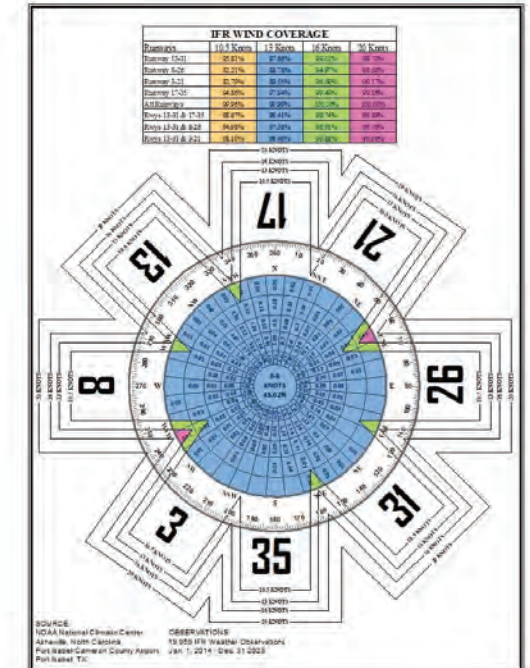
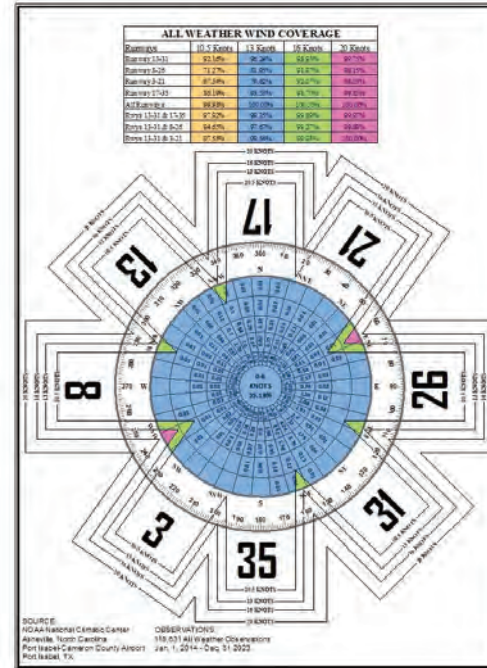
*Tables 3-2, 3-3, & 3-4 in AC 150/5300-13B

Taxiway Data Table								
Existing/Ultimate Taxiway/Taxilane Designation	Width	Taxiway Design Group (TDG)	Taxiway/Taxilane Safety Area Dimension	Taxiway Object Free Area	Taxilane Object Free Area	Taxiway/Taxilane Lighting	Taxiway Edge Safety Margin (TESM)	Taxiway & Taxilane Separation ¹
A (A1, A2, A3)	75'/35'	2A	79'	124'	110'	Reflective Markers/ MITL	7.5'	62'
B (To Be Closed)	75'	2A	79'	124'	110'	Reflective Markers	7.5'	62'
C (To Be Closed)	75'	2A	79'	124'	110'	Reflective Markers	7.5'	62'
D (To Be Closed)	75'	2A	79'	124'	110'	Reflective Markers	7.5'	62'
B (B1-B5)	25'	1A	49'	89'	79'	MITL	5'	44.5'
C (C1)	25'	1A	49'	89'	79'	MITL	5'	44.5'

¹ Objects located inside the TSA & TOFA/Distance from object to taxiway/taxilane centerline. See Table 4-1 in AC 150/5300-13B

AIRPORT DATA		
City: Port Isabel, TX	County: Cameron	Owner: Cameron County
Airport Name & ID:	EXISTING	ULTIMATE
Airport Reference Code (ARC)	B-II	C-II
Mean Maximum Temperature of Hottest Month	93.4° F (August)	
Airport Elevation (NAVD 88)	18.60'	Same
Airport Navigational Aids	REILS 13/31 (OTS), Rotating Beacon, GPS, PAPI-2 13/31	REILs, Rotating Beacon, GPS, PAPI-2, PAPI-4
Airport Reference Point (ARP) Coordinates	Latitude	26° 9' 58.36" N
	Longitude	97° 20' 45.19" W
Miscellaneous Facilities	ASOS, Wind Cone, Segmented Circle	Same
Design Critical Aircraft	King Air 200/300/350	Challenger 600
Wingspan of Design Aircraft (Feet)	57.9'	64.3
Approach Speed of Design Aircraft (Knots)	107	137
Undercarriage Width of Design Aircraft (Feet)	17.2	13'
Magnetic Declination (Degrees)	3° 3' E	
Declination Date	Jun-25	
Declination Source	NOAA	
NPIAS Code	Local General Aviation (GA)	
State System Plan Role	Business/Corporate (BC)	

Airport Navaid Ownership	
Navaid	Owner
ASOS	NWS
Airport Beacon	Cameron County
Wind Cone	Cameron County
PAPI-2	Cameron County
REILs	Cameron County



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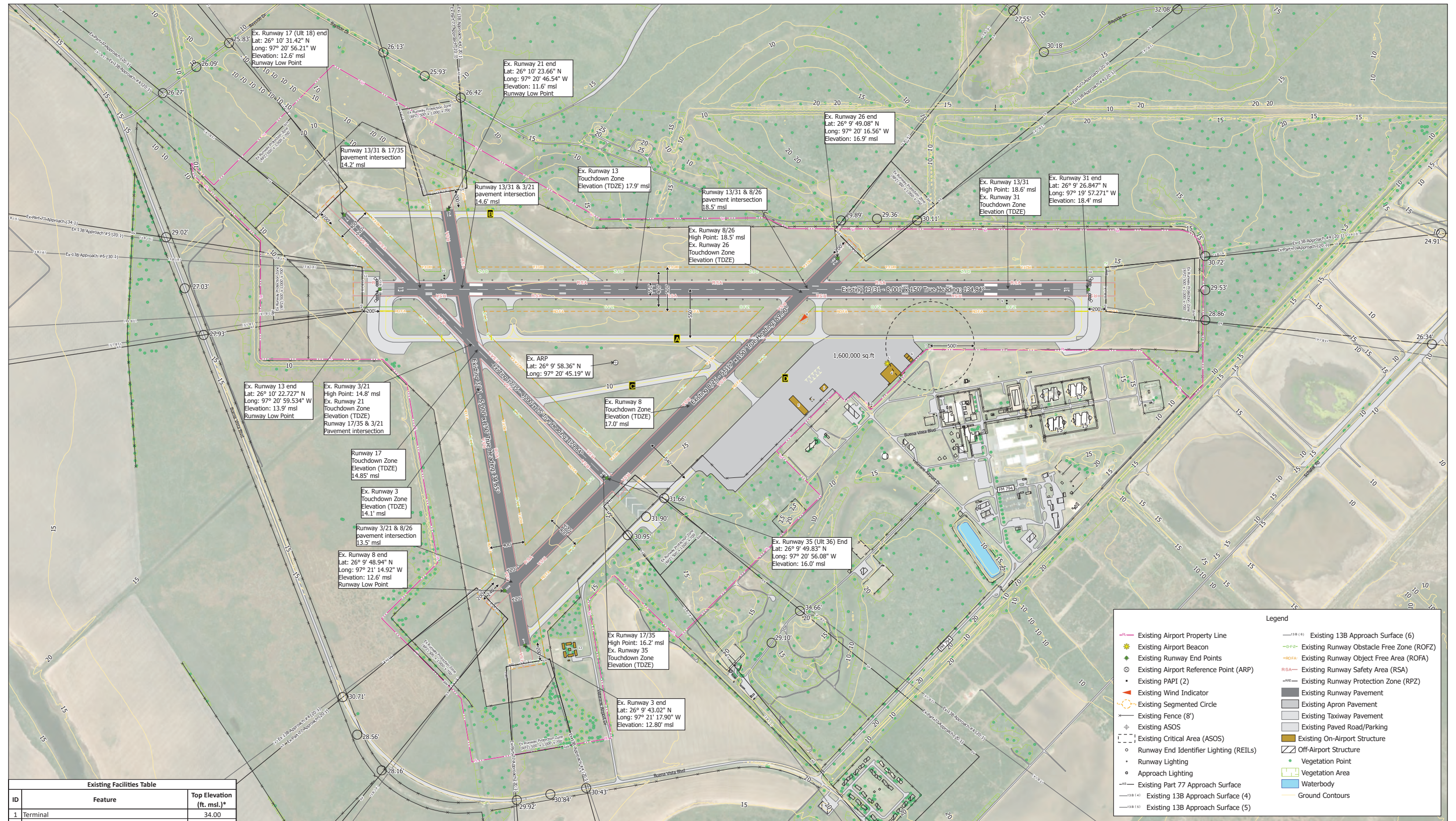
MODIFICATIONS TO STANDARDS APPROVAL TABLE			
APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
None Required			

Cameron County Airport
Airport Data Sheet
Los Fresnos, Texas

No.	Revisions	Date	By	App'd

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
December 2025 Sheet 2 Of 16



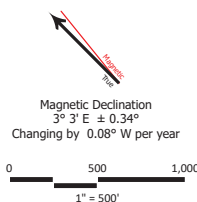


Existing Facilities Table		
ID	Feature	Top Elevation (ft. msl)*
1	Terminal	34.00
2	Self-Serve Fuel Pump	25.00
3	T-Hangar	38.00
4	Commemorative Air Force Hangar	49.00
5	Airport Beacon	57.00
6	Miscellaneous Storage	34.00
7	ASOS	33.00
8	Segmented Circle & Wind Cone	43.00
9	PAPI-2	20.00
10	REILs	21.00
11	PAPI-2	17.00
12	REILs	15.00
13	Non-Aeronautical Structures (abandoned)	30.00
14	Equipment Shed	25.00
*Top Elevation Estimated		

Texas Department of Transportation Aviation Division
 ALP approved according to FAA AC 150/5300-13B, Change 1 plus the requirements of a favorable environmental finding and FAA NHA study prior to the start of any land acquisition or construction on airport property.
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Airport Sponsor
 Current and future development depicted on this ALP is approved and supported by Airport Sponsor. Sponsor acknowledges approval of ALP by FAA does not constitute a commitment to funding.

- General Notes:**
- ESRI Basemap Imagery (2024). No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 - Perimeter fence height is 8'.
 - See Inner-Portion of the Approach Surface Drawings for close-in approach surface penetrations.
 - AC-150-5300-13B Surface #7 (Departure Surface) shown on departure surface drawing.
 - Road/approach surface intersection elevations include height adjustment.
 - See Terminal Area Drawing(s) for additional SOP 2.0 required landside dimensions and details.
 - No PACs or SACs published for this airport.



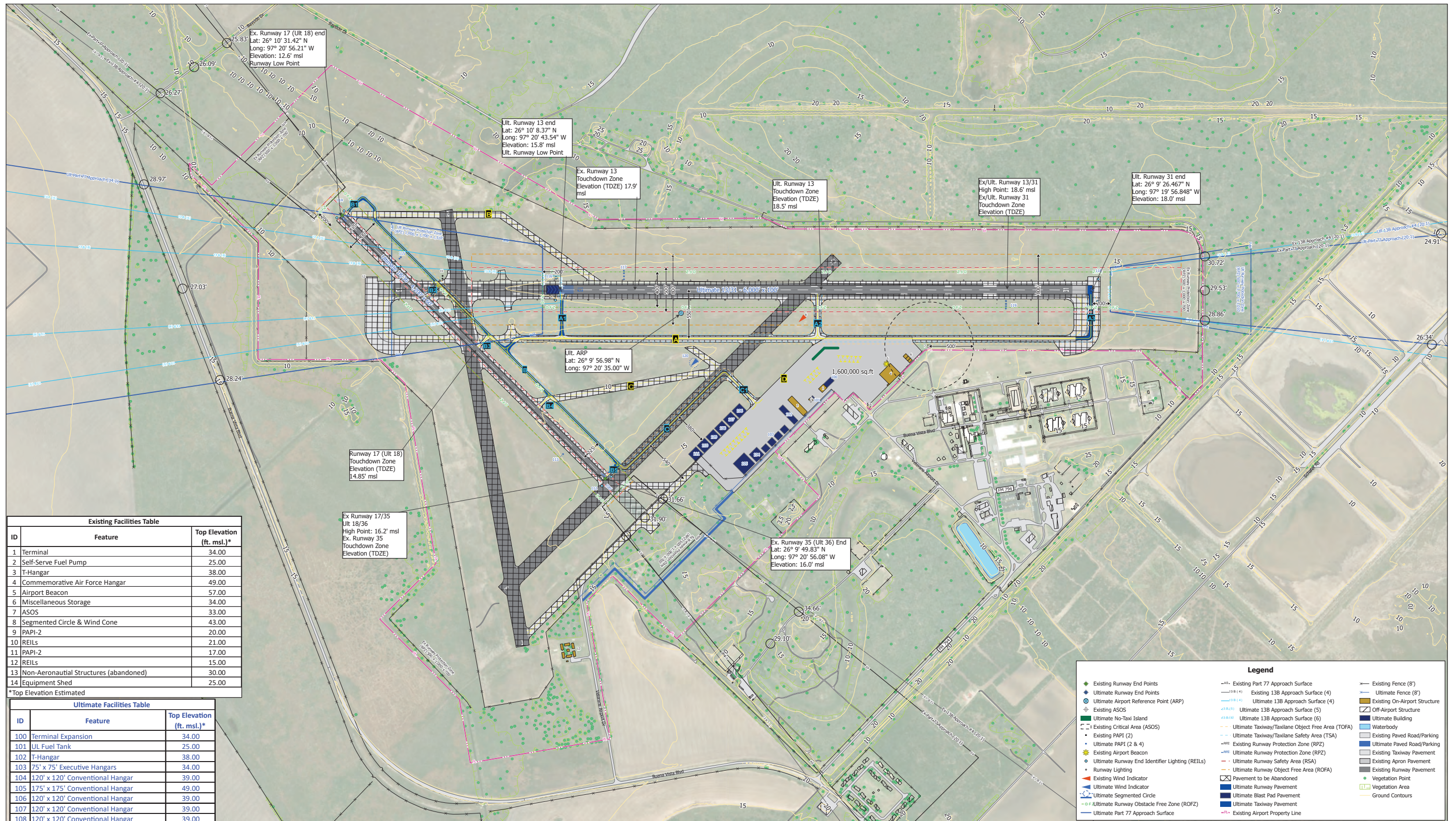
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Cameron County Airport
Airport Layout Plan Drawing
 Existing Condition
 Los Fresnos, Texas

