

## CHAPTER ONE – INVENTORY

### AIRPORT BACKGROUND

Cameron County is the southernmost county in Texas, bordering Willacy County to the north, Hidalgo County to the west, Mexico to the south, and the Gulf of Mexico to the east. Cameron County has a population of 426,710, according to the U.S. Census Bureau.<sup>1</sup> The City of Brownsville serves as the county seat; other population centers located nearby include Harlingen, San Benito, La Feria, and Port Isabel. The county comprises the Brownsville-Harlingen metropolitan statistical area (MSA).

Cameron County is included in the Rio Grande Valley region, locally known as the RGV. This region spans the border of Texas and Mexico from Rio Grande City to the west and Brownsville to the east. The area is one of the fastest growing in the U.S. and boasts a diverse economy that includes industrial and manufacturing, oil and gas, agriculture, and tourism. Cameron County itself is home to SpaceX's Starbase, which is currently expanding to include additional facilities. South Padre Island, a popular resort town that attracts more than seven million visitors each year, is also included within the county.

Cameron County Airport (PIL) is situated in Los Fresnos on the east side of the county. The airport encompasses approximately 826 acres at an elevation of 18.6 feet above mean sea level (MSL). It is bordered to the north by the Laguna Atascosa National Wildlife Refuge. **Exhibit 1A** depicts the airport in its regional setting. PIL serves a range of general aviation activities, including recreational and corporate flying, as well as flight training and military operations.

In 2018, TxDOT Aviation undertook an economic impact study to determine the impact and relationships of airports in Texas within the state's economy. According to the study, PIL generated \$3.0 million in total economic impact output, supported 25 jobs, and distributed nearly \$700,00 in payroll in 2018.

### CLIMATE

Climate plays an important role in airport planning, and preparing for weather conditions enhances the use of an airport. For example, high temperatures and humidity increase runway length requirements, while cloud cover percentages and frequency of inclement weather determine the need for navigational aids and lighting. Knowledge of these weather conditions during the planning process allows the airport to prepare for any improvements that may be needed on the airfield.

**Exhibit 1B** summarizes temperature and precipitation data from the National Oceanic and Atmospheric Administration (NOAA), sourced from the airport's automated surface observing system (ASOS). According to this dataset, the hottest month is August, with a mean maximum high temperature of 93.4 degrees Fahrenheit (°F), and January is the coldest month, with a minimum temperature of 51.9°F. Most precipitation occurs during the month of September, in which an average of 5.26 inches of rain is recorded.

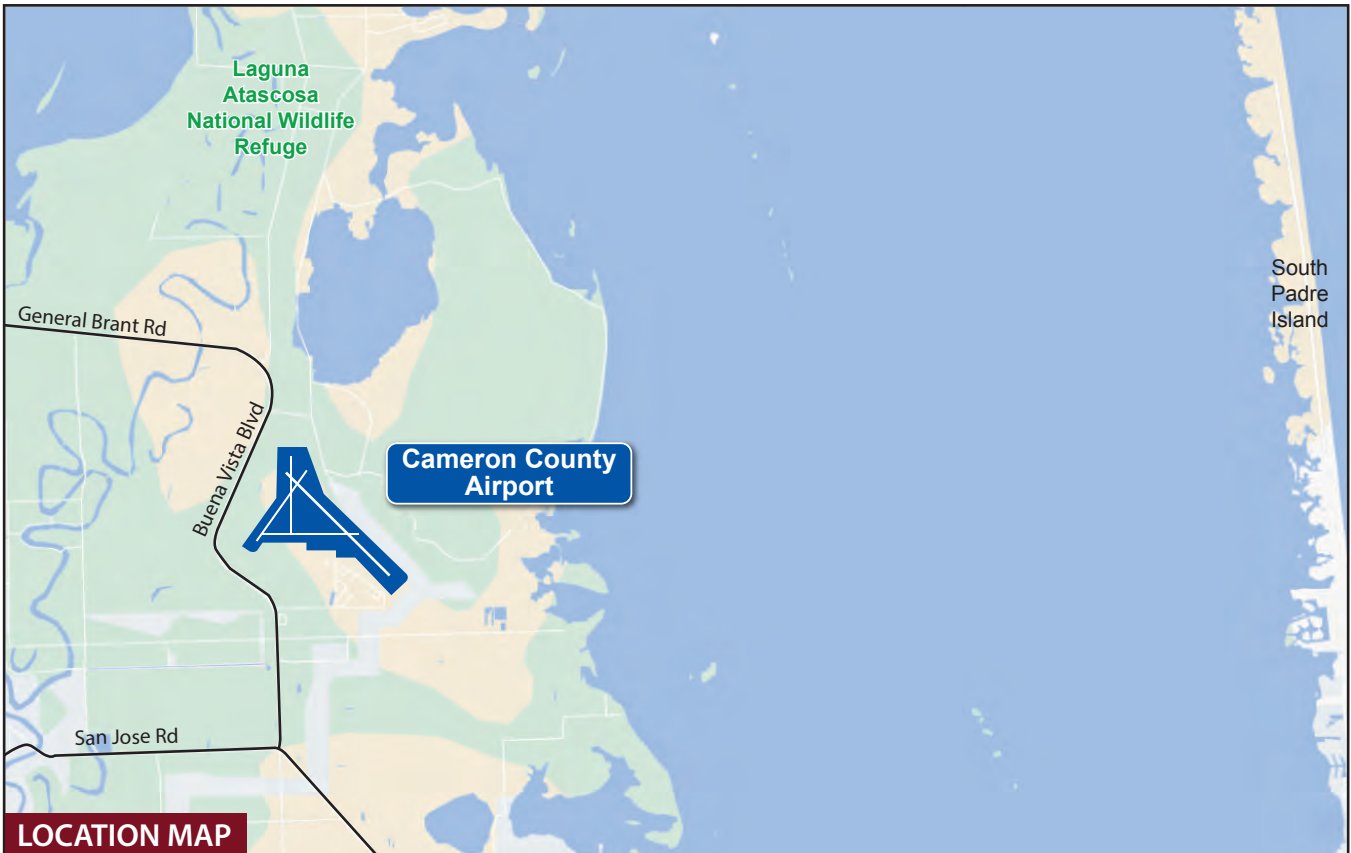
<sup>1</sup> U.S. Census Bureau, Population Estimates Program, July 1, 2023



**REGIONAL MAP**



**VICINITY MAP**



**LOCATION MAP**

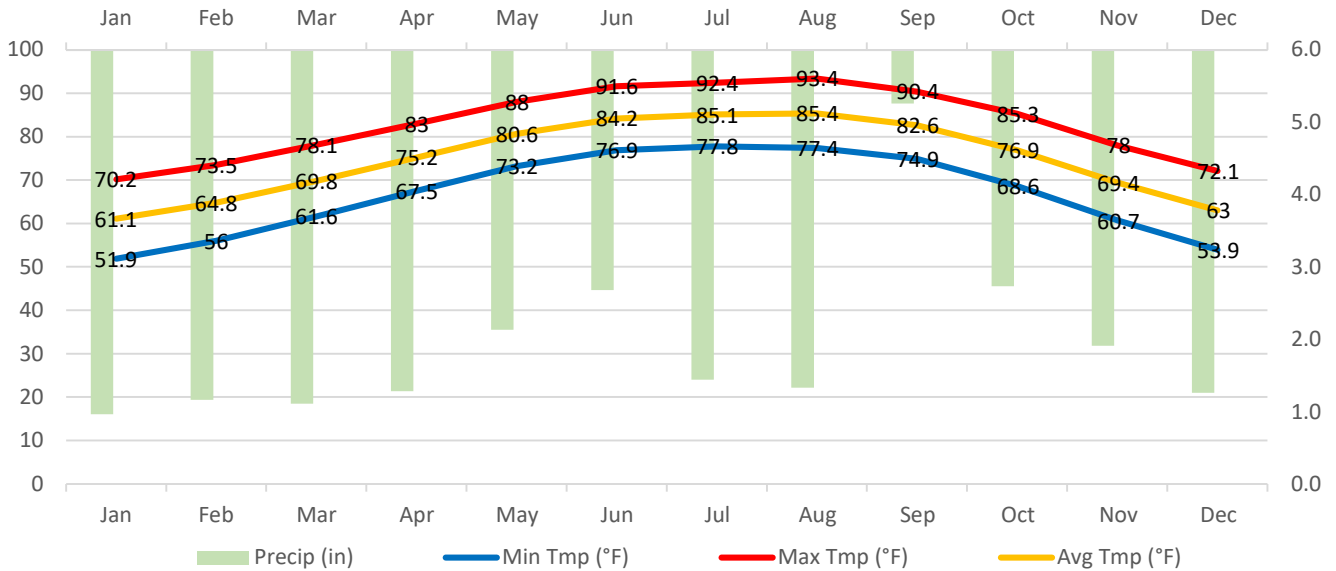


Exhibit 1B – Climate Data

Wind data have also been collected, including wind speeds, direction, and gusts. To conduct a wind analysis, the FAA recommends that the last 10 consecutive years of data and on-airport observations be used, where feasible. A total of 118,631 observations of wind direction and other data points were made over a 10-year period beginning January 1, 2014, and ending December 31, 2023; these are the most recent data available for this airport. For the operational safety and efficiency of an airport, it is desirable for the runway to be oriented as close as possible to the direction of the prevailing wind. This reduces the impact of wind components perpendicular to the direction of travel of an aircraft that is landing or taking off.

