

Lea County Regional Airport Airport Master Plan





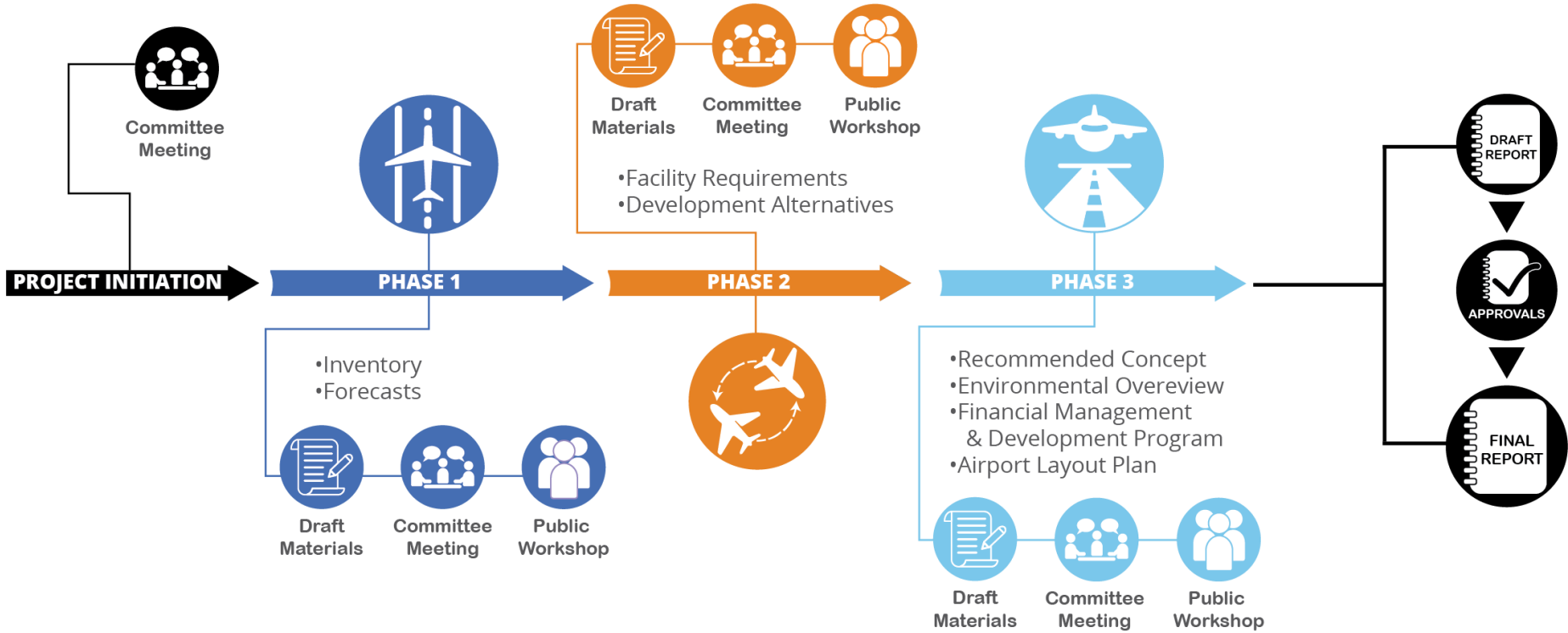
AGENDA

PAC Meeting #4 | May 27, 2026

1. Welcome/Introductions
2. Review Master Plan Process
3. High-Level Review of Documentation Prepared To Date
4. Review Chapter 5: Recommended Master Plan Concept
5. Review Chapter 6: Capital Financial Plan
6. Open Discussion/Questions
7. Next Steps