Planned By: C. Burks	
Detailed By: E. Blackburn	
Approved By: E. Pfeifer	
December 2025	Sheet 3 Of 16



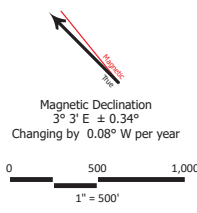
Existing Facilities Table		
ID	Feature	Top Elevation (ft. msl.)*
1	Terminal	34.00
2	Self-Serve Fuel Pump	25.00
3	T-Hangar	38.00
4	Commemorative Air Force Hangar	49.00
5	Airport Beacon	57.00
6	Miscellaneous Storage	34.00
7	ASOS	33.00
8	Segmented Circle & Wind Cone	43.00
9	PAPI-2	20.00
10	REILs	21.00
11	PAPI-2	17.00
12	REILs	15.00
13	Non-Aeronautical Structures (abandoned)	30.00
14	Equipment Shed	25.00

Ultimate Facilities Table		
ID	Feature	Top Elevation (ft. msl.)*
100	Terminal Expansion	34.00
101	UL Fuel Tank	25.00
102	T-Hangar	38.00
103	75' x 75' Executive Hangars	34.00
104	120' x 120' Conventional Hangar	39.00
105	175' x 175' Conventional Hangar	49.00
106	120' x 120' Conventional Hangar	39.00
107	120' x 120' Conventional Hangar	39.00
108	120' x 120' Conventional Hangar	39.00
109	120' x 120' Conventional Hangar	39.00
110	120' x 120' Conventional Hangar	39.00
111	120' x 120' Conventional Hangar	39.00
112	REILs	19.00
113	PAPI-2	18.00
114	REILs	15.00
115	PAPI-2	16.00
116	REILs	16.00
117	PAPI-4	20.00
118	REILs	18.00
119	PAPI-4	20.00
120	Relocated Segmented Circle/Wind Cone	39.00

Texas Department of Transportation Aviation Division
 ALP approved according to FAA AC 150/5300-13B, Change 1 plus the requirements of a favorable environmental finding and FAA NHA study prior to the start of any land acquisition or construction on airport property.
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- General Notes:**
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 - Perimeter fence height is 8'.
 - See Inner-Portion of the Approach Surface Drawings for close-in approach surface penetrations.
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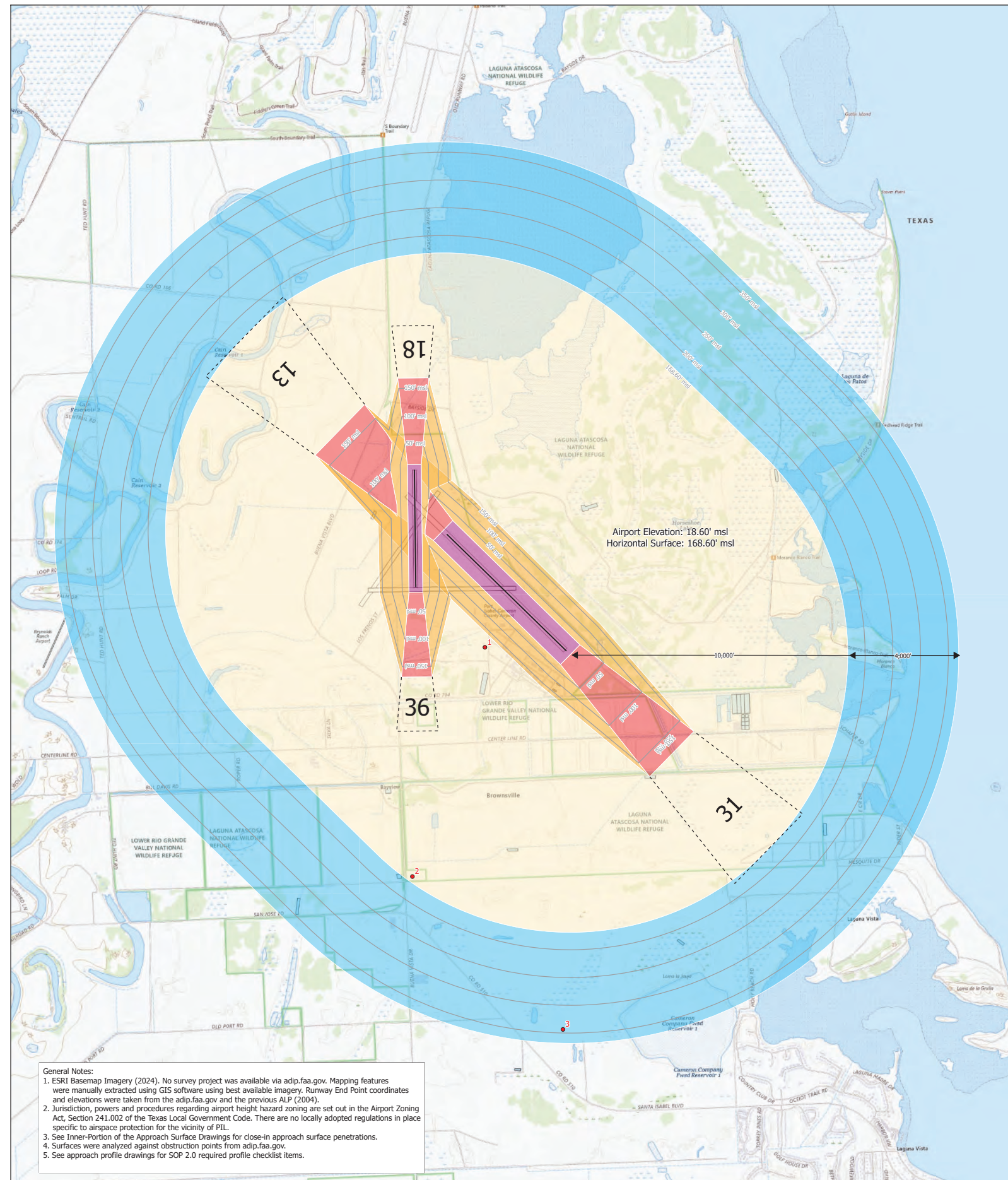
Legend

<ul style="list-style-type: none"> Existing Runway End Points Ultimate Runway End Points Ultimate Airport Reference Point (ARP) Existing ASOS Ultimate No-Taxi Island Existing Critical Area (ASOS) Existing PAPI (2) Ultimate PAPI (2 & 4) Existing Airport Beacon Ultimate Runway End Identifier Lighting (REILs) Runway Lighting Existing Wind Indicator Ultimate Wind Indicator Ultimate Segmented Circle Ultimate Runway Obstacle Free Zone (ROFZ) Ultimate Part 77 Approach Surface 	<ul style="list-style-type: none"> Existing Part 77 Approach Surface Existing 13B Approach Surface (4) Ultimate 13B Approach Surface (4) Ultimate 13B Approach Surface (5) Ultimate 13B Approach Surface (6) Ultimate Taxiway/Taxilane Object Free Area (TOFA) Ultimate Taxiway/Taxilane Safety Area (TSA) Existing Runway Protection Zone (RPZ) Ultimate Runway Protection Zone (RPZ) Ultimate Runway Safety Area (RSA) Ultimate Runway Object Free Area (ROFA) Pavement to be Abandoned Ultimate Runway Pavement Ultimate Blast Pad Pavement Ultimate Taxiway Pavement Existing Airport Property Line 	<ul style="list-style-type: none"> Existing Fence (8') Ultimate Fence (8') Existing On-Airport Structure Off-Airport Structure Ultimate Building Waterbody Existing Paved Road/Parking Ultimate Paved Road/Parking Existing Taxiway Pavement Ultimate Taxiway Pavement Existing Apron Pavement Ultimate Runway Pavement Vegetation Point Vegetation Area Ground Contours
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Cameron County Airport
Airport Layout Plan Drawing
 Ultimate Condition
 Los Fresnos, Texas

Planned By: C. Burks	
Detailed By: E. Blackburn	
Approved By: E. Pfeifer	

December 2025 Sheet 4 of 16

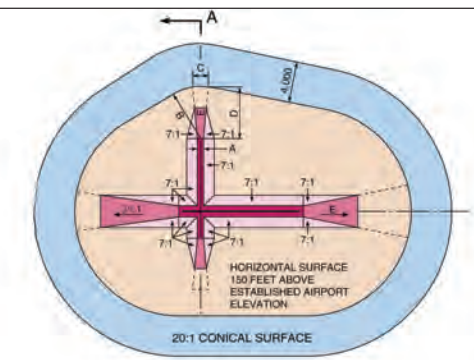


General Notes:
 1. ESRI Basemap Imagery (2024). No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov and the previous ALP (2004).
 2. Jurisdiction, powers and procedures regarding airport hazard zoning are set out in the Airport Zoning Act, Section 241.002 of the Texas Local Government Code. There are no locally adopted regulations in place specific to airspace protection for the vicinity of PIL.
 3. See Inner-Portion of the Approach Surface Drawings for close-in approach surface penetrations.
 4. Surfaces were analyzed against obstruction points from adip.faa.gov.
 5. See approach profile drawings for SOP 2.0 required profile checklist items.

Obstruction Table									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Study Number	Source	Remediation
1	Tank	172.00	327.00	155.00	Horizontal	3.40	2007-ASW-8253-OE	adip.faa.gov	No Action Required – See FAA Letter Dated 12/26/2007
2	Tower	301.00	588.00	287.00	Horizontal	132.40	2017-ASW-5543-OE	adip.faa.gov	No Action Required – Structure Marked/Lighted
3	Windmill	506.00	998.00	492.00	Conical	162.41	2016-WTW-10977-OE	adip.faa.gov	No Action Required – See FAA Letter Dated 10/21/2016

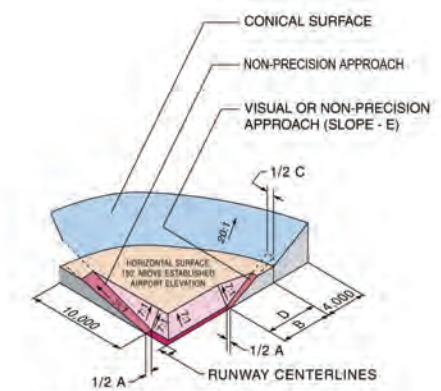
Legend

- Obstruction Point
- Ultimate Runway Centerline
- Part 77 Airspace
- Primary
- Transitional
- Approach
- Horizontal
- Conical



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
 Original Source: 14 CFR Part 77, Section 77.25, Civil Airport Imaginary Surfaces.
 Edited by Coffman Associates to show only non-precision surfaces.

Magnetic Declination
 3° 3' E ± 0.34°
 Changing by 0.08° W per year

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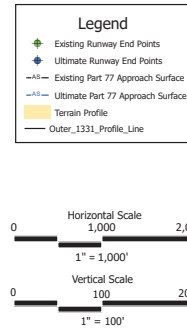
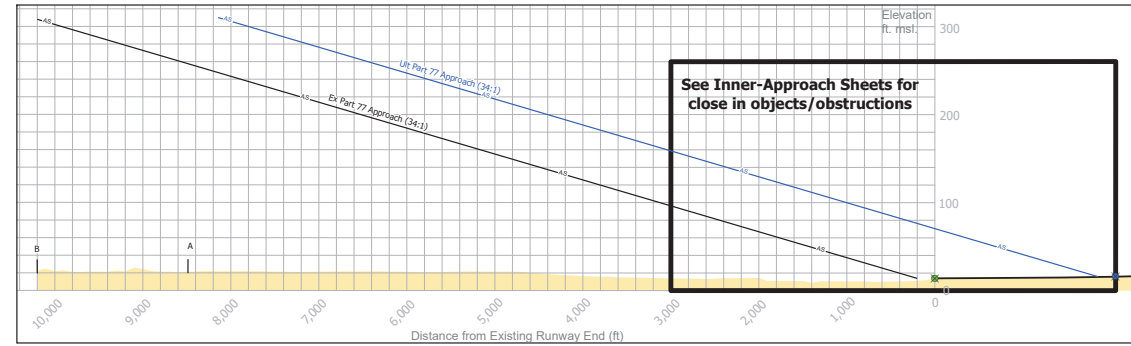
Cameron County Airport

Ultimate Airport Airspace Drawing

Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
December 2025 Sheet 5 Of 16

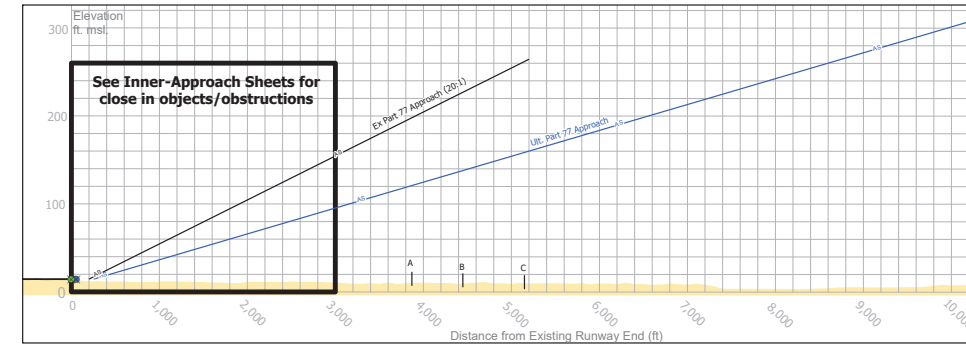
Existing/Ultimate Runway 13 Approach Profile



Runway 13 Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	General Brant Rd	USGS 1/3 Arc Second DEM	35.11	15.00	35.11	Ex. Part 77 Approach 222.53
B	General Brant Rd	USGS 1/3 Arc Second DEM	34.70	15.00	34.70	Ex. Part 77 Approach 273.32

Runway 13 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									

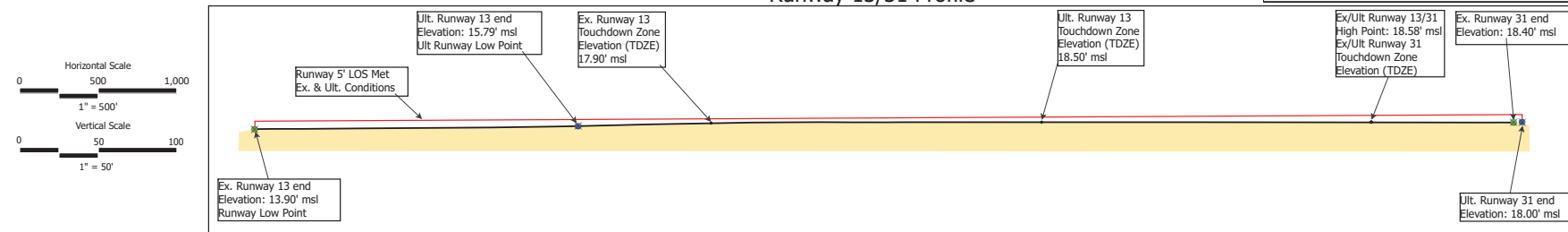
Existing/Ultimate Runway 31 Approach Profile



