

# Lea County Regional Airport Airport Master Plan





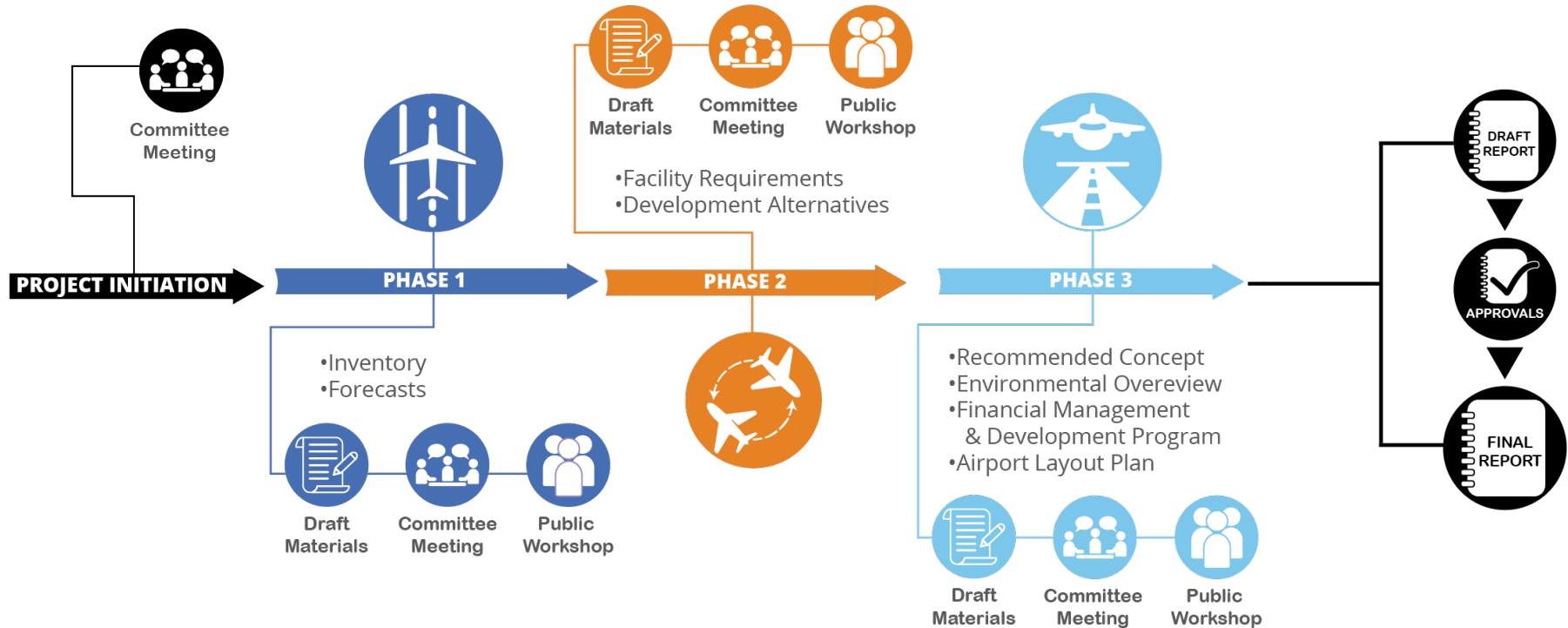
# AGENDA

## PAC Meeting #2 | January 29<sup>th</sup>, 2025

1. Master Plan Process
2. Chapter 1: Inventory
3. Chapter 2: Forecasts
4. Open Discussion/Questions
5. Next Steps



# MASTER PLAN PROCESS



# Chapter 1

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# Inventory







# National Plan of Integrated Airport Systems

## ▶ *What is the NPIAS?*

- ▶ Identifies airports significant to air transportation and eligible to receive federal funding
- ▶ Categorizes airports by their role in the national system
- ▶ Provides a 5-year estimate of AIP eligible development
- ▶ FAA reevaluates and updates every two years

## ▶ *NPIAS principles – airports should...*

- ▶ Be safe, efficient, and developed to appropriate standards
- ▶ Be flexible and expandable, able to meet increased demand and accommodate new aircraft types
- ▶ Be compatible with surrounding communities
- ▶ Contribute to a productive national and economy



## NPIAS Airport Categories

**TABLE 1D | Activity and Development at NPIAS Airports**

Airport Category	Number of Airports	% of Airports	% of Paved Runways	% of 2023 Total Enplanements	% of All Active GA Aircraft <sup>1</sup>	% of NPIAS Cost
Large Hub	31	1	3	71	1	36
Medium Hub	33	1	2	17	2	14
Small Hub	74	2	4	8	4	10
Nonhub	252	8	11	3	9	12
<b>Primary Subtotal:</b>	<b>390</b>	<b>12</b>	<b>19</b>	<b>99</b>	<b>16</b>	<b>72</b>
National	122	4	5		14	5
Regional	586	18	18		25	9
Local	1,220	37	34		18	9
Basic	778	24	19		3	5
Unclassified	191	6	5		1	0
<b>Nonprimary Subtotal:</b>	<b>2,897</b>	<b>88</b>	<b>81</b>	<b>1</b>	<b>61</b>	<b>28</b>
<b>Total NPIAS Airports:</b>	<b>3,287</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>77</b>	<b>100</b>

<sup>1</sup>Based on active general aviation fleet of 204,380 aircraft in 2020. The remaining aircraft are based at other (non-NPIAS) airports.

Source: NPIAS, 2025-2029

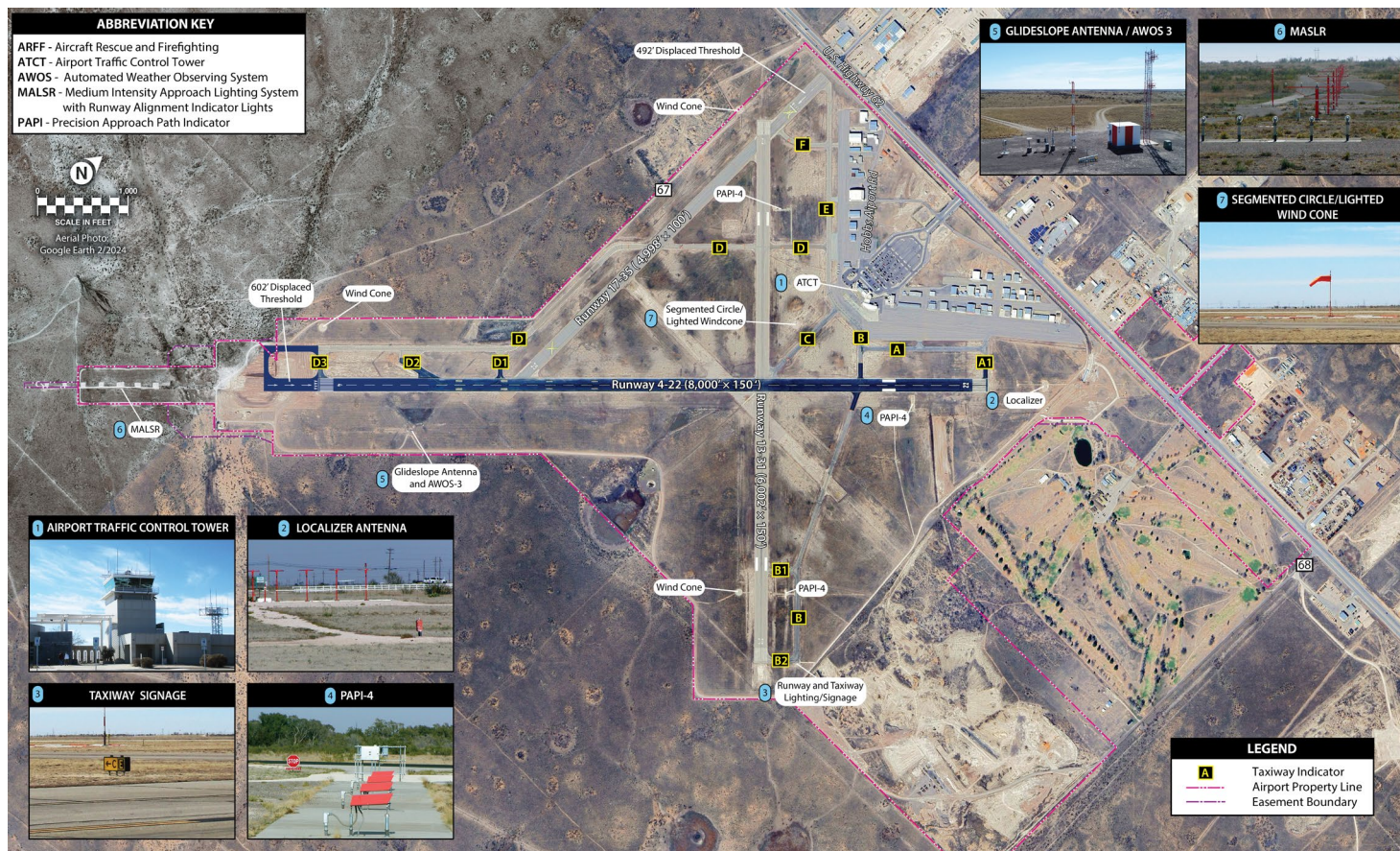
## Airport Information

- ▶ **45 based aircraft**
  - Source: Airport Records
- ▶ **25,913 annual enplanements**
  - Source: DOT T-100 data
- ▶ **9,744 annual operations**
  - Source: Airport Traffic Control Tower
- ▶ **898 acres**
- ▶ **Runway 4-22**
  - ▶ 8,000' x 150'
  - ▶ ½-mile ILS/GPS approaches (Rwy 4)
  - ▶ ¾-mile GPS approach (Rwy 22)
- ▶ **Runway 13-31**
  - ▶ 6,002' x 150'
  - ▶ ¾-mile GPS approach (Rwy 31)
- ▶ **Runway 17-35**
  - ▶ 4,370' x 100'
  - ▶ Visual approaches only