MASTER PLAN PROCESS





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

Resubmitted:
Aug. 20, 2025



Table 5A: Airport and Runway Classifications

TABLE 5A | Airport and Runway Classifications

| | Runway 4-22 (Existing/Ultime) | Runway 13-31 (Existing/Ultime) | Runway 17-35 (Existing/Ultime) |
|------------------------------|---|--|---|
| Airport Reference Code (ARC) | D-II (existing); C/D-III (ultimate) | B-II (existing); C-III (ultimate) | B-I (existing); To be Decommissioned (ultimate) |
| Critical Aircraft (Typ.) | CRJ 200 (existing); CRJ 900/ERJ-175 (ultimate) | King Air 200/250/350 (existing); ERJ-175 (ultimate) | King Air 100 (existing) |
| Runway Design Code (RDC) | D-II-2400 (existing); C/D-III-2400 (ultimate) | B-II-4000 (existing); C-III-4000 (ultimate) | B-I-VIS (existing) |
| Taxiway Design Group (TDG) | TDG 2B (existing); TDG 3 (ultimate) | TDG 2A (existing); TDG 3 (ultimate) | TDG 1A (existing) |

Source: FAA AC 150/5300-13A, Airport Design

An aerial photograph showing a large airport terminal building with a red section, surrounded by numerous hangars and parking lots. The background shows a flat, open landscape under a clear sky.

Chapter 5

Recommended Master Plan Concept





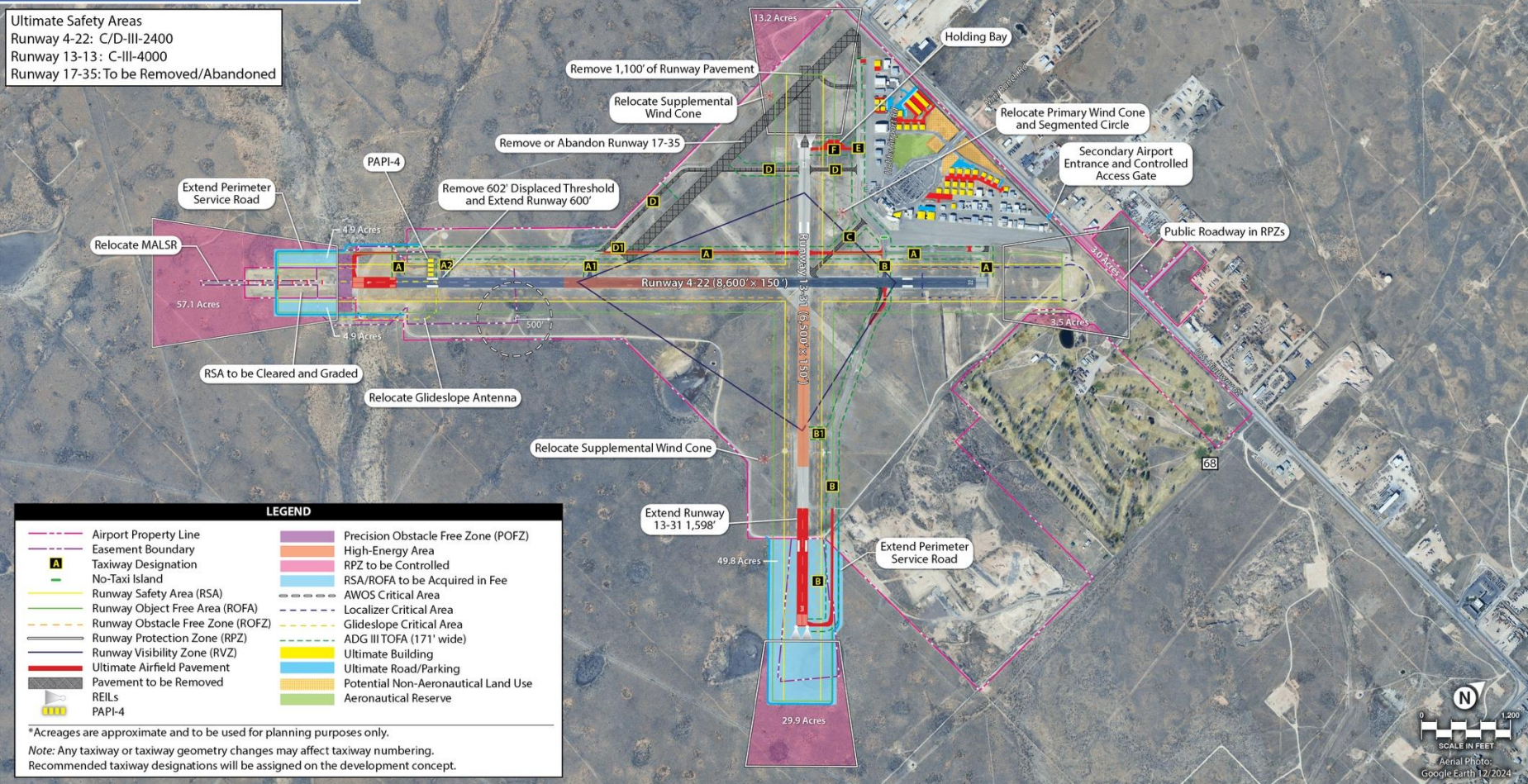
Primary Recommended Airside Developments