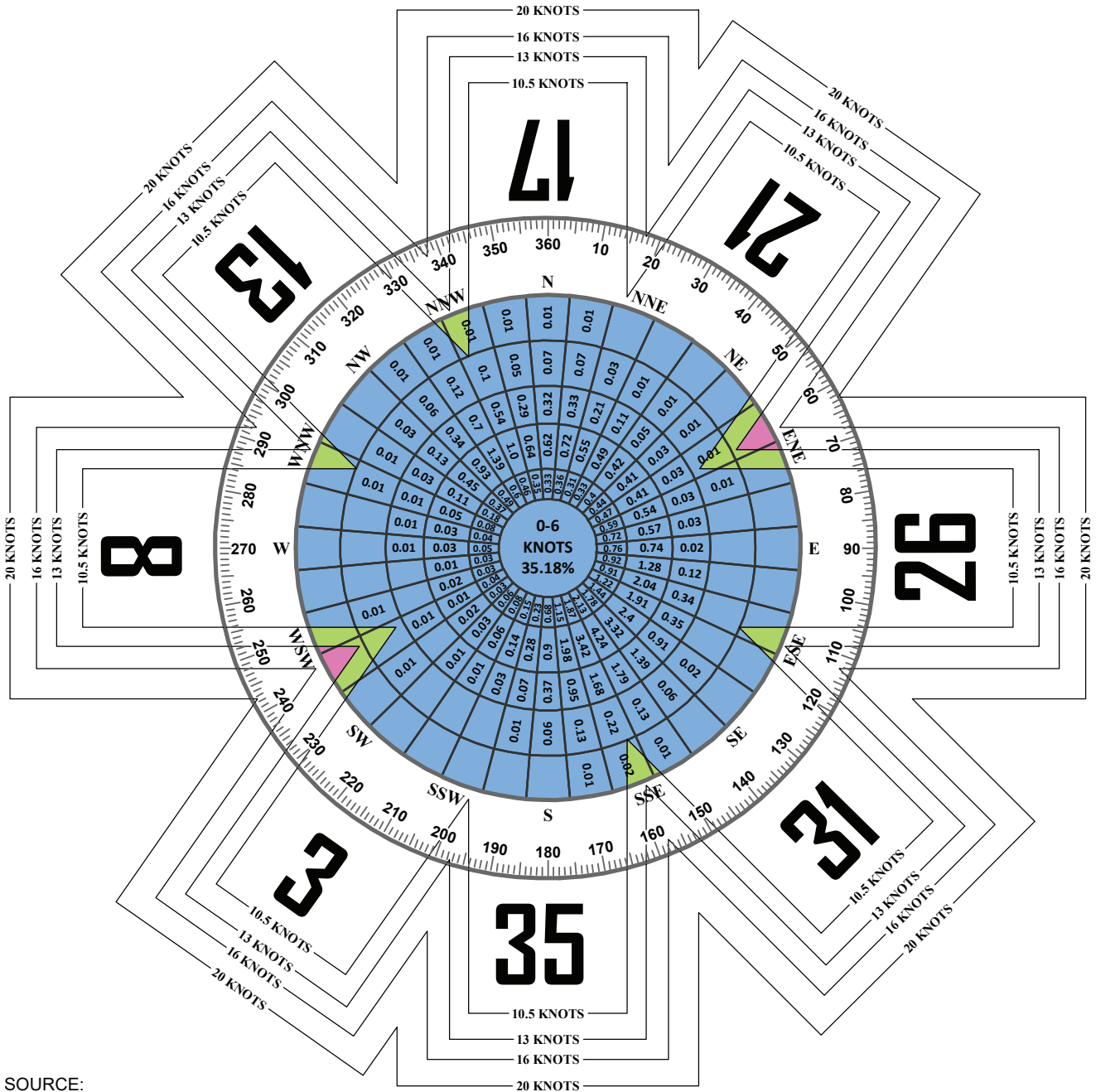
**Exhibit 1C** presents the associated wind coverage for the runway system at PIL. In all weather conditions, Primary Runway 13-31 provides 92.16 percent coverage at 10.5 knots and greater than 96 percent coverage at 13 through 20 knots. Runway 17-35 provides 86.19 percent coverage during 10.5-knot crosswind conditions, 93.53 percent during 13-knot conditions, and greater than 98 percent coverage at 16 knots and higher during all weather conditions. Runways 8-26 and 3-21 provide 71.2 percent and 67.54 percent coverage during 10.5-knot conditions, respectively; however, these runways are in the process of being decommissioned. Combined, all runways provide 99.98 percent coverage during 10.5-knot conditions, while the combination of Runway 13-31 and Runway 17-35 provide greater than 97 percent coverage at 10.5-knot and higher crosswind conditions during all weather conditions.

## AIRPORT ROLE

An airport’s role, both nationally and regionally, is also a critical consideration in facility planning. At the national level, the FAA’s *National Plan of Integrated Airport Systems* (NPIAS) categorizes airports based on their importance to national air transportation. Airports included within the NPIAS are qualified for federal funding through the Airport Improvement Program (AIP).

### ALL WEATHER WIND COVERAGE

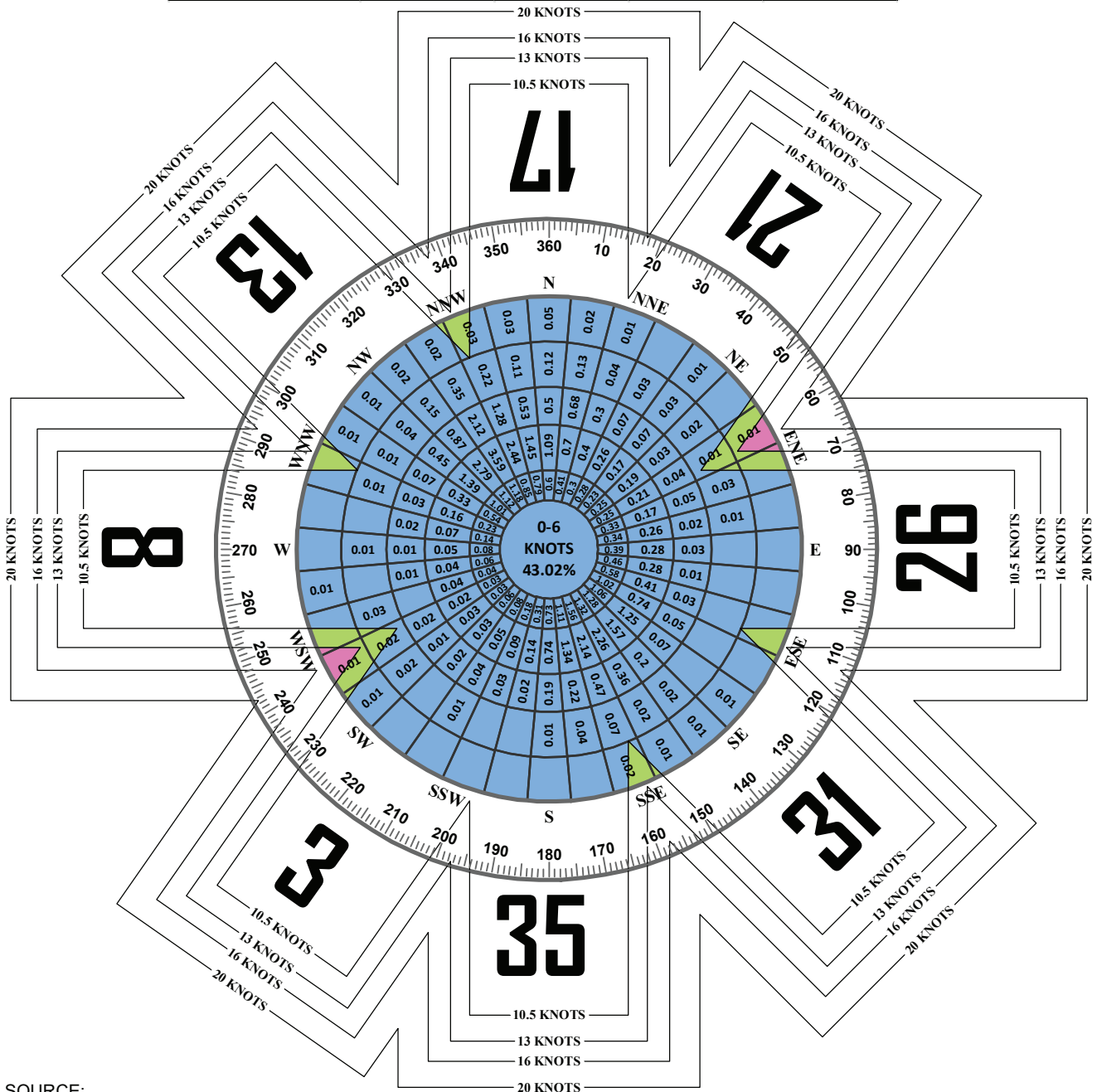
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 13-31	92.16%	96.24%	98.93%	99.75%
Runway 8-26	71.27%	81.95%	91.97%	98.15%
Runway 3-21	67.54%	79.62%	92.07%	98.55%
Runway 17-35	86.19%	93.53%	98.70%	99.85%
All Runways	99.98%	100.00%	100.00%	100.00%
Rwys 13-31 & 17-35	97.92%	99.35%	99.89%	99.97%



SOURCE:  
NOAA National Climatic Center  
Asheville, North Carolina  
Cameron County Airport  
Los Fresnos, TX

OBSERVATIONS:  
118,631 All Weather Observations  
Jan. 1, 2014 - Dec. 31 2023

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 13-31	95.81%	97.66%	99.01%	99.70%
Runway 8-26	82.21%	88.78%	94.97%	98.68%
Runway 3-21	82.79%	89.55%	96.09%	99.17%
Runway 17-35	94.86%	97.94%	99.49%	99.86%
All Runways	99.96%	99.99%	100.00%	100.00%
Rwys 13-31 & 17-35	98.67%	99.41%	99.74%	99.89%



SOURCE:  
 NOAA National Climatic Center  
 Asheville, North Carolina  
 Cameron County Airport  
 Los Fresnos, TX

OBSERVATIONS:  
 19,859 IFR Weather Observations  
 Jan. 1, 2014 - Dec. 31 2023

PIL is classified as a general aviation (GA) airport in the NPIAS. GA airports are further classified into one of four categories: National, Regional, Local, and Basic. PIL falls into the Local GA category, which comprises 36 percent of all NPIAS airports. They are located near population centers and experience a moderate level of activity, including operations by turboprops and corporate jets. Local airports average approximately 31 based aircraft, which are typically all piston-powered aircraft.

At a more local level, PIL is also included in the 2010 *Texas Airport System Plan* (TASP). The TASP classifies Cameron County Airport as a Business/Corporate (BC) facility, which is an airport that provides community access by business jets. According to the TASP, “Business/Corporate airports provide access to turboprop and turbojet business aircraft and are located where there is sufficient population or economic activity to support a moderate to high level of business jet activity and/or to provide capacity in metropolitan areas.” These airports are generally located more than 30 minutes from commercial service or reliever airports and serve areas with concentrated populations, purchasing power, or mineral production.

### **AIRPORT ADMINISTRATION**

The airport is owned and operated by Cameron County. An airport manager provides guidance regarding the operation, expansion, planning, and management of the airport to county officials. An on-site employee reports to the airport manager and administers the day-to-day operation of the airport.

### **GRANT HISTORY**

To assist in ongoing capital improvements, the FAA and TxDOT Aviation provide funding to Cameron County Airport through the AIP. Texas is a member of the FAA’s State Block Grant Program, which gives TxDOT the responsibility (among other things) of administering AIP grants to reliever and general aviation airports, including Cameron County Airport. The State of Texas also offers the following funding opportunities for which Cameron County Airport is eligible:

- **Routine Airport Maintenance Program (RAMP)** – TxDOT matches local program grants up to \$100,000 for basic improvements, such as parking lots, fencing, and other airside or landside needs.
- **Federal Aviation Grants** – Federal and state grant funding for maintenance and improvement projects is available to airports included in the NPIAS.

**Table 1A** summarizes airport capital improvement projects and maintenance undertaken by PIL since 2003, with funding from federal, state, and local sources.