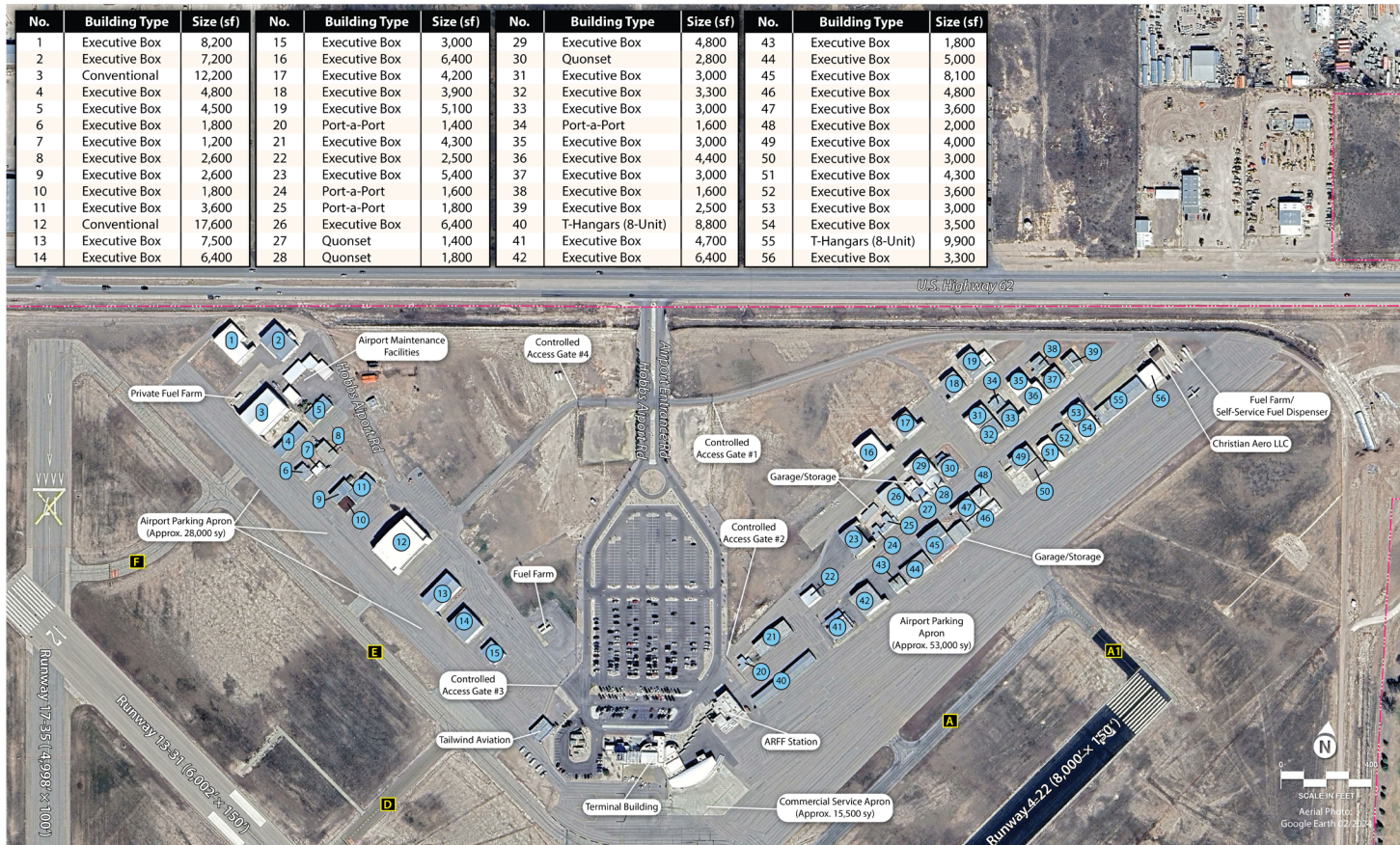


# Existing Airside Facilities





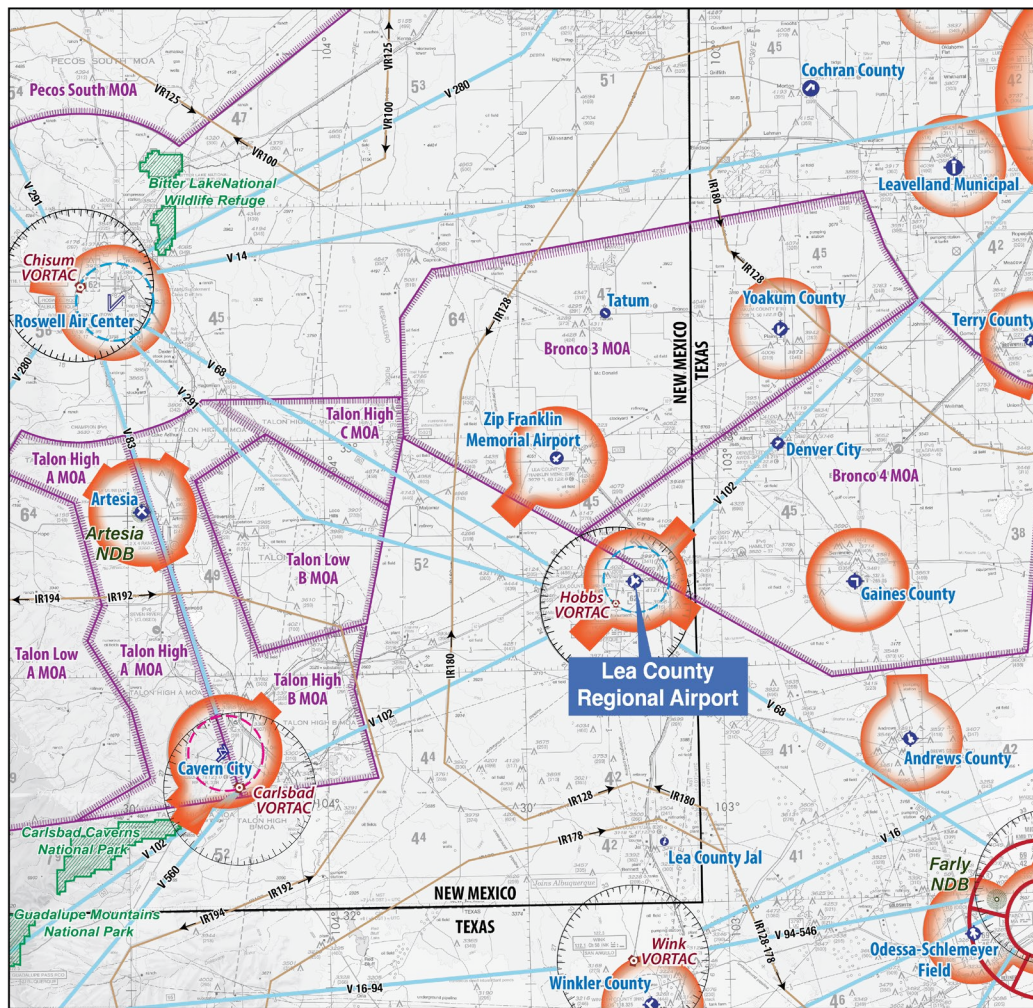
# Existing Landside Facilities




















## Vicinity Airspace

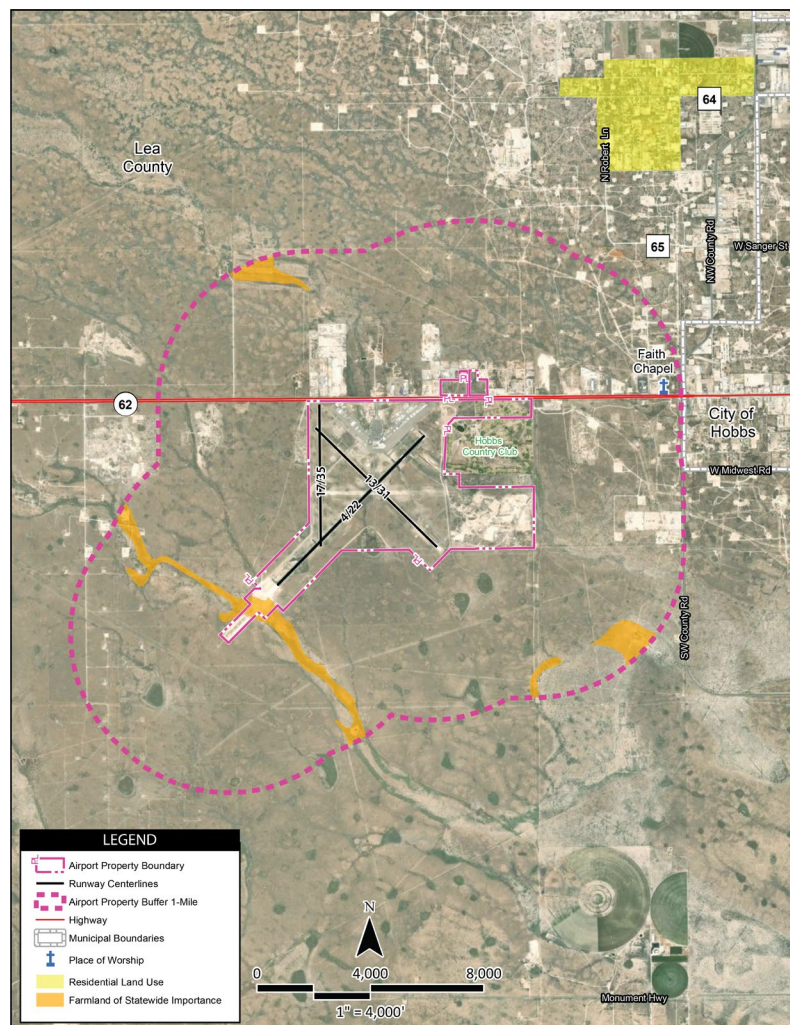


### LEGEND

-  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
-  Non-Directional Radio Beacon (NDB)
-  Class C Airspace
-  Class D Airspace
-  Class E Airspace
-  Class E Airspace with floor 700 ft. above surface
-  Victor Airways
-  Military Training Routes
-  Wilderness Areas
-  Alert Area and Military Operations Area

