

Lea County Regional Airport Airport Master Plan





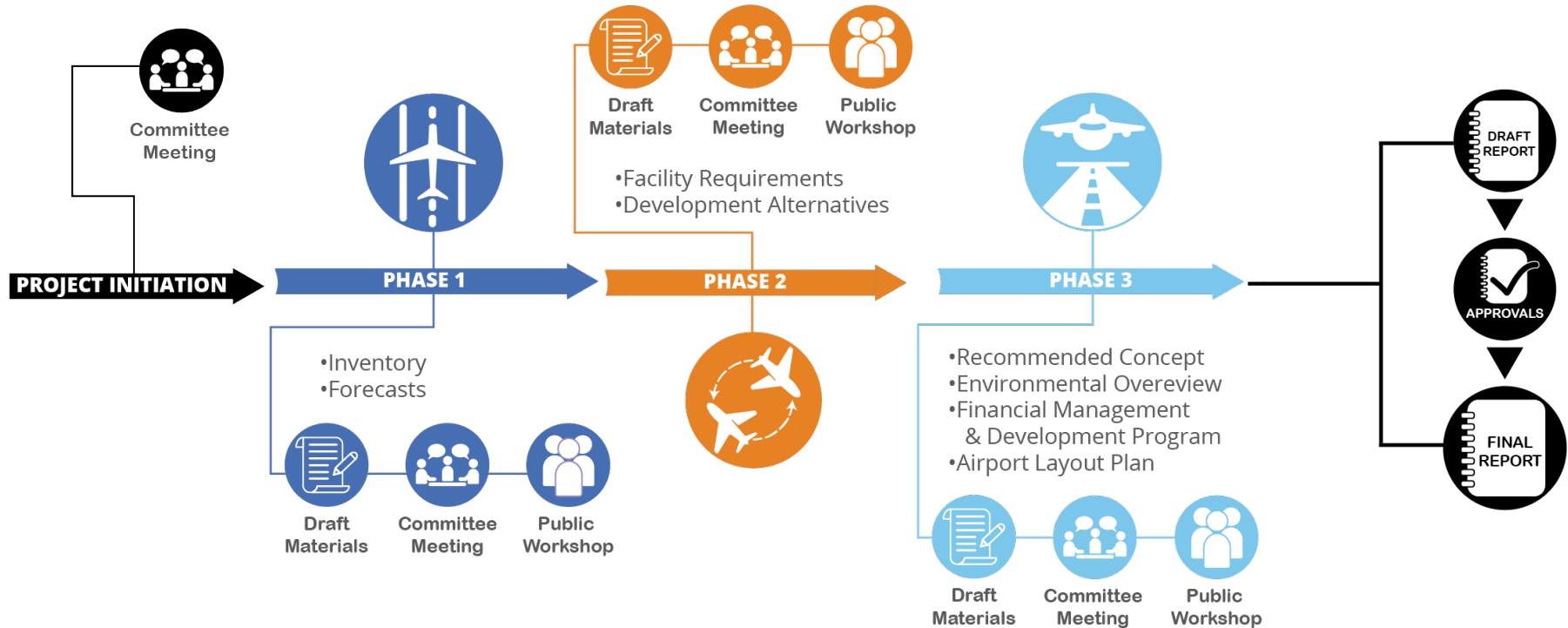
AGENDA

PAC Meeting #3 | August 14th, 2025

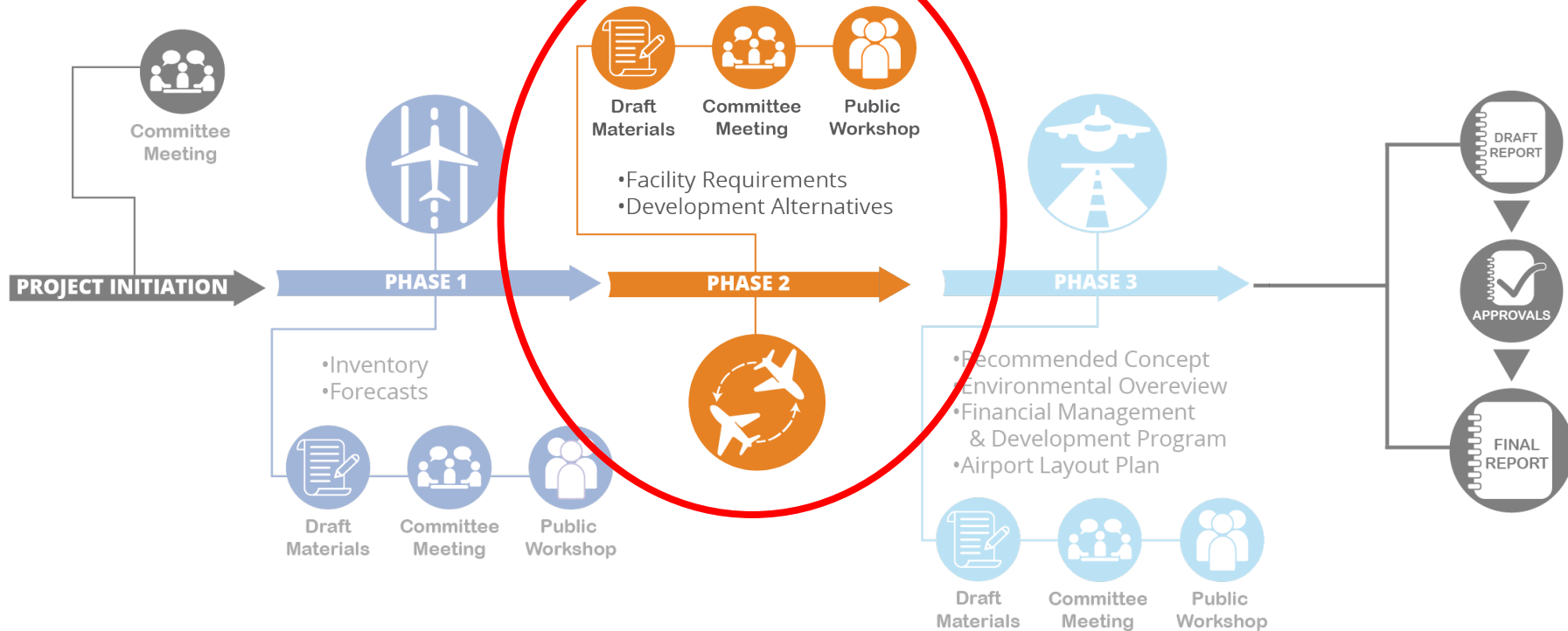
1. Master Plan Process
2. Phase 1 Review
3. Chapter 3: Facility Requirements
4. Chapter 4: Development Alternatives
5. Open Discussion/Questions
6. Next Steps



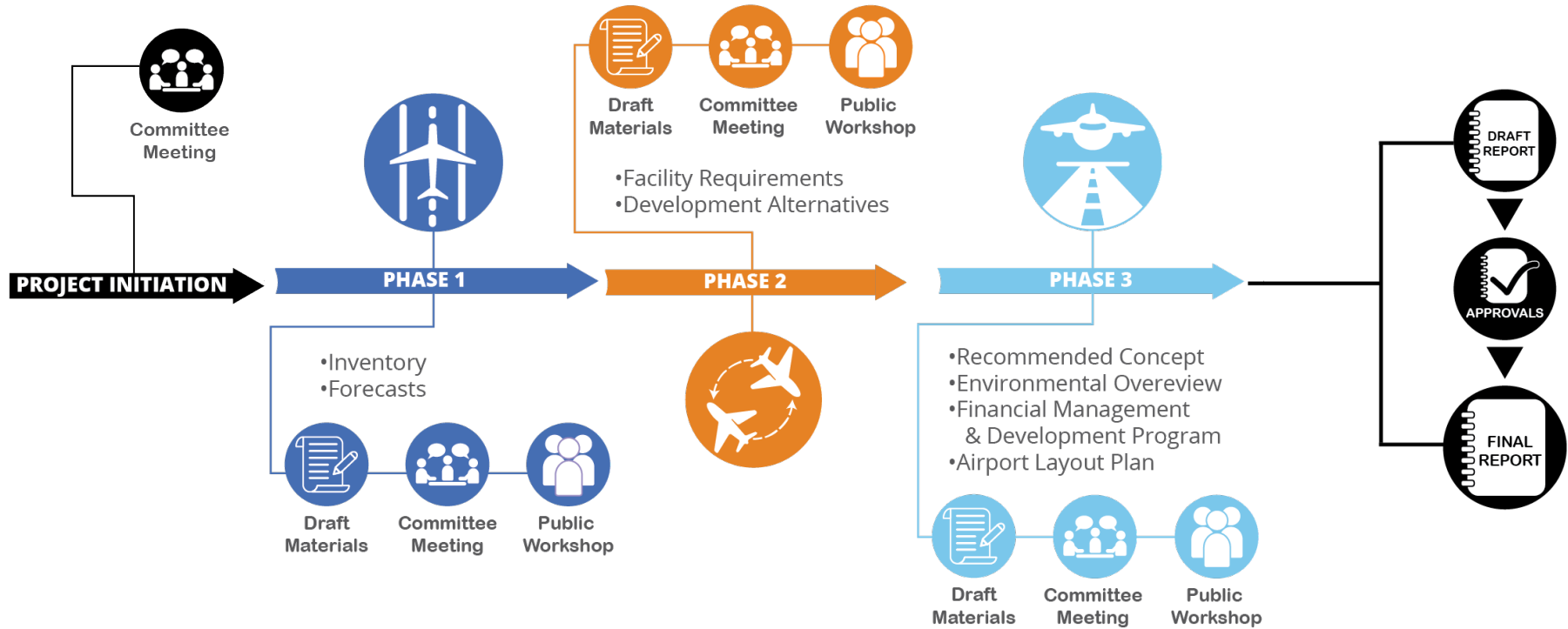
MASTER PLAN PROCESS



MASTER PLAN PROCESS



MASTER PLAN PROCESS



Chapter 2

Forecasts





Forecasts Summary

	BASE	FORECAST		
	2024	2029	2034	2044
ENPLANEMENTS				
	25,913	28,344	31,926	41,050
OPERATIONS				
<i>Itinerant</i>				
Scheduled Airline	1,460	1,506	1,518	1,668
Other Commercial	281	310	343	418
General Aviation	5,709	6,299	6,675	7,456
Military	171	171	171	171
Subtotal	7,621	8,286	8,707	9,713
<i>Local</i>				
General Aviation	1,746	2,114	2,448	3,161
Military	377	377	377	377
Subtotal	2,123	2,491	2,825	3,538
Total Operations	9,744	10,777	11,532	13,251
PEAKING				
Peak Month	1,042	1,152	1,233	1,417
Busy Day	65	72	78	89
Design Day	34	38	41	47
Design Hour	3	3	4	4
BASED AIRCRAFT				
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
Total Based Aircraft	45	49	53	62

**Forecasts
Submitted
to FAA:
April 11,
2025**



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

An aerial photograph of a long, straight runway with white dashed center lines and solid edge lines, stretching into the distance under a clear blue sky. The surrounding landscape is flat and dry.

