

Apéndice D

PLANO DE DISEÑO DEL AEROPUERTO

Como parte de este estudio, la Administración Federal de Aviación (FAA, por sus siglas en inglés) exige la elaboración de varios dibujos técnicos que detallen el aeropuerto y sus alrededores. Estos planos se crearon en un sistema de dibujo asistido por ordenador (CAD, por sus siglas en inglés) y sirven como representación oficial del estado actual y previsto del aeropuerto. Estos planos se presentan a la FAA para su revisión e inspección. La FAA criticará los dibujos desde una perspectiva técnica para asegurarse de que se cumplen todas las normativas federales aplicables. La FAA utilizará los dibujos CAD como base y justificación para las decisiones de financiación.

Cabe señalar que la FAA exige que se represente en los planos cualquier cambio previsto en el aeródromo (es decir, sistema de pistas y pistas de rodaje, etc.) que pueda contar con financiación federal. La configuración del lado tierra desarrollada durante este estudio también está representada en los planos, pero la FAA reconoció que el desarrollo del lado tierra es mucho más fluido y depende de las necesidades del promotor. Así pues, no suele ser necesario un juego de planos actualizado para alteraciones menores del lado de tierra con respecto a lo representado en el plano de diseño del aeropuerto (ALP, por sus siglas en inglés).

A continuación se describen los dibujos CAD incluidos en este estudio. El conjunto de dibujos técnicos se ha desarrollado siguiendo las directrices de *los Procedimientos operativos estándar 2.0 de la FAA - Procedimientos estándar para la revisión y aprobación por parte de la FAA de los planos de diseño de aeropuertos (ALP) y de los procedimientos operativos estándar 3.0 - Revisión por parte de la FAA de los mapas de inventario de propiedades aeroportuarias del Anexo "A"*.

PLANO DE DISEÑO DEL AEROPUERTO

El ALP es una presentación gráfica a escala de las instalaciones aeroportuarias existentes y futuras, su ubicación en el recinto aeroportuario y la información pertinente sobre autorizaciones y dimensiones. El ALP es uno de los principales productos de la actualización del plan de trazado del aeropuerto, que contiene información utilizada por la FAA para programar futuras ayudas de financiación y supervisar el cumplimiento por parte del aeropuerto de las normas de diseño y las garantías de subvención. También

permite a la FAA anticiparse a las necesidades presupuestarias y de procedimiento, y proteger el espacio aéreo necesario para las mejoras de las instalaciones o de los procedimientos de aproximación de aeronaves. Para que el aeropuerto pueda recibir ayuda financiera es necesario contar con un ALP actualizado y aprobado por la FAA que garantice la seguridad, utilidad y eficiencia del aeropuerto.

Un ALP, que es un documento público que sirve como registro de los requisitos aeronáuticos presentes y futuros, es un anteproyecto para el desarrollo del aeropuerto mediante el cual el patrocinador del aeropuerto, el condado de Ventura, puede garantizar que el desarrollo sigue siendo coherente con las normas de diseño del aeropuerto y los requisitos de seguridad, así como con los planes de uso de suelo del aeropuerto y de la comunidad.

DIBUJO DEL ESPACIO AÉREO DEL AEROPUERTO

Las Regulaciones Federales de Aviación (FAR, por sus siglas en inglés) Parte 77, *Objetos que afectan al espacio aéreo navegable*, fueron establecidas por la FAA para uso de las autoridades locales con el fin de definir las superficies de protección del espacio aéreo recomendadas cerca de los aeropuertos. El dibujo del espacio aéreo aeroportuario incluido en esta actualización del ALP es una representación gráfica de estas superficies de protección. El dibujo del espacio aéreo del aeropuerto es una herramienta para ayudar a las autoridades locales a determinar si el desarrollo propuesto podría suponer un peligro para las aeronaves que utilizan el aeropuerto. El dibujo del espacio aéreo del aeropuerto puede ser una herramienta fundamental para el patrocinador del aeropuerto a la hora de revisar el desarrollo propuesto en las proximidades del aeropuerto.

El patrocinador del aeropuerto debe hacer todo lo que esté en su mano para garantizar que el desarrollo se mantenga por debajo de las superficies de FAR Parte 77 para proteger la función del aeropuerto. A continuación se describirán las superficies que conforman las superficies de FAR Parte 77 recomendadas en el aeropuerto de Camarillo (CMA, por sus siglas en inglés).

El plano del espacio aéreo del aeropuerto asigna superficies imaginarias tridimensionales asociadas al aeropuerto. Estas superficies imaginarias emanan de la(s) línea(s) central(es) de la pista y están dimensionadas de acuerdo con los mínimos de visibilidad asociados con la aproximación por instrumentos al extremo de la pista y el tamaño de las aeronaves que operarán en la pista. Las superficies imaginarias de FAR Parte 77 incluyen la superficie primaria, la superficie de aproximación, la superficie de transición, la superficie horizontal y la superficie cónica. Cada superficie se describe del siguiente modo. Las superficies imaginarias se establecen basándose en el futuro código de diseño de pista previsto (es decir, A-I(s)-5000).

Superficie primaria: La superficie primaria es una superficie imaginaria centrada longitudinalmente en la pista. La superficie primaria se extiende 200 pies más allá de cada extremo de la pista. La elevación de cualquier punto en la superficie primaria es la misma que la elevación a lo largo del punto asociado más cercano en la línea central de la pista. Según la normativa FAR Parte 77, la anchura actual y futura de la superficie primaria es de 1,000 pies centrados en la pista.

Superficie de aproximación: La superficie de aproximación está centrada longitudinalmente en la línea central extendida de la pista y se extiende hacia fuera y hacia arriba desde cada extremo de la superficie primaria. Las dimensiones de la superficie de aproximación que conduce a cada extremo de la pista se basan en el tipo de aproximación (por instrumentos o visual) prevista y en el tipo de pista (utilitaria o no

utilitaria). Las pistas utilitarias suelen tener una resistencia de pavimento de 12,500 libras o menos y sirven principalmente a aviones más pequeños. La pista 8-26 del CMA es una pista no utilitaria.

La visibilidad mínima futura a la Pista 8 está prevista en $\frac{3}{4}$ de milla. La superficie de aproximación para la Pista 8 comienza al final de la superficie primaria (a 200 pies del final de la pista) y tiene 1,000 pies de ancho. La superficie de aproximación se extiende hasta una anchura de 4,000 pies a una distancia de 10,000 pies con una pendiente de 34:1.

La visibilidad mínima futura a la Pista 26 está prevista en $\frac{1}{2}$ milla para la Pista 26. La superficie de aproximación para la Pista 26 comienza al final de la superficie primaria (a 200 pies del final de la pista) y tiene una anchura de 1,000 pies. La superficie de aproximación se extiende hasta una anchura de 4,000 pies. La superficie de aproximación para la pista 26 se extiende por una distancia de 50,000 pies. Los primeros 10,000 pies se elevan con una relación de pendiente de 50:1. El resto de la superficie de aproximación se eleva con una relación de pendiente de 40:1.

Superficie de transición: La superficie de transición comienza en el borde exterior de la superficie primaria a la misma elevación que la pista. La superficie de transición también conecta con las superficies de aproximación. La superficie de transición se eleva con una pendiente de 7:1, hasta una altura de 150 pies por encima de la elevación más alta de la pista. En ese punto, la superficie de transición es sustituida por la superficie horizontal.

Superficie horizontal: La superficie horizontal es un plano situado a 150 pies por encima de la elevación establecida del aeropuerto. Al no tener pendiente, la superficie horizontal conecta las superficies de transición y de aproximación con la superficie cónica a 10,000 pies del extremo de la superficie primaria.

Superficie cónica: La superficie cónica comienza en el borde exterior de la superficie horizontal, elevándose en una pendiente de 20:1 para una distancia horizontal de 4,000 pies. A 4,000 pies de la superficie horizontal, la elevación de la superficie cónica es de 350 pies por encima de la elevación del aeropuerto.

PLANOS DEL PERFIL DE LA SUPERFICIE DE APROXIMACIÓN

El plano de perfil de la pista presenta la totalidad de la superficie de aproximación de las FAR Parte 77 hasta los extremos de la pista. También representa el perfil de la línea central de la pista con elevaciones. Este dibujo proporciona detalles del perfil que el dibujo del espacio aéreo del aeropuerto no proporciona. Los planos de perfil también representan la superficie de emplazamiento del umbral (superficie de despeje de obstáculos) existente y futura.

PLANOS DE LA SUPERFICIE DE APROXIMACIÓN INTERIOR

La parte interior del plano de la superficie de aproximación contiene la vista en planta y en perfil de la parte interior de la superficie de aproximación a la pista y un listado tabulado de todas las penetraciones en la superficie. El plano también contiene la superficie de emplazamiento del umbral (superficie de despeje de obstáculos). Se proporcionan datos detallados sobre obstáculos e instalaciones para identificar las mejoras previstas y la disposición de los obstáculos. Se proporciona un dibujo de cada extremo de la pista.

PLANO DE LA SUPERFICIE DE SALIDA

Para las pistas que admitan (o se prevea que admitan) operaciones de salida por instrumentos, se requiere un plano separado que represente la superficie de salida. La superficie de salida se compone de la Sección 1 y la Sección 2. La Sección 1 comienza en el extremo de salida de la pista donde tiene la anchura de la pista (100'). La Sección 1 se extiende hacia fuera y hacia arriba con una pendiente de 40:1 para una longitud de 12,152 pies y una anchura de 7,512 pies. La Sección 2, (comúnmente denominada las "alas"), comienza con una elevación igual a la de la Sección 1 contigua. La Sección 2 continúa hasta alcanzar los 304 pies (pendiente de 18 grados) y luego se nivela hasta llegar a la línea donde la Sección 1 y la Sección 2 alcanzan los 304 pies por encima de la elevación final de la pista, entonces la parte de la Sección 2 que se nivela continúa con una pendiente de 40:1.

Las penetraciones en la superficie de salida pueden provocar:

1. Una pendiente de subida no estándar, y/o.
2. Un aumento de los mínimos estándar de despegue, de salida y/o.
3. Una reducción de la longitud de despegue.

PLANO DEL ÁREA DE TERMINALES

El plano del área de terminales es una vista en planta a mayor escala de las plataformas, edificios, hangares, estacionamientos y otras instalaciones de tierra existentes y previstas. Se prepara de acuerdo con la norma FAA AC 150/5300-13B, *Diseño de aeropuertos*.

PLANO DEL USO DE SUELO DEL AEROPUERTO

El objetivo del plano del uso de suelo del aeropuerto es coordinar los usos de la propiedad del aeropuerto de forma compatible con el diseño funcional de la instalación aeroportuaria. La planificación del uso de suelo del aeropuerto es importante para el desarrollo ordenado y el uso eficiente del espacio disponible. Existen dos consideraciones principales para la planificación del uso de suelo del aeropuerto: 1) Asegurar aquellas áreas esenciales para el funcionamiento seguro y eficiente del aeropuerto; y 2) Determinar los usos compatibles de suelo para el resto de la propiedad que serían más ventajosos para el aeropuerto y la comunidad.

En el desarrollo de un plan de uso de suelo del aeropuerto para el CMA, la propiedad del aeropuerto se dividió en varios tramos grandes generales. Cada tramo se analizó en función de las características específicas del lugar, como el tamaño y la forma del tramo, las características del terreno y el uso de suelo existente. También se consideraron la disponibilidad de servicios públicos y la accesibilidad a diversos medios de transporte. A continuación se analizaron las limitaciones y restricciones al desarrollo, como las restricciones de altura y ruido, las zonas de visibilidad de las pistas y el uso de suelo contiguo. Por último, se analizó la compatibilidad de los diversos usos de suelo en cada tramo.

La representación de los usos de suelo dentro del aeropuerto en este plano es una recomendación basada en el análisis del mejor y más elevado uso de la propiedad aeroportuaria. Cualquier suelo aeroportuario que se considere para fines ajenos a la aviación requerirá la revisión y aprobación de la FAA antes de su implementación.

ANEXO A - MAPA DE LA PROPIEDAD DEL AEROPUERTO

El Anexo A - Mapa de la propiedad del aeropuerto proporciona información sobre la propiedad bajo control del aeropuerto y está, por tanto, sujeta a las garantías de concesión de la FAA. Las diversas escrituras registradas que conforman la propiedad del aeropuerto se enumeran en formato tabular. El objetivo principal del plano es proporcionar información para analizar el uso aeronáutico actual y futuro de los terrenos adquiridos con fondos federales. Este plano se elaboró siguiendo *los Procedimientos operativos estándar 3.0 de la FAA - Procedimientos estándar para la revisión por parte de la FAA de los Mapas de Inventario de Propiedades Aeroportuarias del Anexo "A"*.