Source: Albuquerque Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration. November 30, 2023.  
El Paso Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration. November 30, 2023.  
San Antonio Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration. November 30, 2023

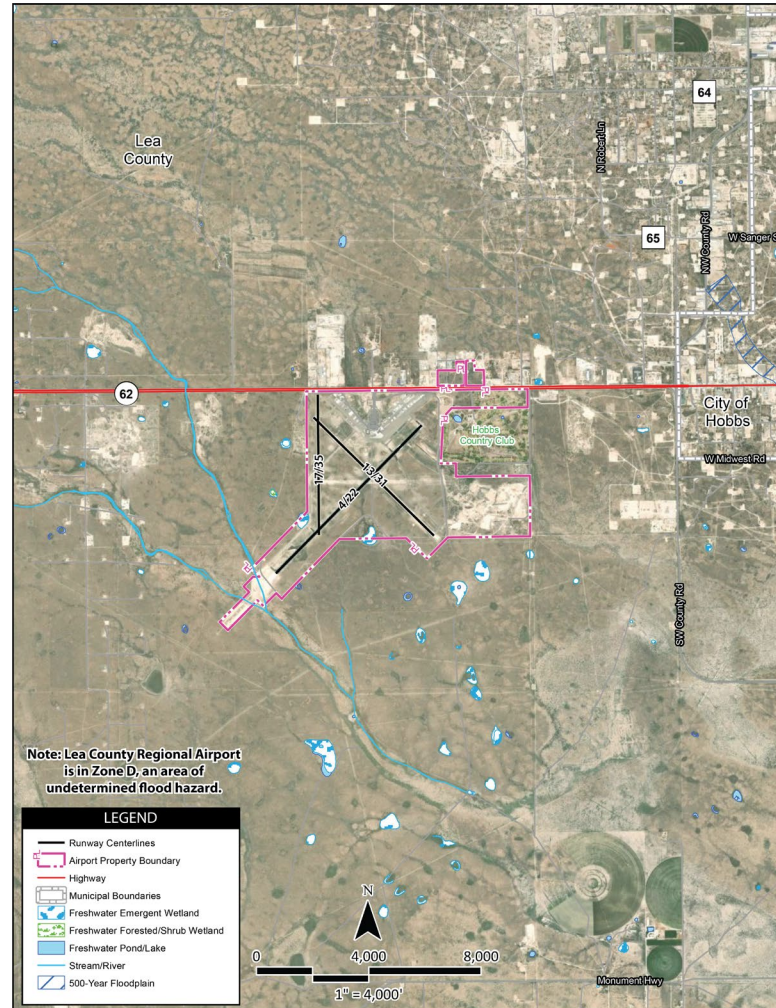
# Environmentally Sensitive Land Uses



Source: ESRI Basemap Imagery (2022), USGS, USDA, Tiger/Line, Coffman Associates Analysis



# Natural Resources



Source: ESRI Basemap Imagery (2022), USGS, USDA, Tiger/Line, Coffman Associates Analysis



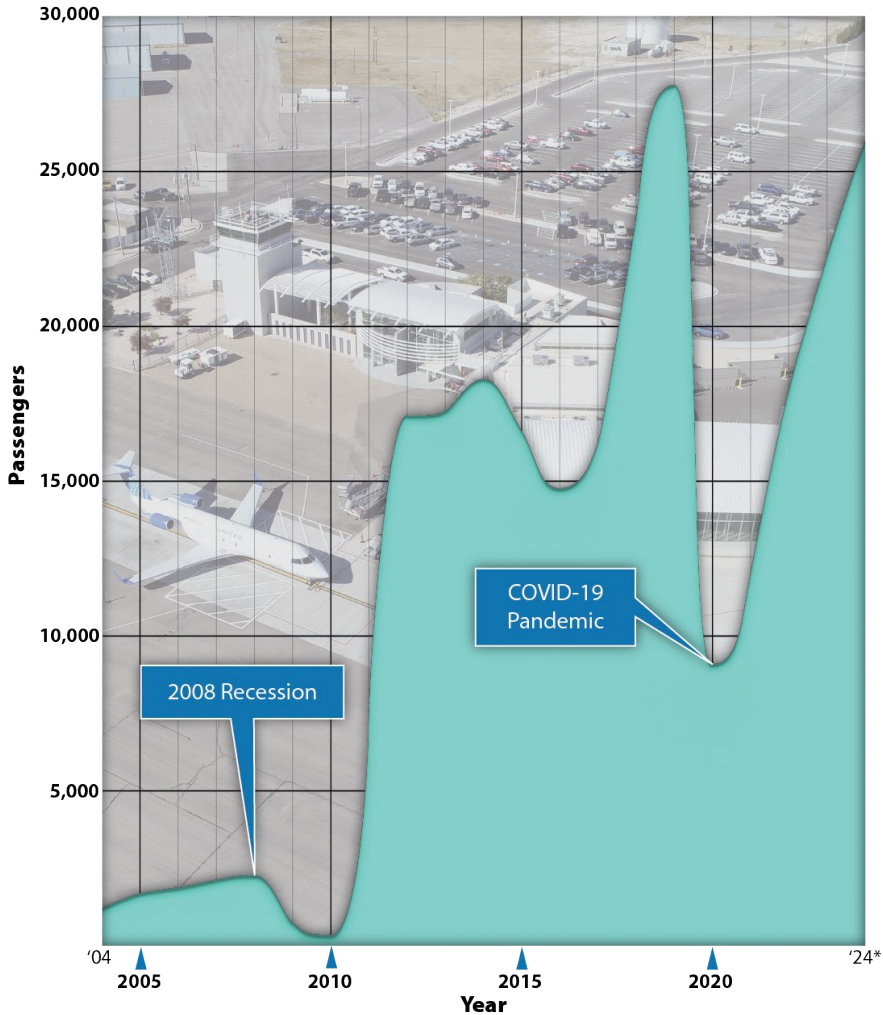
## Chapter 2

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# Forecasts



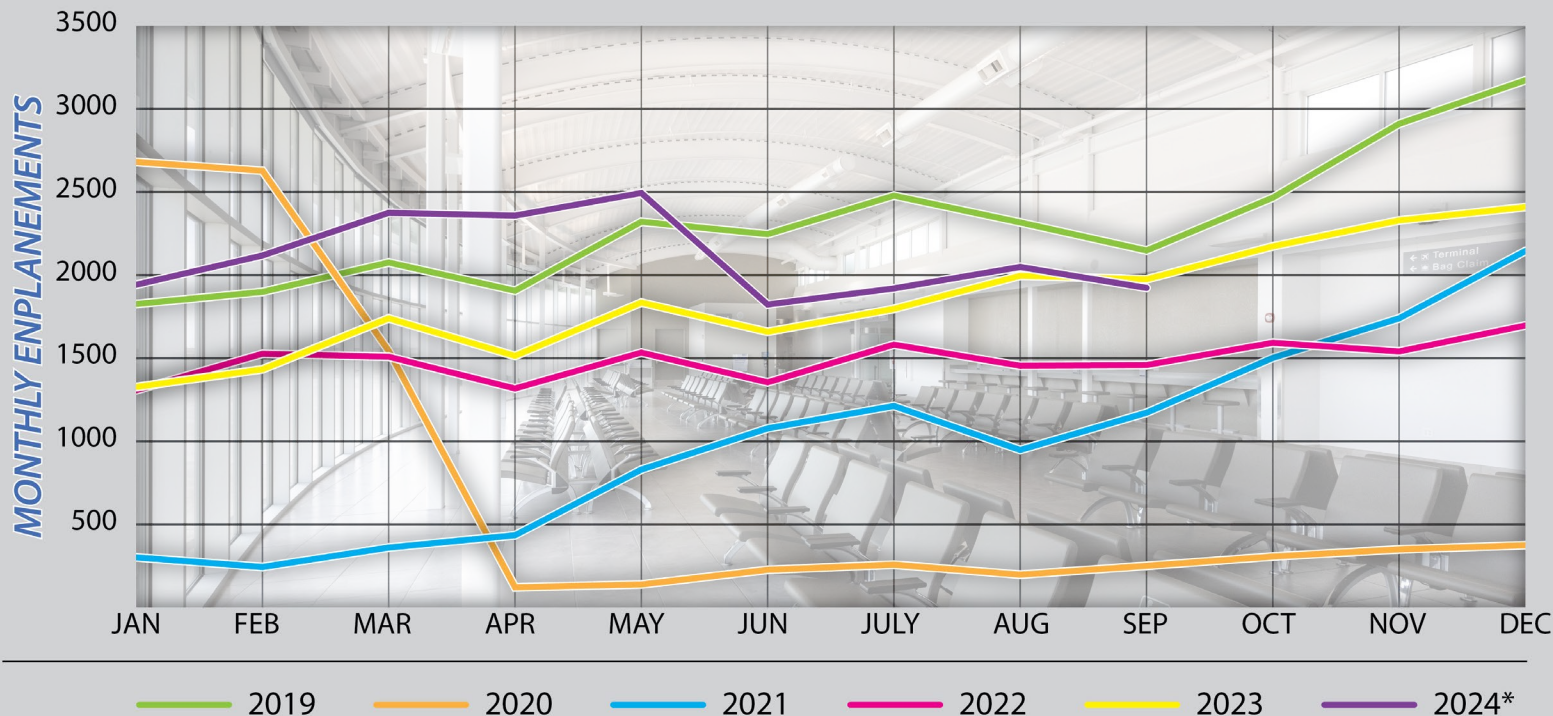
# Lea County Regional Airport Historic Enplanements



\*Year end data for 2024 is not yet available. Enplanement data for 2024 is comprised of the most recent 12-calendar months (Oct. 2023 - Sept. 2024).