Chapter 3

Facility Requirements



Exhibit 3A Airfield Capacity Factors

AIRFIELD LAYOUT

Runway Configuration



Runway Use



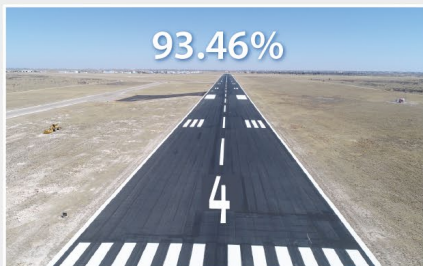
Number of Exits



WEATHER CONDITIONS

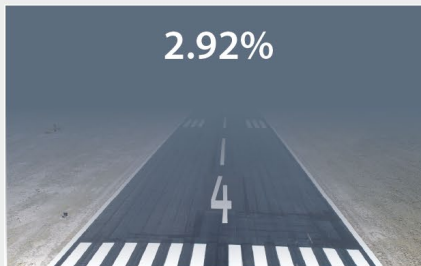
VMC (VFR)

Visual Meteorological Conditions



IMC (IFR)

Instrument Meteorological Conditions



PVC

Poor Visibility Conditions

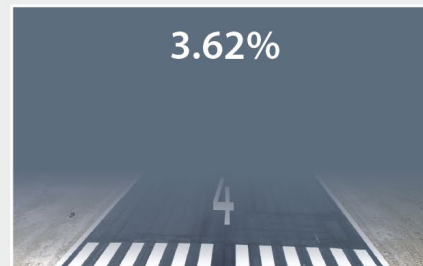


Exhibit 3A Airfield Capacity Factors (cont.)

AIRCRAFT MIX

Category A & B Aircraft



Category C Aircraft



Category D Aircraft



OPERATIONS

Arrivals



Departures



Touch-and-Go Operations





Exhibit 3B Demand Capacity Analysis

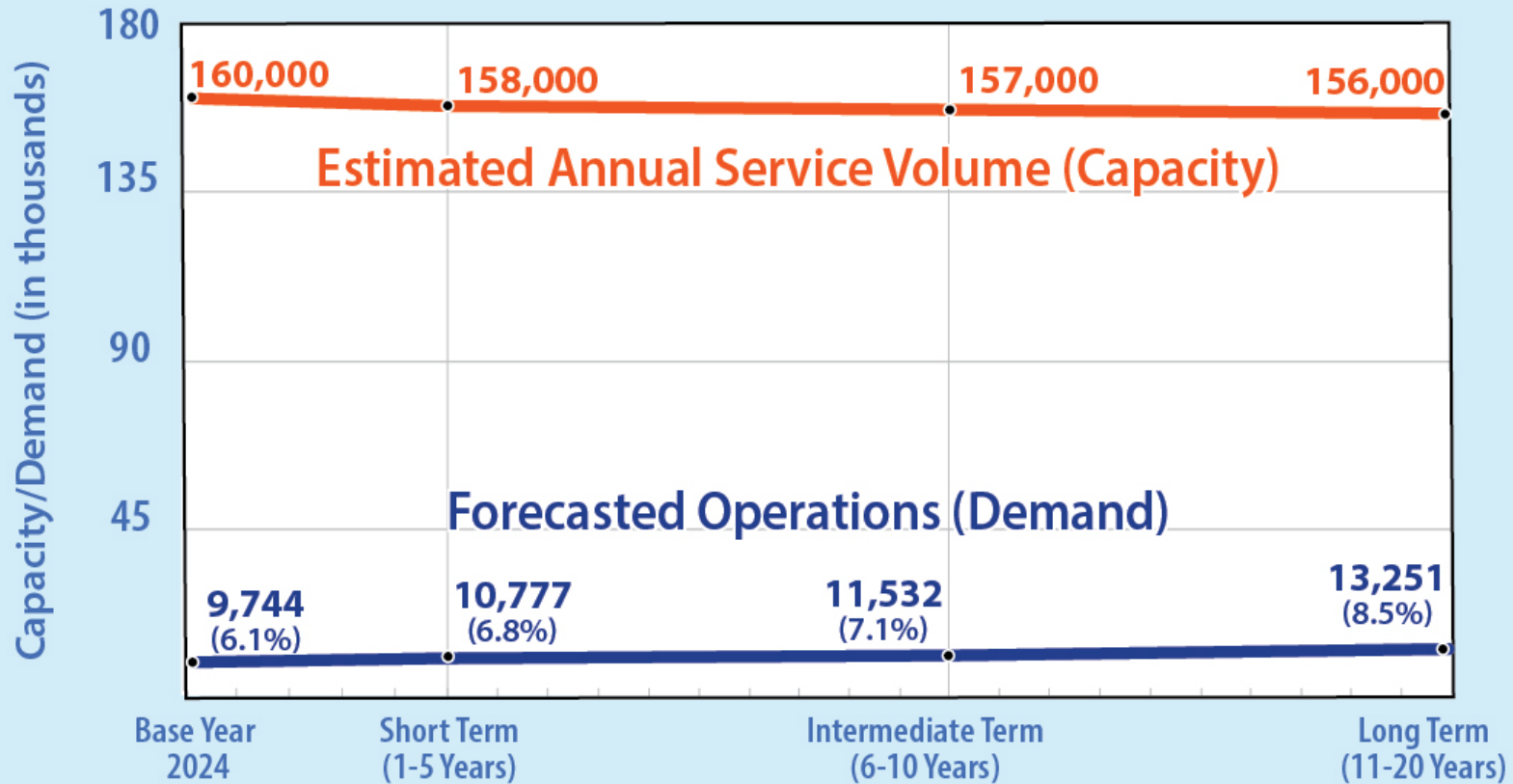


Exhibit 3C Wind Roses

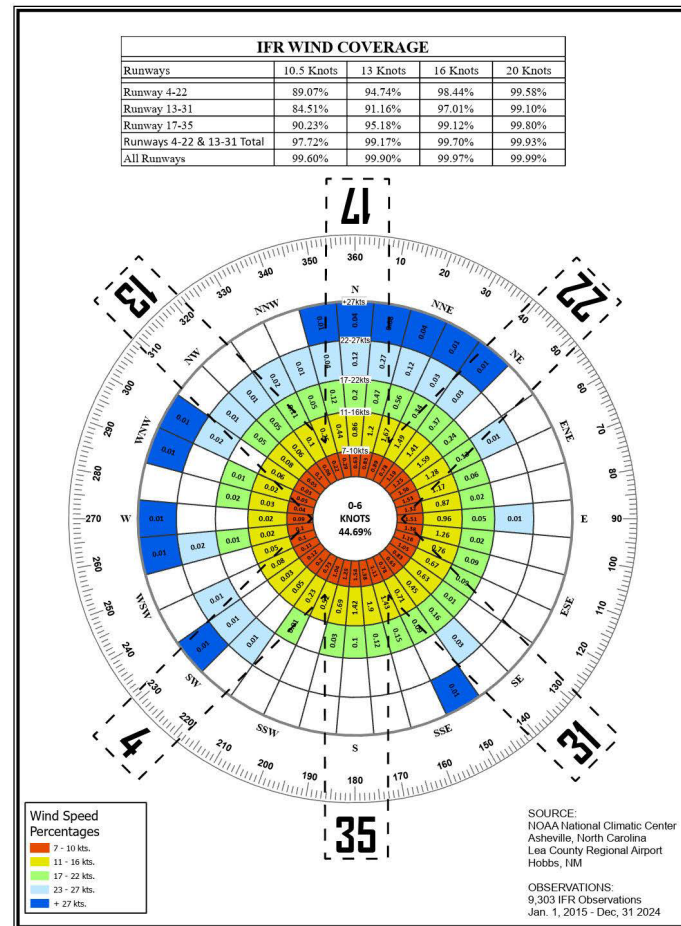
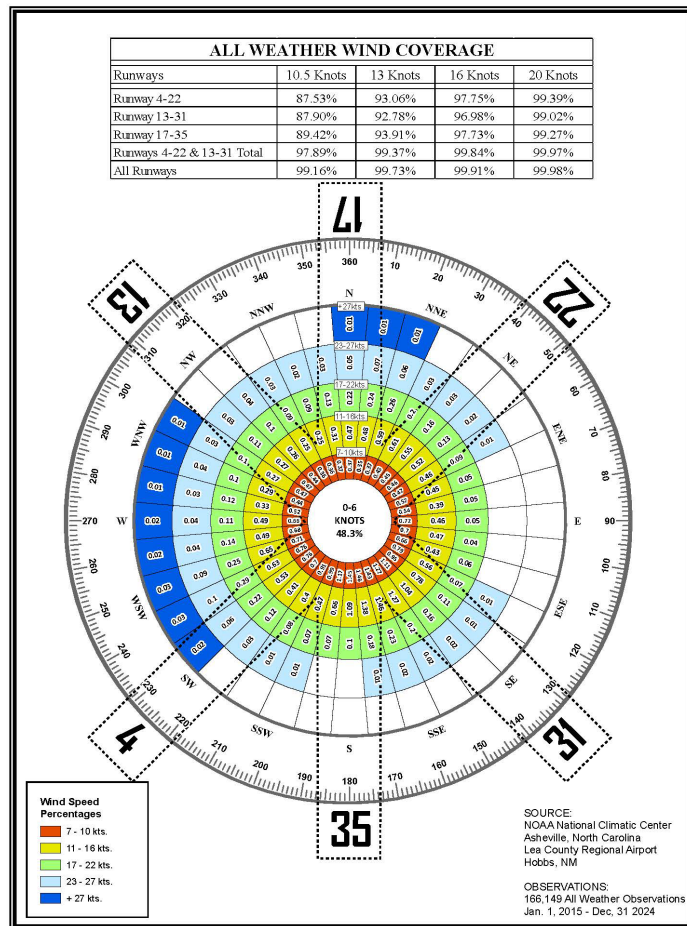