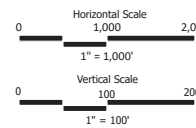
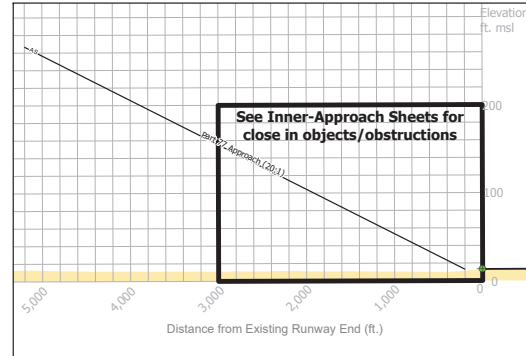
Runway 31 Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Schafer Rd	USGS 1/3 Arc Second	22.63	15.00	22.63	Ult. Part 77 Approach 140.92
B	Schafer Rd	USGS 1/3 Arc Second	24.69	15.00	24.69	Ult. Part 77 Approach 118.27
C	Schafer Rd	USGS 1/3 Arc Second	26.34	15.00	26.34	Ult. Part 77 Approach 99.59

Runway 31 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									

Runway 13/31 Profile



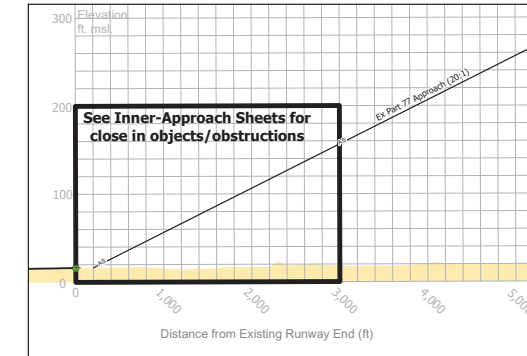
Existing Runway 17/Ultimate 18 Approach Profile



Runway 17 Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
No Significant Objects						

Runway 17/18 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									

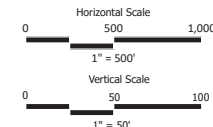
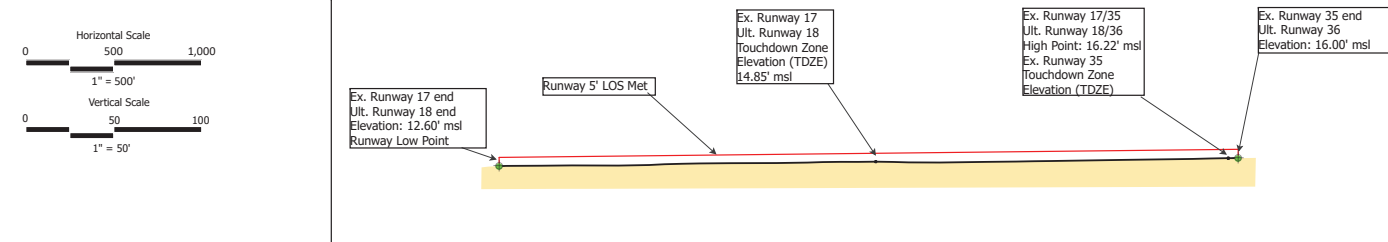
Existing Runway 35/Ultimate 36 Approach Profile



Runway 35 Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
No Significant Objects						

Runway 35/36 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									

Existing Runway 17/35 / Ultimate 18/36 Profile



- General Notes:
- No survey project was available via adfp.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adfp.faa.gov.
 - See Inner-Portion of the Approach Surface Drawings for close-in approach surface penetrations.
 - Runway 5' Line-of-Sight analysis ran using runway centerline elevations from mapping source.

DRAFT

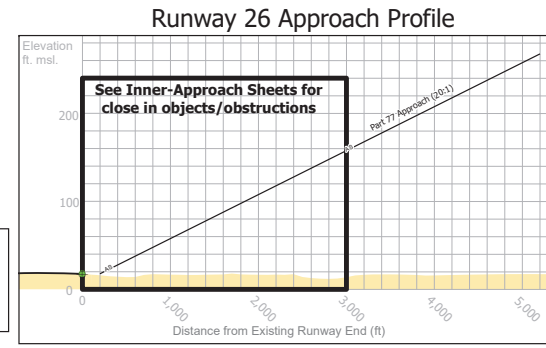
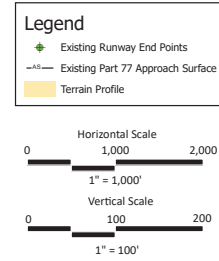
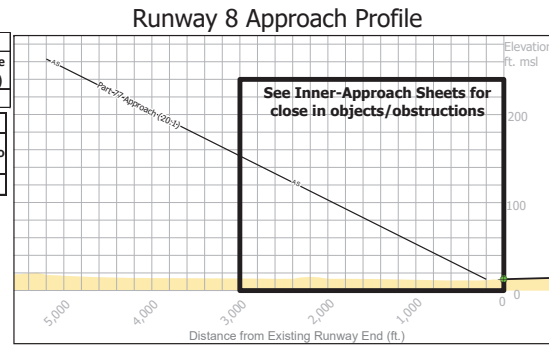
No.	Revisions	Date	By	App'd

Cameron County Airport
Approach Profile Drawing -
Runways 13/31 & 17/35 (Ult. 18/36)
Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer

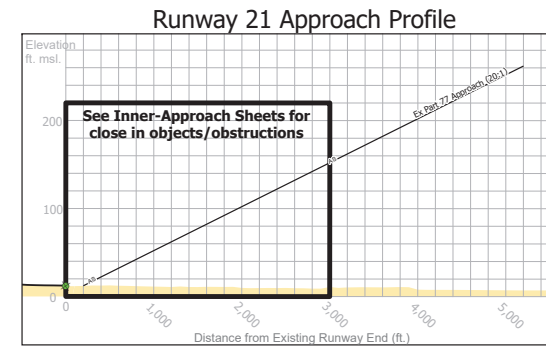
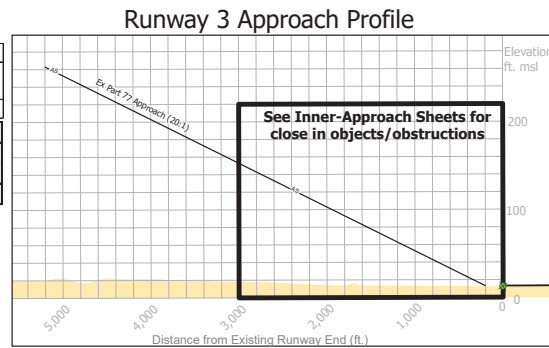
December 2025 Sheet 6 Of 16

Runway 8 Significant Objects									
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)			
No Significant Objects									
Runway 8 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									

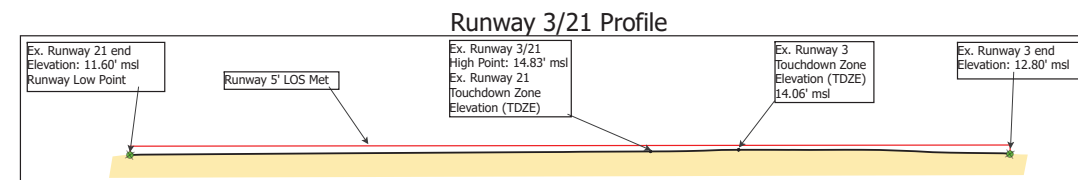
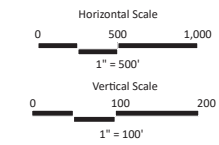
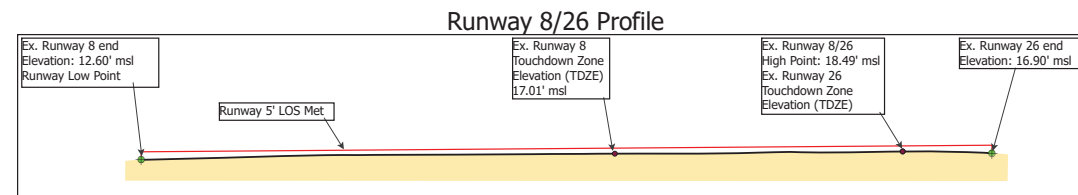


Runway 26 Significant Objects									
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)			
No Significant Objects									
Runway 26 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									

Runway 3 Significant Objects									
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)			
No Significant Objects									
Runway 3 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									



Runway 21 Significant Objects									
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)			
No Significant Objects									
Runway 21 Outer-Approach Obstructions									
ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	AGL (ft.)	Surface Obstructed	Penetration Value (ft.)	FAA Stud Number	Source	Remediation
No Obstructions Found									



- General Notes:
- No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 - See Inner-Portion of the Approach Surface Drawings for close-in approach surface penetrations.
 - Runway 5' Line-of-Sight analysis ran using runway centerline elevations from mapping source.

DRAFT				
No.	Revisions	Date	By	App'd

Cameron County Airport

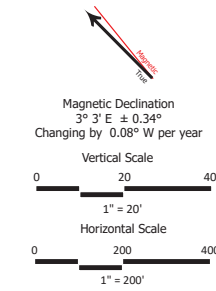
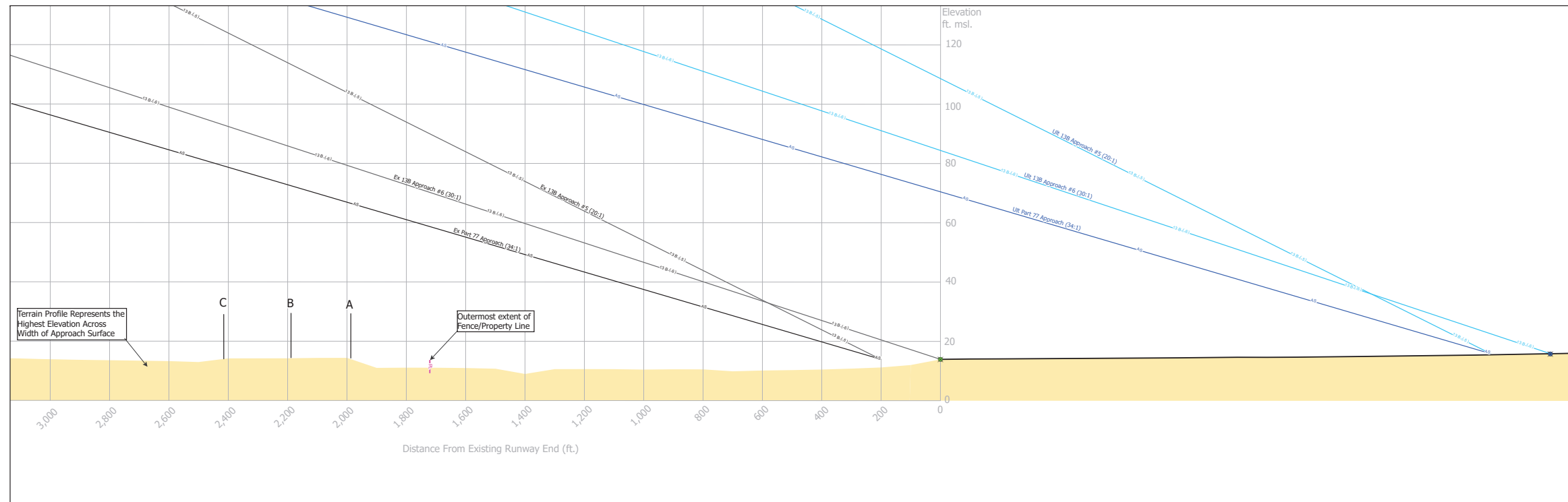
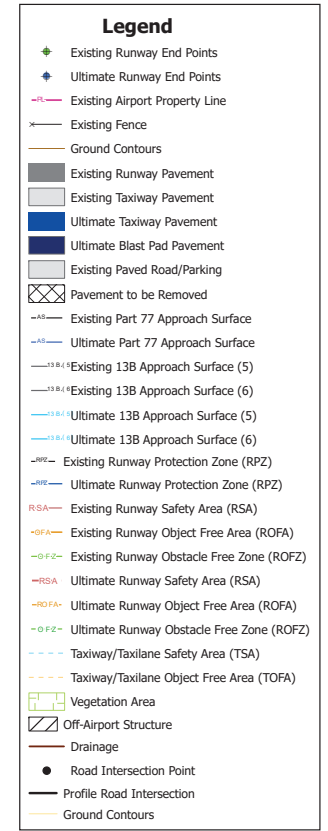
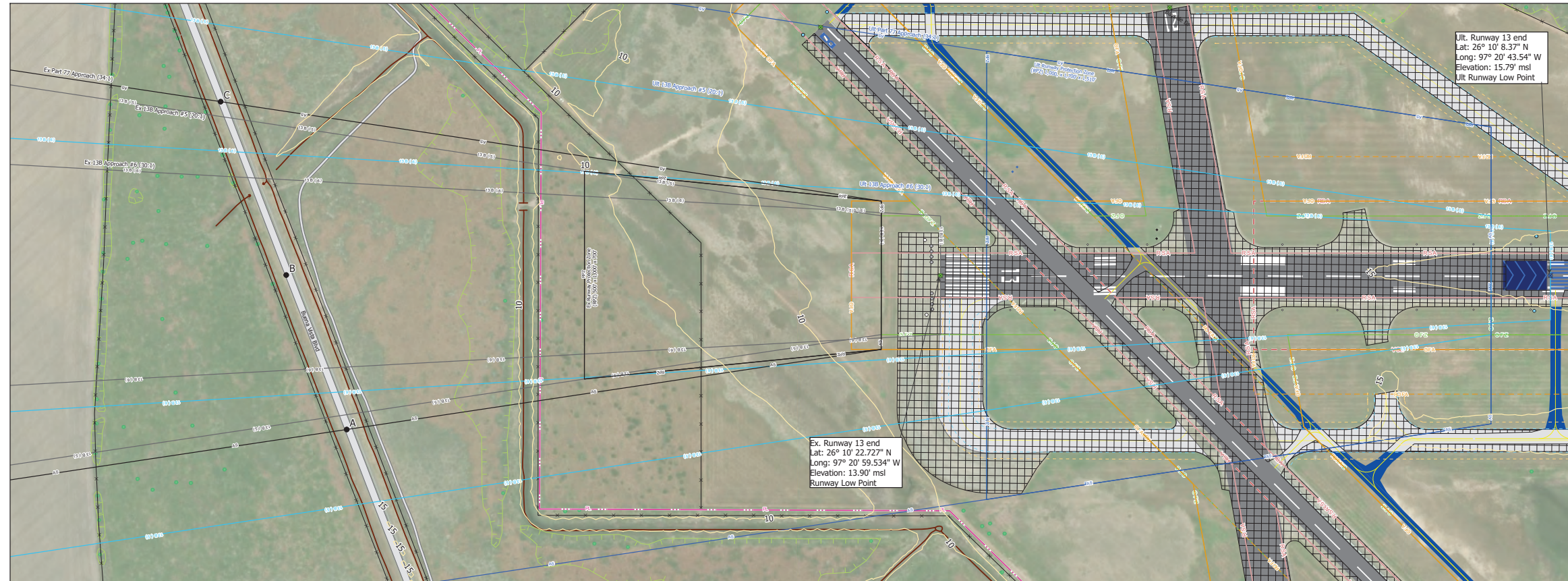
Approach Profile Drawing -
Runways 8/26 & 3/21

Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer

December 2025 Sheet 7 of 16

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- General Notes:
1. No survey project was available via via.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 2. Surfaces were analyzed against obstruction points from adip.faa.gov.