# Lea County Regional Airport Historic Enplanements by Month

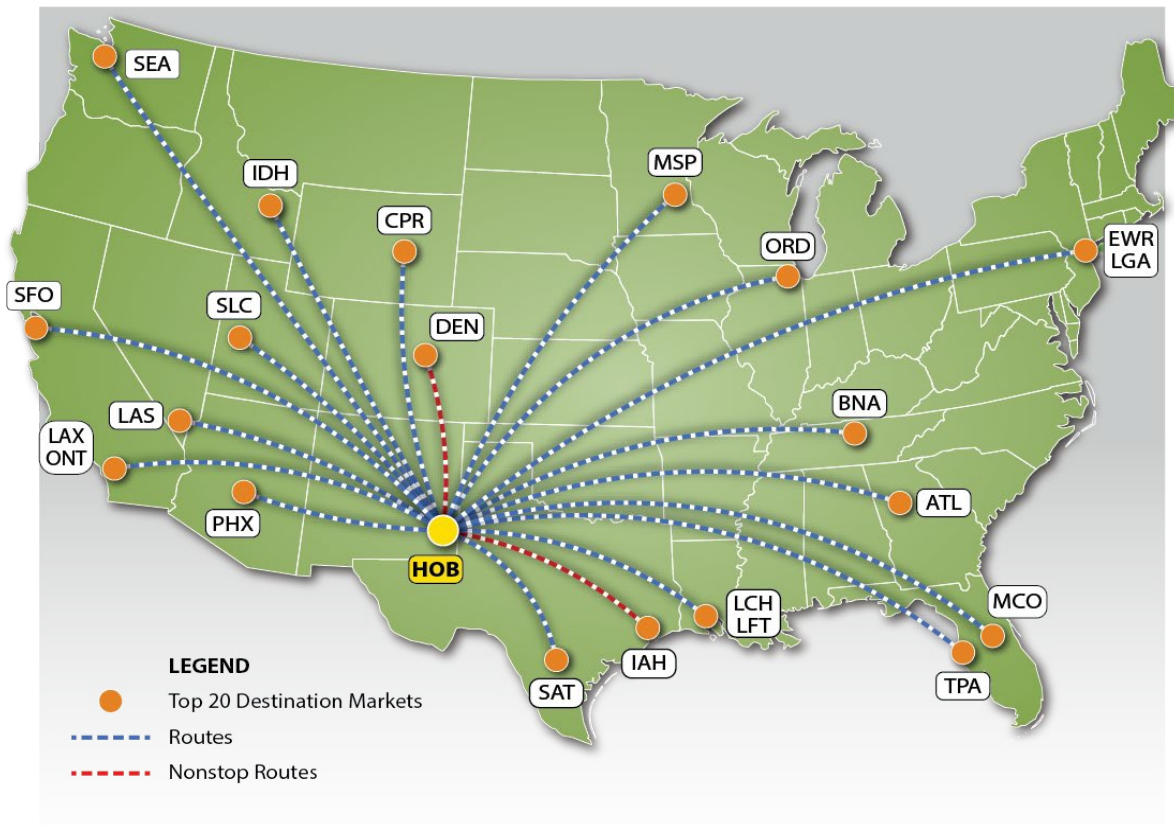


\* Year end data for 2024 is not yet available. Enplanement data for 2024 is comprised of calendar months Jan. 2024 - Sept. 2024.





## Top Twenty Destinations

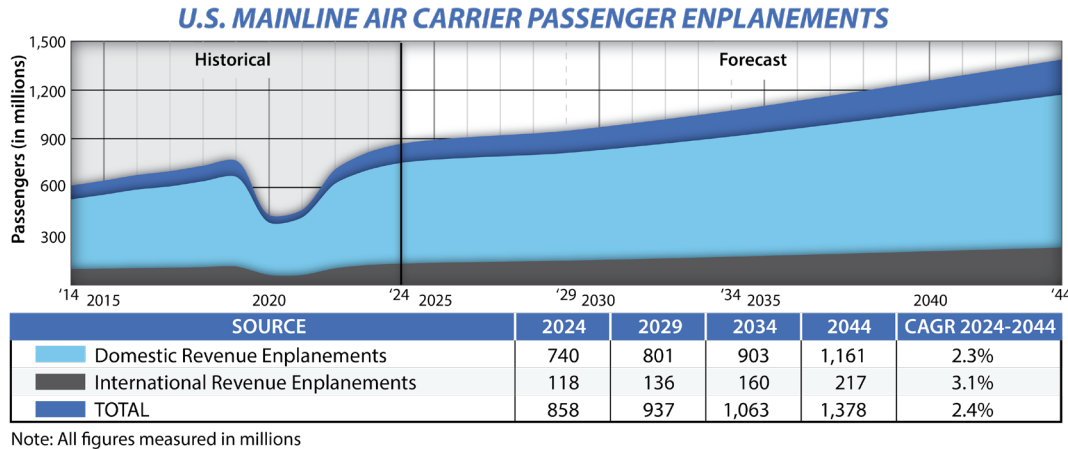
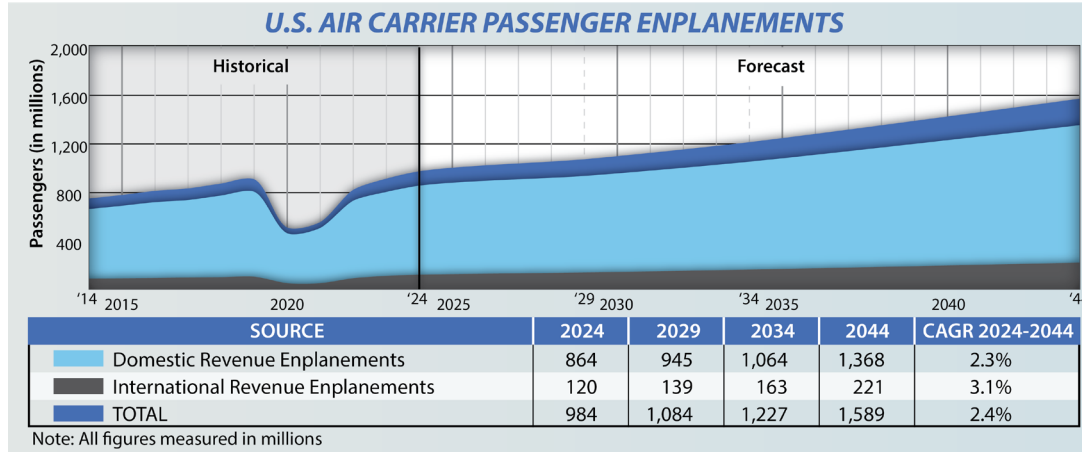


Rank	Market	Enplaned
1	Houston (IAH) - <i>Nonstop Service</i>	7,861
2	Denver (DEN) - <i>Nonstop Service</i>	4,100
3	Los Angeles Basin (LAX/ONT)	791
4	New York - Newark (EWR/LGA)	486
5	Salt Lake City (SLC)	474
6	Las Vegas (LAS)	395
7	Orlando (MCO)	316
8	Chicago (ORD)	316
9	Phoenix (PHX)	316
10	Seattle-Tacoma (SEA)	271
11	San Francisco (SFO)	271
12	Lake Charles (LCH)	260
13	Tampa - St. Petersburg (TPA)	260
14	Atlanta (ATL)	248
15	Nashville (BNA)	248
16	Idaho Falls (IDA)	237
17	Lafayette (LFT)	237
18	Casper (CPR)	215
19	Mpls. - St. Paul (MSP)	215
20	San Antonio (SAT)	192