Exhibit 3E Existing Safety Areas

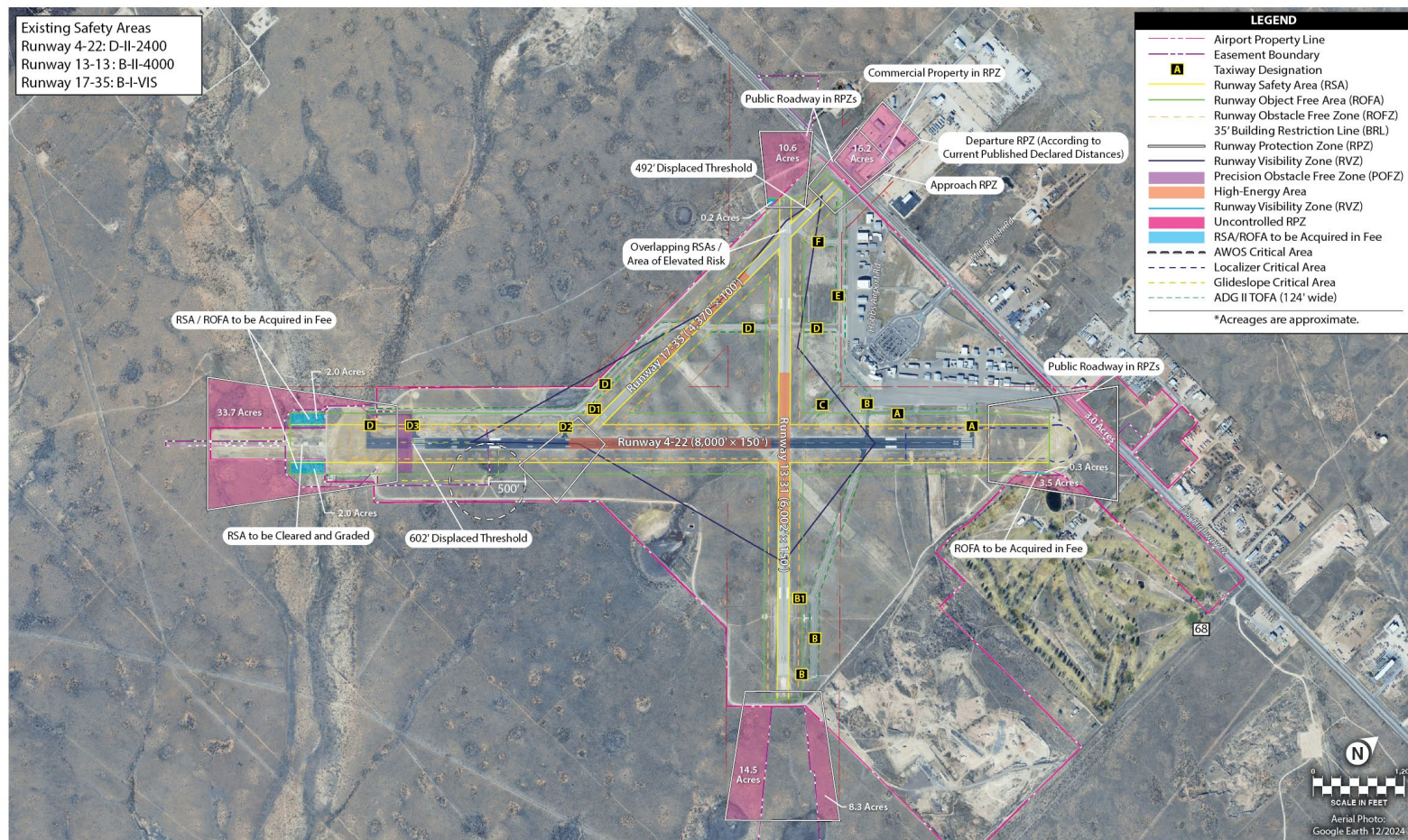


Exhibit 3E Ultimate Safety Areas

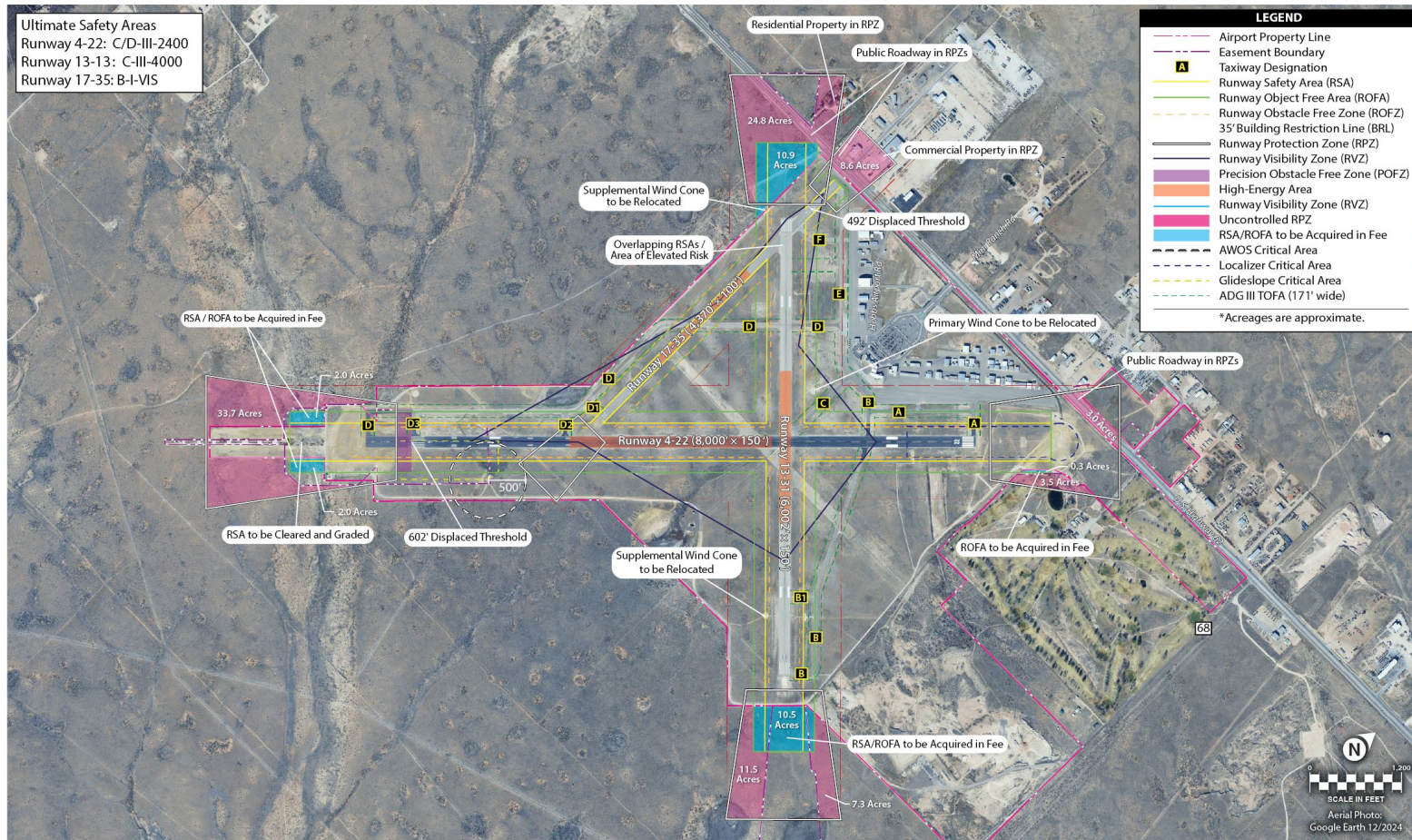




Table 3G Small Aircraft and Business Jet Runway Length Analysis

TABLE 3G | Small Aircraft and Business Jet Runway Length Requirements

Airport Elevation:	3,660.7 feet above MSL			
Average High Monthly Temp:	94.1 degrees (July)			
Runway Gradient:	7.5' elevation difference on Runway 4-22			
Fleet Mix Category	Raw Runway Length from FAA AC	Runway Length with Gradient Adjustment	Wet Surface Landing Length for Jets (+15%) ¹	Final Runway Length
95% of small airplanes	5,000	N/A	N/A	5,000
100% of small airplanes	5,400	N/A	N/A	5,400
100% of small airplanes (10+ seats)	5,400	N/A	N/A	5,400
75% of fleet at 60% useful load	6,112	6,187	5,500	6,200
100% of fleet at 60% useful load	8,238	8,313	5,500	8,300
75% of fleet at 90% useful load	9,349	9,424	7,000	9,400
100% of fleet at 90% useful load	9,985	10,060	7,000	10,100

¹Max 5,500' for 60% useful load and max 7,000' for 90% useful load in wet conditions