**TABLE 1A | Grant History**

Year	Description	Federal Total	State Total	Local Total	Total
2003	RAMP: crack seal, herbicide, runway striping, hangar painting, lighting supplies	--	\$27,359	\$27,359	\$54,718
2004	Airport Development Plan	--	\$88,290	\$9,810	\$98,100
2008	Engineering/design to mark Runway 17-35; install new MIRL Runway 13-31 @ 150' width; replace PAPI-2 with direct current regulator; replace lighted windcone; install hold signs; seal PCC joints Runway 17-35, Taxiway A & apron	\$102,416	--	\$11,380	\$113,796
2009	Design new terminal building	--	\$39,479	\$39,479	\$78,958
2009	Hangar construction	\$450,000	--	\$150,000	\$600,000
2009	Mark Runway 17-35; install new MIRL Runway 13-31 8,000 ft @ 150' width; replace PAPI-2 with direct current regulator; contingency, admin., RPR, testing, etc.; replace lighted windcone; install hold signs Seal PCC joints Runway 17-35, Taxiway A & apron	\$1,439,316	--	\$75,754	\$1,515,070
2010	Construct terminal building and vehicle parking lot	--	\$243,294	\$243,294	\$486,588
2011	RAMP: Herbicide	--	\$4,673	\$4,673	\$9,346
2012	RAMP: Airport general maintenance projects.	--	\$50,000	\$50,000	\$100,000
2013	Design and construct new fuel farm system (Jet A & 100LL)	\$397,857	--	\$132,619	\$530,476
2013	Engineering to install hold signs; contingency, RPR, testing, close-out, etc.; install emergency generators; replace rotating beacon and tower; mark Runway 17-35 and stub taxiway; install electric vault building; install tie-downs; pavement rehab on Runway 17-35; seal PCC joints and mark terminal apron	--	\$59,236	\$6,582	\$65,818
2013 - 2021	RAMP: Airport general maintenance projects.	--	\$100,882	\$100,882	\$201,764
2015	Install hold signs; install emergency generators; replace rotating beacon and tower; mark Runway 17-35 and stub taxiway; install electric vault building; install tie-downs; pavement rehab on Runway 17-35; seal PCC joints and mark terminal apron; contingency RPR, testing, close-out, etc.	--	\$828,700	\$92,078	\$920,778
2021	Wildlife fencing (design)	\$80,176	--	\$6,408	\$86,584
2023	Wildlife fencing (construction)	\$1,242,503			\$1,242,503
2024	Airport Layout Plan Update & Narrative	\$275,155		\$30,573	\$305,728
<b>TOTALS</b>		<b>\$3,987,423</b>	<b>\$1,441,913</b>	<b>\$980,891</b>	<b>\$6,104,499</b>

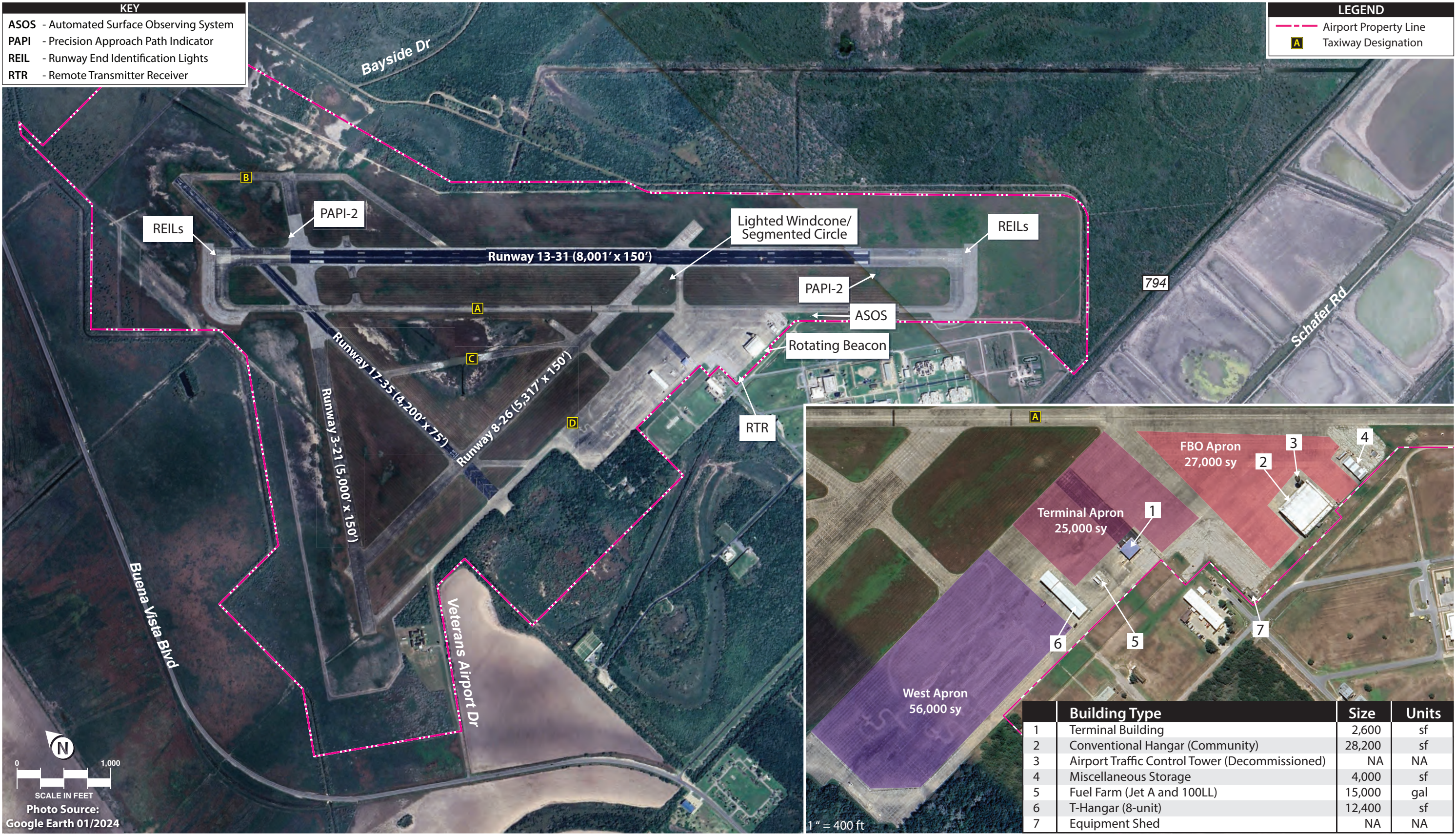
Source: FAA/TxDOT Records

## AIRSIDE FACILITIES

Airport facilities are functionally classified into two broad categories: airside and landside. The airside category includes those facilities that are directly associated with aircraft operations. **Table 1B** and **Exhibit 1D** detail the airside facilities at PIL as of September 2024.

TABLE 1B | Airside Facilities

	RUNWAYS							
	13	31	17	35	8	26	3	21
<b>RUNWAY FEATURES</b>								
Length	8,001'		4,200'		5,317'		5,000'	
Width	150'		75'		150'		150'	
Runway End Elevation MSL	13.9'	18.4'	12.6'	16.0'	12.6'	16.9'	12.8'	11.6'
Gradient	0.06%		0.08%		0.08%		0.02%	
Runway Magnetic Heading	130	310	175	355	085	265	030	210
Pavement Surface Material/ Condition	Asphalt/Concrete Good		Asphalt/Concrete Fair		Concrete Poor		Asphalt/Concrete Poor	
Pavement Markings/ Condition	Non- Precision/ Good	Non- Precision/ Good	Basic/ Good	Basic/ Good	None	None	None	None
Traffic Pattern Direction	Left	Left	Left	Left	Left	Left	Left	Left
Pavement Strength	105,000 lbs. S 135,000 lbs. D 230,000 lbs. 2D		30,000 lbs. S 45,000 lbs. D 90,000 lbs. 2D		50,000 lbs. S 60,000 lbs. D 110,000 lbs. 2D		30,000 lbs. S 45,000 lbs. D 90,000 lbs. 2D	
<b>VISUAL AND INSTRUMENT APPROACH AIDS</b>								
Visual Slope Indicator	2-Light PAPI	2-Light PAPI	None	None	None	None	None	None
Visual Glide Angle	2.00 Degrees	3.00 Degrees	N/A	N/A	N/A	N/A	N/A	N/A
Approach Lighting	None	None	None	None	None	None	None	None
REILs	Yes	Yes	No	No	No	No	No	No
IAPs	LPV GPS (1 ¼-mile)	None	None	None	None	None	None	None
VOR-A								
<b>TAXIWAY FEATURES</b>								
Taxiway Designation	Width		Function			Hold Line Separation		
A	75'		Parallel to Runway 13-31			250'		
B	75'		Access to Runway 17			NA		
C (Closed)								
D	NA		Landside Access			NA		
<b>WEATHER AND MISCELLANEOUS FACILITIES</b>								
Lighted Wind Cone; Segmented Circle; ASOS (118.525)								
<b>LIGHTING &amp; SIGNAGE</b>								
Runway Lighting	MIRL Runway 13-31							
Taxiway Lighting	Reflectors							
Identification	Rotating Beacon							
Signage	Directional							
<p><b>Notes:</b> Runways 8-26 and 3-21 are in the process of being decommissioned. Details about these runways are included for informational purposes only.</p> <p><b>KEY:</b>                  2D: Dual Double Wheel Loading                  ASOS: Automated Surface Observing System                  D: Dual Wheel Loading                  GPS: Global Positioning System                  IAP: Instrument Approach Procedures                  LPV: Localizer Performance with Vertical Guidance                  MSL: Mean Sea Level                  PAPI: Precision Approach Path Indicator                  REILs: Runway End Identifier Lights                  RNAV: Area Navigation                  S: Single Wheel Gear Loading                  VOR: Very High Frequency Omnidirectional Range</p>								
Sources: Airnav.com; Google Earth								



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## INSTRUMENT APPROACH PROCEDURES

Instrument approach procedures are a series of predetermined maneuvers established by the FAA. These use electronic navigational aids to assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. Instrument procedures are defined as either precision approach, approach with vertical guidance (APV), or non-precision. A precision instrument approach provides an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above threshold (HATh) lower than 250 feet and visibility lower than  $\frac{3}{4}$ -mile. APVs also provide course alignment and vertical descent path guidance but have HAThs of 250 feet or more and visibility minimums of  $\frac{3}{4}$ -mile or greater. Non-precision instrument approach aids provide only horizontal guidance.

Instrument approach procedure capabilities are defined by visibility and cloud ceiling minimums. Visibility minimums define the horizontal distance a pilot must be able to see to complete an approach. Cloud ceilings define the lowest level that a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach and must commence a missed approach procedure.

PIL is currently equipped with two instrument approach procedures. Runway 13 has a localizer performance with vertical guidance (LPV) global positioning system (GPS) with 1  $\frac{1}{4}$ -mile visibility minimums for Category A, B, and C aircraft. This approach is not available for Category D aircraft. There is also a circling approach (VOR-A) available for daytime use. The instrument approaches are shown on **Exhibit 1E**.

## LANDSIDE FACILITIES

Landside facilities are ground-based facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include the airport terminal building, aircraft storage hangars, aircraft parking aprons, and support facilities (such as fuel storage and roadway access). **Exhibit 1D** details the landside facilities at PIL.

The airport terminal building is accessible from Veterans Airport Drive. It is centrally located on the apron and was constructed in 2010. The terminal offers a lobby, a pilots' lounge, a flight planning room, a conference room, an office/administrative area, restrooms, and vending machines on a footprint of approximately 2,600 square feet (sf). A parking lot south of the terminal provides seven vehicle spaces, including one handicapped space. This is the only dedicated vehicle parking at the airport; tenants and other authorized personnel typically park adjacent to their hangars or other intended destinations.

There is one 8-unit T-hangar and one conventional box hangar at Cameron County Airport, offering a combined total of approximately 40,600 sf of aircraft storage space. At the time of this writing (September 2024), all hangars are occupied, with a waiting list of approximately 15 individuals. The conventional hangar serves the airport's fixed base operator (FBO) as well as the Rio Grande Valley Wing of the Commemorative Air Force.