AIRPORT LAYOUT PLAN

for the

CAMARILLO AIRPORT

CAMARILLO, CALIFORNIA



LOCATION MAP



DRAWING INDEX

1. TITLE SHEET
2. AIRPORT DATA SHEET
3. AIRPORT LAYOUT PLAN DRAWING
4. AIRPORT AIRSPACE DRAWING
5. AIRPORT AIRSPACE PROFILE RUNWAY 8-26
6. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 8
7. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 26
8. RUNWAY 8-26 DEPARTURE SURFACE DRAWING
9. WEST TERMINAL AREA DRAWING
10. MID FIELD TERMINAL AREA DRAWING
11. EAST TERMINAL AREA DRAWING
12. LAND USE DRAWING
13. EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP



VICINITY MAP

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

CAMARILLO AIRPORT (CMA)

TITLE SHEET

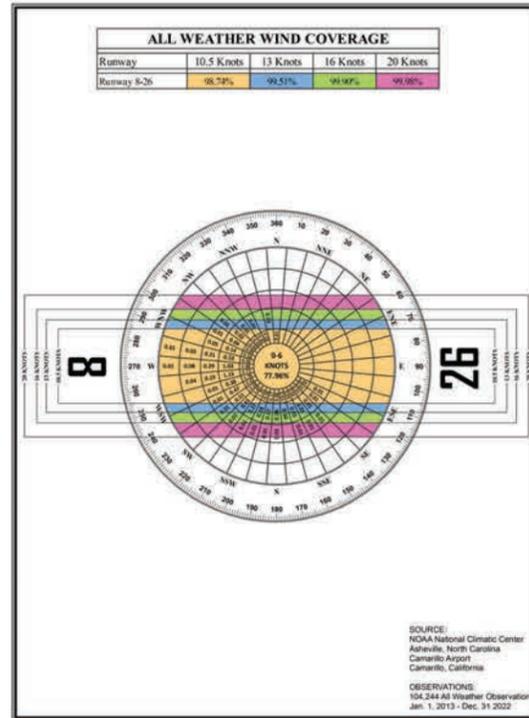
CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
 DETAILED BY: M. Beaver
 APPROVED BY: P. Taylor

March 2024 SHEET 1 OF 13



Coffman Associates: C:\Users\mbeaver\Documents\Projects\2024\CAMARILLO_CMA\CAMARILLO_CMA_COVER_SHEET.dwg Project Date: 2/28/24 12:13:18 PM Image

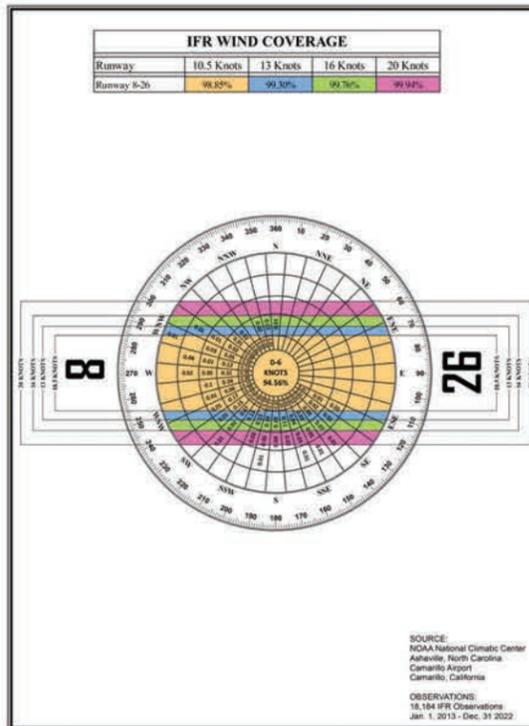


RUNWAY DATA TABLE	RUNWAY 8/26				
	EXISTING		ULTIMATE		
Runway Identification	8	26	8	26	
Runway Design Code (RDC)	D-III-4000		D-III-2400		
Approach Reference Code (APRC)	D/IV/4000		D/IV/2400		
Departure Reference Code (DPRC)	D/IV		D/IV and D/IV		
Runway Surface Material	Asphalt/Concrete		Same		
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)	S 50 D 80/20/125		S 60/D 100		
Runway Pavement Strength by PCN	N/A		Same		
Runway Surface Treatment	Rubberized Friction Seal Coat		Same		
Runway Effective Gradient	0.23%		Same		
Runway Percent Wind Coverage	10.5 knots	98.74	Same	Same	
	13 knots	99.51	Same	Same	
	16 knots	99.9	Same	Same	
	20 knots	99.98	Same	Same	
Runway Dimensions (L x W)	6,013' x 150'		6,000' x 100'		
Runway End Coordinates	Latitude	34° 12' 49.820" N	34° 12' 49.237" N	Same	34° 12' 49.238" N
	Longitude	119° 0' 15.470" W	119° 5' 3.879" W	Same	119° 5' 4.034" W
Runway End Elevation	63.05' msl	76.76' msl	Same	76.88'	
Runway Displaced Threshold Coordinates	Latitude	N/A	N/A	Same	Same
	Longitude	N/A	N/A	Same	Same
Runway Displaced Threshold Distance	N/A	N/A	Same	Same	
Runway Displaced Threshold Elevation	N/A	N/A	Same	Same	
Runway Safety Area Dimensions (width x length beyond end) - Design Std.	500' x 1,000'		Same		
Runway Safety Area Dimensions (width x length beyond end) - Actual	500' x 1,000'		Same		
Runway Lighting Type	MRL		HIRL		
Runway Protection Zone Dimensions	500' x 1,700' x 1,010'	1,600' x 1,700' x 1,510'	1,000' x 1,700' x 1,510'	1,000' x 2,500' x 1,750'	
Runway Marking Type	Non-Precision		Same		
14 CFR Part 77 Approach Slope	34:1	34:1	Same	Same	
14 CFR Part 77 Approach Type	NP-C	NP-D	Same	Same	
Approach Visibility Minimums	1-Mile	3/4 Mile	3/4 Mile	1/2 Mile	
Type of Aeronautical Survey Required for Approach	Non-Vertically Guided	Vertically Guided	Same	Same	
Departure Surface (Yes or N/A)	Yes	Yes	Same	Same	
Runway Object Free Area Dimensions (width x length beyond end)	800' x 1,000'		Same		
Runway Obstacle Free Zone Dimension (width x length beyond end)	400' x 200'		Same		
13B Approach Surfaces*	4	5.6	Same	5.6	
Runway Visual and Instrument Aids	PAPI-4 RELS GPS VOR Rotating Beacon MRL		Same Same Same Same HIRL MALSR		
Touchdown Zone Elevation (TDZE)	67.61' msl	76.82' msl	Same	76.88' msl	
Vertical Datum	NAVD88				
Horizontal Datum	NAD83				

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

AIRPORT DATA		
City: Camarillo, CA	County: Ventura	Owner: Ventura County
Airport Name & ID: Camarillo Airport (CMA)	Existing	Ultimate
Airport Reference Code (ARC)	D-III	Same
Mean Maximum Temperature of Hottest Month	76.82°F	79.6°F
Airport Elevation (NAVD 88)	76.82' msl	76.88' msl
Airport Navigational Aids	PAPI-4, RELS, GPS, VOR, Rotating Beacon, MRL	PAPI-4, RELS, GPS, VOR, Rotating Beacon, HIRL, MALSR
Airport Reference Point (ARP) Coordinates	Latitude Longitude	34° 12' 49.528" N 119° 05' 39.675" W
Miscellaneous Facilities	Lighted Wind Cone, ASOS	Same
Critical Aircraft	D-III-2B	D-III-3
Critical Aircraft Example	G650	Cessna Bravo/G650
Wingspan of Design Aircraft (Feet)	93.5'	51.7/93.5'
Approach Speed of Design Aircraft (Knots)	145'	117/145'
Undercarriage Width of Design Aircraft (Feet)	15.9'	27.2/15.9'
Magnetic Declination (Degrees)	11° 44' E - Changing by 0° 5' W per year	
Declination Date	08/2023	
Declination Source	www.ngdc.noaa.gov	
NPIAS Code	National GA/Reliever	Same
State System Plan Role	Metro/Corporate	Same

RUNWAY DECLARED DISTANCE	EXISTING		ULTIMATE	
	8	26	8	26
Takeoff Run Available (TORA)	6,013	6,013	6,000'	6,000'
Takeoff Distance Available (TODA)	6,013	6,013	6,000'	6,000'
Accelerate-Stop Distance Available (ASDA)	6,013	6,013	6,000'	6,000'
Landing Distance Available (LDA)	6,013	6,013	6,000'	6,000'



Taxiway Data Table						
Existing/Ultimate Taxiway/Taxilane Designation	Width	Taxiway/Taxilane Safety Area Dimension	Taxiway Object Free Area	Taxilane Object Free Area	Taxiway/Taxilane Lighting	Taxiway & Taxilane Separation ¹
A/A	50'	118'/118'	171'/171'	158'/158'	MTL	138'
B/B	50'	118'/118'	171'/171'	158'/158'	MTL	138'
C/C	50'	118'/118'	171'/171'	158'/158'	MTL	138'
D/D	50'	118'/118'	171'/171'	158'/158'	MTL	138'
E/E	75'/50'	118'/118'	171'/171'	158'/158'	MTL	138'
F/F	50'	118'/118'	171'/171'	158'/158'	MTL	138'
G/G	50'	118'/118'	171'/171'	158'/158'	MTL	138'

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

Airport Navaid Ownership	
Navaid	Owner
VOR	FAA
ASOS	Airport
PAPI-4	Airport
Lighted Wind Cone	Airport
Segmented Circle	Airport

MODIFICATIONS TO STANDARDS APPROVAL TABLE			
APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
NO MODIFICATION			

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

CAMARILLO AIRPORT (CMA)
AIRPORT DATA SHEET
CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

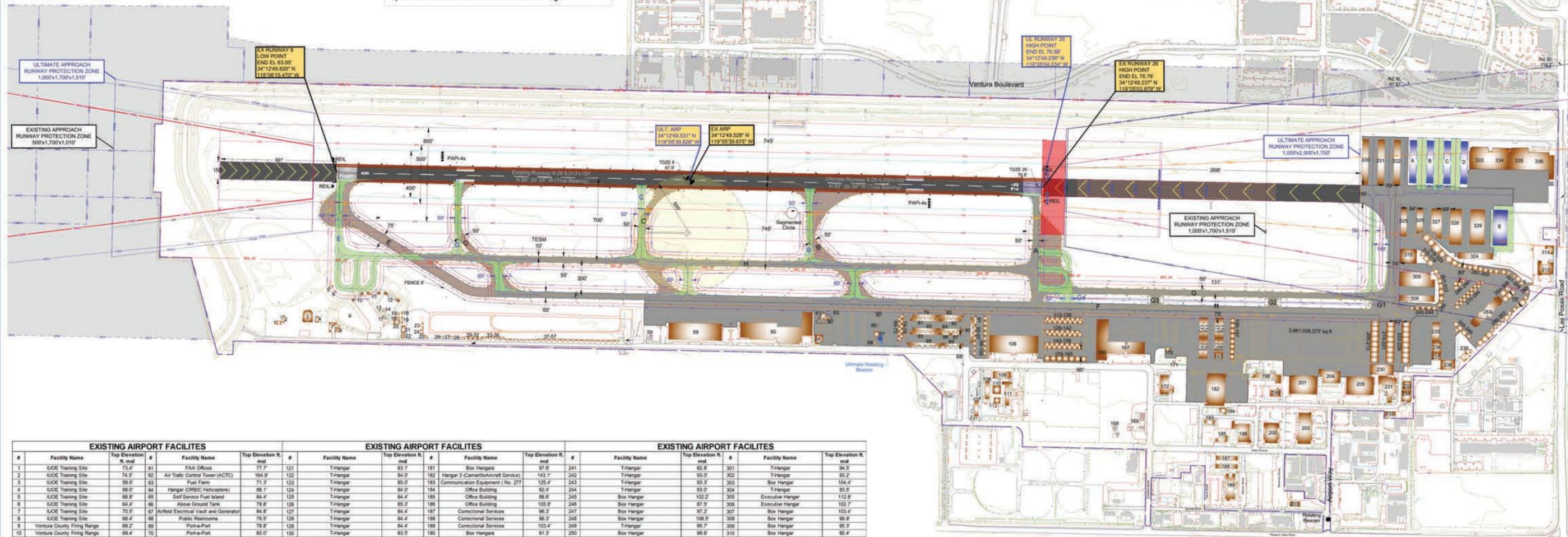
March 2024 SHEET 2 OF 13

Coffman Associates
Airport Consultants
www.coffmanassociates.com

ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*
A	T-Hangars	±107.8'
B	T-Hangars	±107.8'
C	T-Hangars	±107.8'
D	T-Hangars	±107.8'
E	Executive Hangars	±122.3'