- Extend Runway 4-22 to an ultimate length of 8,600 feet
- Shift Runway 13-31 to the south and extend to an ultimate length of 6,500 feet
- Extend Taxiway A to serve as a full-length parallel taxiway for Runway 4-22
- Property acquisition and surface clearing/grading to meet ultimate FAA design standards
- Various taxiway geometry improvements
- Ultimate closure of Runway 17-35

Exhibit 5A: Recommended Development Concept

Recommended Airfield Development Concept

Ultimate Safety Areas
 Runway 4-22: C/D-III-2400
 Runway 13-13: C-III-4000
 Runway 17-35: To be Removed/Abandoned



| LEGEND | |
|--------|-------------------------------------|
| | Airport Property Line |
| | Easement Boundary |
| | Taxiway Designation |
| | No-Taxi Island |
| | Runway Safety Area (RSA) |
| | Runway Object Free Area (ROFA) |
| | Runway Obstacle Free Zone (ROFZ) |
| | Runway Protection Zone (RPZ) |
| | Runway Visibility Zone (RVZ) |
| | Ultimate Airfield Pavement |
| | Pavement to be Removed |
| | REILs |
| | PAPI-4 |
| | Precision Obstacle Free Zone (POFZ) |
| | High-Energy Area |
| | RPZ to be Controlled |
| | RSA/ROFA to be Acquired in Fee |
| | AWOS Critical Area |
| | Localizer Critical Area |
| | Glideslope Critical Area |
| | ADG III TOFA (171' wide) |
| | Ultimate Building |
| | Ultimate Road/Parking |
| | Potential Non-Aeronautical Land Use |
| | Aeronautical Reserve |

*Acreages are approximate and to be used for planning purposes only.
 Note: Any taxiway or taxiway geometry changes may affect taxiway numbering.
 Recommended taxiway designations will be assigned on the development concept.





Table 5B: Runway 4-22 Declared Distances

TABLE 5B | Runway 4-22 Declared Distances

| Declared Distances | Runway 4 | | | Runway 22 | | |
|--------------------|----------|---------|--------|-----------|---------|--------|
| | Existing | Interim | Change | Existing | Interim | Change |
| TORA | 8,000 | 8,000 | 0 | 8,000 | 7,389 | -602 |
| TODA | 8,000 | 8,000 | 0 | 8,000 | 7,389 | -602 |
| ASDA | 8,000 | 8,000 | 0 | 8,000 | 7,389 | -602 |
| LDA | 7,389 | 7,389 | 0 | 8,000 | 7,389 | -602 |

Notes:

All measurements are in feet.