Runway 13 Inner-Approach Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft.)
A	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.31	15.00	29.31	37.15
B	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.43	15.00	29.43	42.96
C	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.02	15.00	29.02	50.03

Runway 13 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											

DRAFT

No.	Revisions	Date	By	App'd


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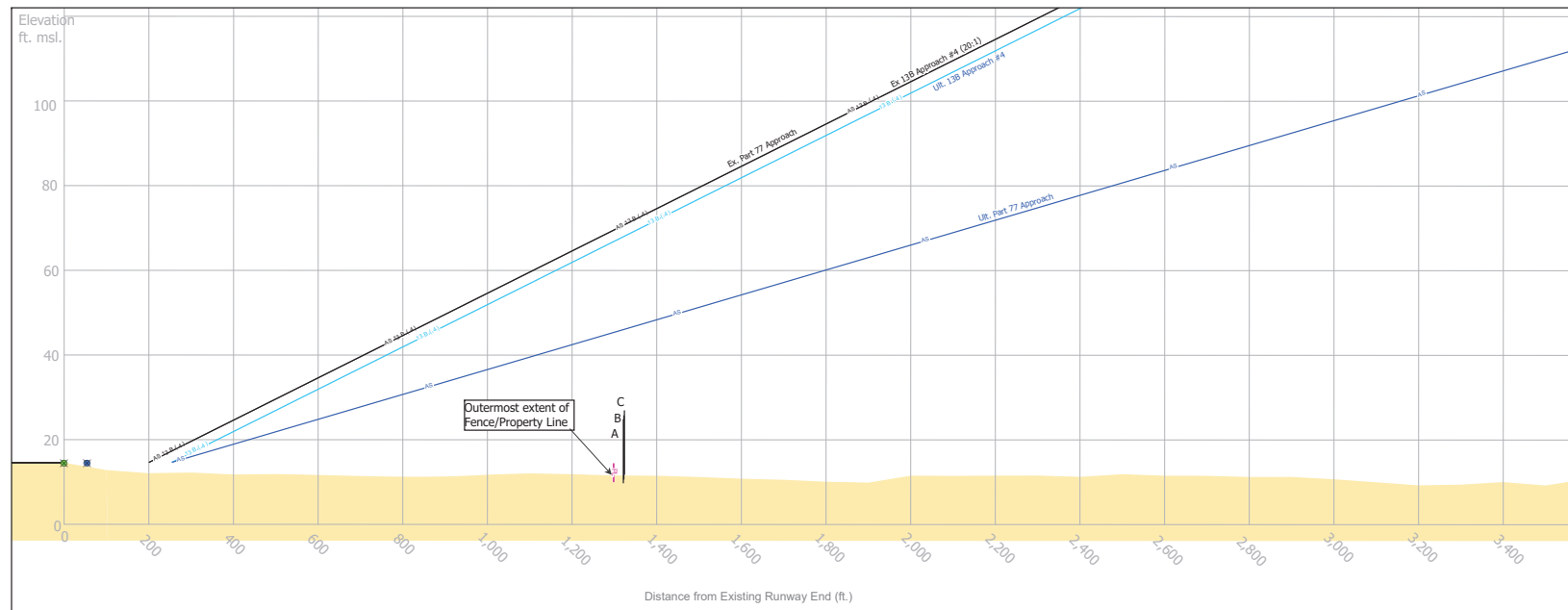
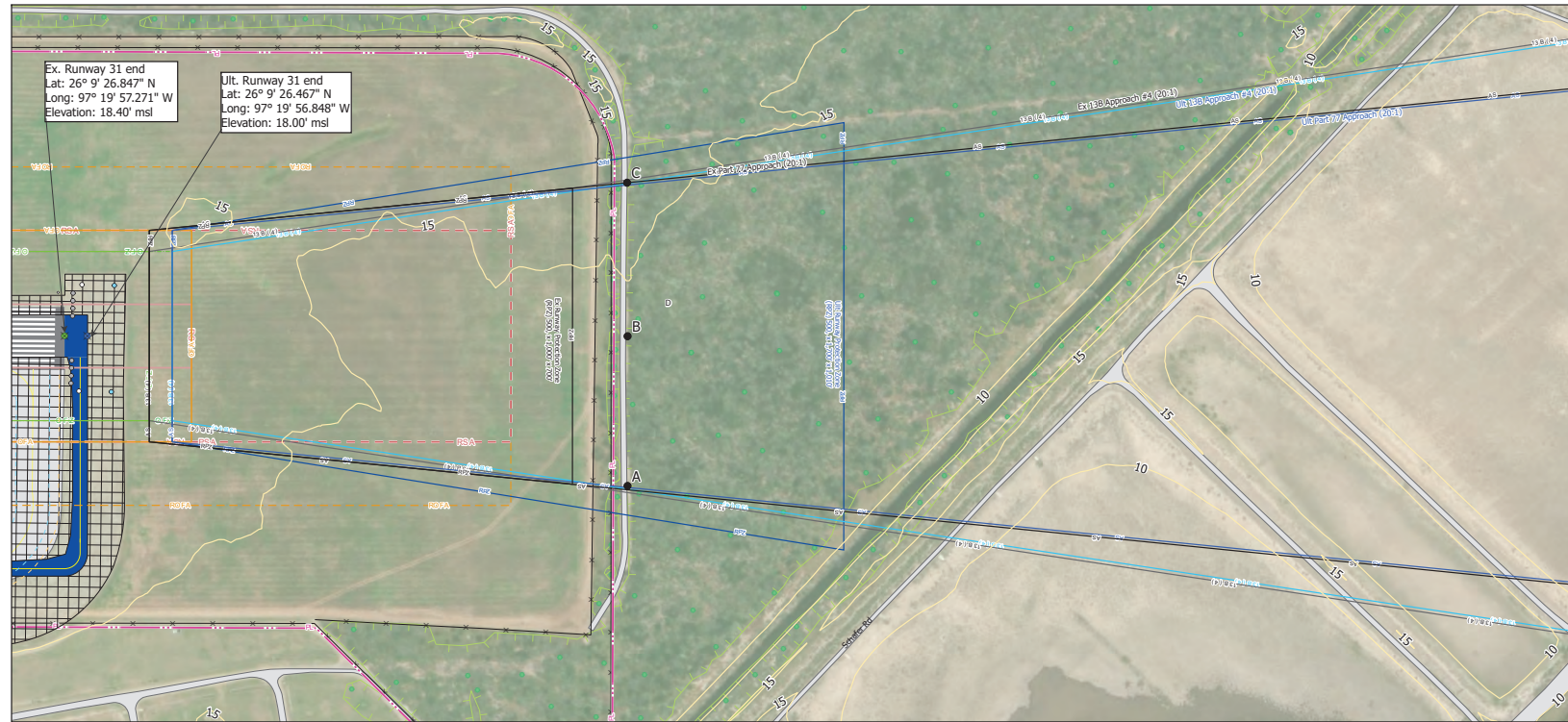
Cameron County Airport

Runway 13 Inner-Approach Profile Drawing

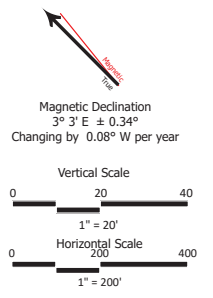
Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
December 2025 Sheet 8 Of 16





Legend	
◆	Existing Runway End Points
◆	Ultimate Runway End Points
—	Existing Airport Property Line
—	Existing Fence
—	Ground Contours
▭	Off-Airport Structure
▭	Existing Runway Pavement
▭	Ultimate Runway Pavement
▭	Existing Taxiway Pavement
▭	Ultimate Taxiway Pavement
▭	Existing Paved Road/Parking
▭	Pavement to be Removed
—	Existing Part 77 Approach Surface
—	Ultimate Part 77 Approach Surface
—	Existing 13B Approach Surface (4)
—	Ultimate 13B Approach Surface (4)
—	Existing Runway Protection Zone (RPZ)
—	Ultimate Runway Protection Zone (RPZ)
—	Existing Runway Safety Area (RSA)
—	Ultimate Runway Safety Area (RSA)
—	Existing Runway Object Free Area (ROFA)
—	Ultimate Runway Object Free Area (ROFA)
—	Existing Runway Obstacle Free Zone (ROFZ)
—	Ultimate Runway Obstacle Free Zone (ROFZ)
—	Existing Taxiway/Taxilane Safety Area (TSA)
—	Ultimate Taxiway/Taxilane Safety Area (TSA)
—	Existing Taxiway/Taxilane Object Free Area (TOFA)
—	Ultimate Taxiway/Taxilane Object Free Area (TOFA)
●	Vegetation Point
▭	Vegetation Area
—	Drainage
●	Road Intersection Point
—	Profile Road Intersection
—	Ground Contours



Runway 31 Inner-Approach Significant Objects							
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft.)
A	Private Road	USGS 1/3 Arc Second DEM	28.67	15.00	28.67	Ult. Part 77 Approach	22.31
B	Private Road	USGS 1/3 Arc Second DEM	29.53	15.00	29.53	Ult. Part 77 Approach	21.48
C	Private Road	USGS 1/3 Arc Second DEM	30.72	15.00	30.72	Ult. Part 77 Approach	20.33

Runway 31 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											

General Notes:
1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
2. Surfaces were analyzed against obstruction points from adip.faa.gov