PORT ISABEL, TEXAS

AL-6099 (FAA)

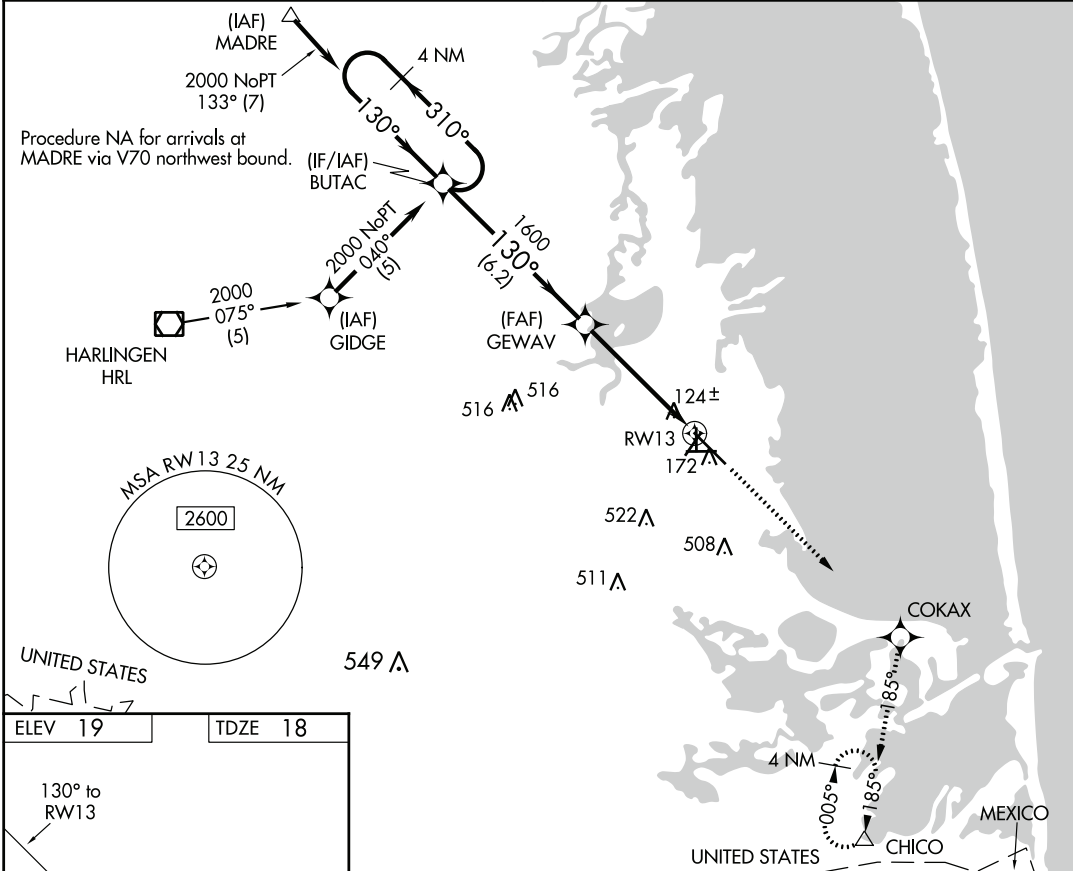
20142

WAAS CH <b>53708</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg <b>8001</b> TDZE <b>18</b> Apt Elev <b>19</b>
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**RNAV (GPS) RWY 13**  
PORT ISABEL-CAMERON COUNTY (PIL)

RNP APCH.  
 ⚠ Baro-VNAV NA when using Brownsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP NA when using Brownsville altimeter setting. When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Circling Rws 3, 8, 17, 21, 26, 35 NA at night.  
 MISSED APPROACH: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

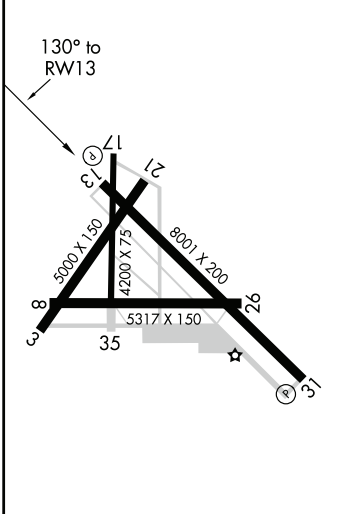
ASOS <b>118.525</b>	VALLEY APP CON <b>119.5 257.6</b>	CLNC DEL <b>119.2</b>	UNICOM <b>122.8</b> (CTAF)
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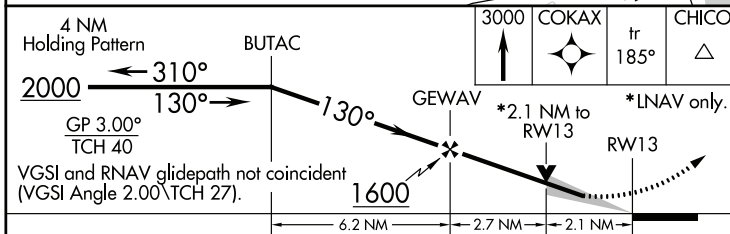
SC-3, 03 OCT 2024 to 31 OCT 2024

SC-3, 03 OCT 2024 to 31 OCT 2024

ELEV 19	TDZE 18
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REIL Rws 13 and 31  
MIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	376-1¼	358 (400-1¼)		NA
LNAV/VNAV DA	424-1½	406 (500-1½)		NA
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	NA
CIRCLING	540-1	620-1	840-2½	NA
	521 (600-1)	601 (700-1)	821 (900-2½)	

PORT ISABEL, TEXAS  
Amdt 1A 11OCT18

26°10'N-97°21'W

PORT ISABEL-CAMERON COUNTY (PIL)  
**RNAV (GPS) RWY 13**

PORT ISABEL, TEXAS

AL-6099 (FAA)

21336

VORTAC BRO <b>116.3</b> Chan <b>110</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>19</b>
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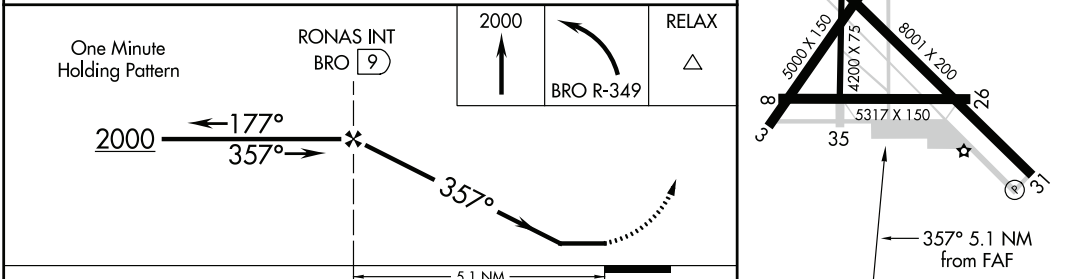
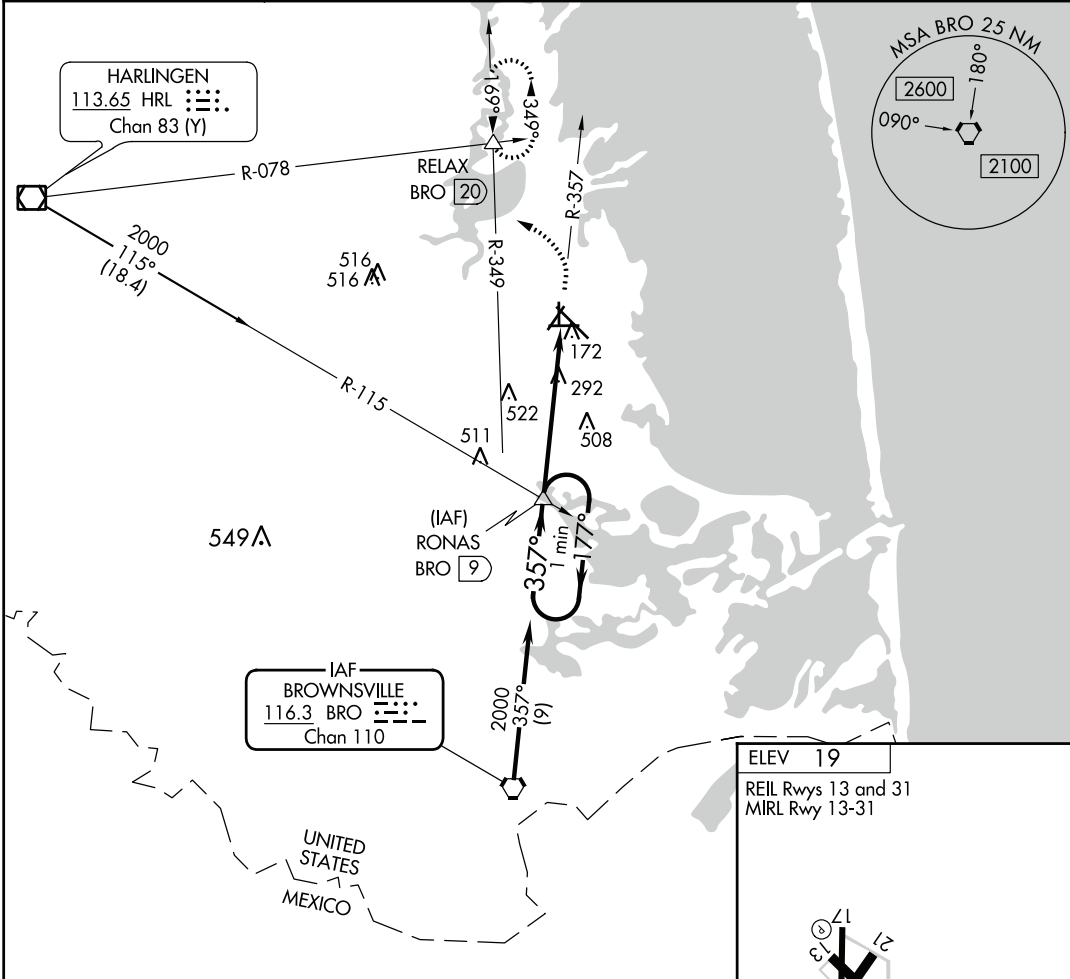
**VOR-A**  
PORT ISABEL-CAMERON COUNTY (PIL)

When local altimeter setting not received, use Brownsville altimeter setting and increase all MDA 40 feet and increase Cat C visibility ¼ mile. Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.  
 MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX INT/BRO 20 DME and hold.

ASOS <b>118.525</b>	VALLEY APP CON <b>119.5 257.6</b>	CLNC DEL <b>119.2</b>	UNICOM <b>122.8</b> (CTAF)
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SC-3, 03 OCT 2024 to 31 OCT 2024

SC-3, 03 OCT 2024 to 31 OCT 2024



CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	780-1	761 (800-1)	840-2½ 821 (900-2½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

PORT ISABEL, TEXAS  
Amdt 6B 11OCT18

26°10'N-97°21'W

PORT ISABEL-CAMERON COUNTY (PIL)  
**VOR-A**

There is approximately 108,000 square yards (sy) of aircraft parking apron space at the airport. For planning purposes, this has been divided into three primary areas, as shown on **Exhibit 1D**. This includes the terminal apron located immediately north of the terminal building, which encompasses approximately 25,000 sy and includes 10 marked parking positions for fixed-wing aircraft. The west apron is the largest area at 56,000 sy and is located west of the T-hangar. Lastly, the FBO apron is located southeast of the terminal building and offers approximately 27,000 sy.