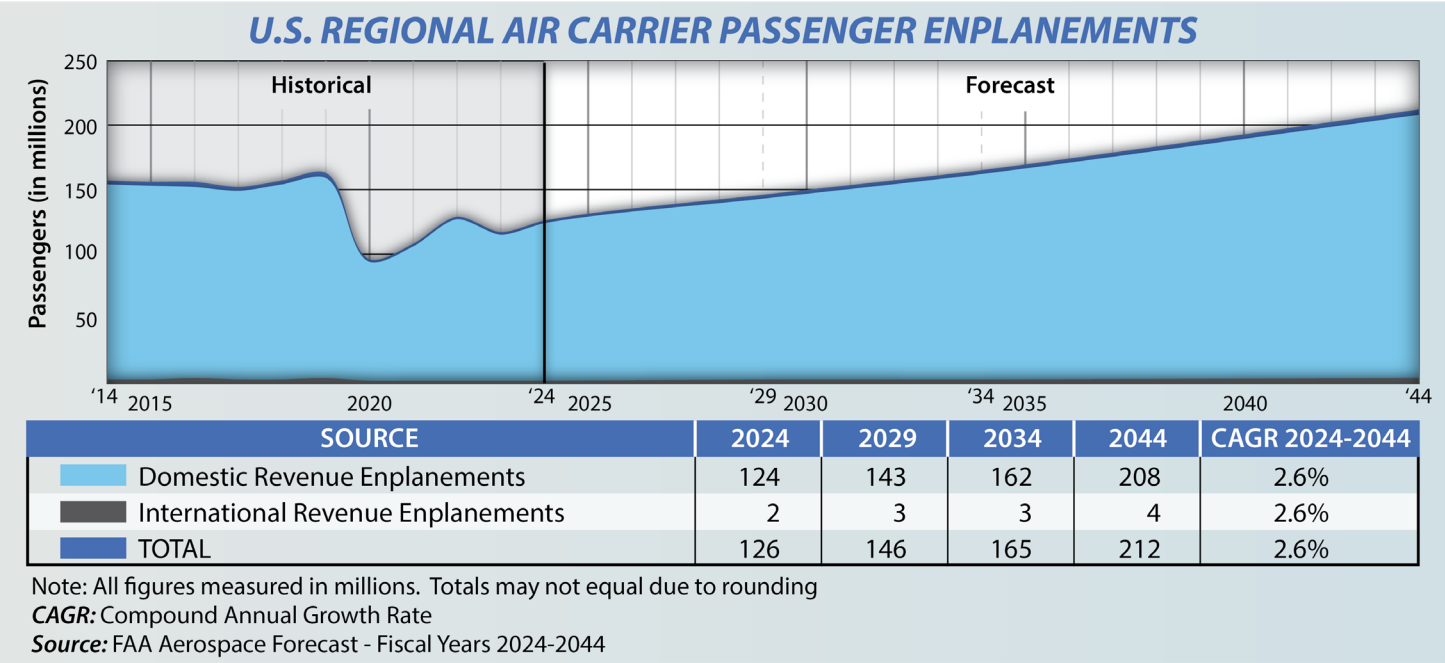


# U. S. Commercial Air Carrier Forecasts

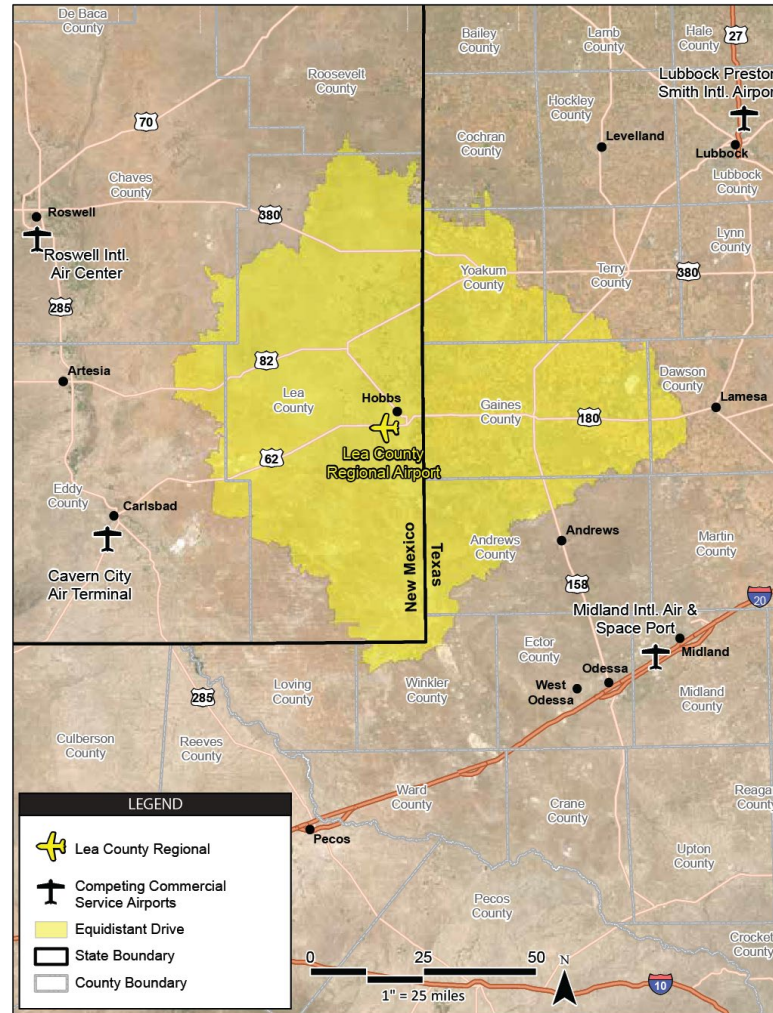




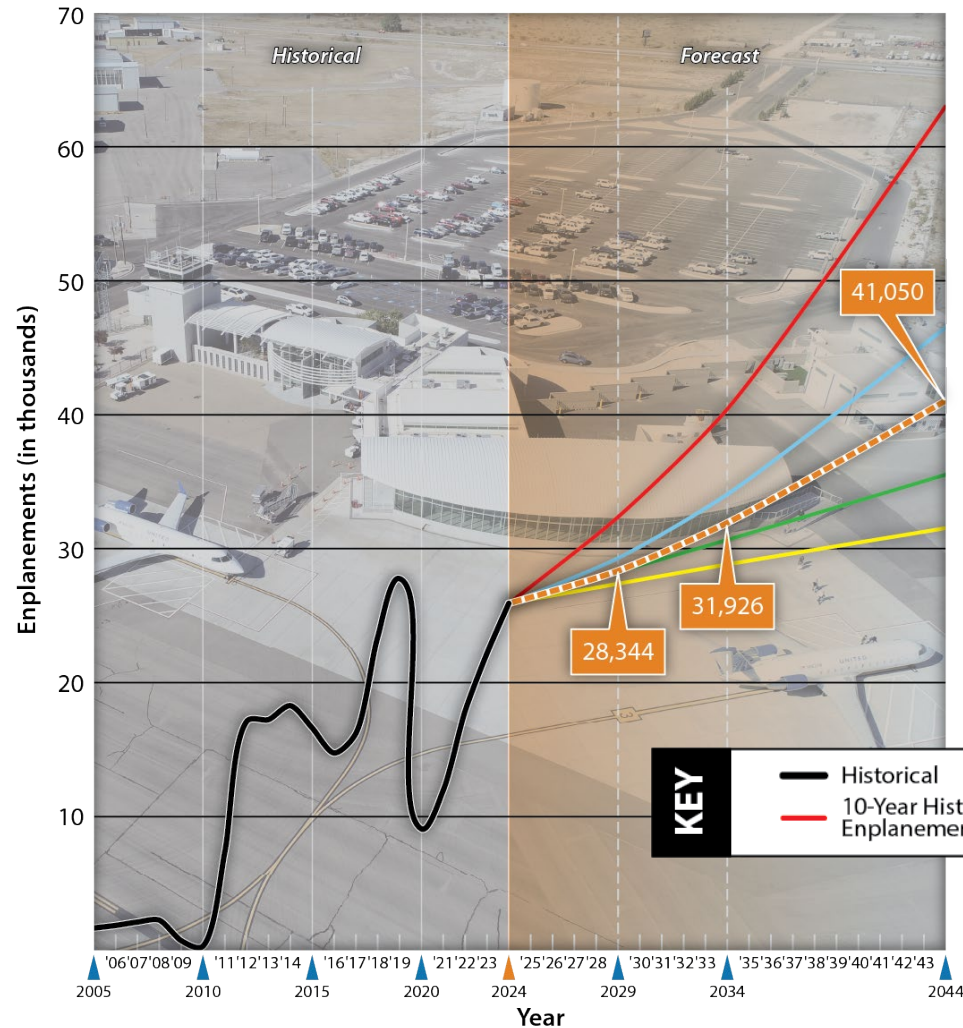
# U. S. Commercial Air Carrier Forecasts (Continued)



# Commercial Passenger Service Area



Source: ESRI Basemap Imagery (2022), USGS, USDA, Tiger/Line, Coffman Associates Analysis



## Enplanement Forecasts

NOTE: DEP - Domestic Enplanement Projections | TPF - Travel Propensity Factor





# Commercial Fleet Mix and Operations Forecast

**TABLE 2J | Scheduled Airline Fleet Mix and Operations Forecast**

Fleet Mix: Seating Capacity/ Example Aircraft	ACTUAL					FORECAST		
	2019	2021	2022	2023	2024	2029	2034	2044
100+/B737, A319	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
66-100/CRJ-900, ERJ-175	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.00%	40.00%
61-65/CRJ-700	0.00%	0.00%	0.00%	0.00%	0.00%	15.00%	25.00%	35.00%
50-60/ERJ-145, CRJ-200	100.00%	100.00%	100.00%	100.00%	100.00%	85.00%	60.00%	25.00%
30-49/ERJ-135, -140	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Total:</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Total Seats Available	37,000	20,882	28,458	30,400	36,718	39,344	43,756	54,752
Avg. Seats per Departure	50.00	50.08	50.01	50.00	52.60	52.25	57.65	65.65
Boarding Load Factor	75.04%	57.32%	62.82%	72.98%	70.57%	72.00%	73.00%	75.00%
Enplaned per Departure	37.52	28.71	31.42	36.49	37.12	37.62	42.08	49.24
Annual Enplanements	27,765	11,970	17,877	22,187	25,913	28,344	31,926	41,050
Annual Departures	740	417	569	608	698	753	759	834
Annual Operations	1,480	834	1,138	1,216	1,396	1,506	1,506	1,668
Air Carrier Ops (≥60 seats)	0	0	0	0	0	226	607	1,251
Commuter/AT Ops (<60 seats)	1,480	834	1,138	1,216	1,396	1,280	911	417