*Top elevation estimated based off common structure height



EXISTING AIRPORT FACILITIES				EXISTING AIRPORT FACILITIES				EXISTING AIRPORT FACILITIES									
#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl						
1	UIOE Training Site	73.4	61	FAA Offices	77.7	121	T-Hangar	97.8	241	T-Hangar	94.9						
2	UIOE Training Site	74.5	62	Air Traffic Control Tower (ACTC)	164.9	122	T-Hangar	84.0	182	Hangar 3 (Camarillo Aircraft Service)	143.1	242	T-Hangar	93.0	302	T-Hangar	93.2
3	UIOE Training Site	59.0	63	Fuel Farm	71.3	123	T-Hangar	85.0	183	Communication Equipment (No. 277)	125.4	243	T-Hangar	93.3	303	Box Hangar	104.4
4	UIOE Training Site	68.0	64	Hangar (ORBC Helicopters)	96.1	124	T-Hangar	84.0	184	Office Building	92.4	244	T-Hangar	93.0	304	T-Hangar	95.9
5	UIOE Training Site	68.8	65	Self-Service Fuel Island	84.4	125	T-Hangar	84.4	185	Office Building	88.6	245	Box Hangar	102.2	305	Executive Hangar	112.8
6	UIOE Training Site	64.4	66	Above Ground Tank	79.8	126	T-Hangar	85.3	186	Office Building	105.8	246	Box Hangar	97.9	306	Executive Hangar	102.7
7	UIOE Training Site	70.5	67	Airfield Electrical Vault and Generator	84.8	127	T-Hangar	84.4	187	Concessional Services	96.3	247	Box Hangar	97.2	307	Box Hangar	103.4
8	UIOE Training Site	68.4	68	Public Restrooms	76.5	128	T-Hangar	84.4	188	Concessional Services	96.3	248	Box Hangar	108.5	308	Box Hangar	99.9
9	Ventura County Firing Range	69.2	69	Port-a-Port	78.6	129	T-Hangar	84.4	189	Concessional Services	103.4	249	T-Hangar	95.7	309	Box Hangar	95.3
10	Ventura County Firing Range	69.4	70	Port-a-Port	80.0	130	T-Hangar	83.9	190	Box Hangar	91.9	250	Box Hangar	99.6	310	Box Hangar	95.4
11	Ventura County Firing Range	69.7	71	Port-a-Port	78.5	131	T-Hangar	83.3	191	Box Hangar	91.5	251	Box Hangar	105.2	311	T-Hangar	96.9
12	Ventura County Firing Range	70.7	72	Port-a-Port	78.3	132	T-Hangar	84.8	192	Box Hangar	91.5	252	Box Hangar	107.8	312	Box Hangar	88.6
13	Ventura County Firing Range	64.7	73	Port-a-Port	78.8	133	T-Hangar	84.1	193	Box Hangar	91.4	253	Port-a-Port	94.1	313	Cloud Nine	119.8
14	Ventura County Firing Range	70.2	74	Port-a-Port	79.6	134	T-Hangar	83.9	194	Box Hangar	91.1	254	Port-a-Port	94.1	314	Cloud Nine	104.5
15	Ventura County Firing Range	69.8	75	Port-a-Port	79.3	135	T-Hangar	85.3	195	Box Hangar	91.1	255	Port-a-Port	94.0	315	Executive Hangar	113.1
16	Ventura County Firing Range	68.4	76	Port-a-Port	80.7	136	T-Hangar	83.2	196	Box Hangar	90.8	256	Port-a-Port	94.0	316	T-Hangar	95.3
17	Ventura County Firing Range	67.3	77	Port-a-Port	79.0	137	T-Hangar	84.5	197	Box Hangar	90.8	257	Box Hangar	95.9	317	Box Hangar	105.1
18	Ventura County Firing Range	66.2	78	Port-a-Port	80.3	138	T-Hangar	83.3	198	Way Point Cafe/Channel Islands Aviation	91.8	258	T-Hangar	96.0	318	Box Hangar	102.8
19	Ventura County Firing Range	88.8	79	Port-a-Port	83.3	139	T-Hangar	83.0	199	Camarillo Fire Protection	93.2	259	Port-a-Port	101.0	319	Box Hangar	105.4
20	Ventura County Firing Range	71.1	80	Port-a-Port	83.8	140	T-Hangar	85.1	200	Ventura County Fire Department	110.1	260	Port-a-Port	94.1	320	Box Hangar	102.1
21	Ventura County Firing Range	70.6	81	Port-a-Port	83.3	141	T-Hangar	84.0	201	Channel Islands Aviation	122.8	261	Box Hangar	102.4	321	Box Hangar	102.7
22	Ventura County Firing Range	67.7	82	Port-a-Port	83.7	142	T-Hangar	85.4	202	Airport Administration	110.2	262	T-Hangar	97.8	322	Box Hangar	97.6
23	T-Hangar	69.3	83	Port-a-Port	82.9	143	T-Hangar	83.8	203	Office Space	95.9	263	Camarillo Aircraft Services	119.9	323	Box Hangar	106.3
24	Hangar	69.5	84	Port-a-Port	83.5	144	T-Hangar	82.8	204	Channel Islands Aviation	106.4	264	Box Hangar	102.1	324	Executive Hangars	110.7
25	Port-a-Port	68.1	85	Port-a-Port	82.8	145	T-Hangar	82.9	205	Channel Islands Aviation	124.7	265	Box Hangar	100.3	325	Executive Hangars	108.7
26	Port-a-Port	67.4	86	Port-a-Port	83.3	146	T-Hangar	84.3	206	Box Hangar	93.5	266	Box Hangar	99.8	326	Executive Hangars	102.6
27	Port-a-Port	65.2	87	Port-a-Port	85.9	147	T-Hangar	83.5	207	Box Hangar	94.1	267	Box Hangar	100.8	327	Executive Hangars	110.9
28	Port-a-Port	76.2	88	Port-a-Port	85.8	148	T-Hangar	83.6	208	Box Hangar	94.6	268	Box Hangar	100.8	328	Executive Hangars	122.7
29	Hangar	69.8	89	Port-a-Port	85.4	149	T-Hangar	84.9	209	Box Hangar	94.2	269	Port-a-Port	93.9	329	Executive Hangars	122.3
30	Hangar	69.0	90	Port-a-Port	83.1	150	T-Hangar	81.0	210	Box Hangar	93.8	270	T-Hangar	94.3	330	T-Hangars	112.6
31	Hangar	68.9	91	Port-a-Port	83.1	151	T-Hangar	82.1	211	Box Hangar	93.8	271	T-Hangar	92.8	331	T-Hangar	107.2
32	Hangar	69.9	92	Port-a-Port	82.9	152	T-Hangar	82.5	212	Box Hangar	93.0	272	T-Hangar	93.1	332	T-Hangars	107.6
33	T-Hangar	70.8	93	Port-a-Port	80.9	153	T-Hangar	83.9	213	Box Hangar	92.3	273	Box Hangar	93.4	333	Executive Hangars	NA
34	T-Hangar	71.0	94	Port-a-Port	80.6	154	T-Hangar	83.0	214	Box Hangar	94.7	274	T-Hangar	93.6	334	Executive Hangars	NA
35	T-Hangar	72.6	95	Port-a-Port	80.5	155	T-Hangar	83.1	215	Box Hangar	90.7	275	T-Hangar	93.9	335	Executive Hangars	NA
36	T-Hangar	71.1	96	Port-a-Port	82.0	156	T-Hangar	84.3	216	Box Hangar	93.8	276	T-Hangar	94.1	336	Executive Hangars	NA
37	T-Hangar	72.7	97	Port-a-Port	80.7	157	T-Hangar	83.4	217	Box Hangar	97.6	277	T-Hangar	94.3			
38	T-Hangar	71.3	98	Port-a-Port	84.2	158	T-Hangar	83.9	218	Box Hangar	95.7	278	T-Hangar	94.7			
39	Port-a-Port	69.5	99	Port-a-Port	82.3	159	Box Hangar	88.0	219	Box Hangar	94.2	279	T-Hangar	94.8			
40	Port-a-Port	69.3	100	Port-a-Port	82.3	160	Box Hangar	88.2	220	Box Hangar	93.9	280	T-Hangar	94.6			
41	Port-a-Port	69.7	101	Port-a-Port	82.0	161	Box Hangar	82.0	221	Box Hangar	93.8	281	T-Hangar	94.9			
42	T-Hangar	70.2	102	Port-a-Port	80.8	162	Box Hangar	88.5	222	Box Hangar	94.5	282	T-Hangar	95.2			
43	T-Hangar	71.6	103	Port-a-Port	80.9	163	Box Hangar	88.7	223	Box Hangar	94.9	283	T-Hangar	94.0			
44	T-Hangar	71.4	104	Port-a-Port	80.5	164	Box Hangar	88.8	224	Box Hangar	94.9	284	T-Hangar	95.0			
45	T-Hangar	71.8	105	Port-a-Port	82.6	165	Box Hangar	89.0	225	Box Hangar	86.6	285	T-Hangar	92.0			
46	T-Hangar	72.6	106	ISO (Aviation)	114.0	166	Experimental Aircraft Hangar	114.0	226	Box Hangar	90.9	286	T-Hangar	95.9			
47	T-Hangar	72.6	107	Ventura County Animal Shelter	85.7	167	Commemorative Air Force (CAF)	118.4	227	Box Hangar	92.9	287	T-Hangar	95.8			
48	T-Hangar	72.3	108	Ventura County Animal Shelter	85.3	168	Water Storage Tank (No. 1020)	115.7	228	Box Hangar	92.8	288	T-Hangar	96.2			
49	T-Hangar	72.1	109	Ventura County Animal Shelter	96.9	169	Farm (Ventura County Dept. of Airps)	81.9	229	Box Hangar	92.9	289	T-Hangar	96.2			
50	T-Hangar	72.2	110	Ventura County Animal Shelter	93.8	170	Self-Maintenance Hangar	96.4	230	Axle	108.4	290	T-Hangar	96.5			
51	T-Hangar	72.8	111	Ventura County Animal Shelter	86.8	171	Public Restrooms	83.3	231	Ventura County Fire Department	105.9	291	Box Hangar	101.8			
52	T-Hangar	72.8	112	Ventura County Animal Shelter	85.8	172	Camarillo Flight Instruction	91.7	232	Airport Maintenance Facility	94.7	292	T-Hangar	95.9			
53	T-Hangar	72.8	113	T-Hangar/Office	81.1	173	Box Hangars	91.0	233	Ventura County Fire Department	114.9	293	Box Hangar	99.0			
54	T-Hangar	72.7	114	T-Hangar	84.2	174	Box Hangars	92.6	234	Ventura County Fire Department	119.7	294	T-Hangar	95.3			
55	T-Hangar	73.0	115	T-Hangar	85.9	175	Box Hangars	93.9	235	Hangar (Sky Blue Air)	108.3	295	Box Hangar	103.0			
56	T-Hangar	73.2	116	T-Hangar	84.9	176	Box Hangars	92.4	236	Hangar (Sky Blue Air)	104.9	296	Box Hangar	96.9			
57	T-Hangar	74.6	117	T-Hangar	85.7	177	Box Hangars	91.2	237	Hangar (Sky Blue Air)	104.5	297	T-Hangar	95.9			
58	Fuel Farm (Sun Air)	75.7	118	T-Hangar	84.3	178	Box Hangars	95.1	238	Hangar (Sky Blue Air)	118.6	298	T-Hangar	96.3			
59	Executive Hangar (Sun Air)	107.6	119	T-Hangar	84.3	179	Box Hangars	91.2	239	Civil Air Patrol	96.9	299	T-Hangar	98.7			
60	Executive Hangar (Sun Air)	106.8	120	T-Hangar	85.9	180	Box Hangars	92.4	240	Port-a-Port	89.1	300	Box Hangar	100.3			

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
N/A	N/A	AIRPORT PROPERTY LINE
N/A	N/A	AVIATION RESERVE
N/A	N/A	SECTION CORNERS
N/A	N/A	AIRPORT REFERENCE POINT (ARP)
N/A	N/A	AIRPORT ROTATING BEACON
N/A	N/A	AVIGATION EASEMENT
N/A	N/A	BUILDING RESTRICTION LINE (BRL)
N/A	N/A	STRUCTURES ON AIRPORT
N/A	N/A	STRUCTURE OFF AIRPORT
N/A	N/A	ABANDON/REMOVE PAVEMENT
N/A	N/A	CRITICAL AREA
N/A	N/A	RUNWAY PAVEMENT
N/A	N/A	TAXIWAY APRON PAVEMENT
N/A	N/A	SHOULDER PAVEMENT
N/A	N/A	FENCE LINE
N/A	N/A	HOLD MARKING
N/A	N/A	TAXIWAY APRON MARKING
N/A	N/A	ROADS AND PARKING PAVEMENT
N/A	N/A	PRECISION OBSTACLE FREE AREA
N/A	N/A	OBJECT FREE AREA
N/A	N/A	RUNWAY SAFETY AREA
N/A	N/A	OBSTACLE FREE ZONE
N/A	N/A	RUNWAY PROTECTION ZONE
N/A	N/A	TAXIWAY OBJECT FREE AREA
N/A	N/A	TAXIWAY SAFETY AREA
N/A	N/A	RUNWAY END IDENTIFIER LIGHTS (REIL)
N/A	N/A	TIE-DOWNS
N/A	N/A	THRESHOLD LIGHTS
N/A	N/A	WINDSOCK
N/A	N/A	VEGETATION
N/A	N/A	TOPOGRAPHIC CONTOURS

SIGNATURES

FEDERAL AVIATION ADMINISTRATION
Western Pacific Region

Approved - Subject to Conditions in the Letter of Conditional Approval Included in this Electronic ALP

Justin Guan, FAA Planner

SPONSOR APPROVAL

Keith Freitas, Director of Airport
Camarillo Airport

Magnetic Declination
11° 43' East
Annual Rate of Change
0.7" West
(Source: NOAA, NCEI, November 2023)