Note: All lengths are in feet

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design



Exhibit 3D Runway Length Analysis (Takeoff)

Aircraft	MTOW	Runway Length (ft.) Required At %Useful Load				
		60%	70%	80%	90%	100%
Pilatus PC-12	9,921	2,716	2,958	3,214	3,484	3,768
Premier 1A	12,500	2,991	3,208	3,452	3,732	4,060
King Air 200 GT	12,500	4,318	4,443	4,559	4,671	4,723
Citation V (Model 560)	15,900	3,520	3,838	4,182	4,548	4,885
Citation (525A) CJ2	12,375	4,017	4,357	4,729	5,123	5,260
Citation Sovereign	30,300	3,792	4,088	4,411	4,786	5,279
Hawker 800/850 XP	28,000	5,449	5,611	5,611	5,611	5,611
King Air 350	15,000	4,545	4,721	4,911	5,280	5,694
Citation Mustang	8,645	4,310	4,996	5,704	5,704	5,704
Citation (525) CJ1	10,600	4,793	5,308	5,826	5,851	5,851
Citation III	21,500	5,480	5,912	5,912	5,912	5,912
Beechjet 400A	16,300	5,045	5,449	5,901	5,920	5,920
Citation 560 XLS	20,200	4,322	4,683	5,087	5,566	5,949
Citation Bravo	14,800	4,241	4,599	5,011	5,471	5,968
Citation VII	23,000	5,673	6,134	6,236	6,236	6,236
Citation II (550)	13,300	4,082	4,569	5,099	5,674	6,292
Citation Encore	16,630	4,166	4,624	5,121	5,694	6,339
Gulfstream 150	26,100	5,996	6,361	6,444	6,444	6,444
Gulfstream IV	74,600	5,775	6,469	6,614	6,614	6,614
Lear 40XR	21,000	4,692	5,095	5,494	5,969	6,656
Citation X	35,700	5,665	6,232	6,803	6,803	6,803
Hawker 1000	31,000	6,870	6,940	6,940	6,940	6,940
Lear 45XR	21,500	4,875	5,299	5,728	6,405	7,232

Aircraft	MTOW	Runway Length (ft.) Required At %Useful Load				
		60%	70%	80%	90%	100%
Lear 31A	17,000	4,969	5,423	5,971	6,642	7,473
Global 5000	92,500	5,450	6,069	6,719	7,405	7,493
Global Express	98,000	5,960	6,686	7,457	7,493	7,493
Hawker 4000	39,500	5,147	5,624	6,197	6,837	7,542
Gulfstream 550	91,000	4,850	5,522	6,252	7,033	7,843
Challenger 300	38,850	5,676	6,222	6,804	7,431	8,196
Falcon 900EXA	49,200	5,560	6,310	7,060	7,780	8,400
Gulfstream 450	74,600	5,650	6,250	6,898	7,624	8,437
Embraer 135	49,604	6,216	6,541	7,313	8,021	8,624
Falcon 2000B	35,800	6,007	6,551	7,197	8,023	9,096
Lear 60	23,500	6,710	7,376	8,236	9,238	9,238
Lear 35A	19,600	8,148	9,279	9,279	9,279	9,279
Lear 40	21,000	5,841	6,770	7,377	8,479	9,577
Challenger 604/605	48,200	6,516	7,188	7,963	8,788	9,614
Gulfstream V	90,500	5,618	6,471	7,544	8,790	10,000
Lear 45	21,500	6,362	7,162	8,021	9,211	10,000
Lear 55	21,500	7,115	8,626	10,000	10,000	10,000
Average Takeoff Length		5,228	5,749	6,232	6,663	7,061

Calculation assumptions: 3,660.7' MSL field elevation; 0.9% runway grade; 94.1°F ambient temperature.

■ Green figures are less than Runway 13-31 length.
■ Yellow figures are greater than Runway 13-31 length but less than Runway 4-22 length.
■ Red figures are greater than the available runway lengths at HOB.

MTOW: Maximum Takeoff Weight
 Sources: UltrNAV software; Coffman Associates analysis



Exhibit 3D Runway Length Analysis (Landing)

Aircraft Name	MLW	Landing Lengths Required for:					
		Dry Runway Condition			Wet Runway Condition		
		Part 25	80% Rule	60% Rule	Part 25	80% Rule	60% Rule
King Air 200 GT	12,500	3,470	4,338	5,783	N/A		
Pilatus PC-12	9,921	2,118	2,648	3,530	N/A		
Embraer 135	40,785	2,916	3,645	4,860	3,178	3,973	5,297
Global 5000	78,600	2,854	3,568	4,757	3,282	4,103	5,470
Global Express	78,600	2,854	3,568	4,757	3,282	4,103	5,470
King Air 350	15,000	3,002	3,753	5,003	3,454	4,318	5,757
Gulfstream V	75,300	3,024	3,780	5,040	3,478	4,348	5,797
Falcon 2000	33,000	3,373	4,216	5,622	3,879	4,849	6,465
Citation Sovereign	27,100	3,052	3,815	5,087	3,930	4,913	6,550
Citation Mustang	8,000	2,791	3,489	4,652	3,936	4,920	6,560
Hawker 4000	33,500	3,468	4,335	5,780	3,988	4,985	6,647
Lear 40	19,200	3,152	3,940	5,253	4,095	5,119	6,825
Lear 40XR	19,200	3,152	3,940	5,253	4,095	5,119	6,825
Lear 45	19,200	3,152	3,940	5,253	4,095	5,119	6,825
Lear 45XR	19,200	3,152	3,940	5,253	4,095	5,119	6,825
Hawker 1000	25,000	3,107	3,884	5,178	4,305	5,381	7,175
Citation (525) CJ1	9,800	3,189	3,986	5,315	4,334	5,418	7,223
Premier 1A	11,600	3,405	4,256	5,675	4,341	5,426	7,235
Hawker 800/850 XP	23,350	2,880	3,600	4,800	4,447	5,559	7,412
Falcon 900EX	44,500	3,964	4,955	6,607	4,559	5,699	7,598

Aircraft Name	MLW	Landing Lengths Required for:					
		Dry Runway Condition			Wet Runway Condition		
		Part 25	80% Rule	60% Rule	Part 25	80% Rule	60% Rule
Lear 31A	16,000	3,296	4,120	5,493	4,615	5,769	7,692
Citation III	19,000	3,279	4,099	5,465	4,675	5,844	7,792
Citation VII	20,000	3,472	4,340	5,787	4,740	5,925	7,900
Gulfstream 150	21,700	3,354	4,193	5,590	4,834	6,043	8,057
Lear 35A	15,300	3,506	4,383	5,843	4,909	6,136	8,182
Challenger 604/605	38,000	3,078	3,848	5,130	4,915	6,144	8,192
Citation (525A) CJ2	11,500	3,429	4,286	5,715	4,939	6,174	8,232
Gulfstream 550	75,300	3,005	3,756	5,008	4,954	6,193	8,257
Citation V (Model 560)	15,200	3,409	4,261	5,682	5,019	6,274	8,365
Citation Encore	15,200	3,382	4,228	5,637	5,118	6,398	8,530
Challenger 300	33,750	2,815	3,519	4,692	5,396	6,745	8,993
Lear 60	19,500	4,000	5,000	6,667	5,396	6,745	8,993
Citation 560 XLS	18,700	3,719	4,649	6,198	5,930	7,413	9,883
Beechjet 400A	15,700	4,066	5,083	6,777	5,979	7,474	9,965
Citation X	31,800	4,190	5,238	6,983	5,984	7,480	9,973
Lear 55	18,000	3,811	4,764	6,352	6,097	7,621	10,162
Gulfstream 450	66,000	3,523	4,404	5,872	6,153	7,691	10,255
Citation Bravo	13,500	4,152	5,190	6,920	6,547	8,184	10,912
Citation II (550)	12,700	2,898	3,623	4,830	7,005	8,756	11,675
Gulfstream IV	66,000	3,874	4,843	6,457	7,425	9,281	12,375
Average Landing Length		3,308	4,135	5,514	4,774	5,967	7,956

Calculation assumptions: 3,660.7' MSL field elevation; 0.9% runway grade; 94.1°F ambient temperature.

Green figures are less than Runway 13-31 length.
 Yellow figures are greater than Runway 13-31 length but less than Runway 4-22 length.
 Red figures are greater than the available runway lengths at HOB.

MLW: Maximum Landing Weight
 N/A: Aircraft landing length not adjusted for wet runway conditions
 Sources: Ultrav software; Coffman Associates analysis



Table 3H Commercial Aircraft Takeoff Length

TABLE 3H | Commercial Aircraft Takeoff Length Requirements

Aircraft	MTOW	Runway Length (ft) Needed At % Payload				
		60%	70%	80%	90%	100%
Boeing 767-200	315,000	4,400	5,400	6,000	6,500	7,000
Embraer ERJ-145 LR	48,502	4,700	5,200	5,600	6,600	7,300
Bombardier CRJ-200	53,000	5,200	5,600	6,400	7,000	7,500
Bombardier CRJ-700	75,000	4,700	5,000	5,700	6,500	7,500
Embraer ERJ-135 LR	44,092	5,000	5,600	6,000	6,900	7,600
Boeing 737-600	144,500	4,800	5,300	6,200	7,000	8,000
Boeing 747-SP	670,000	5,500	6,000	6,800	7,500	8,400
Embraer ERJ-170	79,344	3,900	4,500	4,800	5,500	8,500
Bombardier CRJ-900	82,500	5,600	6,100	6,600	7,600	8,600
Boeing 777-200	537,000	5,800	6,200	7,200	8,000	9,300
Boeing 757-200	240,000	5,400	6,000	6,800	8,000	9,500
Boeing 737-800	174,200	6,000	6,500	7,500	8,600	10,100
Boeing 737-500	133,500	5,000	5,900	6,900	8,300	10,400
Embraer ERJ-190	110,892	4,800	6,200	7,200	8,000	O/L
Boeing 757-300	255,000	5,900	6,400	7,200	8,000	10,800
Boeing 737-700	154,500	5,400	6,400	7,300	8,400	12,000
Boeing 767-300	350,000	8,200	8,800	10,000	10,500	13,000
Boeing 767-400	450,000	7,500	8,500	9,900	12,000	O/L

Boldface indicates current critical design aircraft for Runway 4-22 length determination.