No.	Revisions	Date	By	App'd
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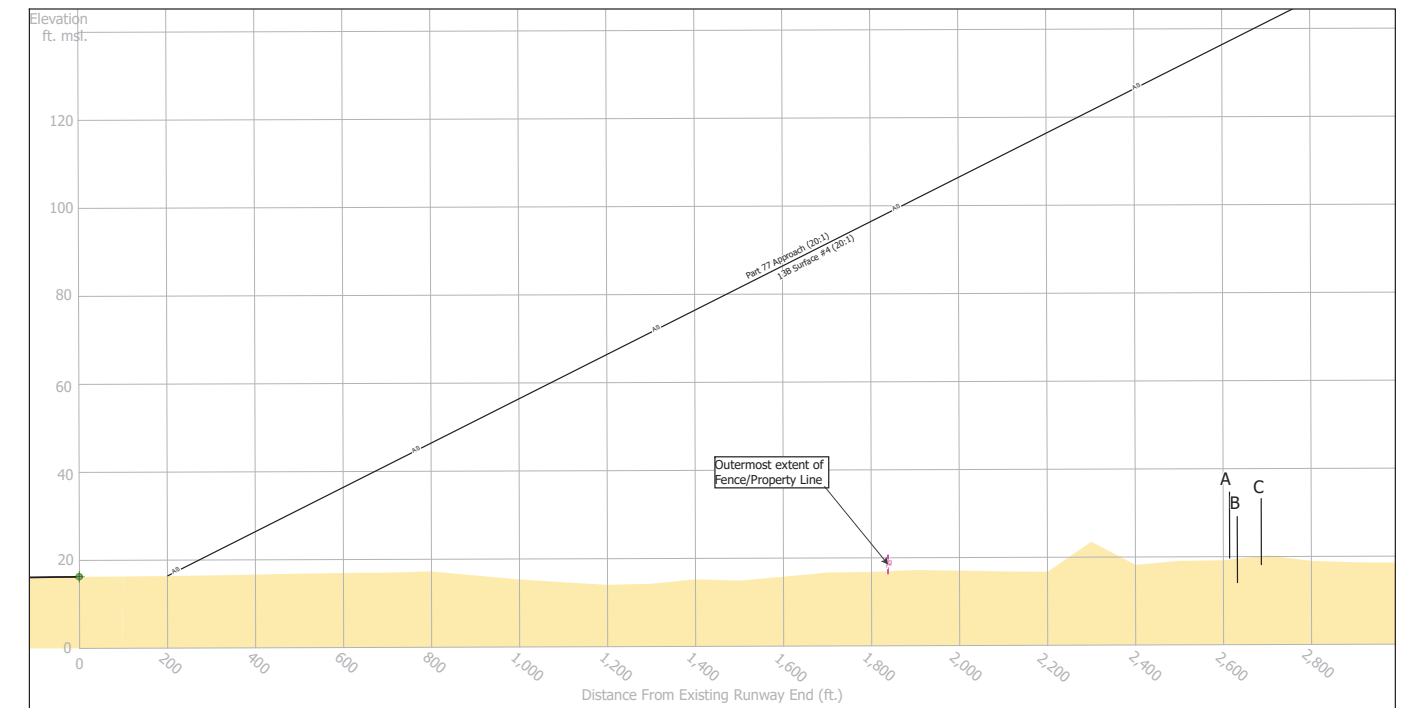
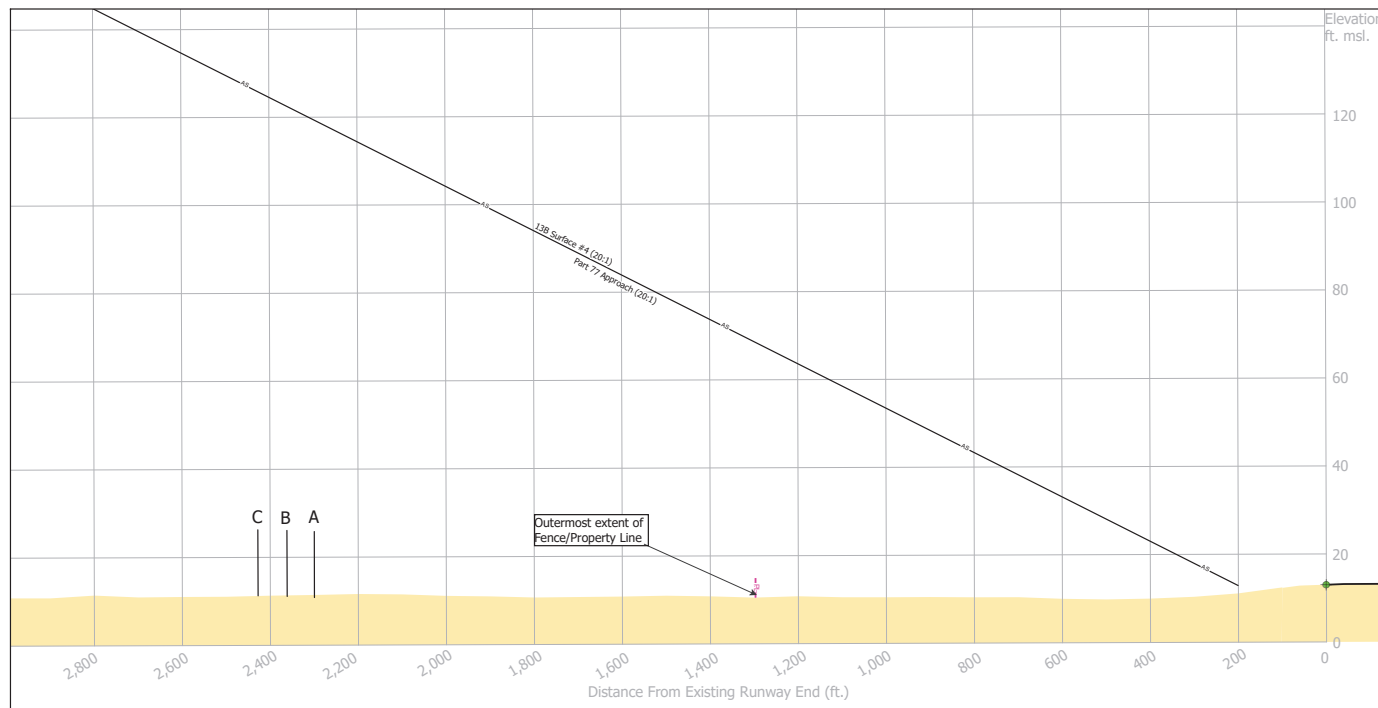
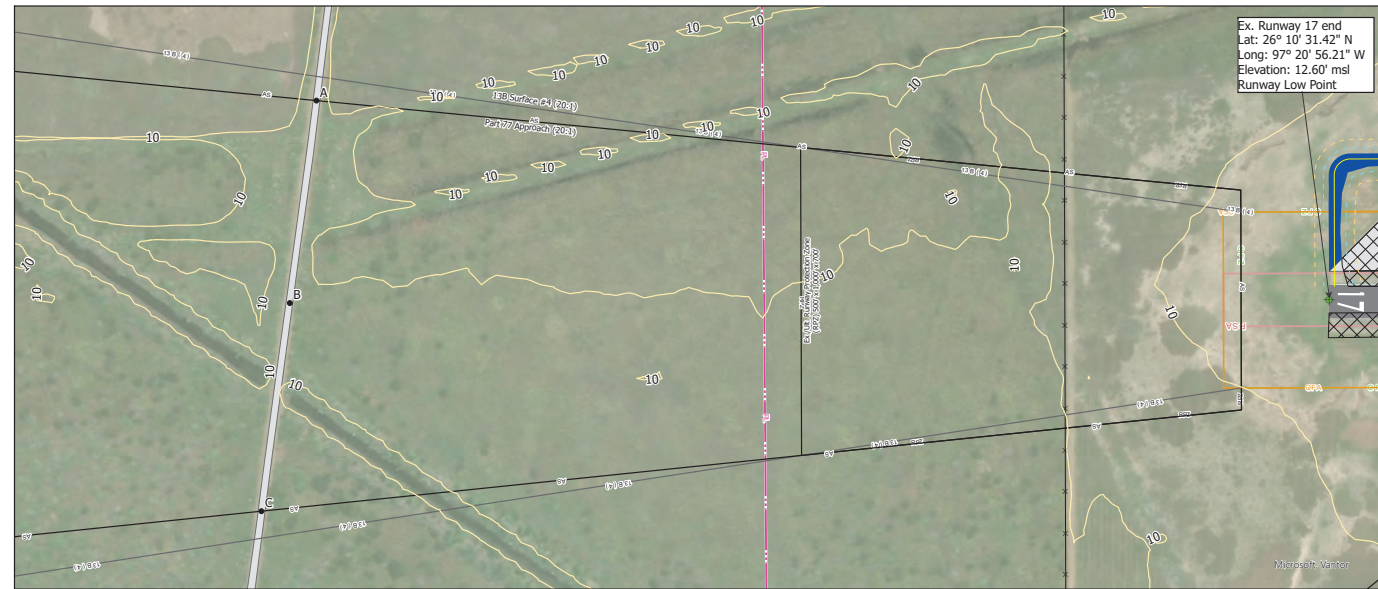
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Cameron County Airport

Runway 31 Inner-Approach Profile Drawing

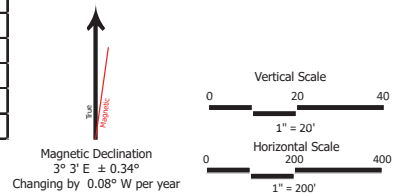
Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
December 2025 Sheet 9 of 16



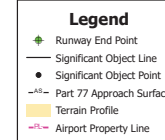
Runway 17 Inner-Approach Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft.)
A	Bayside Dr	USGS 1/3 Arc Second DEM	25.83	15.00	25.83	91.77
B	Bayside Dr	USGS 1/3 Arc Second DEM	26.09	15.00	26.09	94.61
C	Bayside Dr	USGS 1/3 Arc Second DEM	26.27	15.00	26.27	97.73

Runway 35 Inner-Approach Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft.)
A	Ult. Veteran's Airport Dr.	USGS 1/3 Arc Second DEM	15.17	15.00	30.17	39.33
B	Ult. Veteran's Airport Dr.	USGS 1/3 Arc Second DEM	14.33	15.00	29.33	40.87
C	Ult. Veteran's Airport Dr.	USGS 1/3 Arc Second DEM	16.24	15.00	31.24	40.13
D	Veteran's Airport Dr.	USGS 1/3 Arc Second DEM	19.66	15.00	34.66	102.05
E	Veteran's Airport Dr.	USGS 1/3 Arc Second DEM	14.10	15.00	29.10	108.49
F	Veteran's Airport Dr.	USGS 1/3 Arc Second DEM	18.17	15.00	33.17	107.15



Runway 17 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											

Runway 35 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											



- General Notes:
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 - Surfaces were analyzed against obstruction points from adip.faa.gov

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No.	Revisions	Date	By	App'd

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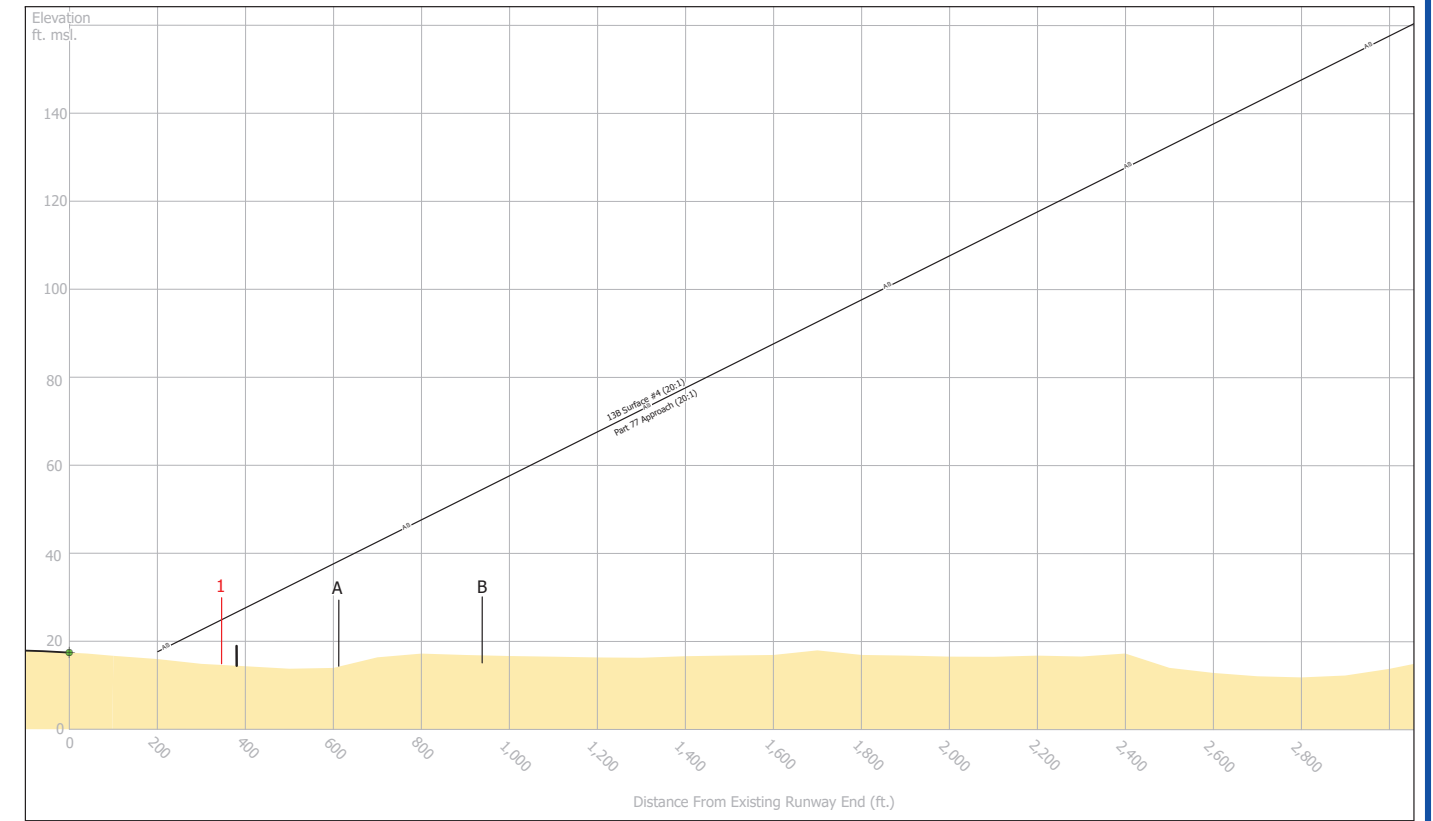
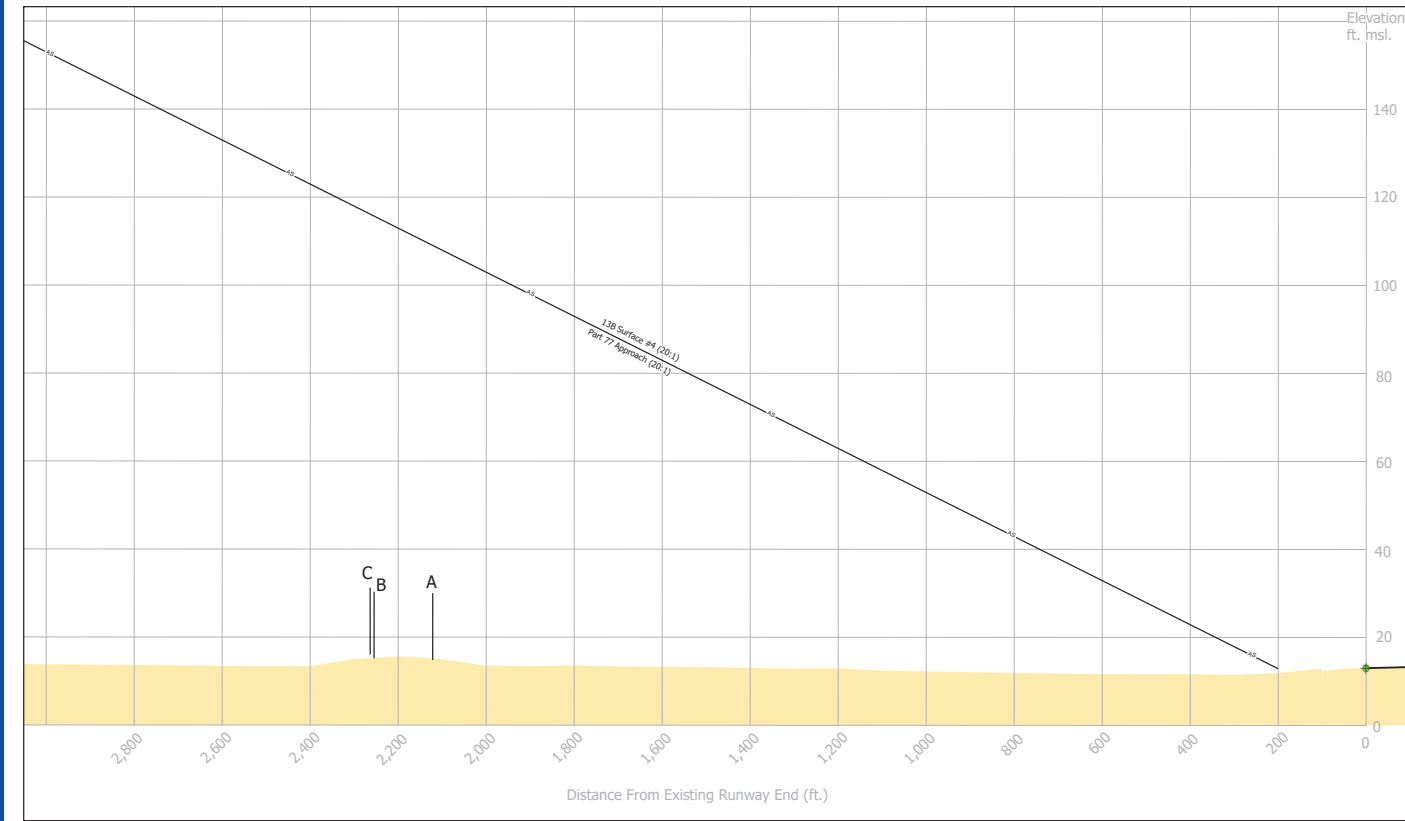
Cameron County Airport