0 400 800
SCALE IN FEET

DRAFT

CAMARILLO AIRPORT (CMA)
AIRPORT LAYOUT DRAWING
CAMARILLO, CALIFORNIA

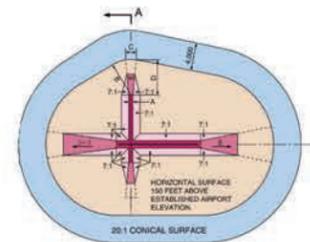
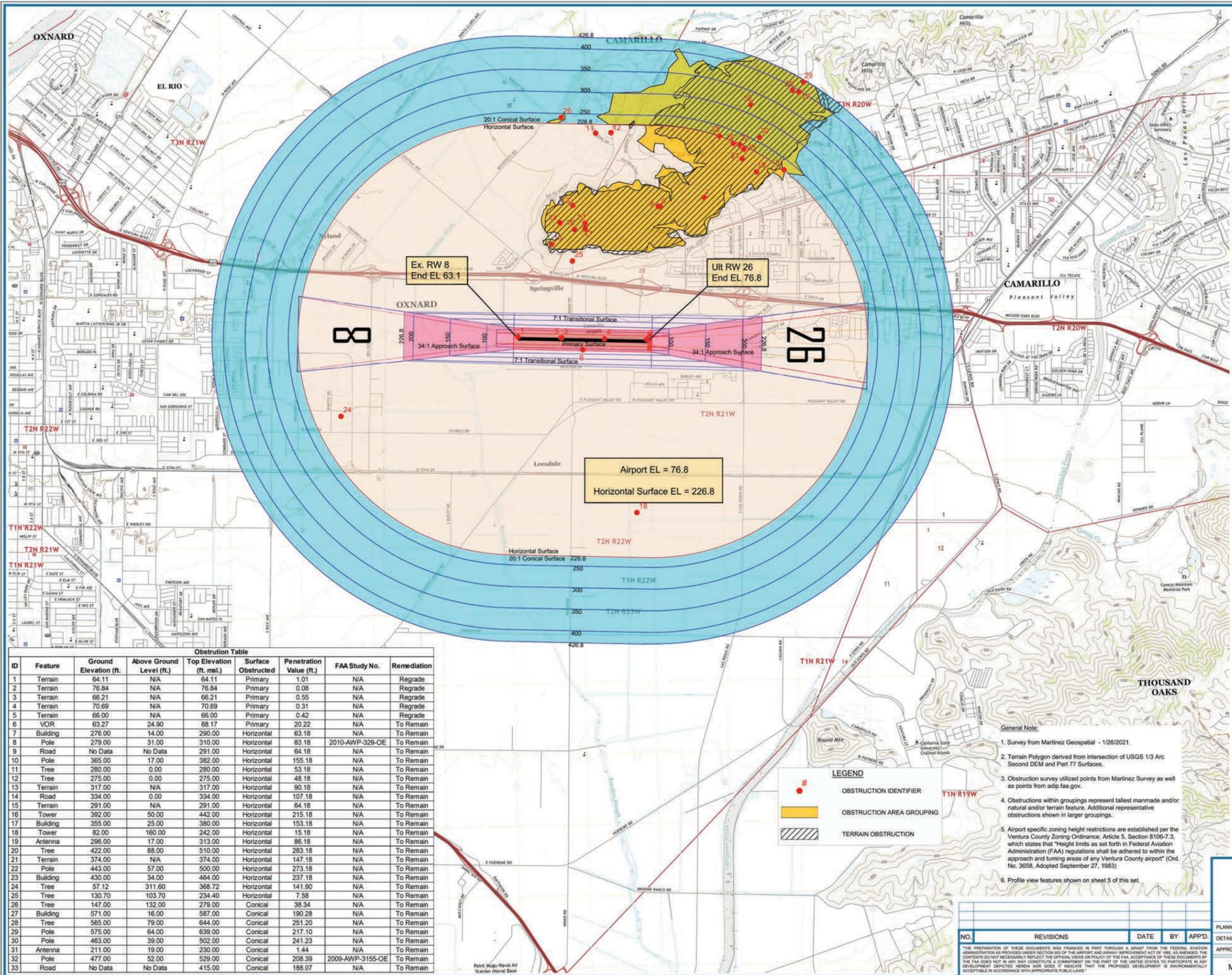
PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

March 2024 SHEET 3 OF 13

Coffman Associates
Airport Consultants
www.coffmanassociates.com

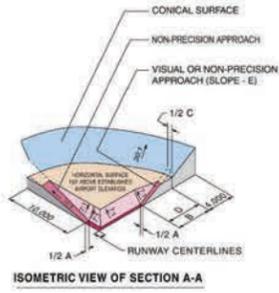
NO.	REVISIONS	DATE	BY	APPD.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 105 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DISCUSSED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)			
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	3,000	4,000
D	APPROACH SURFACE LENGTH	5,000	5,000	10,000	10,000
E	APPROACH SLOPE	20:1	20:1	20:1	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



SOURCE: 14 CFR Part 77, Section 77.25, Civil Airport Imaginary Surfaces.

ID	Feature	Ground Elevation (ft.)	Above Ground Level (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	FAA Study No.	Remediation
1	Terrain	64.11	N/A	64.11	Primary	1.01	N/A	Regrade
2	Terrain	76.84	N/A	76.84	Primary	0.08	N/A	Regrade
3	Terrain	66.21	N/A	66.21	Primary	0.55	N/A	Regrade
4	Terrain	70.69	N/A	70.69	Primary	0.31	N/A	Regrade
5	Terrain	66.00	N/A	66.00	Primary	0.42	N/A	Regrade
6	VOR	63.27	24.90	88.17	Primary	20.22	N/A	To Remain
7	Building	276.00	14.00	290.00	Horizontal	63.18	N/A	To Remain
8	Pole	279.00	31.00	310.00	Horizontal	83.18	2010-AWP-329-OE	To Remain
9	Road	No Data	No Data	291.00	Horizontal	64.18	N/A	To Remain
10	Pole	365.00	17.00	382.00	Horizontal	155.18	N/A	To Remain
11	Tree	280.00	0.00	280.00	Horizontal	53.18	N/A	To Remain
12	Tree	275.00	0.00	275.00	Horizontal	48.18	N/A	To Remain
13	Terrain	317.00	N/A	317.00	Horizontal	90.18	N/A	To Remain
14	Road	334.00	0.00	334.00	Horizontal	107.18	N/A	To Remain
15	Terrain	291.00	N/A	291.00	Horizontal	64.18	N/A	To Remain
16	Tower	392.00	50.00	442.00	Horizontal	215.18	N/A	To Remain
17	Building	355.00	25.00	380.00	Horizontal	153.18	N/A	To Remain
18	Tower	82.00	160.00	242.00	Horizontal	15.18	N/A	To Remain
19	Antenna	296.00	17.00	313.00	Horizontal	86.18	N/A	To Remain
20	Tree	422.00	88.00	510.00	Horizontal	283.18	N/A	To Remain
21	Terrain	374.00	N/A	374.00	Horizontal	147.18	N/A	To Remain
22	Pole	443.00	57.00	500.00	Horizontal	273.18	N/A	To Remain
23	Building	430.00	34.00	464.00	Horizontal	237.18	N/A	To Remain
24	Tree	57.12	311.60	368.72	Horizontal	141.90	N/A	To Remain
25	Tree	130.70	103.70	234.40	Horizontal	7.58	N/A	To Remain
26	Tree	147.00	132.00	279.00	Conical	38.34	N/A	To Remain
27	Building	571.00	16.00	587.00	Conical	190.28	N/A	To Remain
28	Tree	565.00	79.00	644.00	Conical	251.20	N/A	To Remain
29	Pole	575.00	64.00	639.00	Conical	217.10	N/A	To Remain
30	Pole	463.00	39.00	502.00	Conical	241.23	N/A	To Remain
31	Antenna	211.00	19.00	230.00	Conical	1.44	N/A	To Remain
32	Pole	477.00	52.00	529.00	Conical	208.39	2009-AWP-3155-OE	To Remain
33	Road	No Data	No Data	415.00	Conical	188.07	N/A	To Remain

Airport EL = 76.8
 Horizontal Surface EL = 226.8

Ex. RW 8
 End EL 63.1

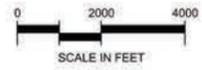
Util RW 26
 End EL 76.8

LEGEND

- # OBSTRUCTION IDENTIFIER
- OBSTRUCTION AREA GROUPING
- TERRAIN OBSTRUCTION

- General Note:**
- Survey from Martinez Geospatial - 1/26/2021.
 - Terrain Polygon derived from intersection of USGS 1/3 Arc Second DEM and Part 77 Surfaces.
 - Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.
 - Obstructions within groupings represent tallest manmade and/or natural and/or terrain feature. Additional representative obstructions shown in larger groupings.
 - Airport specific zoning height restrictions are established per the Ventura County Zoning Ordinance, Article 5, Section 8106-7.3, which states that "Height limits as set forth in Federal Aviation Administration (FAA) regulations shall be adhered to within the approach and turning areas of any Ventura County airport" (Ord. No. 3658, Adopted September 27, 1983).
 - Profile view features shown on sheet 5 of this set.

Magnetic Declination
 11° 40' East
 Annual Rate of Change
 00° 21' West
 (Source: NOAA, NCEI, November 2023)



DRAFT

CAMARILLO AIRPORT (CMA)
 AIRPORT AIRSPACE DRAWING
 CAMARILLO, CALIFORNIA

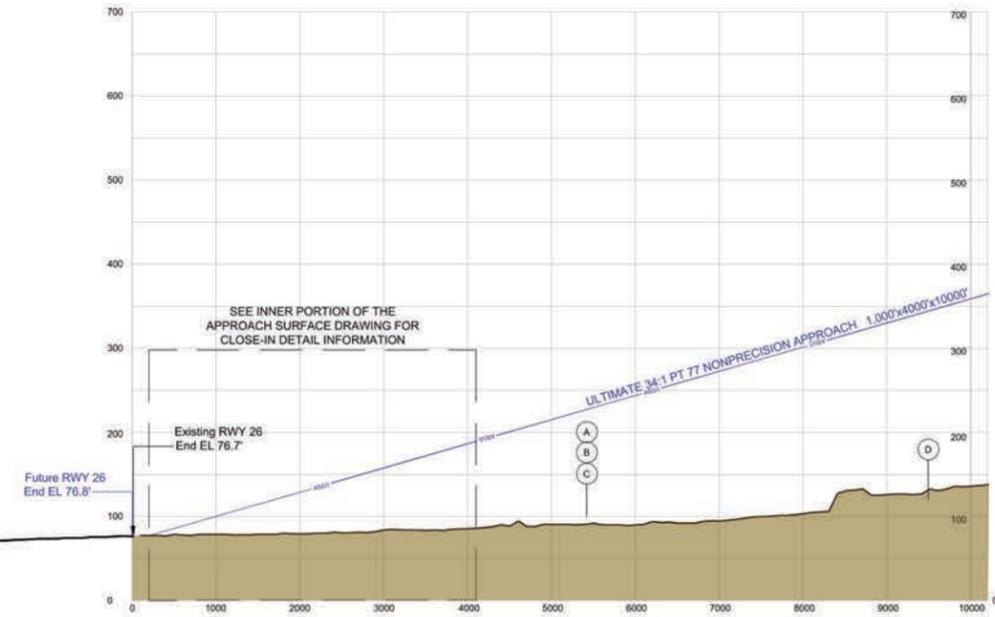
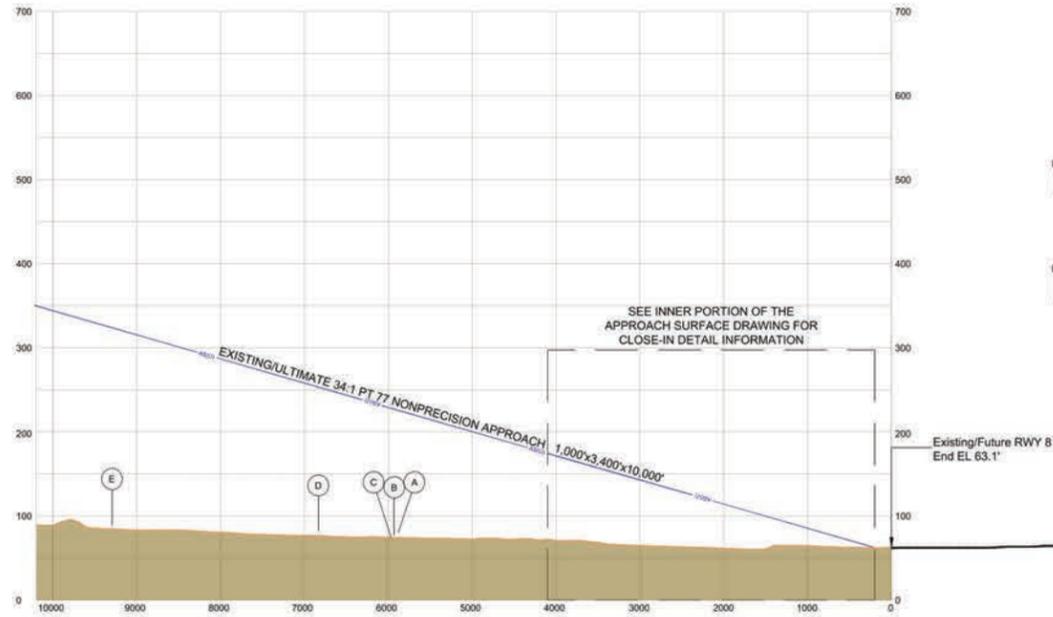
PLANNED BY: P. Taylor
 DETAILED BY: M. Beaver
 APPROVED BY: P. Taylor

March 2024 SHEET 4 OF 13

Coffman Associates
 Airport Consultants
 www.coffmanassociates.com

NO.	REVISIONS	DATE	BY	APPD.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 501 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS A RESULT, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON 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 APPROPRIATE PUBLIC LAWS.