Calculation assumptions: 3,660' MSL field elevation; zero wind; zero gradient; dry surface; 86°F ambient temperature.

MTOW: Maximum Takeoff Weight

Source: Aircraft Planning Manuals



Exhibit 3F Airside Facilities Summary

AVAILABLE	SHORT TERM	LONG TERM
RUNWAYS	RUNWAY 4-22	
RDC D-II-2400	Maintain	RDC C/D-III-2400
8,000' x 150'	Maintain	Maintain; consider potential runway extension alternatives
112,000 lbs. S 168,000 lbs. D 259,000 lbs. 2D	Maintain	Maintain
Non-standard RSA; standard ROFZ; standard POFZ; non-standard ROFA	Acquire property within RSA/ROFA, clear and grade RSA to meet standard condition	Maintain corrected condition; mitigate incompatibilities with potential extension
RPZs partially owned; extend over private property, public roads	Mitigate RPZ incompatibilities	Maintain corrected condition
RUNWAY 13-31		
RDC B-II-4000	Maintain	RDC C-III-4000
6,002' x 150'	Maintain	Maintain; consider potential runway extension alternatives
120,000 lbs. S 171,000 lbs. D 279,000 lbs. 2D	Maintain	Maintain
Non-standard RSA; non-standard ROFA; standard ROFZ	Mitigate overlapping RSAs; acquire property within ROFA	Relocate supplemental wind cones; maintain corrected condition
RPZs partially owned, extends over private property, public roads	Mitigate RPZ incompatibilities	Maintain corrected condition
RUNWAY 17-35		
RDC B-I-VIS	Maintain	Maintain
4,370' x 100'	Maintain	Maintain
32,000 lbs. S 50,000 lbs. D	Maintain	Maintain
Non-Standard RSA; Standard ROFZ; Standard ROFA	Mitigate overlapping RSAs	Maintain corrected condition
RPZs partially owned, extends over private property, public roads	Mitigate RPZ incompatibilities	Maintain corrected condition
TAXIWAYS		
TDG 2B	Maintain	TDG 3
All taxiways at least 50' wide	Maintain	Maintain
Direct access provided by Taxiways A1, B, C, and D	Consider corrective measures	Maintain corrected condition
Acute-angle runway intersections - Taxiways B, C, D, and F	Consider corrective measures	Maintain corrected condition
High-energy runway crossings - Taxiway D	Consider corrective measures	Maintain corrected condition

KEY

ATCT - Airport Traffic Control Tower
D - Dual Wheel Loading
2D - Dual Tandem Wheel Loading
2D2 - Double Dual Tandem Wheel Loading

3D - Triple Dual Tandem Wheel Loading
HIRL - High Intensity Runway Lighting
LED - Light-Emitting Diode
LOC - Localizer

MALS - Medium Intensity Approach Lighting System
with Runway Alignment Indicator Lights
PAPI - Precision Approach Path Indicator
RDC - Runway Design Code

REIL - Runway End Identification Light
RNAV - Area Navigation
RSA - Runway Safety Area
ROFA - Runway Object Free Area

ROFZ - Runway Obstacle Free Zone
S - Single Wheel Loading



Exhibit 3F Airside Facilities Summary (cont.)

AVAILABLE	SHORT TERM	LONG TERM
NAVIGATIONAL AND APPROACH AIDS		
ILS or LOC - RWY 4	Maintain	Maintain
RNAV (GPS) with ½-mile visibility minimum - RWY 4	Maintain	Maintain; consider ½-mile visibility minimums - RWY 22
RNAV (GPS) with ¾-mile visibility minimum - RWYs 22 and 31	Maintain	Maintain; consider ¾-mile visibility minimums - RWY 13
VOR or TACAN 1-mile visibility minimum - RWY 22	Maintain	Maintain
MALSR - RWY 4	Maintain	Maintain
PAPI-4 - RWYs, 13, 31, and 22	Maintain; consider PAPI-4 on RWY 4	Maintain
REILs - RWY 22	Maintain; consider REILs for RWYs 13 and 31	Maintain
ATCT	Maintain	Maintain
AWOS	Maintain; remove old AWOS	Maintain
Segmented circle/lighted windcones	Relocate segmented circle/wind cone outside RVZ	Maintain corrected condition
LIGHTING, MARKING, AND SIGNAGE		
Rotating Beacon	Maintain	Maintain
Precision markings - RWY 4	Maintain	Maintain
Non-precision markings - RWYs 22 and 13-31	Maintain	Maintain
HIRL - RWY 4-22	Maintain	Consider replacement with LED technology
MIRL - RWY 13-31	Maintain	Consider replacement with LED technology
RWY 4-22 holding position markings - located 250' from centerline	Maintain	Maintain; consider relocating hold positions markings to 287' if critical aircraft is RDC D-III
RWY 13-31 holding position markings - acute angle, located 200-265' from centerline	Consider corrective measures	Maintain corrected condition
RWY 17-35 holding position markings - acute angle, located 185-200' from centerline	Consider corrective measures	Maintain corrected condition
Lighted airfield location, directional, distance remaining signage	Maintain	Consider replacement with LED technology

KEY

ATCT - Airport Traffic Control Tower
 D - Dual Wheel Loading
 2D - Dual Tandem Wheel Loading
 2D2 - Double Dual Tandem Wheel Loading

3D - Triple Dual Tandem Wheel Loading
 HIRL - High Intensity Runway Lighting
 LED - Light-Emitting Diode
 LOC - Localizer

MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
 PAPI - Precision Approach Path Indicator
 RDC - Runway Design Code

REIL - Runway End Identification Light
 RNAV - Area Navigation
 RSA - Runway Safety Area
 ROFA - Runway Object Free Area

ROFZ - Runway Obstacle Free Zone
 S - Single Wheel Loading



Exhibit 3G Terminal Facilities Summary

	Units	Available	Short Term	Intermediate Term	Long Term
ENPLANEMENTS	#	25,913	28,344	31,926	41,050
DEPARTURE PROCESSING					
<i>Ticket Counters/Lobby</i>					
Counter Frontage	lf	-	6	18	18
Airline Ticketing	sf	-	70	200	200
Ticket Lobby Circulation/Queuing	sf	-	320	790	850
Public Circulation	sf	-	1,450	3,040	3,540
Airline Offices	sf	-	250	740	740
Agent Positions	#	2	1	3	3
Kiosk Positions	#	2	2	2	2
TSA Baggage Check	sf	-	120	360	360
Outbound Baggage	sf	-	290	860	860
EDS Automated Machines	#	1	1	1	1
<i>Security</i>					
Security Queuing	sf	-	130	270	320
Security Screening Lanes	#	1	1	1	1
Station Area	sf	-	360	360	360
TSA Office Space	sf	-	700	700	700
Walk-Through Metal Detectors (WTMD)	#	1	1	1	1
Whole Body Imagers (WBI)	#	1	1	1	1
Bag X-Ray Machines	#	1	1	1	1
<i>Departure Processing Subtotal</i>	<i>sf</i>	<i>5,640</i>	<i>3,690</i>	<i>7,320</i>	<i>7,930</i>
CONCOURSE FACILITIES					
<i>Passenger Holdrooms</i>					
Gates	#	3*	1	1	1
Concourse Circulation	sf	-	410	860	1,000
Holdroom	sf	-	510	1,080	1,250
<i>Concourse Facilities Subtotal</i>	<i>sf</i>	<i>1,920</i>	<i>920</i>	<i>1,940</i>	<i>2,250</i>



Exhibit 3G Terminal Facilities Summary (cont.)

	Units	Available	Short Term	Intermediate Term	Long Term
ENPLANEMENTS	#	25,913	28,344	31,926	41,050
ARRIVALS PROCESSING					
Inbound Baggage	sf	-	370	920	1,100
Baggage Claim Display Frontage	lf	-	20	50	60
Claim Device Floor Area	sf	-	60	150	180
Baggage Service Office	sf	-	40	100	120
Baggage Claim Circulation	sf	-	760	1,600	1,870
<i>Arrivals Processing Subtotal</i>	<i>sf</i>	<i>1,950</i>	<i>1,230</i>	<i>2,770</i>	<i>3,270</i>
DEPARTURE PROCESSING					
Restrooms	sf	-	520	1,090	1,270
Food/Beverage	sf	-	280	320	410
Retail	sf	-	140	160	210
Concessions/Retail Support	sf	-	80	100	120
Rental Car Counter Frontage	lf	-	10	10	10
Rental Car Counter & Office Space	sf	-	150	150	150
Rental Car Queuing	sf	-	80	80	80
Administrative Offices	sf	-	970	970	970
<i>Public Spaces Subtotal</i>	<i>sf</i>	<i>3,040</i>	<i>2,220</i>	<i>2,870</i>	<i>3,210</i>
FUNCTIONAL AREA TOTAL	sf	12,550	8,060	14,900	16,660
Building Systems/Support					
HVAC/Mechanical	sf	500	480	900	1,000
TOTAL TERMINAL	sf	13,050	8,540	15,800	17,660

*One gate is positioned outside the secure area.