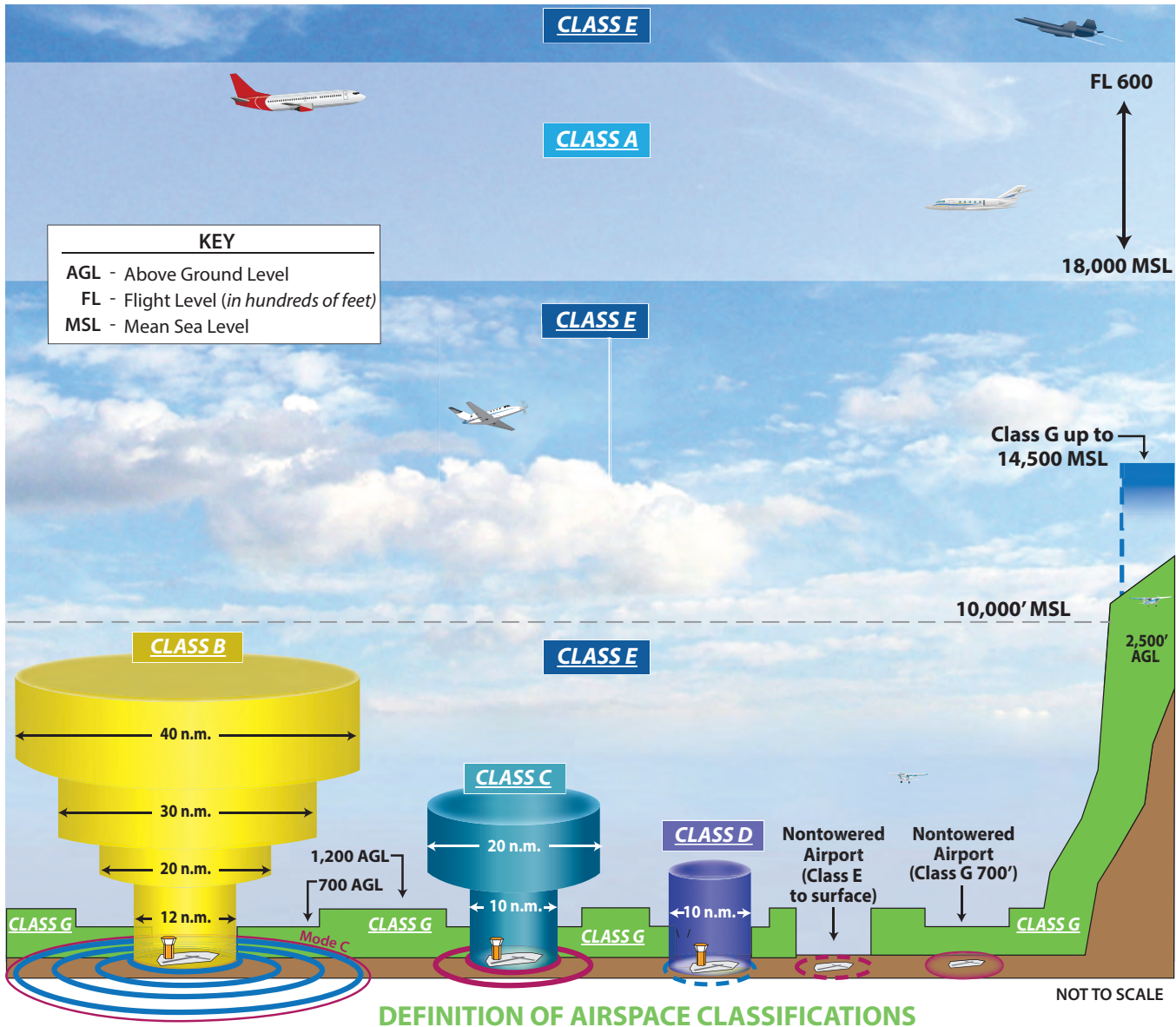
FBO services are provided by Southwind Airlines, which operates out of the conventional hangar located southeast of the terminal. Services available at the airport include aviation fuel (100LL and Jet A), aircraft ground handling, aircraft parking, hangar leasing, and a ground power unit (GPU)/power cart. Fuel is purchased and provided by Southwind Airlines. Cameron County owns and maintains a 15,000-gallon Jet A fuel tank and a 15,000-gallon 100LL tank, while Southwind owns a 2,000-gallon Jet A fuel truck and a 2,000-gallon 100LL fuel truck. As shown on **Exhibit 1D**, the fuel tanks are located west of the terminal building. The aboveground fuel tanks were installed in 2015 and are reported to be in good condition. According to county records for the years 2021-2023, an average of 13,700 gallons of 100LL and 11,400 gallons of Jet A have been sold annually.

The airport is secured by perimeter fencing to prevent unauthorized users from accessing the airfield and to deter wildlife. The fencing was installed in 2023 and is constructed of eight-foot-high chain link fence. One motorized gate near the terminal building and several manual gates at various points around the perimeter allow access to authorized personnel.

## **AIRSPACE CHARACTERISTICS**

The airspace within the National Airspace System (NAS) is divided into six different categories, or classes. The airspace classifications that comprise the NAS are presented on **Exhibit 1F**. These categories of airspace are Classes A, B, C, D, E, and G. Each class of airspace has its own criteria that must be met in terms of required aircraft equipment, operating flight rules (visual or instrument flight rules), and procedures. Classes A, B, C, D, and E are considered controlled airspace, which requires pilot communication with the controlling agency prior to airspace entry and throughout operation within the designated airspace. Pilot communication procedures, required pilot ratings, and required minimum aircraft equipment vary depending on the class of airspace, as well as the type of flight rules in use.

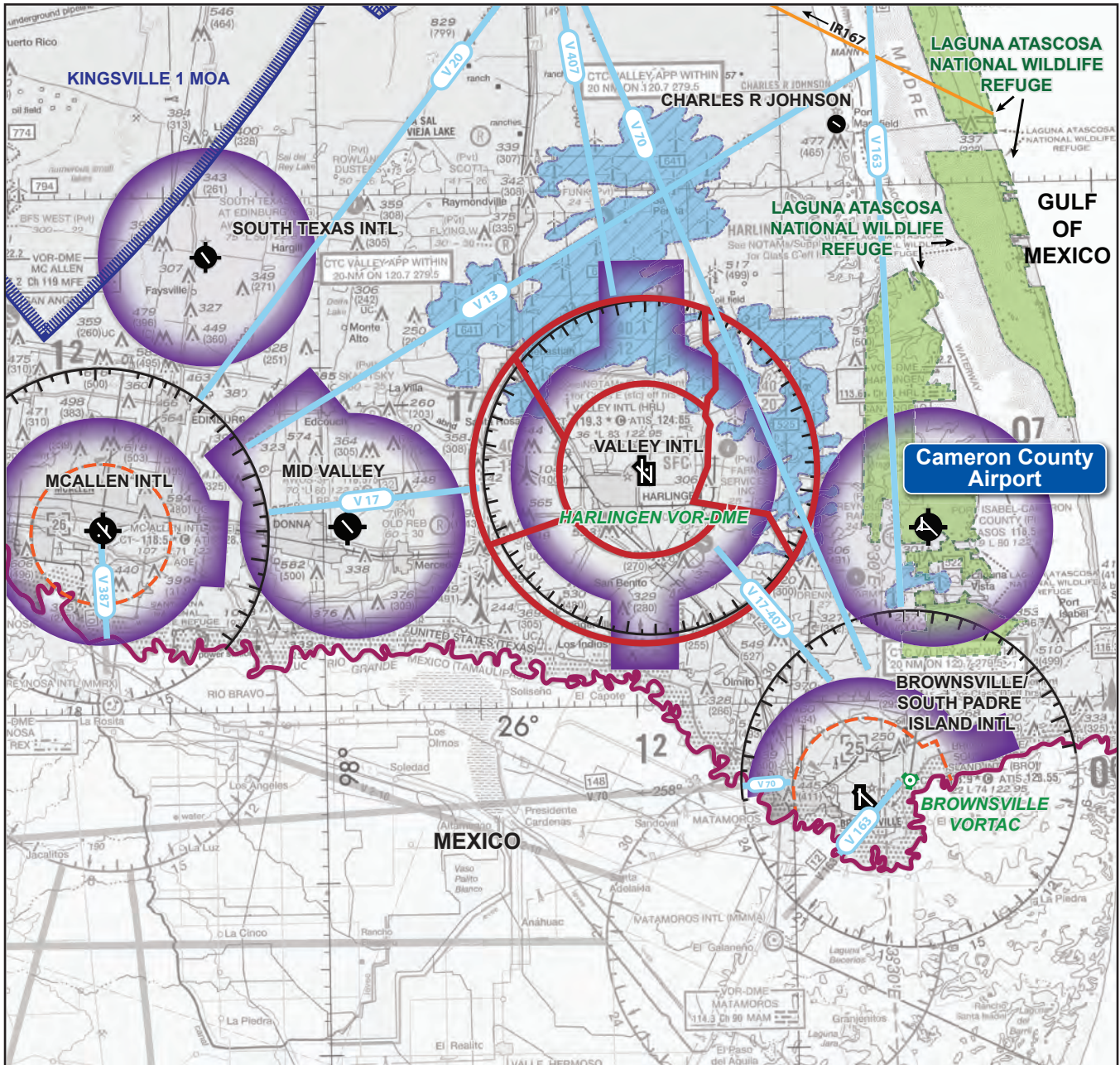
As shown on **Exhibit 1G**, Cameron County Airport is in Class E airspace, with the surface beginning at 700 feet above ground level (AGL). The airspace surrounding the airport below 700 feet AGL is Class G airspace. The exhibit also depicts other airspace features within the vicinity of the airport, including the Class C airspace associated with Valley International Airport, which abuts PIL's Class E airspace, and the Laguna Atascosa National Wildlife Refuge, which requires pilots to maintain a minimum altitude of 2,000 feet AGL when operating over the refuge. Victor airways and military operations areas (MOAs) are also depicted on the exhibit. Victor airways are corridors of airspace extending between VOR facilities that are eight miles wide and extend from 1,200 feet up to, but not including, 18,000 feet. MOAs define airspace in which a high level of military activity is conducted and are intended to separate civil and military aircraft. Civilian air travel is not restricted in MOAs, but pilots are advised to exercise extreme caution when flying within an MOA when military activity is being conducted.
















**DEFINITION OF AIRSPACE CLASSIFICATIONS**

- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: [www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/phak/media/15\\_phak\\_ch15.pdf](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf)



LEGEND

-  Airport with hard-surfaced runways 1,500' to 8,069' in length
-  Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
-  Compass Rose
-  VORTAC
-  Class C Airspace
-  Class D Airspace
-  Wildlife Refuge
-  Texas/Mexico Border
-  Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
-  Victor Airways
-  Military Training Routes
-  Alert Area and Military Operations Area (MOA)
-  Turbine Wind Farms

**Source:**  
San Antonio Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, May 10, 2024

## **AIRPORT TRAFFIC CONTROL**

There is not an operational airport traffic control tower at Cameron County Airport; therefore, no formal terminal air traffic control services are available for aircraft landing at or departing from the airport. Aircraft operating in the airport vicinity are not required to file any type of flight plan or contact any air traffic control facility unless they are entering airspace in which contact is mandatory (e.g., Valley International Class C airspace). The common traffic advisory frequency (CTAF) is used by pilots to obtain airport information and to advise other aircraft of their positions in the traffic pattern and their intentions.

Cameron County Airport is located within the jurisdiction of the Houston Air Route Traffic Control Center (ARTCC). The San Angelo flight service station (FSS) provides additional weather data and other pertinent information to pilots in the vicinity of the airport.

## **REGIONAL AIRPORTS**

A review of other public-use airports within 30 nautical miles (nm) of Cameron County Airport was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements at Cameron County Airport. Public-use airports within 30 nm of the airport are detailed on **Exhibit 1H**, along with information pertaining to each airport, which was obtained from FAA records.