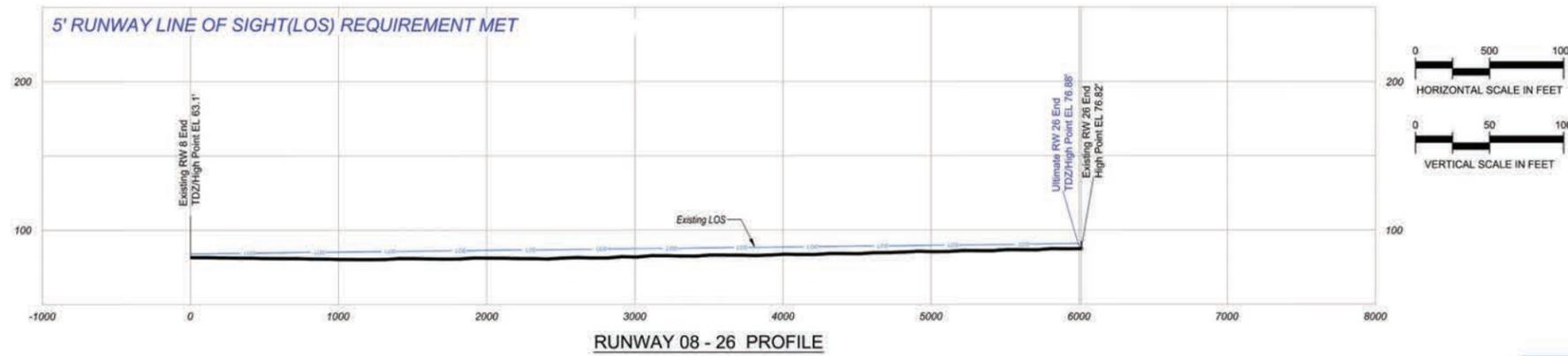


Runway 8 Outer-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	Del Norte Blvd	65.81	15.00	80.81	177.39
B	Del Norte Blvd	62.83	15.00	77.83	180.93
C	Del Norte Blvd	59.52	15.00	74.52	184.34
D	SP Railroad	59.03	23.00	82.03	202.36
E	SP Railroad	66.01	23.00	89.01	268.16

Runway 8 Outer-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						

Runway 26 Outer-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	S Las Posas Rd	99.21	15.00	114.21	85.77
B	S Las Posas Rd	91.40	15.00	106.40	94.27
C	S Las Posas Rd	84.66	15.00	99.66	101.50
D	Hughes Dr	104.49	15.00	119.49	200.80

Runway 26 Outer-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						



DRAFT

- General Notes:**
1. Survey from Martinez Geospatial - 1/26/2021.
 2. Obstruction survey utilized points from Martinez Survey as well as points from adp.faa.gov.
 3. See Inner-Approach sheets for close in features.

NO.	REVISIONS	DATE	BY	APPD.

CAMARILLO AIRPORT (CMA)
AIRPORT AIRSPACE
APPROACH PROFILE RUNWAY 8-26
CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
 DETAILED BY: M. Beaver
 APPROVED BY: P. Taylor

March 2024 SHEET 5 OF 13

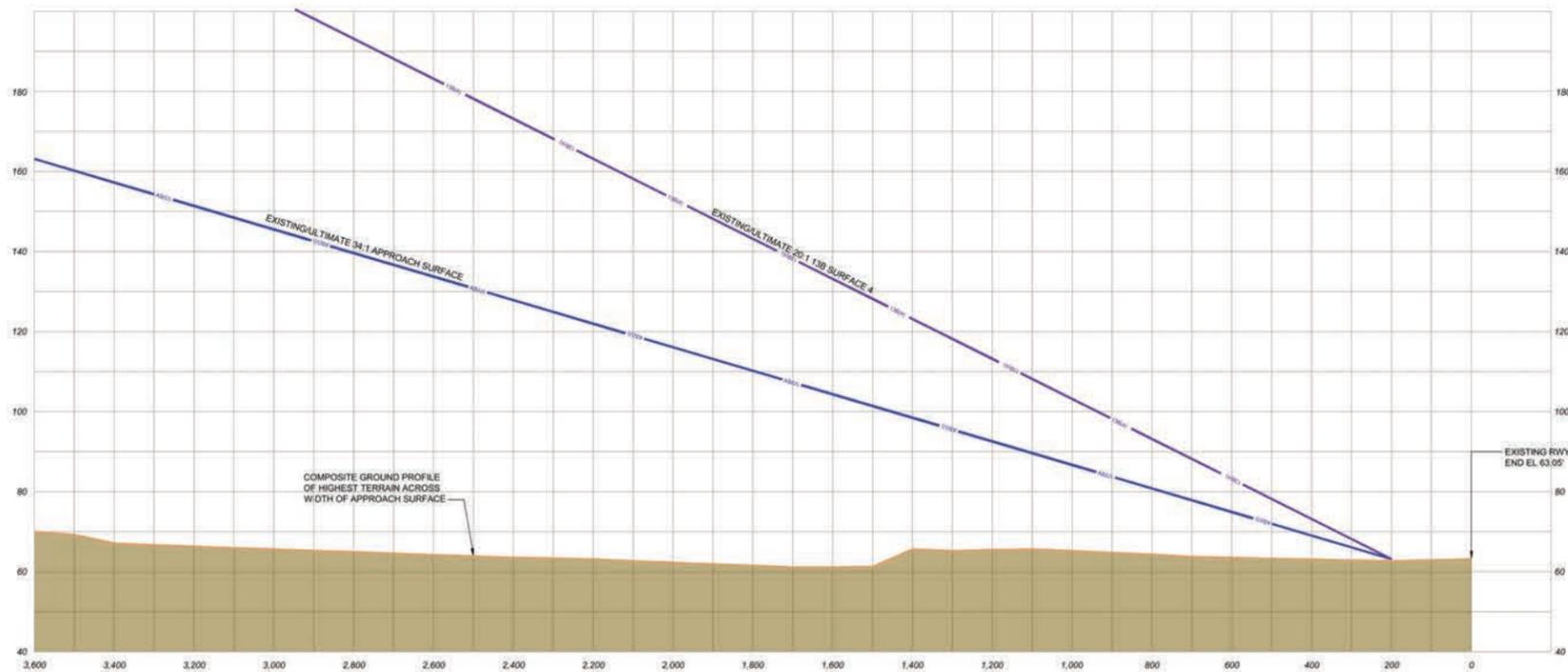


THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 502 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DISCUSSED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

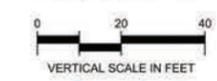
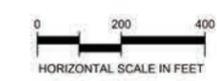


Runway 8 Inner-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
No Road Intersection Points					

Runway 8 Inner-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						



Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)



DRAFT

- General Notes:**
1. Survey from Martinez Geospatial - 1/26/2021
 2. Obstruction survey utilized points from Martinez Survey as well as points from adp.faa.gov.

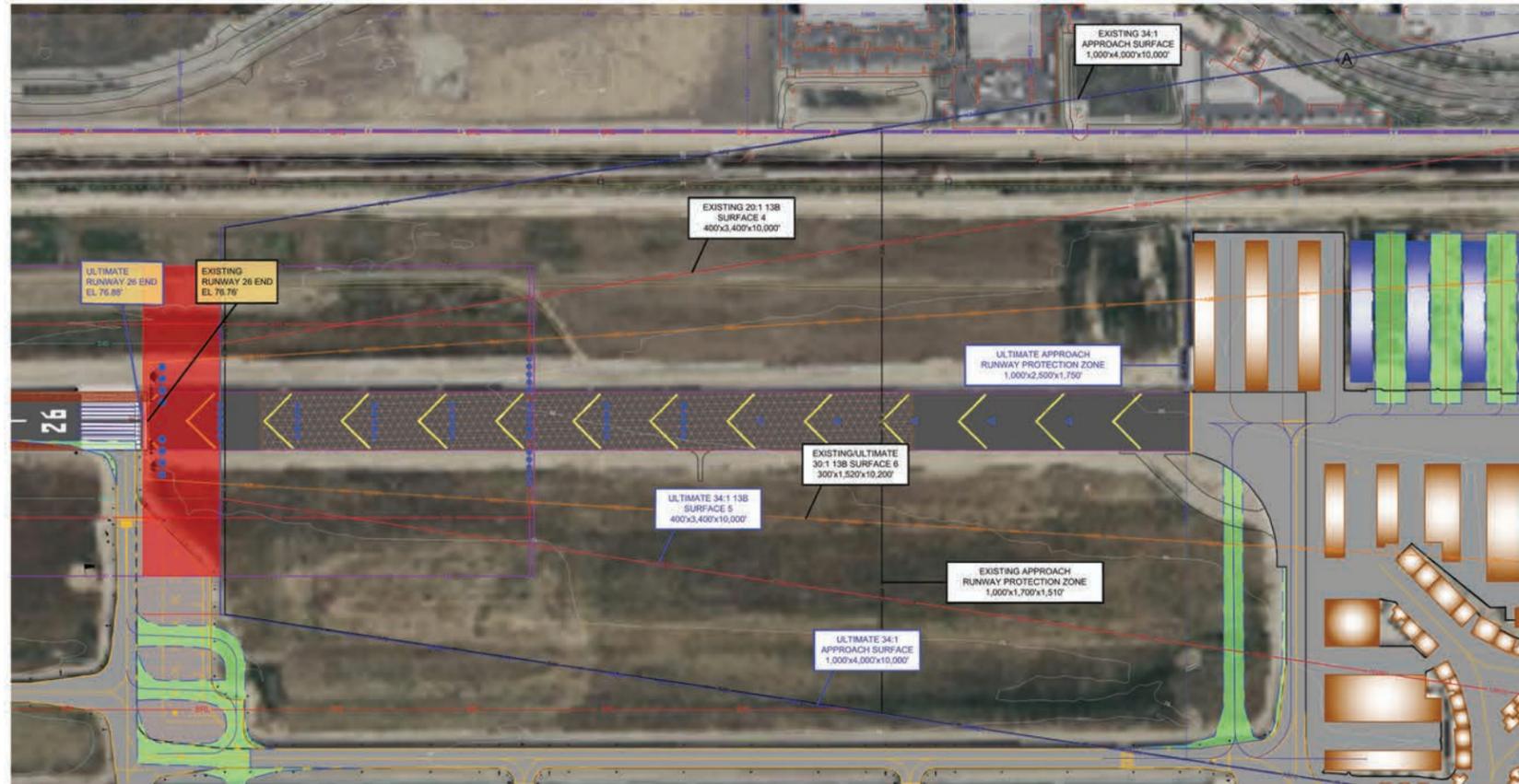
NO.	REVISIONS	DATE	BY	APP'D.

CAMARILLO AIRPORT (CMA)
INNER PORTION OF THE APPROACH
SURFACE DRAWING
RUNWAY 8
CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

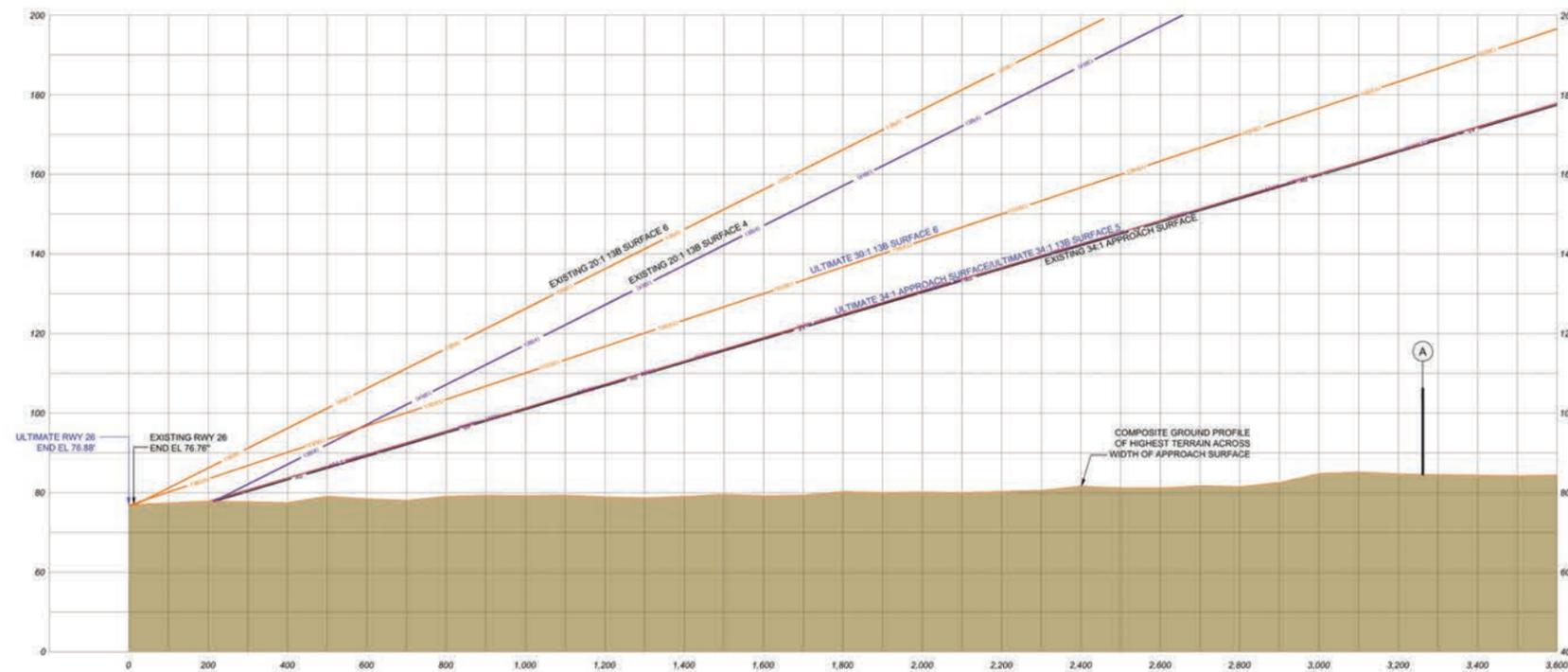
March 2024 SHEET 6 OF 13





Runway 26 Inner-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	W Ventura Blvd	91.58	15.00	106.58	55.68

Runway 26 Inner-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						

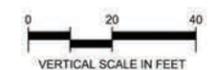
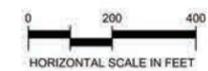


LEGEND

Ⓐ ROAD POINT



Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)



DRAFT

- General Notes:
- Survey from Martinez Geospatial - 1/26/2021
 - Obstruction survey utilized points from Martinez Survey as well as points from adp.faa.gov.