Source: Coffman Associates analysis



Exhibit 3H Landside Facilities Summary

	Available	Short Term	Intermediate Term	Long Term
Aircraft Storage Hangar Requirements				
Aircraft to be Hangared	45	49	53	62
T-Hangar Area (sf)	25,100	33,500	35,800	41,600
Executive/Conventional Hangar Area (sf)	218,900	234,900	249,200	271,700
Service/Maintenance Area (sf)	-	6,100	6,600	7,800
Total Hangar Storage Area (sf)	244,000	274,500	291,600	321,100
Aircraft Parking Apron				
Aircraft Parking Positions	36	13	17	21
Total Public Apron Area (sy)	81,000	11,800	15,000	20,000
General Aviation Terminal Facilities and Parking				
Building Space (sf)	4,200	1,100	1,400	2,000
Total GA Parking Spaces	49	37	41	49
Support Facilities				
Jet A 14-Day Supply (gal.)	24,000	Maintain		
100LL 14-Day Supply (gal.)	14,000	Maintain		
ARFF Index	A	B		



Chapter 4

Development Alternatives



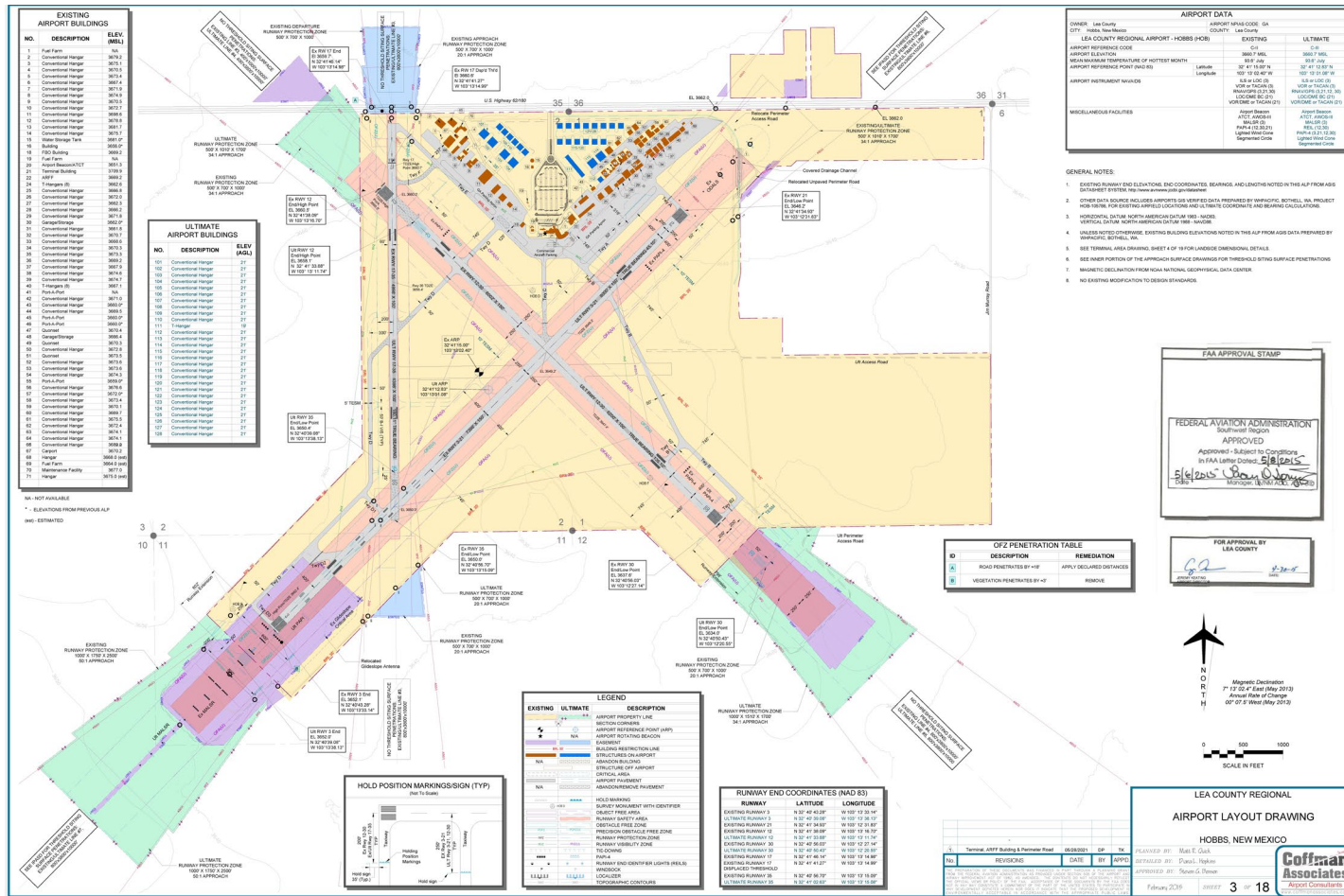




Exhibit 4B Airside Considerations

- ▶ Evaluate improvements necessary to meet the appropriate existing and ultimate Federal Aviation Administration (FAA) design standards.
- ▶ Examine a potential runway extension on Runway 4-22 and consider options for the ultimate disposition of Runway 17-35 and its intersection with Runway 13-31.
- ▶ Analyze options to mitigate incompatible land uses/uncontrolled property within the safety areas and runway protection zones (RPZs).
- ▶ Evaluate the potential for improved instrument approach minimums serving Runways 22 and 13.
- ▶ Evaluate the taxiway system in meeting airfield safety, design, and geometry standards and upgrade the taxiway system to taxiway design group (TDG) 3 on taxiways serving Runways 4-22 and 13-31.
- ▶ Upgrade airport signage to include runway distance remaining signs and upgrade visual approach aids.



Exhibit 4C Airside Alternative 1

AIRSIDE ALTERNATIVE 1

Ultimate Safety Areas
Runway 4-22: C/D-III-2400
Runway 13-13: C-III-4000
Runway 17-35: B-I-VIS

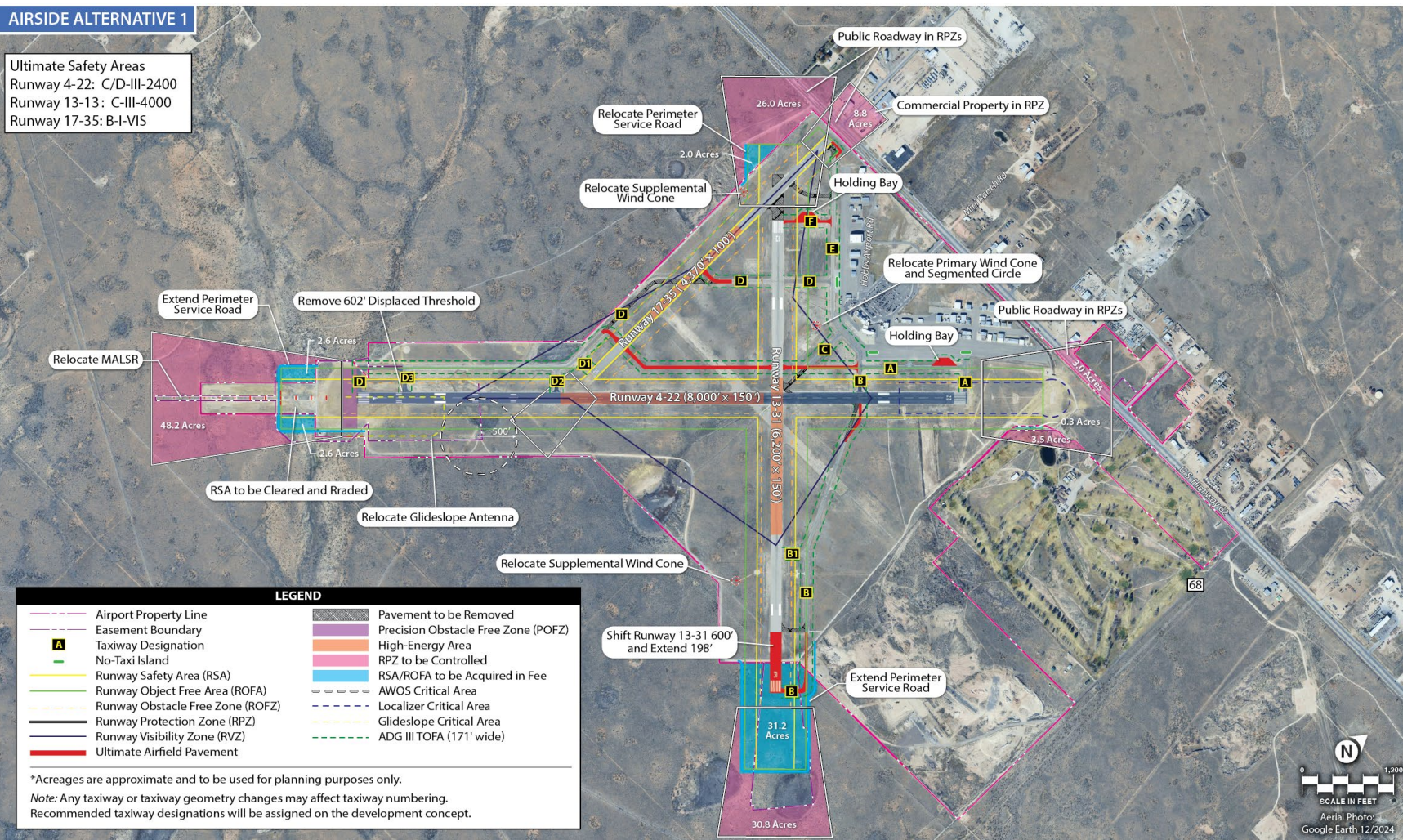


Exhibit 4D Airside Alternative 2

AIRSIDE ALTERNATIVE 2

Ultimate Safety Areas
Runway 4-22: C/D-III-2400
Runway 13-31: C-III-4000
Runway 17-35: B-I-VIS