## **COMMUNITY PROFILE**

For an airport planning study, a profile of the local community, including its socioeconomic characteristics, is collected and examined to derive an understanding of the dynamics of growth within the study area. Socioeconomic information related to the local area is an important consideration in the master planning process. The community profile for Cameron County (on **Exhibit 1J**) is derived from several sources, including the U.S. Census Bureau and Woods & Poole Economics, *Complete Economic and Demographic Data Source* (CEDDS).

## **ENVIRONMENTAL INVENTORY**

The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 13 impact categories within FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (§1.2(b)(1)). When considering the effects to the impact categories listed below, the FAA may examine both the short and long-term effects, beneficial and adverse effects, effects on public health and safety, economic effects, and the effects on the quality of life to American people.

- i. Aviation Emissions and Air Quality
- ii. Biological Resources (including fish, wildlife, and plants)
- iii. Coastal Resources

- iv. *Department of Transportation Act*, Section 303 (referred to as “Section 4(f)”) and Land and Water Conservation Fund (referred to as “Section 6(f)”)
- v. Farmlands
- vi. Hazardous Materials, Solid Waste, and Pollution Prevention
- vii. Historical, Architectural, Archeological, and Cultural Resources
- viii. Land Use
- ix. Natural Resources and Energy Supply
- x. Noise and Noise-Compatible Land Use
- xi. Socioeconomic and Children’s Health and Safety Risks
- xii. Visual Effects (including light emissions)
- xiii. Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

**Table 1C** provides a summary of the existing environmental conditions at the airport and within its environs for these categories.



**BRO**  
**BROWNSVILLE/ SOUTH PADRE ISLAND INTERNATIONAL AIRPORT**

Distance from PIL ..... 16.2 nm SSW  
 FAA Service Level.....Commercial Service Primary - Nonhub  
 Based Aircraft ..... 37  
 Annual Operations.....24,326  
 Longest Runway ..... 7,399'  
 Lowest Visibility Minimums ..... 1/2-mile



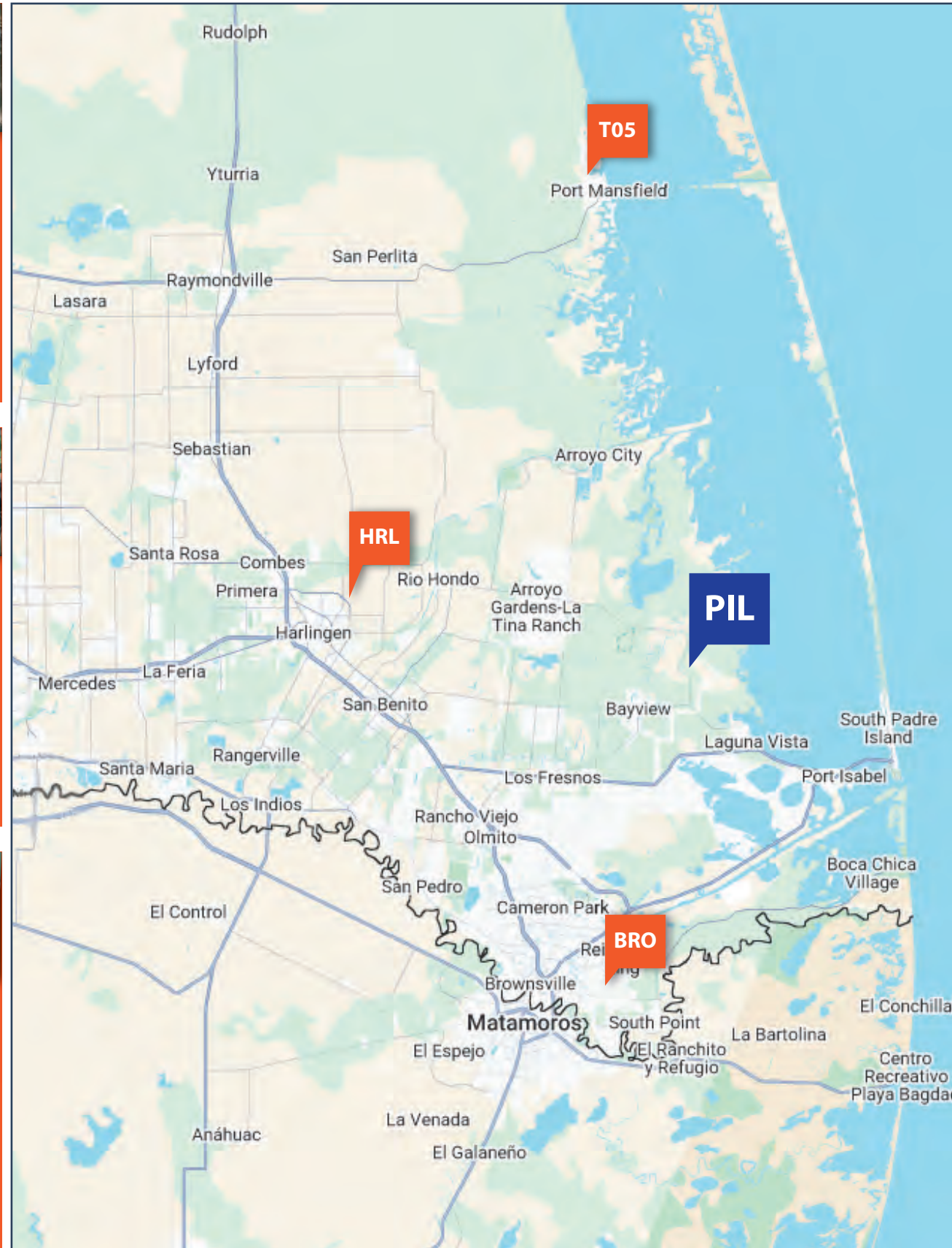
**HRL**  
**VALLEY INTERNATIONAL AIRPORT**

Distance from PIL ..... 17.0 nm WNW  
 FAA Service Level.....Commercial Service Primary - Small Hub  
 Based Aircraft..... 45  
 Annual Operations..... 45,753  
 Longest Runway ..... 9,400  
 Lowest Visibility Minimums ..... CAT II ILS



**T05**  
**CHARLES R JOHNSON AIRPORT**

Distance from PIL ..... 24.2 nm NNW  
 FAA Service Level ..... N/A  
 Based Aircraft ..... N/A  
 Annual Operations..... N/A  
 Longest Runway ..... 3,200  
 Lowest Visibility Minimums ..... Visual



**PIL**  
**CAMERON COUNTY AIRPORT**

FAA Service Level:  
**GA Local**

Based Aircraft:  
**24**

Estimated Operations:  
**29,420**

Longest Runway:  
**8,001'**

Lowest Visibility Minimums:  
**1 1/4-mile**

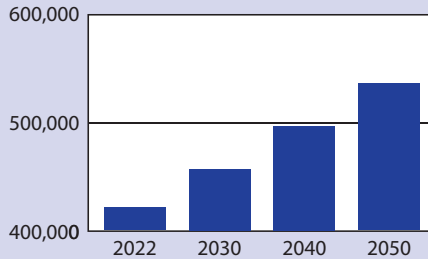
Sources: Airnav; FAA National Plan of Integrated Airport Systems; FAA National Based Aircraft Inventory; FAA Operations Network

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## POPULATION PROJECTIONS

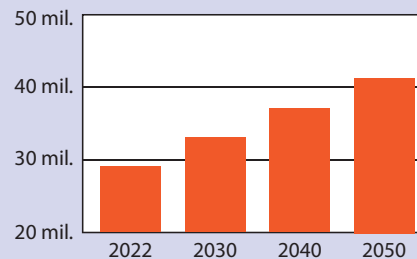
### Cameron County/ Brownsville-Harlingen MSA

0.8% CAGR



### Texas

1.2% CAGR



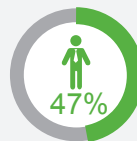
## POPULATION BY AGE



AGES <18



AGES 18-24



AGES 25-64



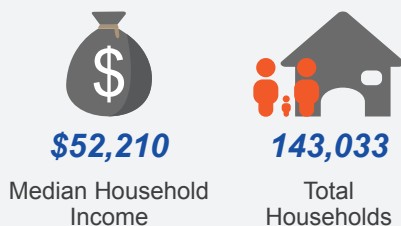
AGES 65+

MEDIAN AGE = 33.4 Years

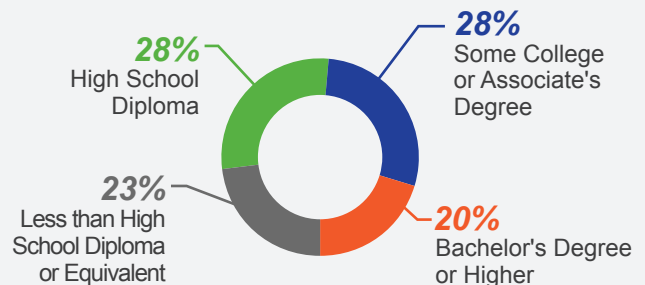
## EMPLOYMENT BY SECTOR



## HOUSEHOLDS



## EDUCATION



Sources: U.S. Census Bureau (2020 Decennial Census & 2023 American Community Survey); Woods & Poole Economics

TABLE 1C | Summary of Existing Environmental Conditions

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
<b>Aviation and Air Quality</b>	Cameron County is in attainment for all federal criteria pollutants; therefore, general conformity review per the <i>Clean Air Act</i> would not be required.
<b>Biological Resources</b> (including fish, wildlife, and plants)	<p><b>Federally Protected Species</b> According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) resource list, there is potential for 18 endangered, proposed endangered, threatened, and candidate species within the vicinity of the airport:</p> <p><b>Mammals</b></p> <ul style="list-style-type: none"> <li>• Gulf Coast jaguarundi (<i>Puma yagouaroundi cacomitli</i>) – Federal Endangered</li> <li>• ocelot (<i>Leopardus (=Felis) pardalis</i>) – Federal Endangered/State Endangered</li> <li>• tricolored bat (<i>Perimyotis subflavus</i>) – Federal Proposed Endangered</li> </ul> <p><b>Birds</b></p> <ul style="list-style-type: none"> <li>• cactus ferruginous pygmy-owl (<i>Glaucidium brasilianum cactorum</i>) - Federal Threatened</li> <li>• eastern black rail (<i>Laterallus jamaicensis ssp. jamaicensis</i>) – Federal Threatened/State Threatened</li> <li>• northern aplomado falcon (<i>Falco femoralis septentrionalis</i>) – Federal Endangered/State Endangered</li> <li>• piping plover (<i>Charadrius melodus</i>) – Federal Threatened/State Threatened</li> <li>• rufa red knot (<i>Calidris canutus rufa</i>) – Federal Threatened/State Threatened</li> </ul> <p><b>Reptiles</b></p> <ul style="list-style-type: none"> <li>• green sea turtle (<i>Chelonia mydas</i>) – Federal Threatened/State Threatened</li> <li>• hawksbill sea turtle (<i>Eretmochelys imbricata</i>) – Federal Endangered/State Endangered</li> <li>• Kemp’s Ridley sea turtle (<i>Lepidochelys kempii</i>) – Federal Endangered/State Endangered</li> <li>• leatherback sea turtle (<i>Dermochelys coriacea</i>) – Federal Endangered/State Endangered</li> <li>• loggerhead sea turtle (<i>Caretta caretta</i>) – Federal Threatened/State Threatened</li> </ul> <p><b>Clams</b></p> <ul style="list-style-type: none"> <li>• Mexican fawnsfoot (<i>Truncilla cognata</i>) – Federal Proposed Endangered/State Threatened</li> <li>• Salina mucket (<i>Potamilus metnecktayi</i>) – Federal Proposed Endangered/State Threatened</li> </ul> <p><b>Insects</b></p> <ul style="list-style-type: none"> <li>• monarch butterfly (<i>Danaus plexippus</i>) – Federal Proposed Threatened</li> </ul> <p><b>Flowering Plants</b></p> <ul style="list-style-type: none"> <li>• South Texas ambrosia (<i>Ambrosia cheiranthifolia</i>) – Federal Endangered/State Endangered</li> <li>• Texas ayenia (<i>Ayenia limitaris</i>) – Federal Endangered/State Endangered</li> </ul> <p><b>Designated Critical Habitat</b> There are no designated critical habitats within airport boundaries.</p> <p><b>Non-Listed Species</b> Non-listed species of concern include those protected by the <i>Migratory Bird Treaty Act</i> (MBTA) and the <i>Bald and Golden Eagle Protection Act</i>. The brown-headed nuthatch (<i>Sitta pusilla</i>) was identified as a bird of concern at the airport.</p> <p><b>State Protected Species</b> Based on a record search conducted on the Texas Parks &amp; Wildlife Department’s Annotated County Lists of Rare Species, the following additional species have been listed by the state as threatened or endangered within Cameron County and could be present at the airport or their presence is unknown:</p>