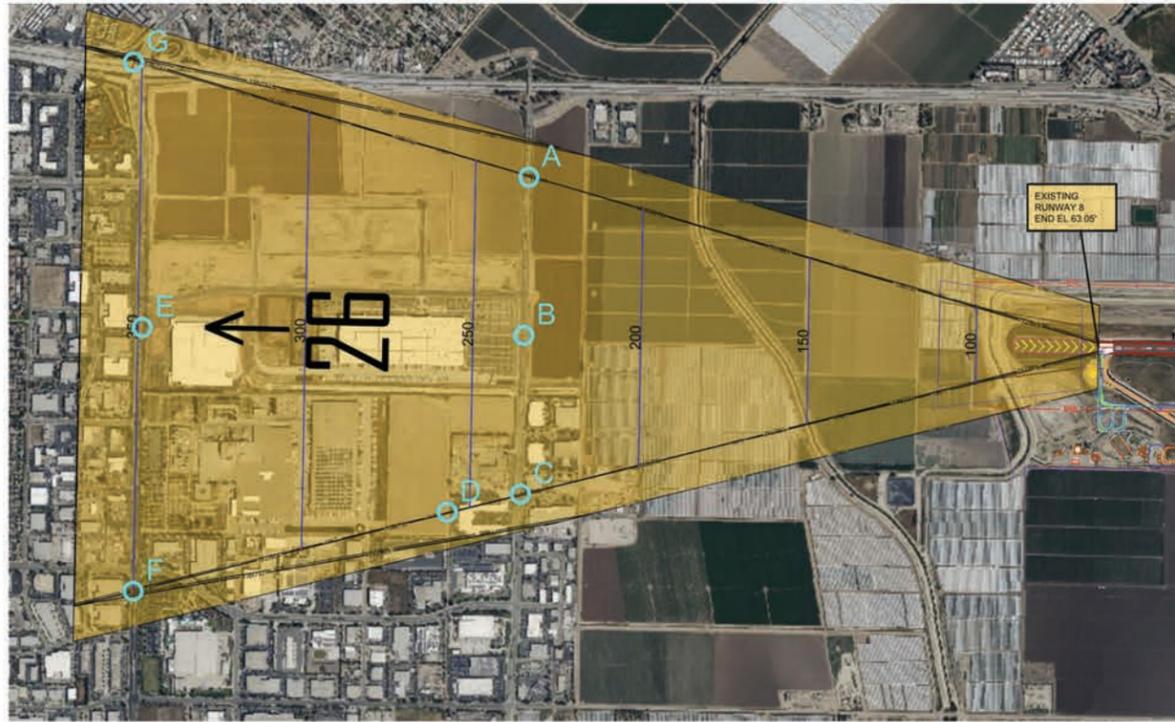
CAMARILLO AIRPORT (CMA)
INNER PORTION OF THE APPROACH
SURFACE DRAWING
RUNWAY 26
CAMARILLO, CALIFORNIA

NO.	REVISIONS	DATE	BY	APP'D.

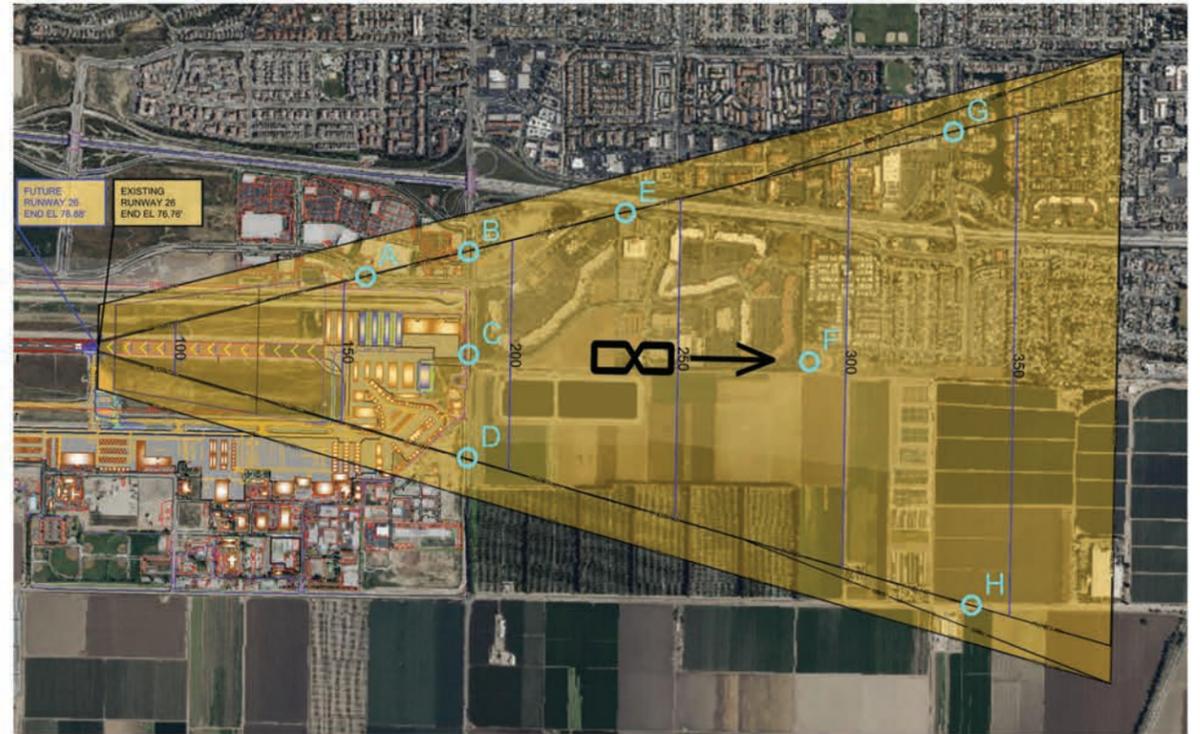
PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

March 2024 SHEET 7 OF 13



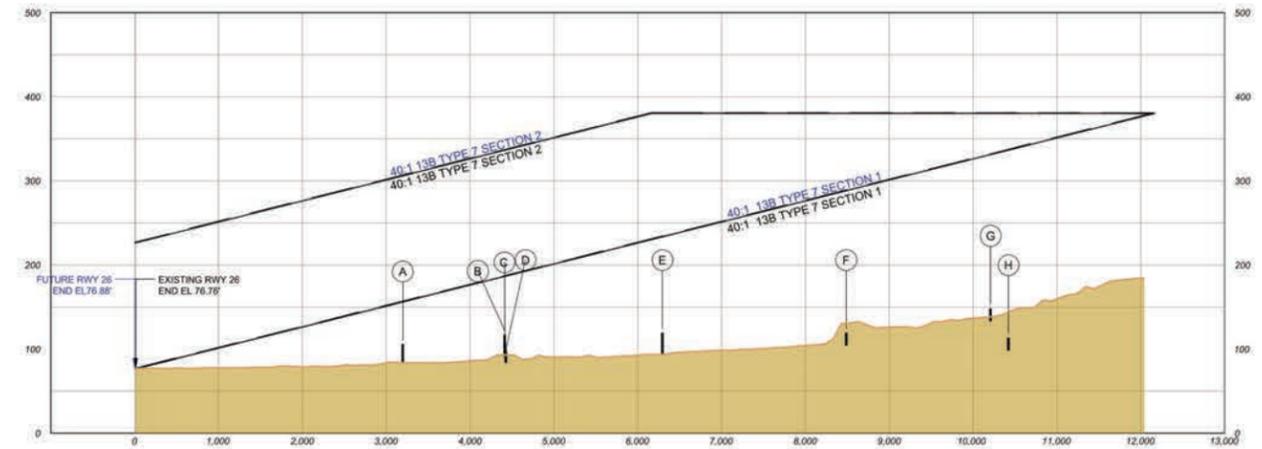
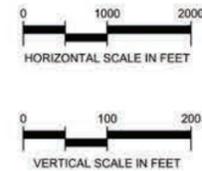
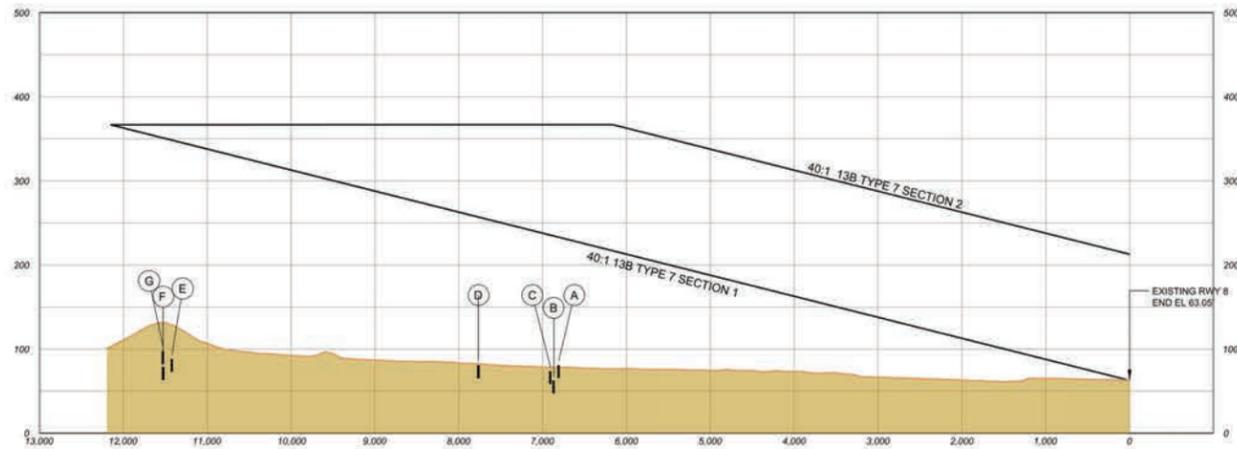


Magnetic Declination
 11° 43' East
 Annual Rate of Change
 00° 21' West
 (Source: NOAA, NCEI, November 2023)



Runway 8 End Departure Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						

Runway 26 End Departure Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						



Runway 8 End Departure Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	Del Norte Blvd	66.05	15.00	81.05	152.82
B	Del Norte Blvd	62.83	15.00	77.83	156.57
C	Del Norte Blvd	58.75	15.00	73.75	160.69
D	SP Railroad	57.44	23.00	80.44	175.71
E	N Rice Ave	73.35	15.00	88.35	259.91
F	N Rice Ave	63.72	15.00	78.72	269.65
G	Santa Clara Ave	82.46	15.00	97.46	255.01

Runway 26 End Departure Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	W Ventura Blvd	91.00	15.00	106.00	50.37
B	S Las Posas Rd	101.90	15.00	116.90	69.60
C	S Las Posas Rd	91.40	15.00	106.40	80.70
D	S Las Posas Rd	84.02	15.00	99.02	88.54
E	Ventura Blvd	104.66	15.00	119.66	113.39
F	Hughes Dr	104.49	15.00	119.49	169.29
G	Carmen Dr	133.32	15.00	148.32	182.05
H	Pleasant Valley Rd	98.65	15.00	113.65	224.96

LEGEND	
	EXISTING 13B SURFACE 7
	FUTURE 13B SURFACE 7
	EXISTING PROPERTY BOUNDARY
	ROAD POINTS

General Notes:

- Survey from Martinez Geospatial - 1/26/2021
- Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.
- For clarity, only the ultimate condition Departure Surface (13B #7) is shown for the runway 8 Departure (26 end).

DRAFT

CAMARILLO AIRPORT (CMA)
 RUNWAY 8-26
 DEPARTURE SURFACE DRAWING
 CAMARILLO, CALIFORNIA

NO.	REVISIONS	DATE	BY	APP'D.