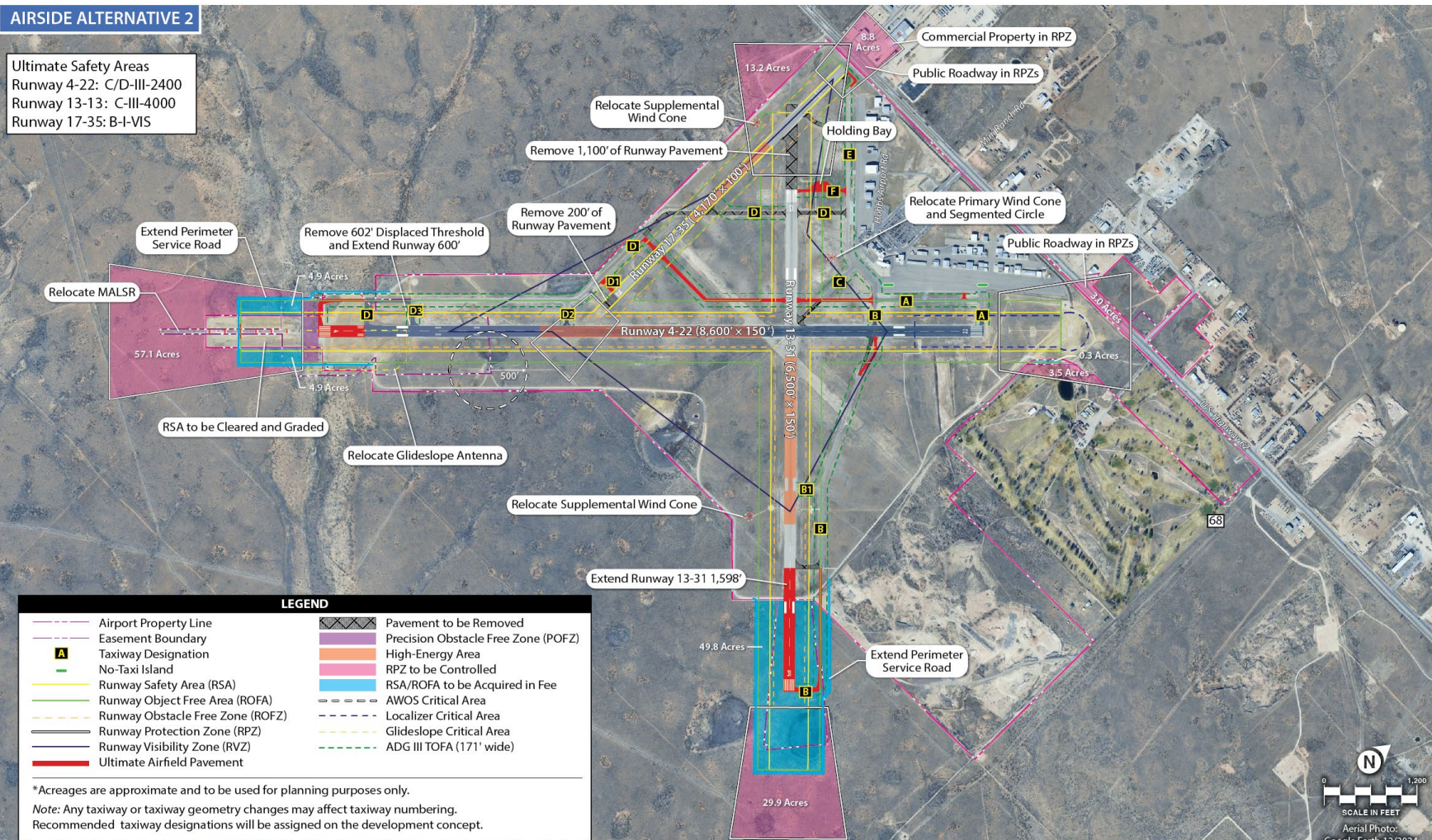


Exhibit 4E Airside Alternative 3

AIRSIDE ALTERNATIVE 3

Ultimate Safety Areas

Runway 4-22: C/D-III-2400

Runway 13-31: C-III-4000

Runway 17-35: To be Removed/abandoned

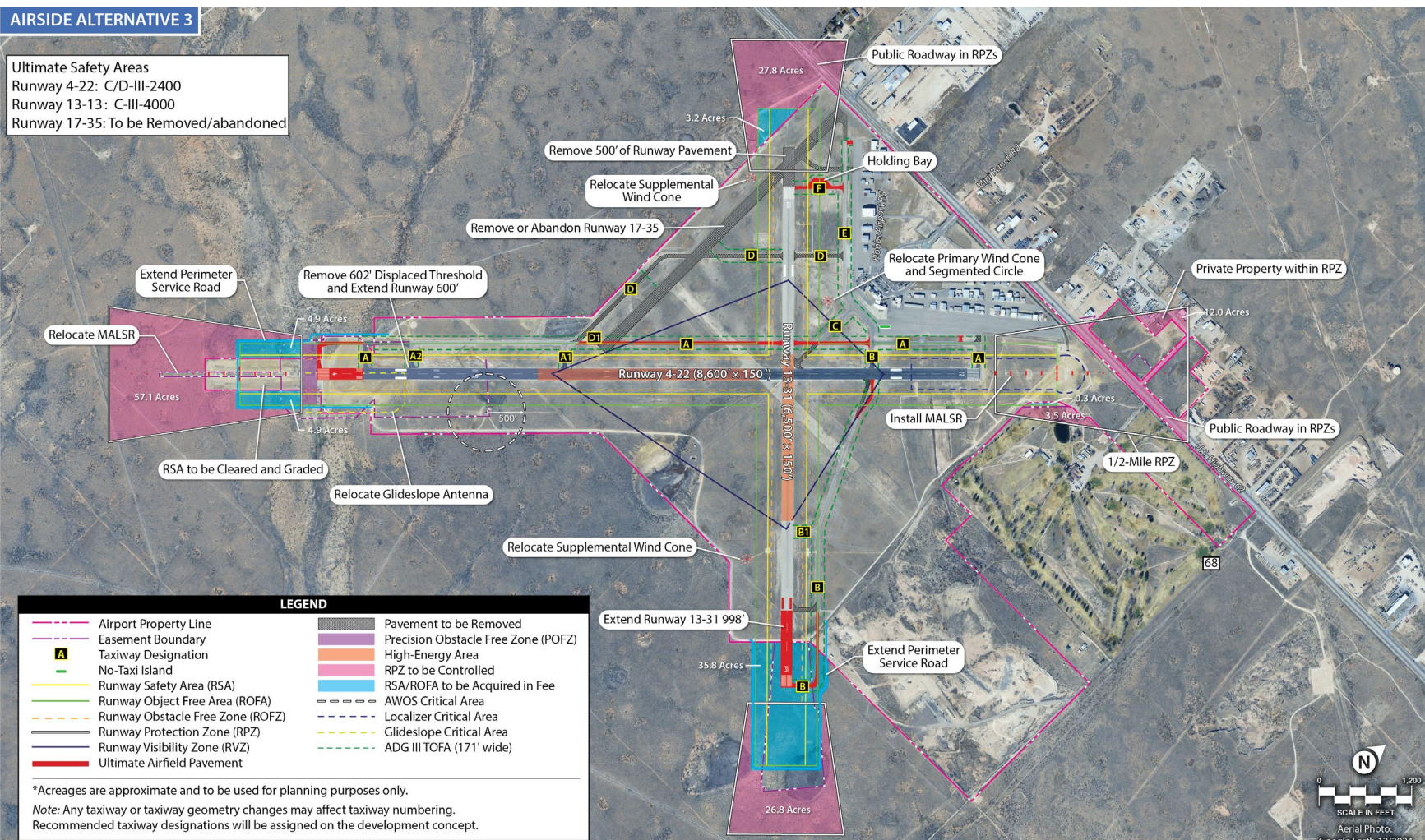
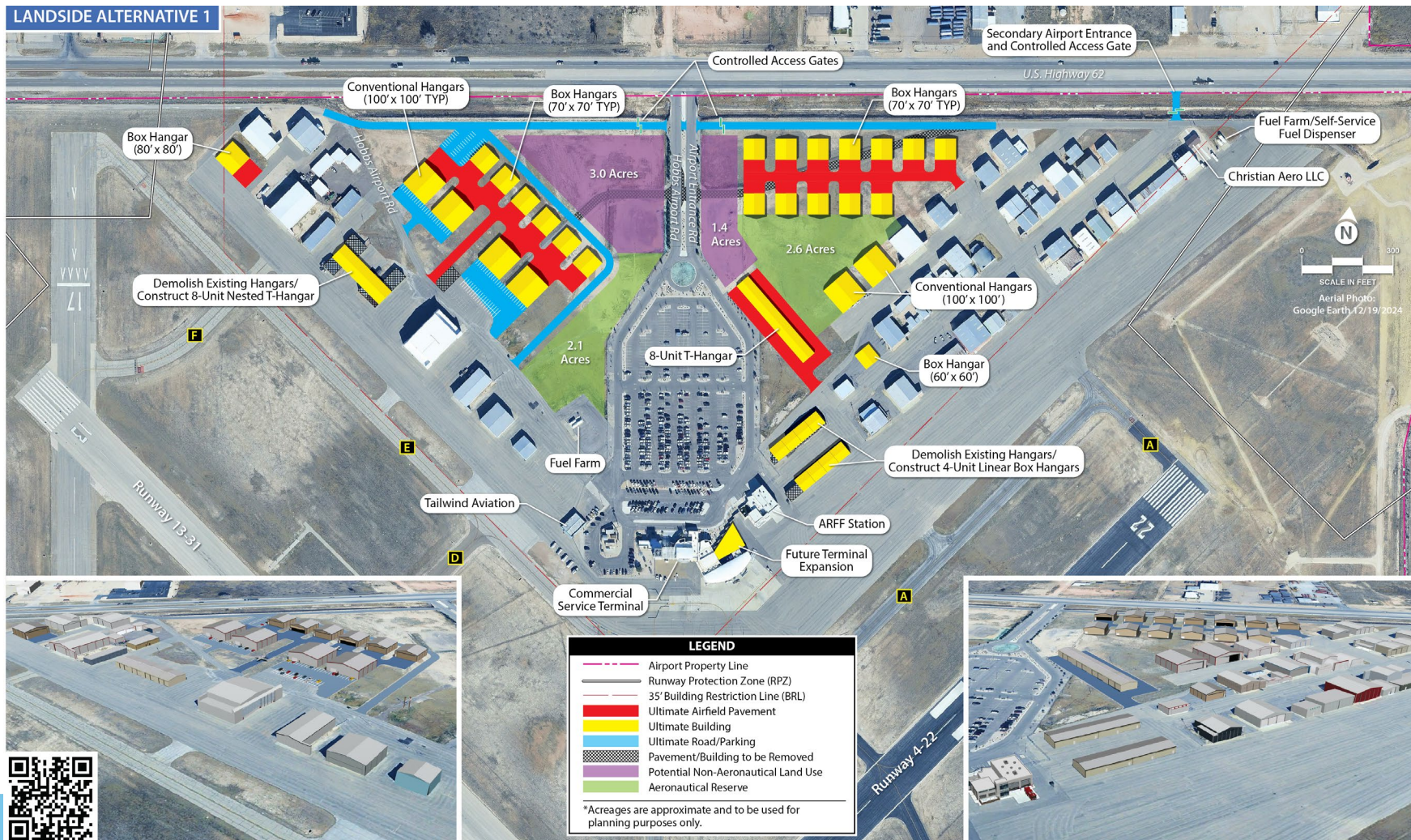