AT= air taxi

**Aircraft Manufacturers:**

A319 – Airbus

737 – Boeing

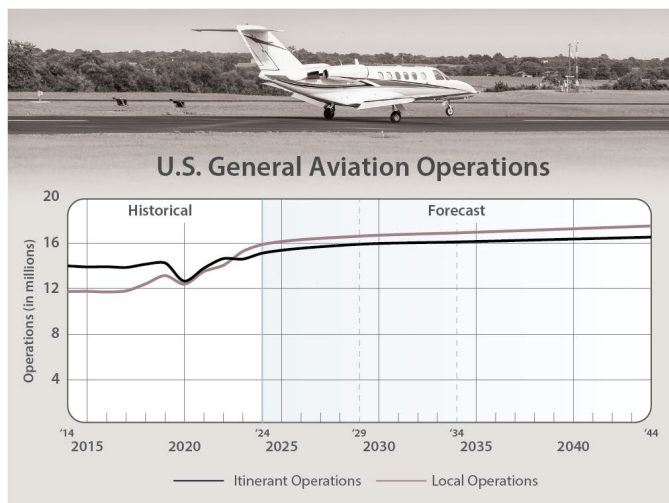
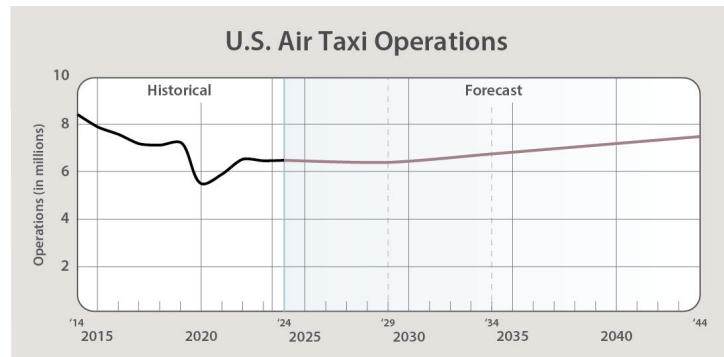
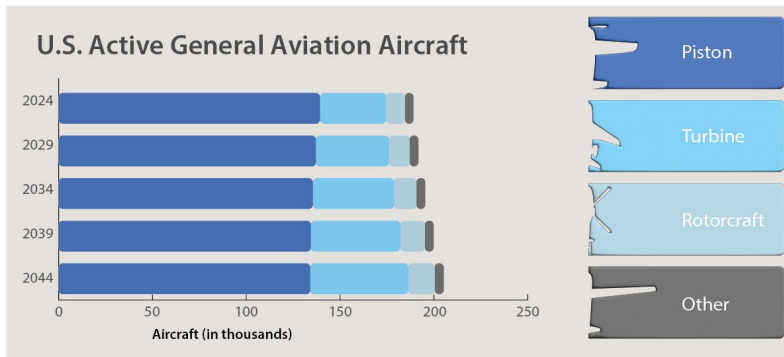
CRJ-200/700/900 – Bombardier

ERJ-135/140/145/175 – Embraer

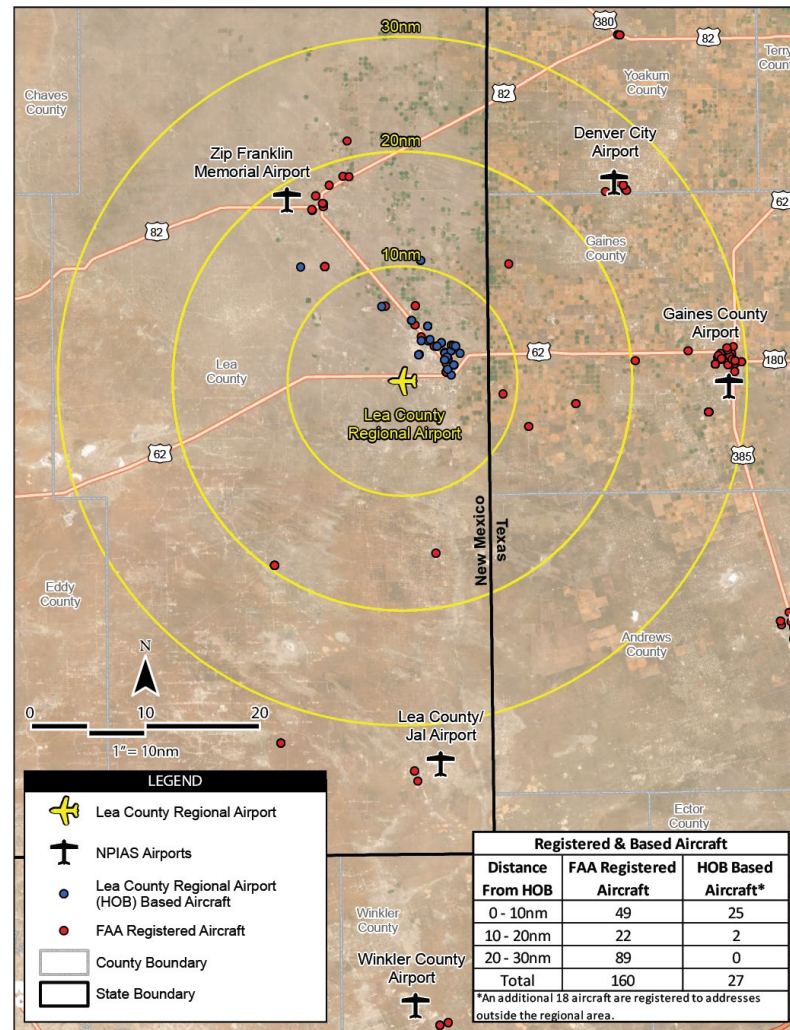
Sources: HOB Airline Activity Records; Coffman Associates Analysis



# U.S. General Aviation/Air Taxi Forecasts

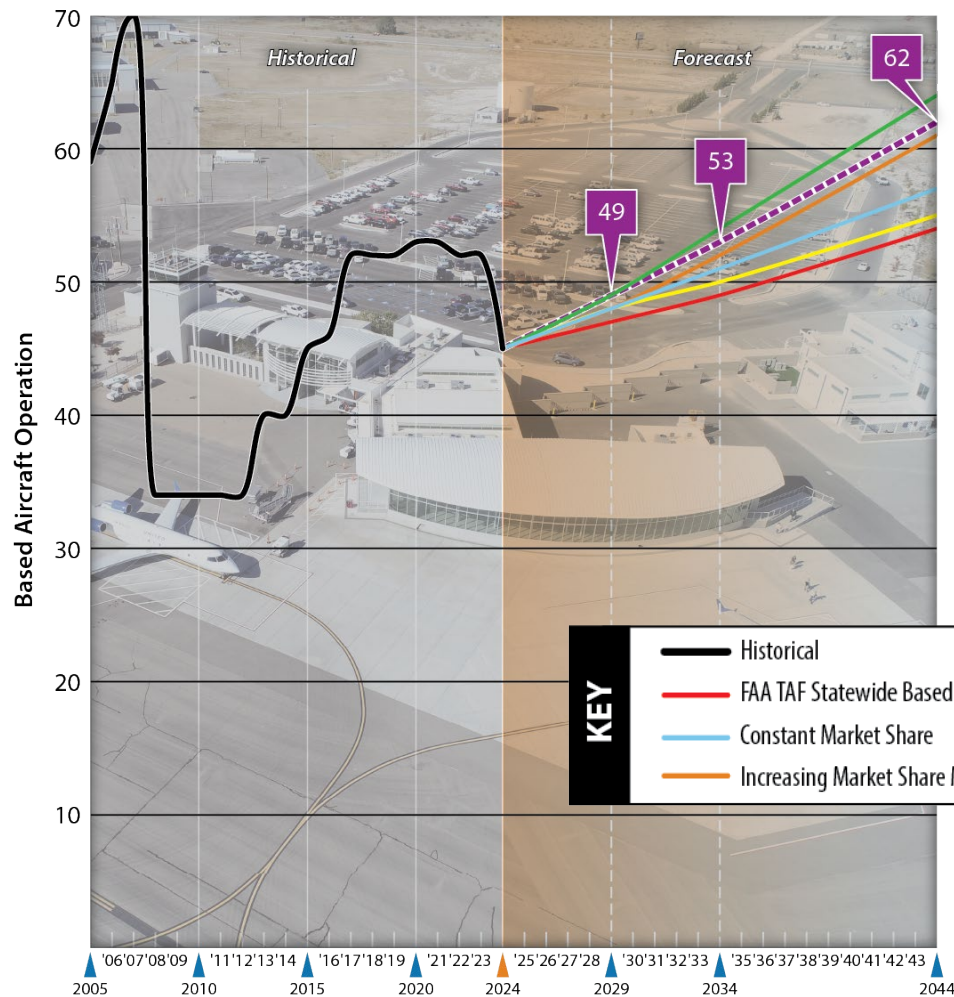


# Based Aircraft Service Area



Source: ESRI Basemap Imagery (2022), USGS, USDA, Tiger/Line, Coffman Associates Analysis





## Based Aircraft Forecasts

NOTE: TAF - Terminal Area Forecast



## Historic Operations

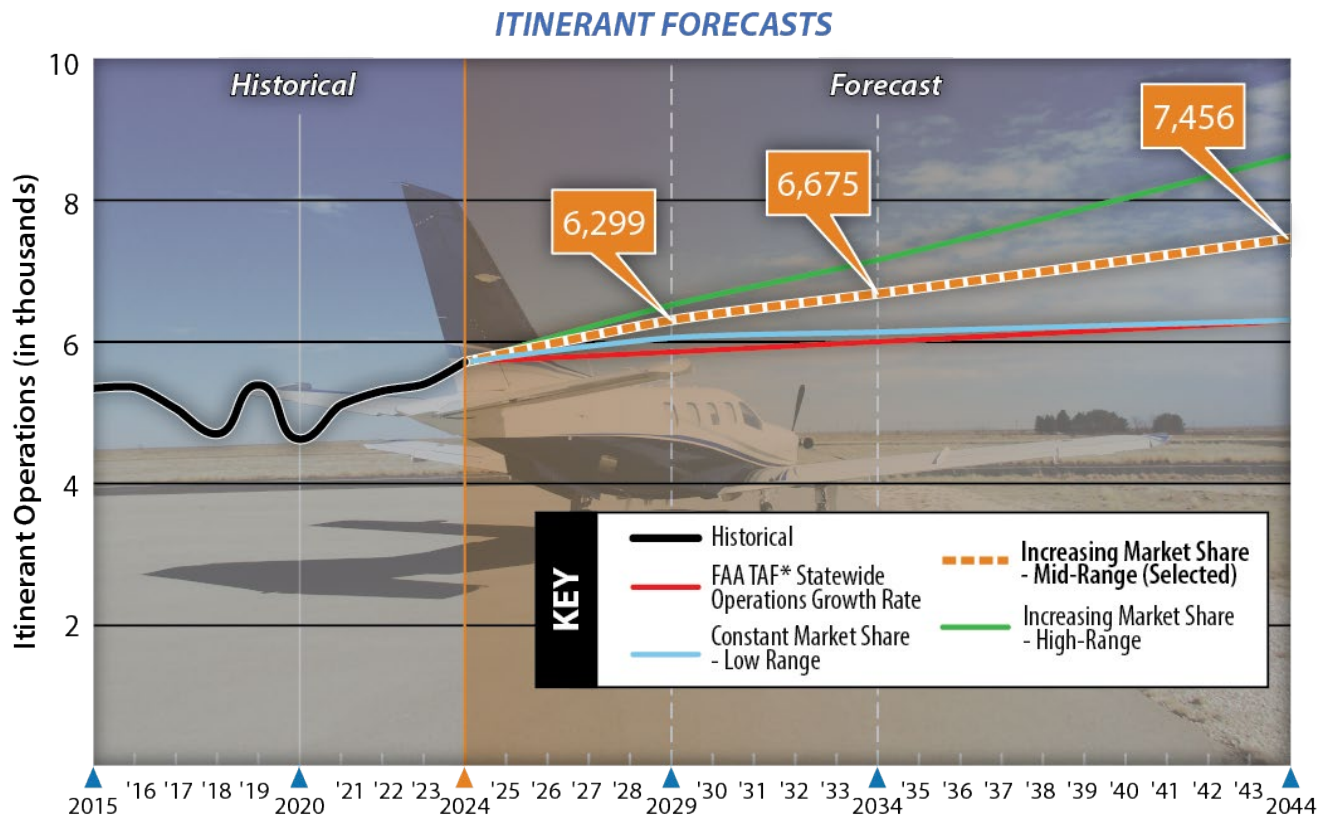
**TABLE 2A | Operations History – Lea County Regional Airport**