PLANNED BY: P. Taylor
 DETAILED BY: M. Beaver
 APPROVED BY: P. Taylor

March 2024 SHEET 8 OF 13





EXISTING AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
1	IUOE Training Site	73.4'	31	Hangar	68.9'	61	FAA Offices	77.7'	91	Port-a-Port	82.1'
2	IUOE Training Site	74.5'	32	Hangar	69.3'	62	Air Traffic Control Tower (ACTC)	164.9'	92	Port-a-Port	82.5'
3	IUOE Training Site	59.0'	33	T-Hangar	70.8'	63	Fuel Farm	71.3'	93	Port-a-Port	80.9'
4	IUOE Training Site	68.0'	34	T-Hangar	71.0'	64	Hangar (ORBC Helicopters)	96.1'	94	Port-a-Port	80.6'
5	IUOE Training Site	66.8'	35	T-Hangar	72.6'	65	Self Service Fuel Island	84.4'	95	Port-a-Port	80.5'
6	IUOE Training Site	64.4'	36	T-Hangar	71.1'	66	Above Ground Tank	79.8'	96	Port-a-Port	82.0'
7	IUOE Training Site	70.5'	37	T-Hangar	72.7'	67	Airfield Electrical Vault and Generator	84.8'	97	Port-a-Port	80.7'
8	IUOE Training Site	68.4'	38	T-Hangar	71.3'	68	Public Restrooms	76.5'	98	Port-a-Port	84.2'
9	Ventura County Firing Range	69.2'	39	Port-a-Port	69.5'	69	Port-a-Port	78.8'	99	Port-a-Port	82.3'
10	Ventura County Firing Range	69.4'	40	Port-a-Port	69.3'	70	Port-a-Port	80.0'	100	Port-a-Port	82.3'
11	Ventura County Firing Range	69.7'	41	Port-a-Port	69.7'	71	Port-a-Port	78.5'	101	Port-a-Port	82.0'
12	Ventura County Firing Range	70.7'	42	T-Hangar	70.2'	72	Port-a-Port	78.3'	102	Port-a-Port	80.8'
13	Ventura County Firing Range	64.7'	43	T-Hangar	71.6'	73	Port-a-Port	78.8'	103	Port-a-Port	80.5'
14	Ventura County Firing Range	70.2'	44	T-Hangar	71.4'	74	Port-a-Port	79.6'	104	Port-a-Port	80.5'
15	Ventura County Firing Range	69.8'	45	T-Hangar	71.8'	75	Port-a-Port	79.3'	105	Port-a-Port	82.6'
16	Ventura County Firing Range	68.4'	46	T-Hangar	72.6'	76	Port-a-Port	80.7'	106	FBO (Avantair)	114.0'
17	Ventura County Firing Range	67.3'	47	T-Hangar	72.6'	77	Port-a-Port	79.0'	107	Ventura County Animal Shelter	85.7'
18	Ventura County Firing Range	66.2'	48	T-Hangar	72.3'	78	Port-a-Port	80.3'	108	Ventura County Animal Shelter	85.3'
19	Ventura County Firing Range	68.8'	49	T-Hangar	72.1'	79	Port-a-Port	83.3'	109	Ventura County Animal Shelter	96.9'
20	Ventura County Firing Range	71.1'	50	T-Hangar	72.2'	80	Port-a-Port	83.8'	110	Ventura County Animal Shelter	93.8'
21	Ventura County Firing Range	70.6'	51	T-Hangar	72.8'	81	Port-a-Port	83.3'	111	Ventura County Animal Shelter	86.8'
22	Ventura County Firing Range	67.7'	52	T-Hangar	72.8'	82	Port-a-Port	83.7'	112	Ventura County Animal Shelter	85.8'
23	T-Hangar	69.3'	53	T-Hangar	72.6'	83	Port-a-Port	82.9'			
24	Hangar	69.5'	54	T-Hangar	72.7'	84	Port-a-Port	83.5'			
25	Port-a-Port	68.1'	55	T-Hangar	73.0'	85	Port-a-Port	82.8'			
26	Port-a-Port	67.4'	56	T-Hangar	73.2'	86	Port-a-Port	83.5'			
27	Port-a-Port	65.2'	57	T-Hangar	74.6'	87	Port-a-Port	85.5'			
28	Port-a-Port	76.2'	58	Fuel Farm (Sun Air)	76.7'	88	Port-a-Port	85.8'			
29	Hangar	69.6'	59	Executive Hangar (Sun Air)	107.6'	89	Port-a-Port	85.4'			
30	Hangar	69.0'	60	Executive Hangar (Sun Air)	106.8'	90	Port-a-Port	83.1'			

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
NA	NA	AIRPORT PROPERTY LINE
NA	NA	SECTION CORNERS
NA	NA	AIRPORT ROTATING BEACON
NA	NA	STRUCTURES ON AIRPORT
NA	NA	STRUCTURE OFF AIRPORT
NA	NA	ABANDON/REMOVE PAVEMENT
NA	NA	RUNWAY PAVEMENT
NA	NA	TAXIWAY APRON PAVEMENT
NA	NA	SHOULDER PAVEMENT
NA	NA	FENCE LINE
NA	NA	RUNWAY MARKING
NA	NA	TAXIWAY APRON MARKING
NA	NA	ROADS AND PARKING PAVEMENT
NA	NA	RUNWAY PROTECTION ZONE
NA	NA	TAXIWAY OBJECT FREE AREA
NA	NA	TAXIWAY SAFETY AREA
NA	NA	TIE-DOWNS
NA	NA	WINDSOCK
NA	NA	VEGETATION



General Notes:
 1. Survey from Martinez Geospatial - 1/26/2021

NO.	REVISIONS	DATE	BY	APP'D.

CAMARILLO AIRPORT (CMA)
WEST TERMINAL AREA DRAWING
 CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
 DETAILED BY: M. Beaver
 APPROVED BY: P. Taylor

March 2024 SHEET 9 OF 13

Coffman Associates
 Airport Consultants
 www.coffmanassociates.com

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON 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 APPROPRIATE PUBLIC LAWS.



EXISTING AIRPORT FACILITIES					
#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
113	T-Hangar/Office	81.1'	181	Box Hangars	97.8'
114	T-Hangar	84.2'	182	Hangar 3 (Camarillo Aircraft Service)	143.1'
115	T-Hangar	85.5'	183	Communication Equipment (No. 277)	125.4'
116	T-Hangar	84.5'	184	Office Building	92.4'
117	T-Hangar	85.7'	185	Office Building	88.6'
118	T-Hangar	84.3'	186	Office Building	105.8'
119	T-Hangar	84.3'	187	Correctional Services	96.3'
120	T-Hangar	85.9'	188	Correctional Services	96.3'
121	T-Hangar	83.1'	189	Correctional Services	103.4'
122	T-Hangar	84.0'	190	Box Hangars	91.3'
123	T-Hangar	85.0'	191	Box Hangars	91.5'
124	T-Hangar	84.0'	192	Box Hangars	91.5'
125	T-Hangar	84.4'	193	Box Hangars	91.4'
126	T-Hangar	85.3'	194	Box Hangars	91.4'
127	T-Hangar	84.4'	195	Box Hangars	91.1'
128	T-Hangar	84.4'	196	Box Hangars	90.8'
129	T-Hangar	84.4'	197	Box Hangars	90.8'
130	T-Hangar	93.5'	198	Ray Point Cals/Channel Islands Aviation	91.8'
131	T-Hangar	83.3'	199	Camarillo Fire Instruction	93.2'
132	T-Hangar	84.8'	200	Ventura County Fire Department	110.1'
133	T-Hangar	84.1'	201	Channel Islands Aviation	122.6'
134	T-Hangar	83.9'	202	Airport Administration	110.2'
135	T-Hangar	85.3'	203	Office Space	85.5'
136	T-Hangar	83.2'	204	Channel Islands Aviation	106.4'
137	T-Hangar	84.5'	205	Channel Islands Aviation	124.7'
138	T-Hangar	83.3'	206	Box Hangar	93.5'
139	T-Hangar	83.6'	207	Box Hangar	94.1'
140	T-Hangar	85.1'	208	Box Hangar	94.6'
141	T-Hangar	84.0'	209	Box Hangar	94.2'
142	T-Hangar	85.4'	210	Box Hangar	93.8'
143	T-Hangar	83.8'	211	Box Hangar	93.6'
144	T-Hangar	82.6'	212	Box Hangar	93.0'
145	T-Hangar	82.9'	213	Box Hangar	92.3'
146	T-Hangar	84.3'	214	Box Hangar	94.7'
147	T-Hangar	83.5'	215	Box Hangar	93.7'
148	T-Hangar	83.6'	216	Box Hangar	93.8'
149	T-Hangar	84.9'	217	Box Hangar	97.5'
150	T-Hangar	81.0'	218	Box Hangar	95.7'
151	T-Hangar	79.7'	219	Box Hangar	94.2'
152	T-Hangar	82.5'	220	Box Hangar	93.9'
153	T-Hangar	83.9'	221	Box Hangar	92.5'
154	T-Hangar	83.0'	222	Box Hangar	94.5'
155	T-Hangar	83.1'	223	Box Hangar	94.9'
156	T-Hangar	84.3'	224	Box Hangar	94.9'
157	T-Hangar	83.4'	225	Box Hangar	96.6'
158	T-Hangar	83.5'	226	Box Hangar	95.9'
159	Box Hangar	88.0'	227	Box Hangar	92.9'
160	Box Hangar	86.2'	228	Box Hangar	92.6'
161	Box Hangar	88.4'	229	Box Hangar	92.5'
162	Box Hangar	88.5'	230	Alex	108.4'
163	Box Hangar	88.7'	231	Ventura County Fire Department	105.9'
164	Box Hangar	88.6'	232	Airport Maintenance Facility	94.7'
165	Box Hangar	89.0'	233	Ventura County Fire Department	114.9'
166	Experimental Aircraft Hangar	90.9'	234	Ventura County Fire Department	119.7'
167	Commemorative Air Force (CAF)	118.4'			
168	Water Storage Tank (No. 1020)	115.7'			
169	Self-Maintenance Hangar	81.9'			
170	Self-Maintenance Hangar	96.4'			
171	Public Restrooms	83.3'			
172	Camarillo Flight Instruction	91.7'			
173	Box Hangars	91.0'			
174	Box Hangars	92.6'			
175	Box Hangars	93.9'			
176	Box Hangars	92.4'			
177	Box Hangars	91.2'			
178	Box Hangars	95.1'			
179	Box Hangars	91.2'			
180	Box Hangars	92.4'			

General Notes:
1. Survey from Martinez Geospatial - 1/26/2021

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
★	★	AIRPORT PROPERTY LINE
★	★	AIRPORT ROTATING BEACON
---	---	BUILDING RESTRICTION LINE (35')
---	---	STRUCTURES ON AIRPORT
---	---	STRUCTURE OFF AIRPORT
---	---	TAXIWAY APRON PAVEMENT
---	---	FENCE LINE
---	---	TAXIWAY APRON MARKING
---	---	ROADS AND PARKING PAVEMENT
---	---	TAXIWAY OBJECT FREE AREA
---	---	TAXIWAY SAFETY AREA
---	---	TI-E-DOWNS
---	---	WINDSOCK
---	---	VEGETATION

Magnetic Declination
11° 42' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

0 100 200
SCALE IN FEET

DRAFT

CAMARILLO AIRPORT (CMA)
MID FIELD TERMINAL AREA DRAWING

CAMARILLO, CALIFORNIA

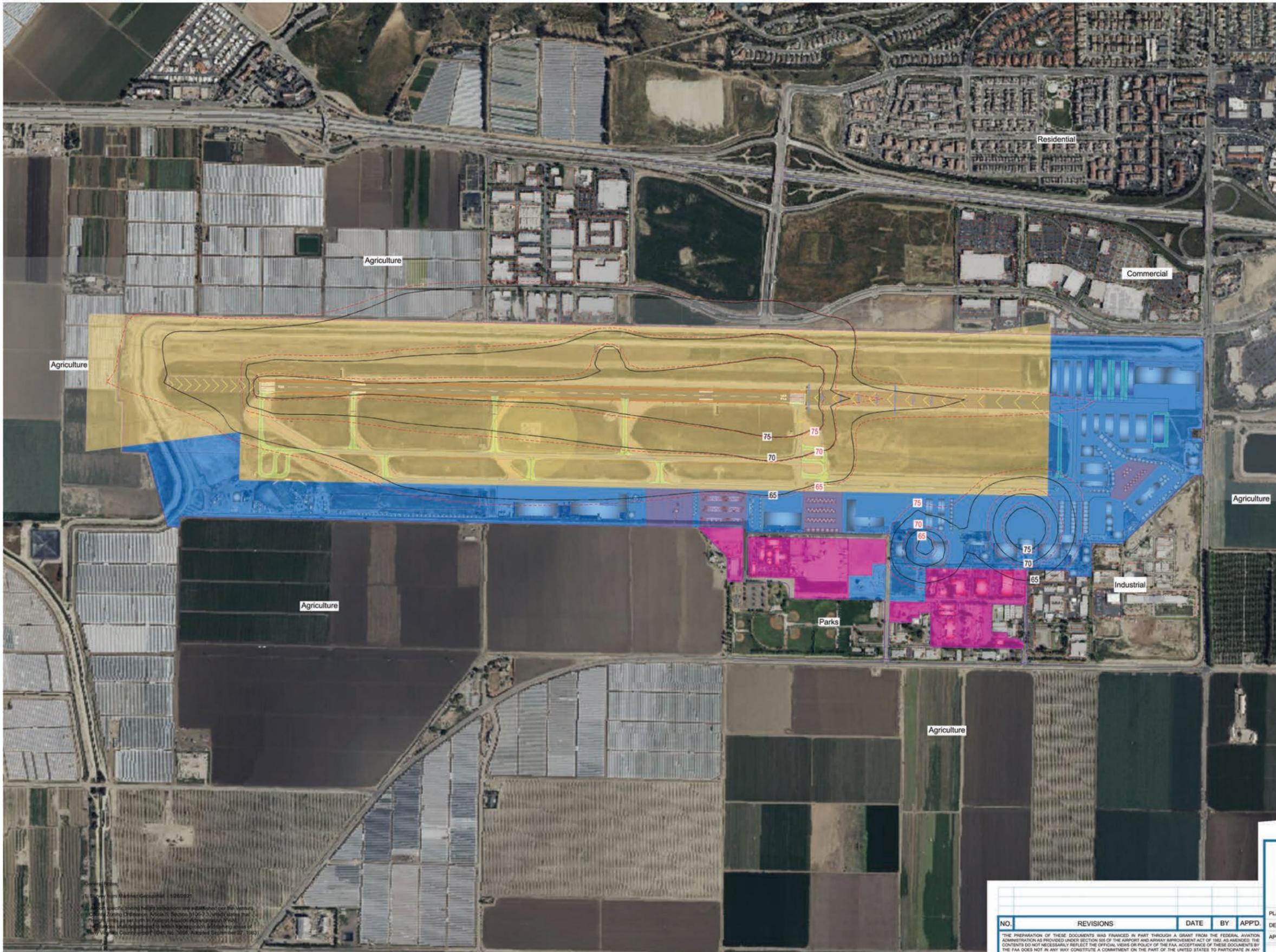
PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

March 2024 SHEET 10 OF 13

Coffman Associates
Airport Consultants
www.coffmanassociates.com

NO.	REVISIONS	DATE	BY	APPD.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982 AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON 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 APPROPRIATE PUBLIC LAWS.