Exhibit 4B Landside Considerations

- ▶ Determine efficient land uses that allow the airport to meet the needs of aviation users and promote non-aviation uses where possible.
- ▶ Identify locations for hangar development and additional aircraft apron area to meet projected demand.
- ▶ Consider options for expanded or additional general aviation and commercial service terminal facilities.
- ▶ Evaluate options to construct support facilities, such as secure access gates for general aviation users.
- ▶ Examine options for vehicle parking access while best segregating aircraft and vehicle traffic on airport movement areas.



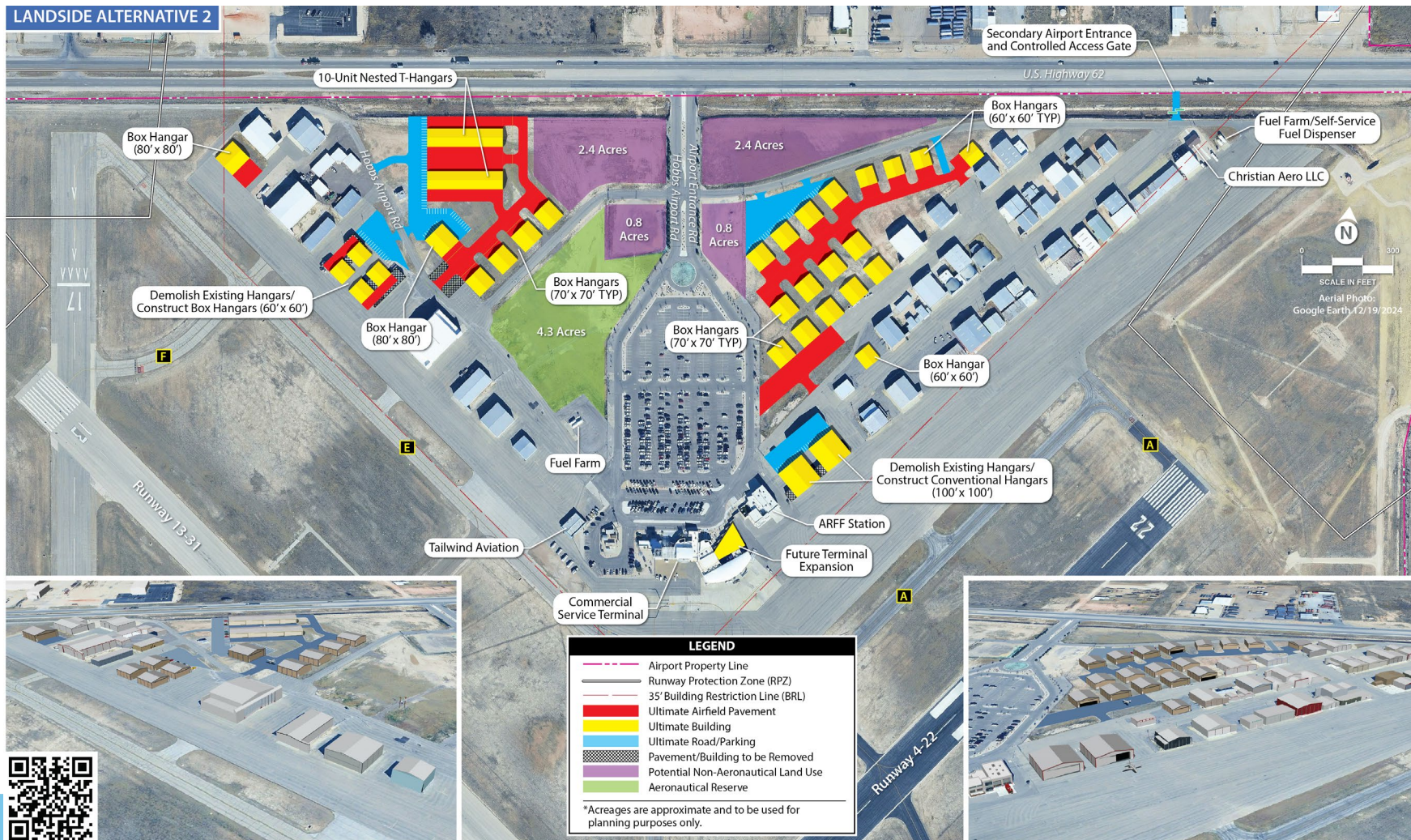
Exhibit 4F Landside Alternative 1





LANDSIDE ALTERNATIVE 1

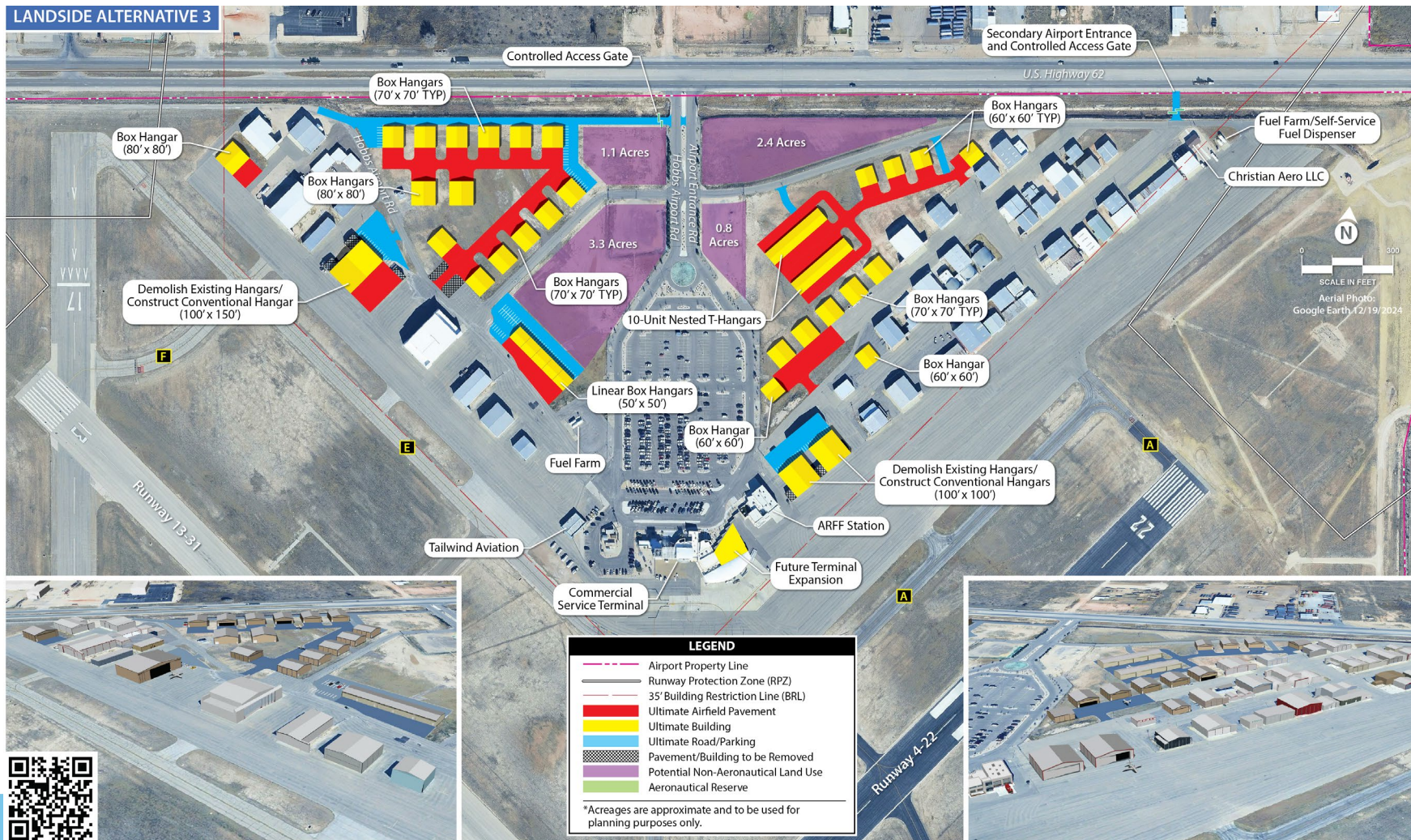
Exhibit 4G Landside Alternative 2





LANDSIDE ALTERNATIVE 2

Exhibit 4H Landside Alternative 3





LANDSIDE ALTERNATIVE 3

NEXT STEPS

- ▶ **Phase 3 Elements** – Recommended Development Concept & Capital Improvement Program
- ▶ **PAC Meeting #4** – PAC meeting tentatively planned for early 2026 to review Phase 3 materials
- ▶ **Public Information Workshop #3** – 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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