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TABLE 1C | Summary of Existing Environmental Conditions (continued)

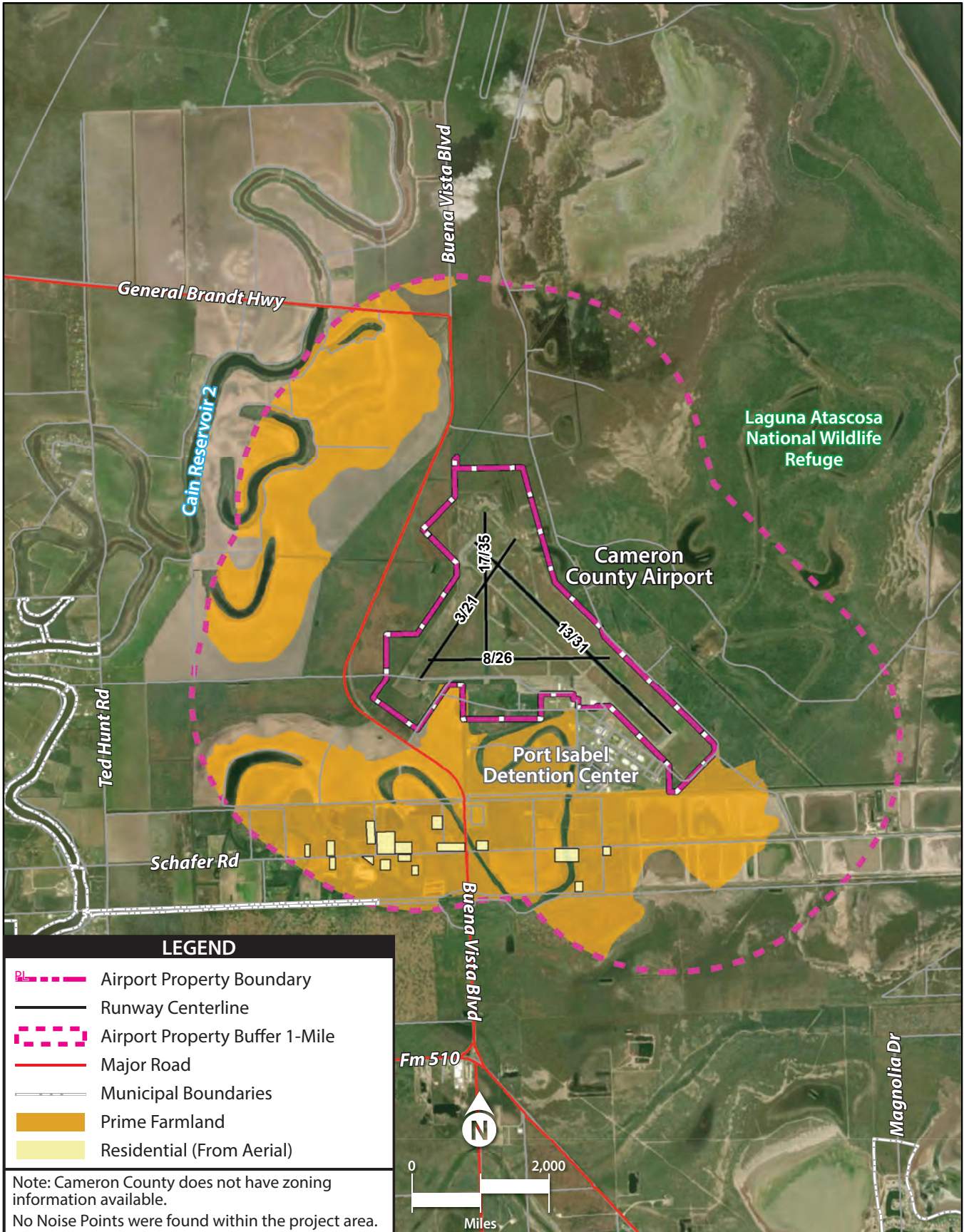
CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
<p><b>Biological Resources</b> (including fish, wildlife, and plants) (continued)</p>	<p><b>Amphibians</b></p> <ul style="list-style-type: none"> <li>• black-spotted newt (<i>Notophthalmus meridionalis</i>) – State Threatened</li> <li>• Mexican treefrog (<i>Smilisca baudinii</i>) – State Threatened</li> <li>• sheep frog (<i>Hypopachus variolosus</i>) – State Threatened</li> <li>• South Texas siren (<i>Siren sp. 1</i>) – State Threatened</li> <li>• white-lipped frog (<i>Leptodactylus fragilis</i>) – State Threatened</li> </ul> <p><b>Birds</b></p> <ul style="list-style-type: none"> <li>• common black-hawk (<i>Buteogallus anthracinus</i>) – State Threatened</li> <li>• gray hawk (<i>Buteo plagiatus</i>) – State Threatened</li> <li>• northern beardless-tyrannulet (<i>Camptostoma imberbe</i>) – State Threatened</li> <li>• red-crowned parrot (<i>Amazona viridigenalis</i>) – State Threatened</li> <li>• reddish egret (<i>Egretta rufescens</i>) – State Threatened</li> <li>• rose-throated becard (<i>Pachyramphus aglaiae</i>) – State threatened</li> <li>• sooty tern (<i>Onychoprion fuscatus</i>) – State Threatened</li> <li>• swallow-tailed kite (<i>Elanoides forficatus</i>) – State Threatened</li> <li>• Texas Botteri’s sparrow (<i>Peucaea botterii texana</i>) – State Threatened</li> <li>• tropical parula (<i>Setophaga pitiayumi</i>) – State Threatened</li> <li>• white-faced ibis (<i>Plegadis chihi</i>) – State Threatened</li> <li>• white-tailed hawk (<i>Buteo albicaudatus</i>) – State Threatened</li> <li>• wood stork (<i>Mycteria americana</i>) – State Threatened</li> <li>• zone-tailed hawk (<i>Buteo albonotatus</i>) – State Threatened</li> </ul> <p><b>Fish</b></p> <ul style="list-style-type: none"> <li>• Mexican goby (<i>Ctenogobius claytonii</i>) – State Threatened</li> <li>• Rio Grande shiner (<i>Notropis jemezanus</i>) – State Threatened</li> <li>• river goby (<i>Awaous banana</i>) – State Threatened</li> </ul> <p><b>Mammals</b></p> <ul style="list-style-type: none"> <li>• Coues’ rice rat (<i>Oryzomys couesi aquaticus</i>) – State Threatened</li> <li>• white-nosed coati (<i>Nasua narica</i>) – State Threatened</li> </ul> <p><b>Mollusks</b></p> <ul style="list-style-type: none"> <li>• Texas hornshell (<i>Popenaias popeii</i>) – State Endangered</li> </ul> <p><b>Reptiles</b></p> <ul style="list-style-type: none"> <li>• black-striped snake (<i>Coniophanes imperialis</i>) – State Threatened</li> <li>• northern cat-eyed snake (<i>Leptodeira septentrionalis septentrionalis</i>) – State Threatened</li> <li>• speckled racer (<i>Drymobius margaritiferus</i>) – State Threatened</li> <li>• Texas horned lizard (<i>Phrynosoma cornutum</i>) – State Threatened</li> <li>• Texas tortoise (<i>Gopherus berlandieri</i>) – State Threatened</li> </ul> <p><b>Plants</b></p> <p>star cactus (<i>Astrophytum asterias</i>) – State Endangered</p>
<p><b>Coastal Resources</b></p>	<p>The airport is located within a coastal zone associated with the Gulf of Mexico. Padre Island and South Padre Island are barrier islands located 26 and 10 miles northeast and east of the airport, respectively. The closest National Marine Sanctuary is Flower Garden Bank National Marine Sanctuary, located 230 miles away.</p>

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**TABLE 1C | Summary of Existing Environmental Conditions (continued)**

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
<p><b>Department of Transportation Act, Section 4(f)</b> (now codified in Title 49 United States Code [U.S.C.] § 303)</p>	<p>There is one Section 4(f) resource within one mile of the airport, the Laguna Atascosa National Wildlife Refuge which is adjacent to the eastern side of the airport.</p> <p>The nearest historic feature listed on the National Register of Historic Places (NRHP) is the Palo Alto Battlefield National Historic Site, which is over eight miles away from the airport, north of Brownsville at the junction of Frontage Road 1847 and U.S. Route 550. The Point Isabel Lighthouse, nine miles away, is also listed on the NRHP.</p> <p>The nearest wilderness area and national recreation area are:</p> <ul style="list-style-type: none"> <li>• Wilderness Area: Little Lake Creek Wilderness (310 miles from the airport)</li> <li>• National Recreation Area: Amistad National Recreation Area (315 miles from the airport)</li> </ul>
<p><b>Farmlands</b></p>	<p>According to the Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS), the airport is comprised of soils that have been identified as not prime farmland (see <b>Exhibit 1K</b>). Prime farmland is present adjacent to the airport on its south side.</p>
<p><b>Hazardous Materials, Solid Waste, and Pollution Prevention</b></p>	<p>There are no identified brownfields or Superfund sites located within a one-mile buffer of the airport.</p> <p>The closest landfill is the City of Brownsville Landfill located over 15 miles southwest of the airport.</p> <p>The airport offers Jet A fuel and self-service for 100LL fuel. The fuel farm is required to maintain spill response procedures (i.e., a spill prevention, control, and countermeasure plan) to minimize non-stormwater discharges contaminating waterways under federal regulations.</p>
<p><b>Historical, Architectural, Archaeological, and Cultural Resources</b></p>	<p>There are no NRHP-listed resources within one mile of the airport. From the information available at the time this report was prepared, no systematic airport-wide cultural surveys have been conducted. Much of the airport has been developed or disturbed by construction practices; however, there is still a chance intact cultural resources may be present either on the ground surface or subsurface.</p> <p>The airport was initially opened in October 1943. Based on historic aerials, the RGC Wing Commemorative Air Museum building appears to be of historic age (i.e., 50 years or older); prior to the demolition or alteration of existing historic age buildings, a historic determination should be made to ensure the building is not eligible for listing on the NRHP.</p> <p>The nearest federally recognized tribal land to Cameron County Airport is the Alabama-Coushatta Reservation, located over 300 miles from the airport.</p>
<p><b>Land Use</b></p>	<p>The airport is within the jurisdiction of Cameron County. There are currently no readily accessible zoning maps available for Cameron County that depict the airport’s zoning designation. The airport is primarily surrounded by the Laguna Atascosa National Wildlife Refuge to the north and east; west of the airport lies undeveloped land, and south of airport lies the Port Isabel Detention Center and scattered residential.</p>
<p><b>Natural Resources and Energy Supply</b></p>	<p>Activities at the airport, such as aircraft operations and maintenance of airside and landside facilities, use consumable natural resources, like fossil fuels.</p>
<p><b>Noise and Noise-Compatible Land Use</b></p>	<p>Noise-sensitive land uses may include residential areas, schools, religious facilities, and healthcare units with overnight occupation. Within a one-mile radius, there are no schools, places of worship, or hospitals. The nearest residences are located approximately 0.75 miles south of the airport.</p>
<p><b>Socioeconomics</b></p>	<p>See the Community Profile section earlier in this chapter and <b>Exhibit 1J</b> for a breakdown of Cameron County’s socioeconomic profile.</p>

*Continues on next page*



**LEGEND**

- Airport Property Boundary
- Runway Centerline
- Airport Property Buffer 1-Mile
- Major Road
- Municipal Boundaries
- Prime Farmland
- Residential (From Aerial)

Note: Cameron County does not have zoning information available.  
 No Noise Points were found within the project area.