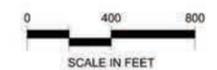


LEGEND

- Airfield Operations
- Aeronautical Related
- Aging Infrastructure/Possible Re-Development
- Non-Aviation Related
- Existing Airport Property Line
- Existing 65 DNL Contour
- Ultimate 65 DNL Contour



Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)



DRAFT

CAMARILLO AIRPORT (CMA)
LAND USE DRAWING
CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

March 2024 SHEET 12 OF 13

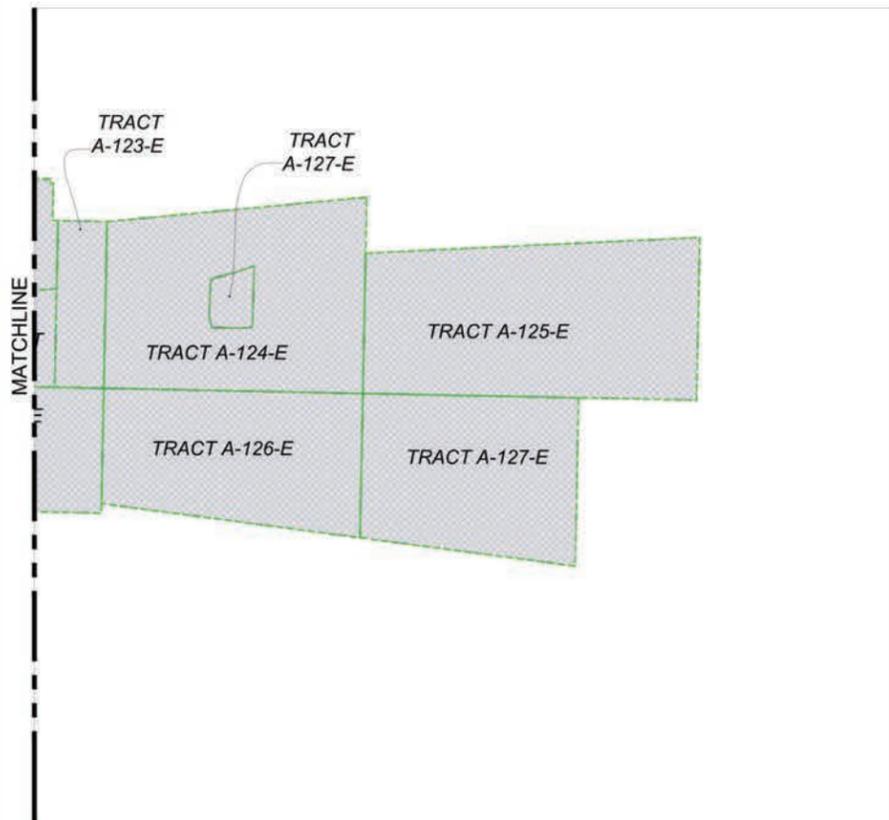
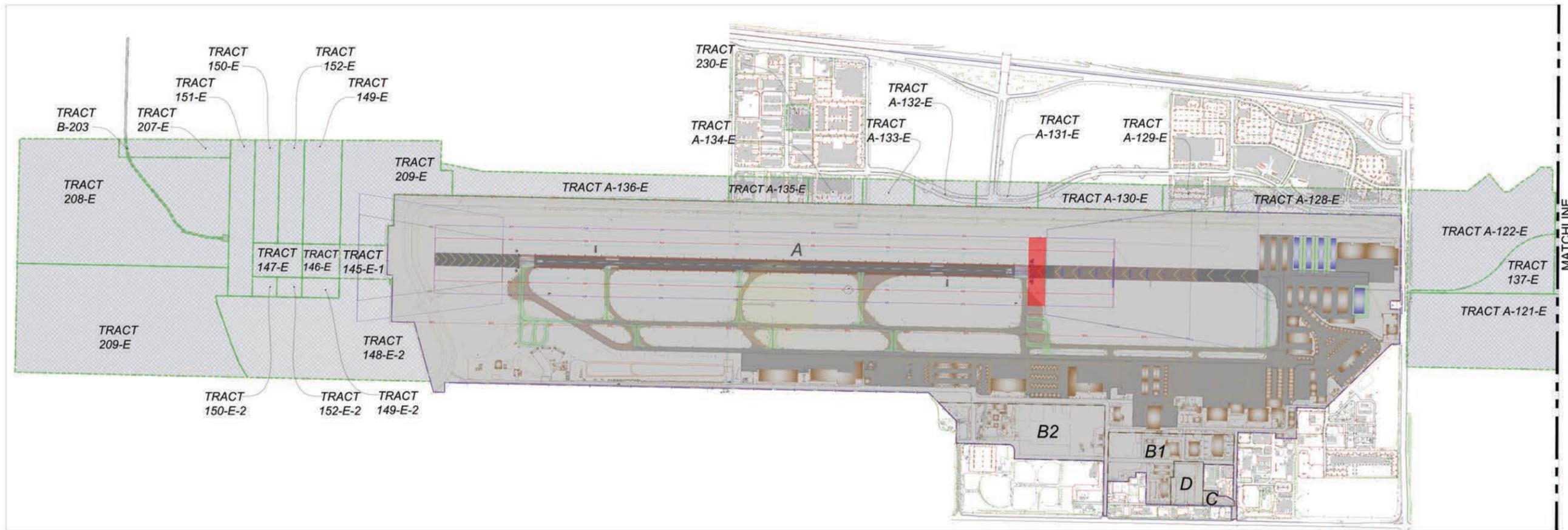


NO.	REVISIONS	DATE	BY	APP'D.

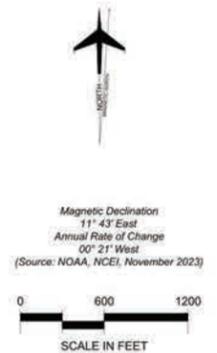
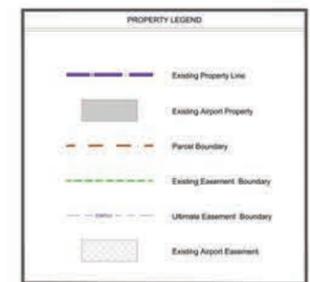
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 605 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT IDENTIFIED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

Coffman Associates, C:\Users\mbeaver\Documents\Projects\2024\12 CAMARILLO Airport Land Use Drawing - 2-28-24 - 02 50:03 PM - mbeaver

General Notes:
1. Survey from Baines/Cassidy 11/25/2021.
2. All lot specific zoning height restrictions are as shown on the Ventura County Zoning Ordinance, Article 17, Section 17.06-17.07, which states that "height shall be as shown on the zoning ordinance map." (17.06)
3. The information contained herein is for informational purposes only and does not constitute a contract or any other legal instrument.
4. All rights reserved. © 2024 Coffman Associates, Inc. All rights reserved. (17.06)
5. All rights reserved. © 2024 Coffman Associates, Inc. All rights reserved. (17.06)



Property Table											
Tract ID	Grantor	Interest	Acres	Instrument	Book/Page	FAA Grant #	Date	Purpose Of Acquisition	Easement	Assessor Map ID Reference	Notes
A	US Government	Fee Simple	615.59	Deed	5019509	N/A	6/20/1977	Airport Operations	N/A	216-04 & 230-03	Public Benefit Transfer
B1	US Government	Fee Simple	18.14	Deed	5019562	N/A	6/20/1977	Airport Operations	N/A	230-03	Public Benefit Transfer
B2	US Government	Fee Simple	24.94	Deed	5019562	N/A	6/20/1977	Airport Operations	N/A	230-03	Public Benefit Transfer
C	US Government	Fee Simple	1.17	Quitclaim Deed	20211021-00191635	N/A	10/7/2021	Airport Operations	N/A	230-03	APN: 23000326
D	US Government	Fee Simple	4.34	Quitclaim Deed	20160802-00108035	N/A	8/2/2016	Airport Operations	N/A	230-03	APN: 23000325
137-E	US Government	Easement	10.79	Deed	5019533	N/A	1/6/2008	Easement	Avigation	229-34	Public Benefit Transfer
138-E	US Government	Easement	2.8	Deed	5019534	N/A	5/8/2008	Easement	Avigation	229-01	Public Benefit Transfer
139-E	US Government	Easement	0.046	Deed	5019535	N/A	3/12/2004	Easement	Avigation	216-04	Public Benefit Transfer
145-E-1	US Government	Easement	5.61	Deed	5019539	N/A	6/20/1977	Easement	Utility	216-04	Public Benefit Transfer
145-E-2	US Government	Easement	0.3	Deed	5019540	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
146-E	US Government	Easement	4.06	Deed	5019541	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
147-E	US Government	Easement	5.37	Deed	5019542	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
148-E	US Government	Easement	28.08	Deed	5019543	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
148-E-2	US Government	Easement	51.63	Deed	5019546	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
149-E	US Government	Easement	12.48	Deed	5019549	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
149-E-2	US Government	Easement	2.38	Deed	5019551	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
150-E	US Government	Easement	6.13	Deed	5019553	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
150-E-2	US Government	Easement	1.56	Deed	5019555	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
151-E	US Government	Easement	12.33	Deed	5019557	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
152-E	US Government	Easement	8.31	Deed	5019559	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
152-E-2	US Government	Easement	1.58	Deed	5019562	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
207-E	US Government	Easement	6.16	Deed	5019564	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
208-E	US Government	Easement	79.44	Deed	5019568	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
209-E	US Government	Easement	72.67	Deed	5019569	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
230-E	US Government	Easement	47.95	Deed	20100813-00120480	N/A	8/12/2010	Easement	Avigation	230-03	Public Benefit Transfer
A-121-E	US Government	Easement	44.19	Deed	5019518	N/A	6/20/1977	Easement	Avigation	229-02	Public Benefit Transfer
A-122-E	US Government	Easement	50.08	Deed	5019520 & 20010306-00048424	N/A	6/20/1977 & 3/6/2007	Easement	Avigation	229-34	Public Benefit Transfer
A-123-E	US Government	Easement	8.17	Deed	5019522	N/A	6/20/1977	Easement	Avigation	229-01	Public Benefit Transfer
A-124-E	US Government	Easement	16.75	Deed	No Data	N/A	6/20/1977	Easement	Avigation	229-01	Public Benefit Transfer
A-125-E	US Government	Easement	40.95	Deed	No Data	N/A	6/20/1977	Easement	Avigation	162-25, 162-23, 162-20, 162-08, 162-09	Public Benefit Transfer
A-126-E	US Government	Easement	24.06	Deed	No Data	N/A	6/20/1977	Easement	Avigation	229-02	Public Benefit Transfer
A-127-E	US Government	Easement	24.5	Deed	No Data	N/A	6/20/1977	Easement	Avigation	229-02	Public Benefit Transfer
A-128-E	US Government	Easement	16.75	Deed	5019524	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-129-E	US Government	Easement	5.91	Deed	5019525	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-130-E	US Government	Easement	11.84	Deed	5019526	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-131-E	US Government	Easement	5.9	Deed	5019527	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-132-E	US Government	Easement	5.9	Deed	5019528	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-133-E	US Government	Easement	4.91	Deed	5019529	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-134-E	US Government	Easement	5.18	Deed	5019530	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-135-E	US Government	Easement	7.54	Deed	5019531	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-136-E	US Government	Easement	26.85	Deed	5019532	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
B-202	US Government	Easement	0.63	Deed	5019574	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
B-203	US Government	Easement	0.77	Deed	5019576	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
B-204	US Government	Easement	0.13	Deed	5019577	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer



DRAFT

CAMARILLO AIRPORT (CMA)
EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP
 CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
 DETAILED BY: M. Beaver
 APPROVED BY: P. Taylor

March 2024 SHEET 13 OF 13

NO.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 503 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982 AS AMENDED. THE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT OPTICED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.