Calendar Year	ITINERANT OPERATIONS						LOCAL OPERATIONS			Total Operations
	Air Carrier	Air Taxi	Total Airline Operations	General Aviation	Military	Total Itinerant	General Aviation	Military	Total Local	
2010	4	2,190	2,194	9,806	280	12,280	3,991	366	4,357	16,637
2011	2	1,944	1,946	6,332	137	8,415	2,011	326	2,337	10,752
2012	0	2,264	2,264	5,817	157	8,238	856	176	1,032	9,270
2013	2	2,341	2,343	5,622	100	8,065	738	90	828	8,893
2014	0	2,358	2,358	5,153	257	7,768	511	244	755	8,523
2015	0	1,979	1,979	5,336	399	7,714	1,196	304	1,500	9,214
2016	0	2,115	2,115	5,351	374	7,840	818	226	1,044	8,884
2017	0	1,870	1,870	5,049	157	7,076	1,097	16	1,113	8,189
2018	0	2,033	2,033	4,692	109	6,834	1,241	9	1,250	8,084
2019	0	2,020	2,020	5,382	342	7,744	1,038	952	1,990	9,734
2020	4	1,767	1,771	4,617	109	6,497	974	44	1,018	7,515
2021	2	1,381	1,383	5,100	170	6,653	1,673	102	1,775	8,428
2022	1	1,505	1,506	5,297	80	6,883	1,480	120	1,600	8,483
2023	1	1,590	1,591	5,393	249	7,233	1,417	385	1,802	9,035
2024 <sup>1</sup>	0	1,741	1,741	5,709	171	7,621	1,746	377	2,123	9,744

<sup>1</sup>2024 operations total includes most recent 12 calendar months ending Sept. 2024.

Source: FAA Operations Network (OPSNET)

# General Aviation Operations Forecasts

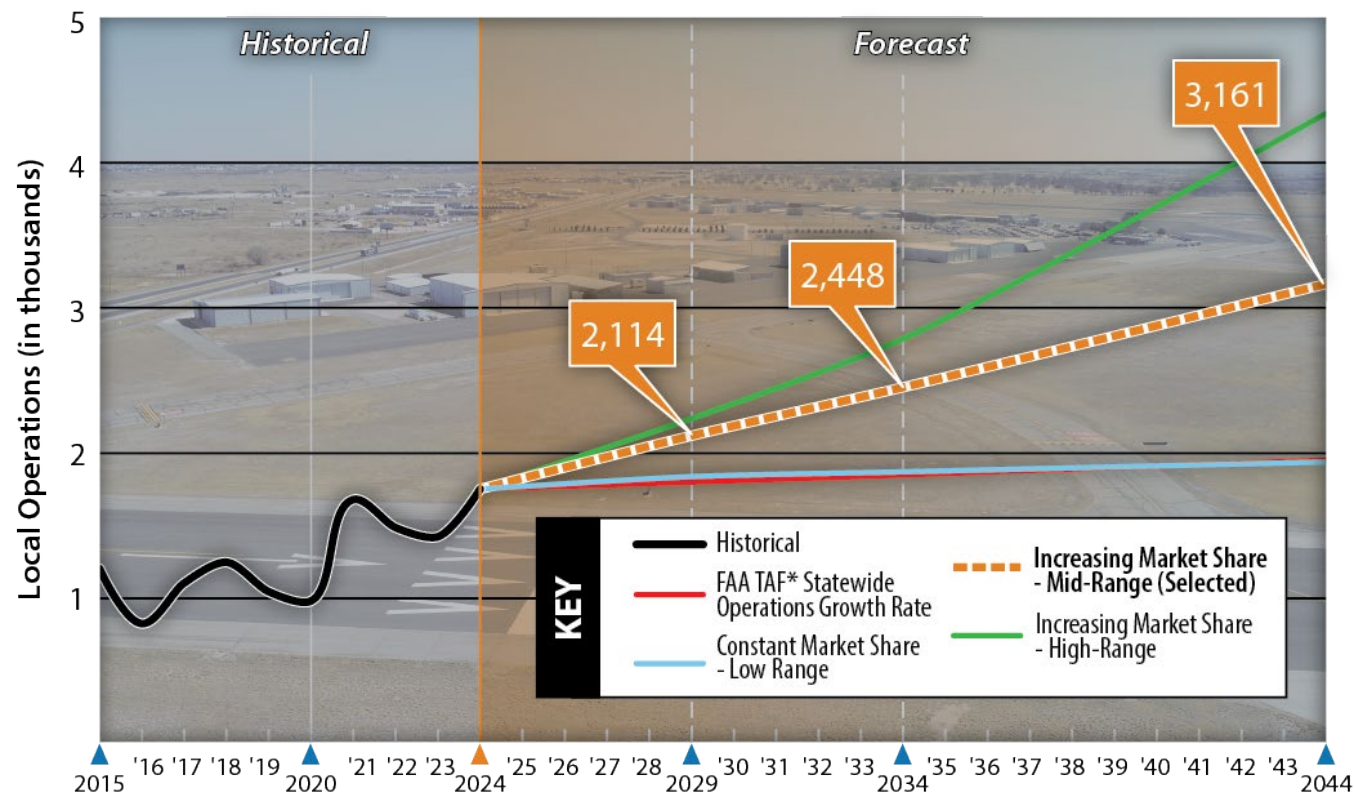






# General Aviation Operations Forecasts

## LOCAL FORECASTS



\*TAF - Terminal Area Forecast



# Forecasts Summary

	BASE	FORECAST		
	2024	2029	2034	2044
<b>ENPLANEMENTS</b>				
	25,913	28,344	31,926	41,050
<b>OPERATIONS</b>				
<i>Itinerant</i>				
Scheduled Airline	1,396	1,506	1,518	1,668
Other Commercial	345	381	421	513
General Aviation	5,709	6,299	6,675	7,456
Military	171	271	271	271
<b>Subtotal</b>	<b>7,621</b>	<b>8,457</b>	<b>8,884</b>	<b>9,908</b>
<i>Local</i>				
General Aviation	1,746	2,114	2,448	3,161
Military	377	449	449	449
<b>Subtotal</b>	<b>2,123</b>	<b>2,563</b>	<b>2,897</b>	<b>3,610</b>
<b>Total Operations</b>	<b>9,744</b>	<b>11,020</b>	<b>11,781</b>	<b>13,518</b>
<b>PEAKING</b>				
Peak Month	1,042	1,178	1,260	1,445
Busy Day	65	74	79	91
Design Day	34	39	41	48
Design Hour	3	4	4	4
<b>BASED AIRCRAFT</b>				
Single-Engine Piston	37	40	42	46
Multi-Engine Piston	3	2	1	0
Turboprop	1	2	3	5
Jet	3	4	5	8
Helicopter	1	1	2	3
<b>Total Based Aircraft</b>	<b>45</b>	<b>49</b>	<b>53</b>	<b>62</b>



# Comparison to the TAF

TABLE 22 | Forecast Comparison to the *Terminal Area Forecast*

	BASE YEAR	FORECAST		
	2024	2029	2034	2044
Enplanements				
Master Plan Forecast	25,913	28,344	31,926	41,050
2024 HOB TAF	20,530	22,559	24,784	29,919
% Difference	23.18%	22.73%	25.19%	31.37%
Operations				
Master Plan Forecast	9,744	11,020	11,781	13,518
2024 HOB TAF	8,820	8,936	9,054	9,309
% Difference	9.95%	20.89%	26.17%	36.87%
Based Aircraft				
Master Plan Forecast	45	49	53	62
2024 HOB TAF	52	52	52	52
% Difference	14.43%	5.94%	1.90%	17.54%
TAF = <i>Terminal Area Forecast</i> (January 2024)				