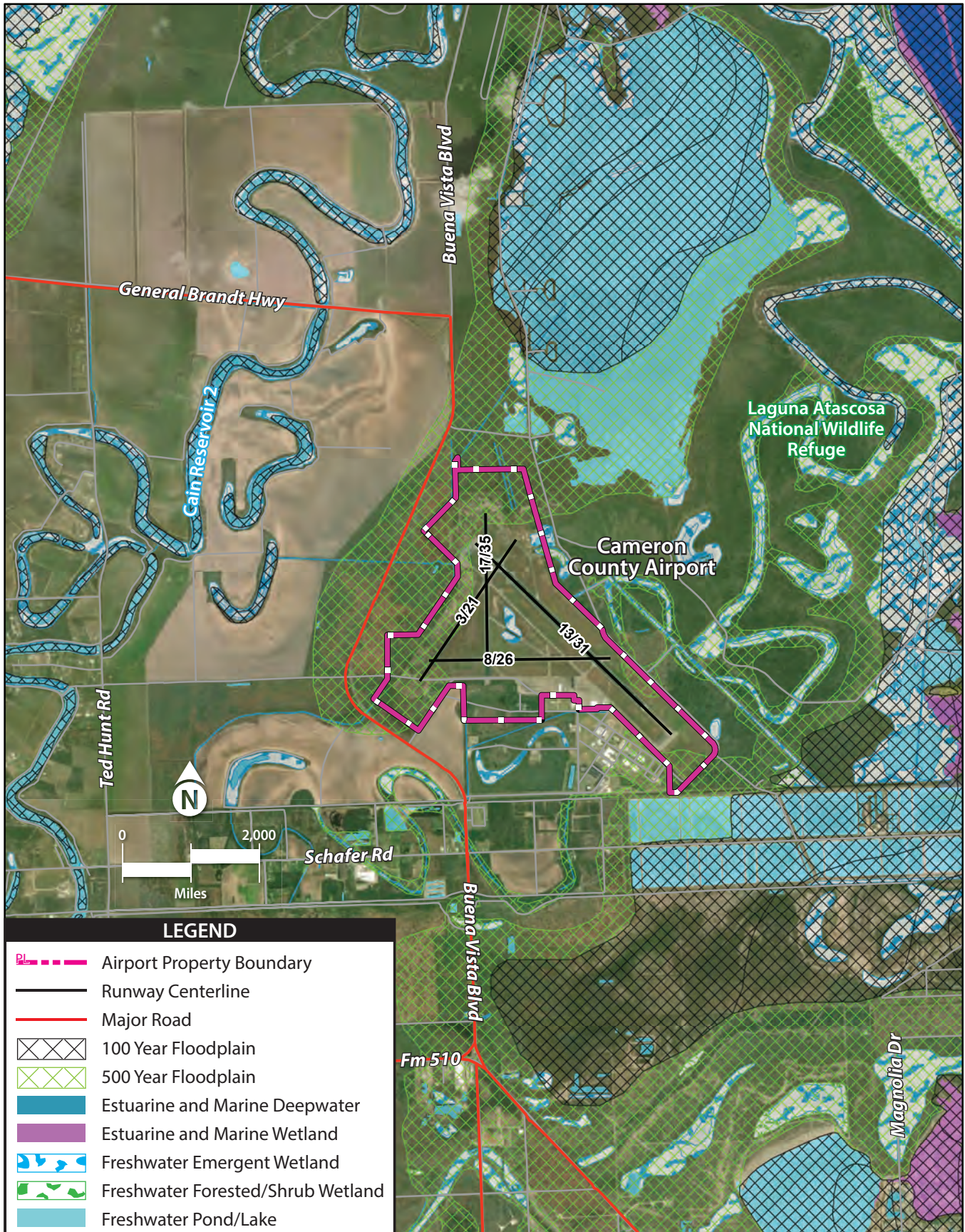


Source: ESRI Basemap Imagery (2023), USDA, Cameron County, Coffman Associates Analysis

**TABLE 1C | Summary of Existing Environmental Conditions (continued)**

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
<b>Children’s Health and Safety Risks</b>	There are no schools or parks located within one mile of the airport. The airport is an access-controlled facility, and children are not allowed on the airport without adult supervision.
<b>Visual Effects – Light Emissions</b>	<p>Airfield lighting at the airport includes a rotating beacon, medium intensity runway lighting (MIRL) at Runway 13-31, and a runway end identifier lighting (REIL) system on Runway 13 and Runway 31. Runway 13-31 is also equipped with a 2-light precision approach path indicator on both runway ends. Runway 8-26 does not have runway lighting.</p> <p>The closest light sensitive land uses are the scattered residences located along Schaffer Road, approximately 0.75 miles from the airport. Due to this distance, light spillage from the airport is unlikely; furthermore, these residences are surrounded by dense vegetation that would act as a buffer from any potential airport light spillage.</p>
<b>Visual Effects – Visual Resources/ Visual Character</b>	<p>Visually, the area surrounding the airport is primarily characterized by undeveloped areas and open fields north, west, and east of the airport, including parts of the Laguna Atascosa National Wildlife Refuge. South of the airport lies scattered residential uses and the Port Isabel Detention Center. Views of the airport from the west side of the property are readily accessible along Buena Vista Boulevard. Long-range views are not readily available due to the relatively flat topography of the airport environs.</p> <p>There are no national scenic byways in Texas; however, the State of Texas has a State Scenic Byways Program that lists 30 potential state scenic byways. The closest state scenic byway is a segment along U.S. Route 77 over 40 miles north of the airport.</p>
<b>Water Resources – Wetlands</b>	The USFWS manages the National Wetlands Inventory on behalf of all federal agencies. The National Wetlands Inventory identifies surface waters and wetlands in the nation. Within airport boundaries, there are freshwater emergent wetlands and freshwater ponds throughout the airport. (See <b>Exhibit 1L</b> .)
<b>Water Resources – Floodplains</b>	A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 48061C0350F (effective February 16, 2018) shows that the airport is primarily located in Zone X, an area of minimal flood hazard. However, portions of the airport along the northern, southern, and eastern boundaries are located in Zone X (shaded), which is classified as an area with 0.2 percent annual chance of flood hazard (See <b>Exhibit 1L</b> ). As such, portions of the airport are located within the 500-year floodplain.
<b>Water Resources – Surface Waters</b>	Cameron County is in the Laguna Atascosa watershed. There are eight waterbodies located in the watershed, three of which are reported to be impaired. These waterbodies are located north and west of the airport. The waterbody closest to the airport is a network of drainage ditches that are reported to be in good condition (good waters are classified as waterbodies that support their designated uses under the Clean Water Act).

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**LEGEND**

- Airport Property Boundary
- Runway Centerline
- Major Road
- 100 Year Floodplain
- 500 Year Floodplain
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond/Lake

Source: ESRI Basemap Imagery (2023), FEMA, NWI, Coffman Associates Analysis

**TABLE 1C | Summary of Existing Environmental Conditions (continued)**

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
<b>Water Resources – Groundwater</b>	<p>The airport property is not located near a sole source aquifer. The nearest sole source aquifer is the Edwards Aquifer I (San Antonio Area – Recharge Zone) Sole Source Aquifer, located approximately 245 miles north of the airport.</p> <p>The Texas Water Development Board (TWDB) monitors groundwater and water quality levels for the state’s aquifers. The TWDB recognizes nine major aquifers (aquifers that produce large quantities of water over large quantities of land) and 22 minor aquifers (aquifers that produce small quantities of water over large areas of land or large quantities of water over small areas of land). The TWDB consists of 16 groundwater management areas, which were created to efficiently manage the state’s groundwater supply. Cameron County is located in Groundwater Management Area 16 and is supported by the Gulf Coast Aquifer. This aquifer is classified as a major outcrop aquifer along western Cameron County.</p>
<b>Water Resources – Wild and Scenic Rivers</b>	<p>The closest designated National Wild and Scenic River identified is the Rio Grande River, with the identified section located 365 miles from the airport near Big Bend National Park. The nearest Nationwide River Inventory feature is the Sabinal River, located 250 miles away from the airport.</p>

Sources:

- U.S. EPA Green Book, *Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants* ([https://www3.epa.gov/airquality/greenbook/anayo\\_tx.html](https://www3.epa.gov/airquality/greenbook/anayo_tx.html)), data current as of June 30, 2024
- USFWS IPaC (<https://ipac.ecosphere.fws.gov/location/index>); Texas Parks & Wildlife Department (<https://tpwd.texas.gov/gis/rtest/>), accessed July 2024
- U.S. State Climate Action Plans (<https://www.c2es.org/document/climate-action-plans/>), accessed July 2024
- National Register of Historic Places (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>), accessed July 2024; Google Earth Pro Aerial Imagery, accessed July 2024
- USDA NRCS, *Web Soil Survey* (<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>), accessed July 2024
- *Historic Aerials Viewer* (<https://historicaerials.com/viewer>), accessed May 2024; U.S. EPA EJScreen (<https://www.epa.gov/ejscreen>), accessed July 2024
- U.S. Department of Transportation, *National Scenic Byways & All-American Roads* (<https://fhwaapps.fhwa.dot.gov/bywaysp/States/Show/TX>), accessed July 2024; *Scenic Texas, State Scenic Byway Program* (<https://www.scenic texas.org/state-scenic-byway-program>), accessed July 2024
- *National Wetlands Inventory* (<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>), accessed July 2024
- *FEMA Flood Map Service Center* (<https://msc.fema.gov/portal/search?AddressQuery=port%20isabel%20airport>)
- U.S. EPA *How’s My Waterway* (<https://mywaterway.epa.gov/>), accessed July 2024
- U.S. EPA *Sole Source Aquifer* (<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>), accessed July 2024; Texas Water Development Board, *Groundwater Management Area 11*, ([https://www.twdb.texas.gov/groundwater/management\\_areas/gma11.asp](https://www.twdb.texas.gov/groundwater/management_areas/gma11.asp)), accessed July 2024
- *National Wild and Scenic River System in the U.S.* (<https://www.rivers.gov/texas>)
- *Nationwide River Inventory* (<https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977>)