Runway 17/35 (Ult. 18/36) Inner-Approach Profile Drawing

Los Fresnos, Texas

Planned By: C. Burks	
Detailed By: E. Blackburn	
Approved By: E. Pfeifer	

December 2025 Sheet 10 Of 16



Runway 8 Inner-Approach Significant Objects							
	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)	
A	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.90	15.00	29.90	Ex. Part 77 Approach	78.77
B	Buena Vista Blvd	USGS 1/3 Arc Second DEM	30.25	15.00	30.25	Ex. Part 77 Approach	85.09
C	Buena Vista Blvd	USGS 1/3 Arc Second DEM	31.14	15.00	31.14	Ex. Part 77 Approach	84.64

Runway 26 Inner-Approach Significant Objects							
	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)	
A	Private Rd	USGS 1/3 Arc Second DEM	29.36	15.00	29.36	Ex. Part 77 Approach	8.16
B	Private Rd	USGS 1/3 Arc Second DEM	30.11	15.00	30.11	Ex. Part 77 Approach	23.70

Runway 26 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Road	72	USGS 1/3 Arc Second DEM	N/A	N/A	14.89	15	29.89	Part 77 Approach	6.21	N/A - Runway To-be Closed

Runway 8 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											

Legend

- Significant Object Line
- Obstruction Line
- ◆ Existing Runway End Points
- Existing Part 77 Approach Surface
- Existing Runway Profile
- Terrain Profile

General Notes:
 1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 2. Surfaces were analyzed against obstruction points from adip.faa.gov

DRAFT

No.	Revisions	Date	By	App'd

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Vertical Scale
0 20 40
1" = 20'
Horizontal Scale
0 200 400
1" = 200'


Magnetic Declination
3° 3' E ± 0.34°
Changing by 0.08° W per year

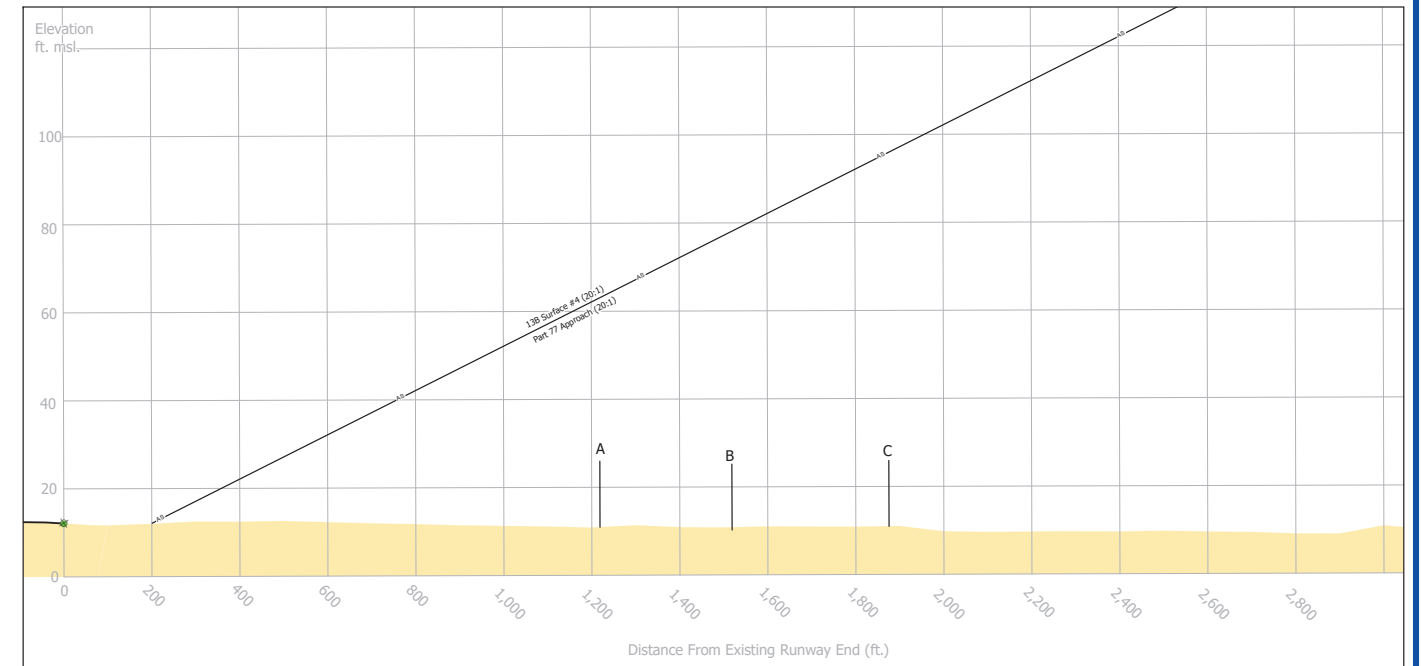
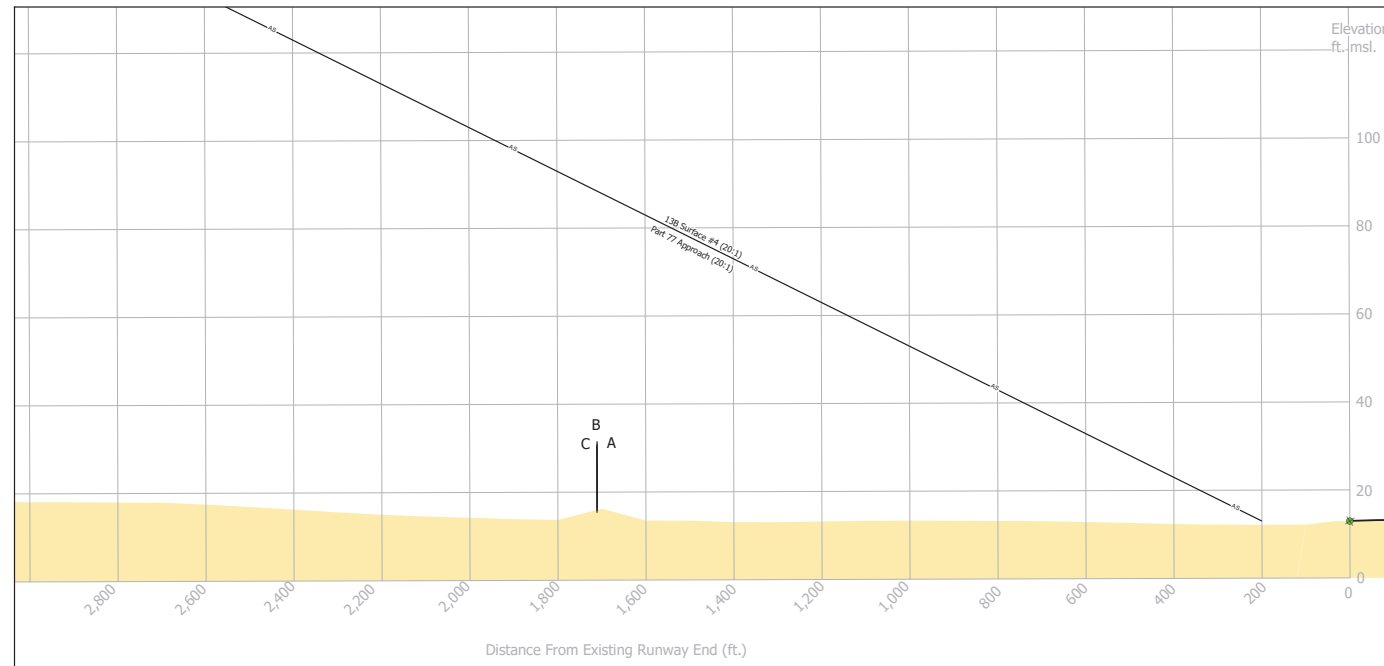
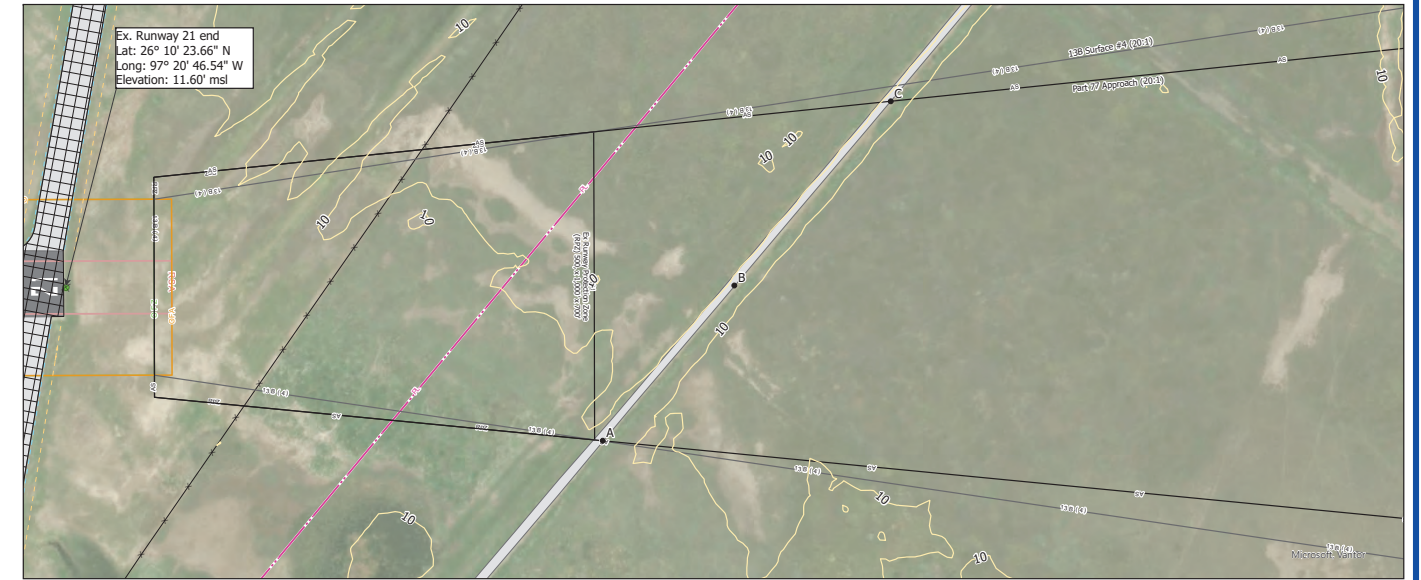
Cameron County Airport

Runway 8/26 Inner-Approach Profile Drawing

Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
December 2025 Sheet 11 Of 16





Runway 3 Inner-Approach Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value
A	Buena Vista Blvd	USGS 1/3 Arc Second DEM	31.47	15.00	31.47	Ex. Part 77 Approach 56.84
B	Buena Vista Blvd	USGS 1/3 Arc Second DEM	30.84	15.00	30.84	Ex. Part 77 Approach 57.49
C	Buena Vista Blvd	USGS 1/3 Arc Second DEM	30.43	15.00	30.43	Ex. Part 77 Approach 57.92

Runway 21 Inner-Approach Significant Objects						
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value
A	Bayside Dr	USGS 1/3 Arc Second DEM	25.92	15.00	25.92	Ex. Part 77 36.60
B	Bayside Dr	USGS 1/3 Arc Second DEM	25.20	15.00	25.20	Ex. Part 77 52.33
C	Bayside Dr	USGS 1/3 Arc Second DEM	25.90	15.00	25.90	Ex. Part 77 69.47

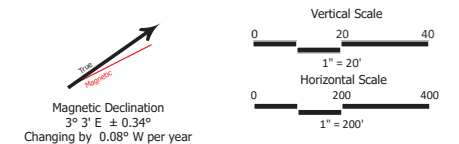
Runway 3 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											

Runway 21 Inner-Approach Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions											

Legend

- ◆ Runway End Point
- Approach Profile Line
- Runway Profile
- Terrain Profile
- RSA- Runway Safety Area
- RPA- Runway Protection Zone
- OFZ- Runway Obstacle Free Zone
- OFA- Runway Object Free Area
- 13B Surface #4 Profile Line

General Notes:
 1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 2. Surfaces were analyzed against obstruction points from adip.faa.gov