# Aircraft Reference Code

<b>A-I</b> 	<b>Aircraft</b> <ul style="list-style-type: none"> <li>• Beech Bonanza</li> <li>• Cessna 150, 172</li> <li>• Piper Comanche, Seneca</li> </ul>	<b>TDG</b> 1A 1A 1A	<b>B-II</b> <i>over 12,500 lbs.</i> 	<ul style="list-style-type: none"> <li>• Beech Super King Air 350</li> <li>• Cessna Citation CJ3(525B)</li> <li>• <b>Cessna Citation CJ4 (525C)</b></li> <li>• Cessna Citation Latitude</li> <li>• Embraer Phenom 300</li> <li>• Falcon 20</li> <li>• Pilatus PC-24</li> </ul>	2A 2A <b>1B</b> 1B 1B 2A
<b>B-I</b> 	<ul style="list-style-type: none"> <li>• Eclipse 500</li> <li>• Beech Baron 55/58</li> <li>• <b>Beech King Air 100</b></li> <li>• Cessna 421</li> <li>• Cessna Citation M2 (525)</li> <li>• Cessna Citation 1(500)</li> <li>• Embraer Phenom 100</li> </ul>	1A 1A <b>1A</b> 2A 1A 1A 1A	<b>A/B-III</b> 	<ul style="list-style-type: none"> <li>• Bombardier Dash 8</li> <li>• <b>Bombardier Global 7500</b></li> <li>• Falcon 7X, 8X</li> </ul>	3 <b>2B</b> 2A
<b>A/B-II</b> <i>12,500 lbs. or less</i> 	<ul style="list-style-type: none"> <li>• Beech Super King Air 200</li> <li>• Beech King Air 90</li> <li>• <b>Cessna 441 Conquest</b></li> <li>• Cessna Citation CJ2</li> <li>• Pilatus PC-12</li> </ul>	2A 1A <b>1A</b> 2A 2	<b>C/D-I</b> 	<ul style="list-style-type: none"> <li>• <b>Lear 35, 40, 45, 55, 60XR</b></li> <li>• F-16</li> </ul>	<b>1B</b> 1A

Note: Aircraft pictured is identified in bold type.

## Aircraft Reference Code (Continued)

<b>C/D-II</b> 	<b>Aircraft</b> <ul style="list-style-type: none"> <li>• Challenger 600/604</li> <li>• Cessna Citation III, VI, VII, X</li> <li>• Embraer Legacy 135/140</li> <li>• <b>Gulfstream IV</b> (D-II)</li> <li>• Gulfstream G280</li> <li>• Lear 70, 75</li> <li>• Falcon 50, 900, 2000</li> <li>• Hawker 800XP, 4000</li> </ul>	<b>TDG</b> <ul style="list-style-type: none"> <li>1B</li> <li>1B</li> <li>2B</li> <li><b>2A</b></li> <li>1B</li> <li>1B</li> <li>2A</li> <li>1B</li> </ul>	<b>C/D-IV</b> 	<ul style="list-style-type: none"> <li>• Airbus A300</li> <li>• Boeing 757-200</li> <li>• <b>Boeing 767-300, 400</b></li> <li>• MD-11</li> </ul>	<ul style="list-style-type: none"> <li>5</li> <li>4</li> <li><b>5</b></li> <li>6</li> </ul>
<b>C/D-III</b> <i>less than 150,000 lbs.</i> 	<ul style="list-style-type: none"> <li>• Gulfstream V</li> <li>• <b>Gulfstream 550, 600, 650</b></li> <li>• Global 5000, 6000</li> </ul>	<ul style="list-style-type: none"> <li>2B</li> <li><b>2B</b></li> <li>2B</li> </ul>	<b>C/D-V</b> 	<ul style="list-style-type: none"> <li>• Airbus A330-200, 300</li> <li>• Airbus A340-500, 600</li> <li>• Boeing 747-100 - 400</li> <li>• Boeing 777-300</li> <li>• <b>Boeing 787-8, 9</b></li> </ul>	<ul style="list-style-type: none"> <li>5</li> <li>6</li> <li>5</li> <li>6</li> <li><b>5</b></li> </ul>
<b>C/D-III</b> <i>over 150,000 lbs.</i> 	<ul style="list-style-type: none"> <li>• <b>Airbus A319, A320, A321</b></li> <li>• Boeing 737-800, 900</li> <li>• MD-83, 88</li> </ul>	<ul style="list-style-type: none"> <li>3</li> <li>3</li> <li>4</li> </ul>	<b>E-I</b> 	<ul style="list-style-type: none"> <li>• <b>F-15</b></li> </ul>	<ul style="list-style-type: none"> <li><b>1B</b></li> </ul>



# Historical Turboprop and Jet Operations Summary

## AIRPORT REFERENCE CODE (ARC) SUMMARY

ARC CODE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024*
A-I	138	128	102	180	120	38	64	64	68	66
A-II	236	192	242	244	280	422	442	244	138	122
A-III	6	26	34	24	2	2	0	0	0	2
B-I	226	234	196	232	344	276	364	456	520	428
B-II	850	586	466	494	478	552	748	688	882	1,096
B-III	2	0	0	0	2	0	0	0	0	2
B-IV	4	4	0	2	2	0	2	0	0	0
C-I	40	48	42	48	64	26	68	42	40	38
C-II	1,346	1,314	1,346	1,466	1,208	282	90	700	1,350	845
C-III	0	4	2	2	2	0	0	0	0	8
C-IV	0	0	4	2	0	0	0	0	0	0
D-I	0	0	0	0	2	0	0	0	0	0
D-II	0	2	4	2	380	568	844	534	14	782
D-III	0	4	0	4	2	2	0	0	2	8
<b>Total</b>	<b>2,848</b>	<b>2,542</b>	<b>2,438</b>	<b>2,700</b>	<b>2,886</b>	<b>2,168</b>	<b>2,622</b>	<b>2,728</b>	<b>3,014</b>	<b>3,397</b>





# Historical Turboprop and Jet Operations Summary

## APPROACH CATEGORY

AC	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024*
A	380	346	378	448	402	462	506	308	206	190
B	1,082	824	662	728	826	828	1,114	1,144	1,402	1,526
C	1,386	1,366	1,394	1,518	1,274	308	158	742	1,390	891
D	0	6	4	6	384	570	844	534	16	790
<b>Total</b>	<b>2,848</b>	<b>2,542</b>	<b>2,438</b>	<b>2,700</b>	<b>2,886</b>	<b>2,168</b>	<b>2,622</b>	<b>2,728</b>	<b>3,014</b>	<b>3,397</b>

## DESIGN GROUP

DG	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024*
I	404	410	340	460	530	340	496	562	628	532
II	2,432	2,094	2,058	2,206	2,346	1,824	2,124	2,166	2,384	2,845
III	8	34	36	30	8	4	0	0	2	20
IV	4	4	4	4	2	0	2	0	0	0
<b>Total</b>	<b>2,848</b>	<b>2,542</b>	<b>2,438</b>	<b>2,700</b>	<b>2,886</b>	<b>2,168</b>	<b>2,622</b>	<b>2,728</b>	<b>3,014</b>	<b>3,397</b>

\*2024 data 12/1/2023 thru 11/30/2024



# Turboprop and Jet Operations Forecast by Category

**TABLE 2AA | Jet and Turboprop Operations Forecasted by Design Category**

HISTORICAL JET & TURBOPROP OPERATIONS <sup>1</sup>			FORECASTED JET & TURBOPROP OPERATIONS <sup>1</sup>			FORECASTED MIX PERCENT		
Design Category	Number of Operations	Percent	Short Term	Inter. Term	Long Term	Short Term %	Inter. Term %	Long Term %
AAC A	190	6%	222	242	288	6%	6%	6%
AAC B	1,526	45%	1,666	1,816	2,158	45%	45%	45%
AAC C	891	26%	963	1,050	1,247	26%	26%	26%
AAC D	790	23%	852	928	1,103	23%	23%	23%
AAC E	0	0.0%	0	0	0	0.0%	0.0%	0.0%
<b>Total AAC:</b>	<b>3,397</b>	<b>100.0%</b>	<b>3,703</b>	<b>4,037</b>	<b>4,797</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
ADG I	532	16%	555	283	336	15%	7%	7%
ADG II	2,845	84%	3,111	3,189	3,789	84%	79%	79%
ADG III	20	1%	37	565	672	1%	14%	14%
ADG IV	0	0.1%	0	0	0	0.0%	0.0%	0.0%
ADG V	0	0.0%	0	0	0	0.0%	0.0%	0.0%
<b>Total ADG:</b>	<b>3,397</b>	<b>100.0%</b>	<b>3,703</b>	<b>4,037</b>	<b>4,797</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

AAC = aircraft approach category

ADG = airplane design group

Source: <sup>1</sup>FAA Traffic Flow Management System Counts (TFMSC) Activity Database



## Critical Aircraft Summary

**TABLE 2BB | Existing and Ultimate Runway Classifications**

	Runway 4-22 (Existing)	Runway 4-22 (Ultimate)	Runway 13-31 (Existing)	Runway 13-31 (Ultimate)	Runway 17-35 (Existing/Ultimate)
Airport Reference Code (ARC)	D-II	C/D-III	B-II-4000	C-III-4000	B-I-VIS
Critical Aircraft (Typ.)	Bombardier CRJ-200 / Embraer ERJ-145	Bombardier CRJ-900 / Embraer ERJ-175	Beechcraft King Air 200/250/350	Bombardier CRJ-700	Beechcraft King Air 100
Runway Design Code (RDC)	C/D-II-2400	C/D-III-2400	B-II-4000	C-III-4000	B-I-VIS
Taxiway Design Group (TDG)	TDG 2B	TDG 3	TDG 2A	TDG 2B	TDG 1A
Approach Reference Code (APRC)	D/IV/2400	D/IV/2400	D/IV/4000	D/IV/4000	B/III/4000 and D/II/4000
Departure Reference Code (DPRC)	D/IV and D/V	D/IV and D/V	D/IV and D/V	D/IV and D/V	B/III and D/II



# NEXT STEPS

- ▶ **Phase 2 Elements** – Facility Requirements & Airport Development Alternatives
- ▶ **PAC Meeting #3** – PAC meeting planned for Late Spring to review Phase 2 materials
- ▶ **Public Information Workshop #2** – Same evening as PAC meeting





# WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to Coffman Associates team members

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or visit the project website to submit comments online.

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