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No.	Revisions	Date	By	App'd

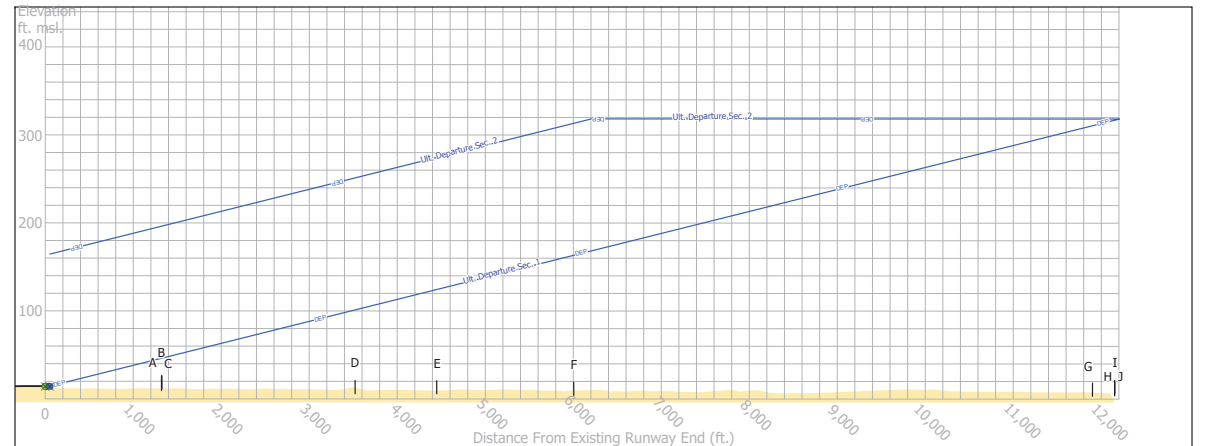
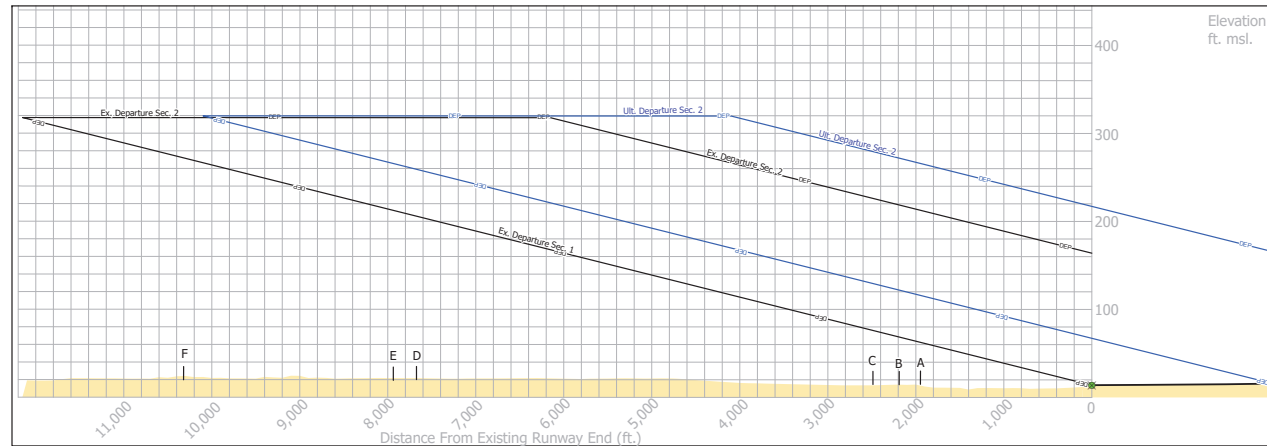
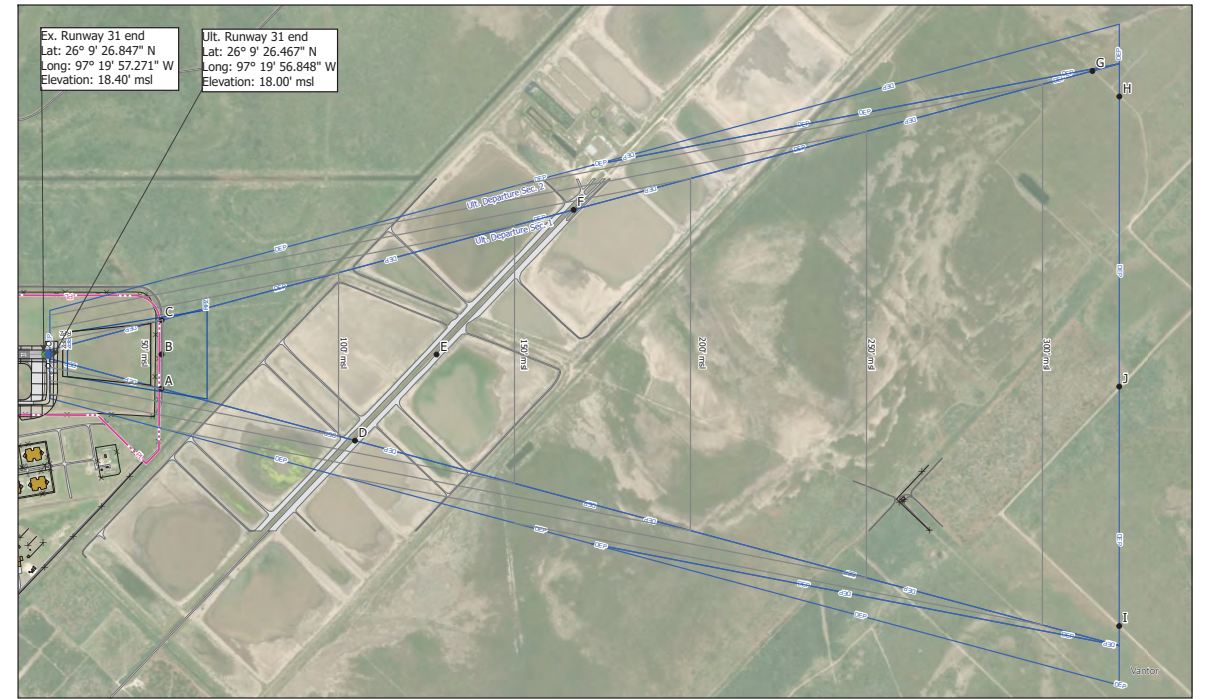
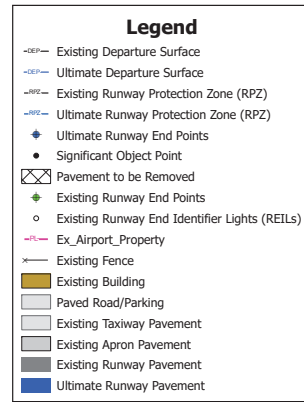
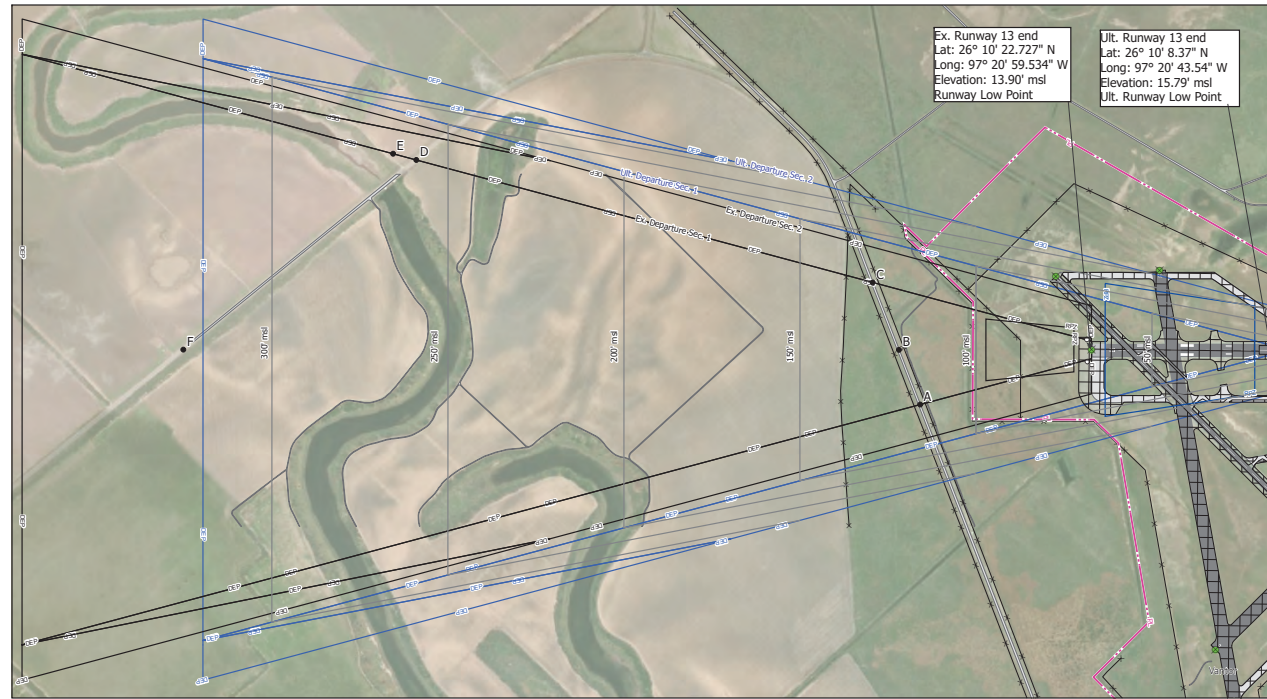
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Cameron County Airport

Runway 3/21 Inner-Approach Profile Drawing

Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
December 2025 Sheet 12 Of 16



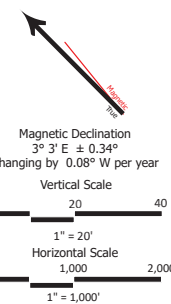
Runway 13 End Significant Objects							
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.94	15.00	29.94	Ex. Departure	32.63
B	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.43	15.00	29.43	Ex. Departure	39.19
C	Buena Vista Blvd	USGS 1/3 Arc Second DEM	29.62	15.00	29.62	Ex. Departure	46.45
D	General Brant Rd	USGS 1/3 Arc Second DEM	35.07	15.00	35.07	Ex. Departure	170.67
E	FM 106	USGS 1/3 Arc Second DEM	34.28	15.00	34.28	Ex. Departure	178.05
F	General Brant Rd	USGS 1/3 Arc Second DEM	34.83	15.00	34.83	Ex. Departure	237.08

Runway 13 End Departure Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstruct	Penetration Value	Remediation
No Obstructions											

Runway 31 End Departure Obstructions											
ID	Feature	C.A. ID	Source	Accuracy	FAA Study #	Ground Elevation (ft.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstruct	Penetration Value	Remediation
No Obstructions											

Runway 31 End Significant Objects							
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Private Rd	USGS 1/3 Arc Second DEM	28.49	15.00	28.49	Ult. Departure Sec. 1	21.58
B	Private Rd	USGS 1/3 Arc Second DEM	29.53	15.00	29.53	Ult. Departure Sec. 1	20.57
C	Private Rd	USGS 1/3 Arc Second DEM	30.75	15.00	30.75	Ult. Departure Sec. 1	19.38
D	Schafer Rd	USGS 1/3 Arc Second DEM	24.80	15.00	24.80	Ult. Departure Sec. 1	80.28
E	Schafer Rd	USGS 1/3 Arc Second DEM	24.69	15.00	24.69	Ult. Departure Sec. 1	103.57
F	Schafer Rd	USGS 1/3 Arc Second DEM	23.10	15.00	23.10	Ult. Departure Sec. 1	144.08
G	E Cir Dr	USGS 1/3 Arc Second DEM	22.21	15.00	22.21	Ult. Departure Sec. 1	292.34
H	E Cir Dr	USGS 1/3 Arc Second DEM	22.58	15.00	22.58	Ult. Departure Sec. 1	299.62
I	Holly Beach Rd	USGS 1/3 Arc Second DEM	23.33	15.00	23.33	Ult. Departure Sec. 1	298.87
J	Holly Beach Rd	USGS 1/3 Arc Second DEM	25.31	15.00	25.31	Ult. Departure Sec. 1	296.89

General Notes:
 1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 2. Surfaces were analyzed against obstruction points from adip.faa.gov.
 3. For clarity, only ultimate departure surface shown for runway 31.



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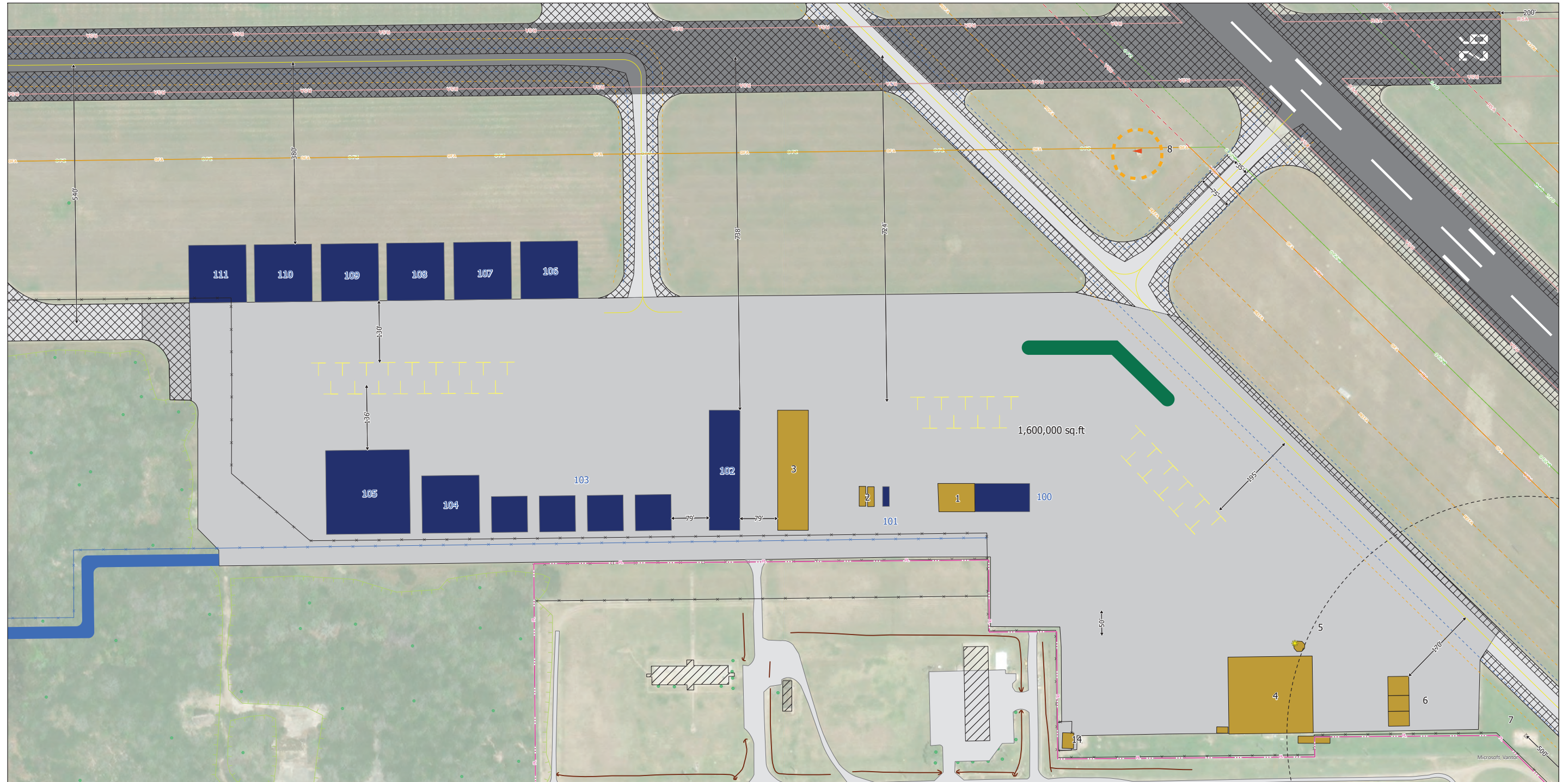
No.	Revisions	Date	By	App'd
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Cameron County Airport
Los Fresnos, Texas

Runway 13/31 Departure Surface Drawing

Planned By: C. Burks
 Detailed By: E. Blackburn
 Approved By: E. Pfeifer

December 2025 Sheet 13 Of 16



Existing Facilities Table		
ID	Feature	Top Elevation (ft. msl.)*
1	Terminal	34.00
2	Self-Serve Fuel Pump	25.00
3	T-Hangar	38.00
4	Commemorative Air Force Hangar	49.00
5	Airport Beacon	57.00
6	Box Hangars	34.00
7	ASOS	33.00
8	Segmented Circle & Wind Cone	43.00

*Top Elevation Estimated

Ultimate Facilities Table		
ID	Feature	Top Elevation (ft. msl.)*
100	Terminal Expansion	34.00
101	UL Fuel Tank	25.00
102	T-Hangar	38.00
103	75' x 75' Executive Hangars	34.00
104	120' x 120' Conventional Hangar	39.00
105	175' x 175' Conventional Hangar	49.00
106	120' x 120' Conventional Hangar	39.00
107	120' x 120' Conventional Hangar	39.00
108	120' x 120' Conventional Hangar	39.00
109	120' x 120' Conventional Hangar	39.00
110	120' x 120' Conventional Hangar	39.00
111	120' x 120' Conventional Hangar	39.00

*Top Elevation Estimated

Legend

- Existing ASOS
- Existing Critical Area (ASOS)
- Existing Airport Beacon
- Existing Wind Indicator
- Existing Segmented Circle
- Ultimate Taxiway/Taxilane Object Free Area (TOFA)
- Ultimate Taxiway/Taxilane Safety Area (TSA)
- Existing Runway Object Free Area (ROFA)
- Existing Runway Obstacle Free Zone (ROFZ)
- Existing Runway Safety Area (RSA)
- Ultimate Runway Safety Area (RSA)
- Ultimate Runway Object Free Area (ROFA)
- Ultimate Runway Obstacle Free Zone (ROFZ)
- Pavement to be Removed
- Existing Airport Property Line
- Existing Fence (8')
- Ultimate Fence (8')
- Existing On-Airport Structure
- Off-Airport Structure
- Ultimate Building
- Drainage
- Existing Paved Road/Parking
- Ultimate Paved Road/Parking
- Existing Taxiway Pavement
- Existing Apron Pavement
- Existing Runway Pavement
- Ground Contours
- Vegetation Point
- Vegetation Area
- Ultimate No-Taxi Island

Magnetic Declination
3° 3' E ± 0.34°
Changing by 0.08° W per year

0 100 200
1" = 100'

General Notes:
1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.

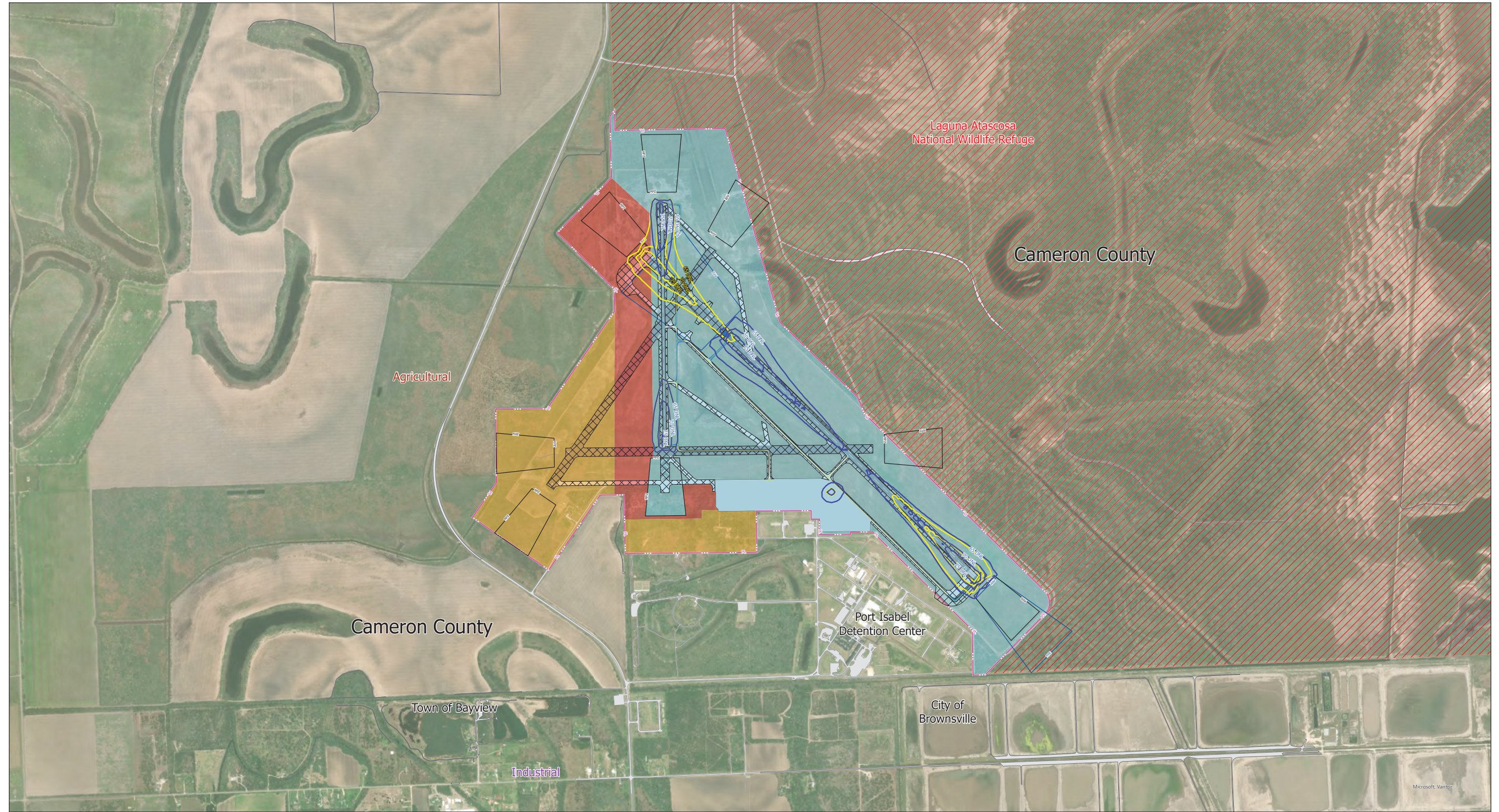
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Cameron County Airport
Terminal Area Drawing
Los Fresnos, Texas

No.	Revisions	Date	By	App'd

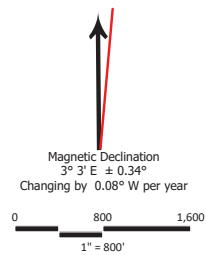
Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer

December 2025 Sheet 14 Of 16



Legend

- Municipal Boundary
- Existing Airport Property Line
- Land Use Types**
- Aeronautical Reserve
- Airport Operations
- Non-Aeronautical Reserve
- Wildlife Refuge
- Noise Contours (2024)
- Noise Contours (2044)



- General Notes:
1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov.
 2. Jurisdiction, powers and procedures regarding airport height hazard zoning are set out in the Airport Zoning Act, Section 241.002 of the Texas Local Government Code. There are no locally adopted regulations in place specific to airspace protection for the vicinity of PIL.
 3. Noise contours modeled using Aviation Environmental Design Tool (AEDT), version 3g. Other sources include Airport Master Plan Forecast and Coffman Associates analysis.

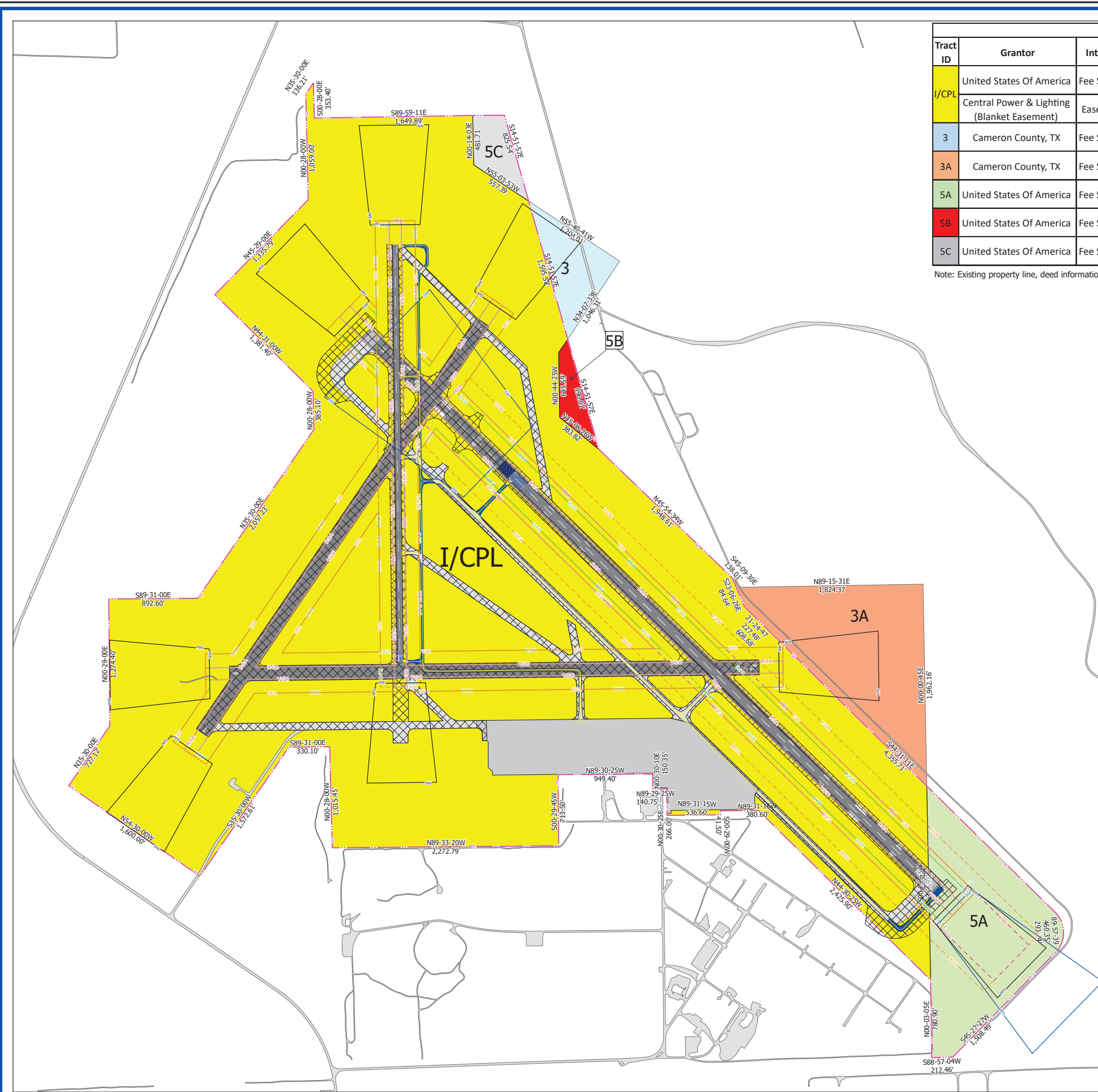
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No.	Revisions	Date	By	App'd
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Cameron County Airport

Airport Land Use Drawing

Los Fresnos, Texas

Planned By: C. Burks	
Detailed By: E. Blackburn	
Approved By: E. Pfeifer	
December 2025	Sheet 15 Of 16



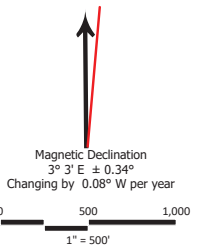
Owned Property Table												
Tract ID	Grantor	Interest	Acreage	Instrument	Book/Page	Easement	FAA Grant #	Date	Purpose of Acquisition	APN	Released	Notes
I/CPL	United States Of America	Fee Simple	815.44	Deed	745/441	N/A	N/A	6/29/1929	Airport Development	N/A	N/A	County Funding
	Central Power & Lighting (Blanket Easement)	Easement	815.44	Easement & R.O.W.	3713/90	Blanket Easement	N/A	No Data	Utility Easement	N/A	N/A	-
3	Cameron County, TX	Fee Simple	14.46	Exchange Deed	1379/679	N/A	N/A	7/9/1984	Airport Development	N/A	N/A	-
3A	Cameron County, TX	Fee Simple	43.39	Exchange Deed	1379/679	N/A	N/A	7/9/1984	Airport Development	N/A	N/A	-
5A	United States Of America	Fee Simple	50.49	Exchange Deed	1379/687	N/A	N/A	6/29/1984	Airport Development	N/A	N/A	-
5B	United States Of America	Fee Simple	2.47	Exchange Deed	1379/687	N/A	N/A	6/29/1984	Airport Development	N/A	N/A	-
5C	United States Of America	Fee Simple	4.89	Exchange Deed	1379/687	N/A	N/A	6/29/1984	Airport Development	N/A	N/A	-

Note: Existing property line, deed information, and metes & bounds descriptions were obtained from most recently updated Exhibit A of the Port Isabel-Cameron County Airport (4/5/2006).

Legend

- Existing Airport Property Line
- Existing Runway Protection Zone (RPZ)
- Ultimate Runway Protection Zone (RPZ)
- Existing Runway Object Free Area (ROFA)
- Existing Runway Obstacle Free Zone (ROFZ)
- Existing Runway Safety Area (RSA)
- Ultimate Runway Safety Area (RSA)
- Ultimate Runway Object Free Area (ROFA)
- Ultimate Runway Obstacle Free Zone (ROFZ)
- Ultimate Runway Pavement
- Ultimate BlastPad Pavement
- Ultimate Taxiway Pavement
- Existing Paved Road/Parking
- Existing Taxiway Pavement
- Existing Apron Pavement
- Existing Runway Pavement
- Pavement to be Removed

General Notes:
 1. No survey project was available via adip.faa.gov. Mapping features were manually extracted using GIS software using best available imagery. Runway End Point coordinates and elevations were taken from the adip.faa.gov and the previous ALP (2004).



DRAFT				
No.	Revisions	Date	By	App'd

Cameron County Airport

Exhibit "A" Airport Property Inventory Map

Los Fresnos, Texas

Planned By: C. Burks
Detailed By: E. Blackburn
Approved By: E. Pfeifer
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