TORA = takeoff run available

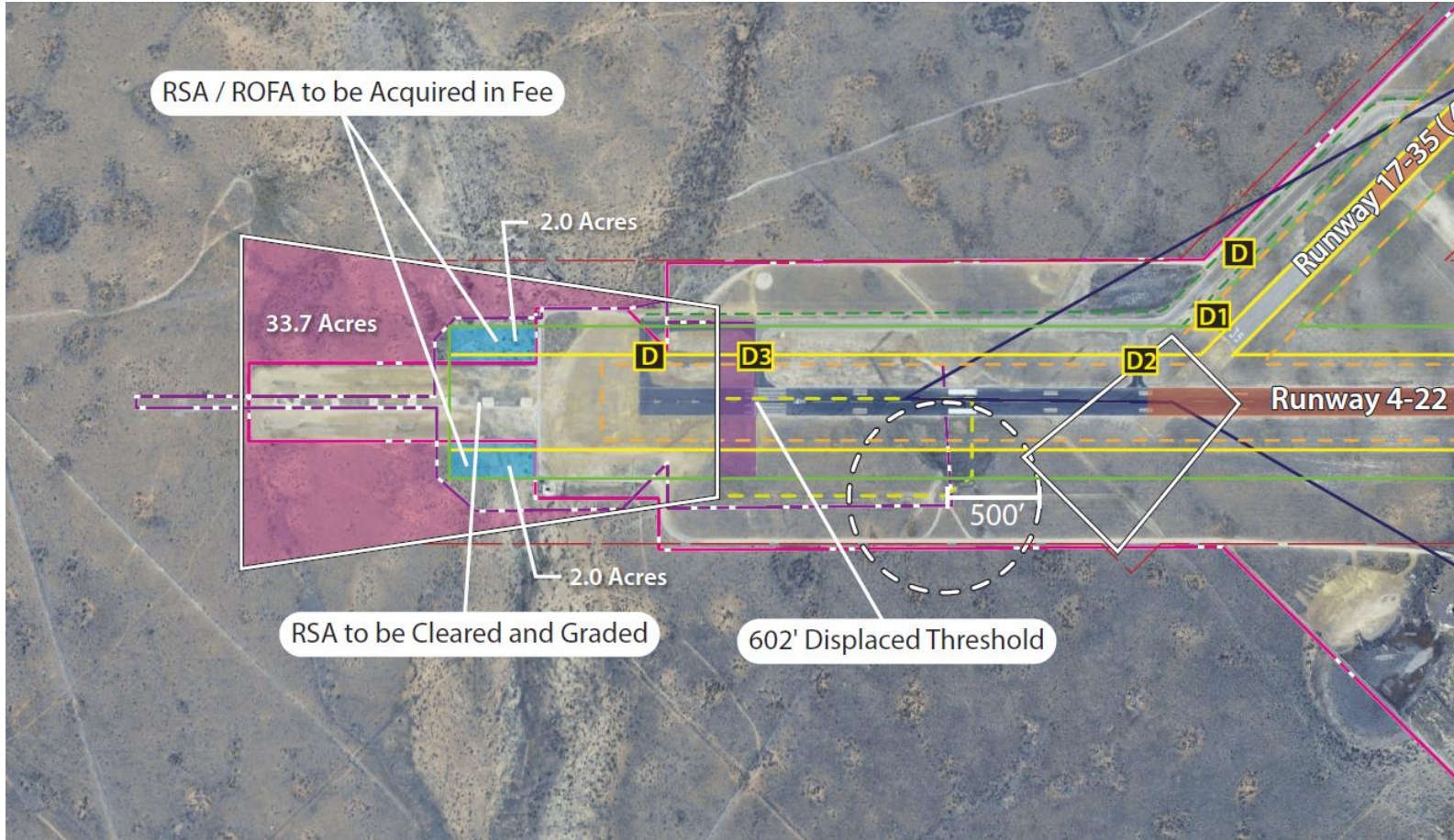
TODA = takeoff distance available

ASDA = accelerate-stop distance available

LDA = landing distance available

Source: Coffman Associates analysis

Exhibit 3E: Safety Areas

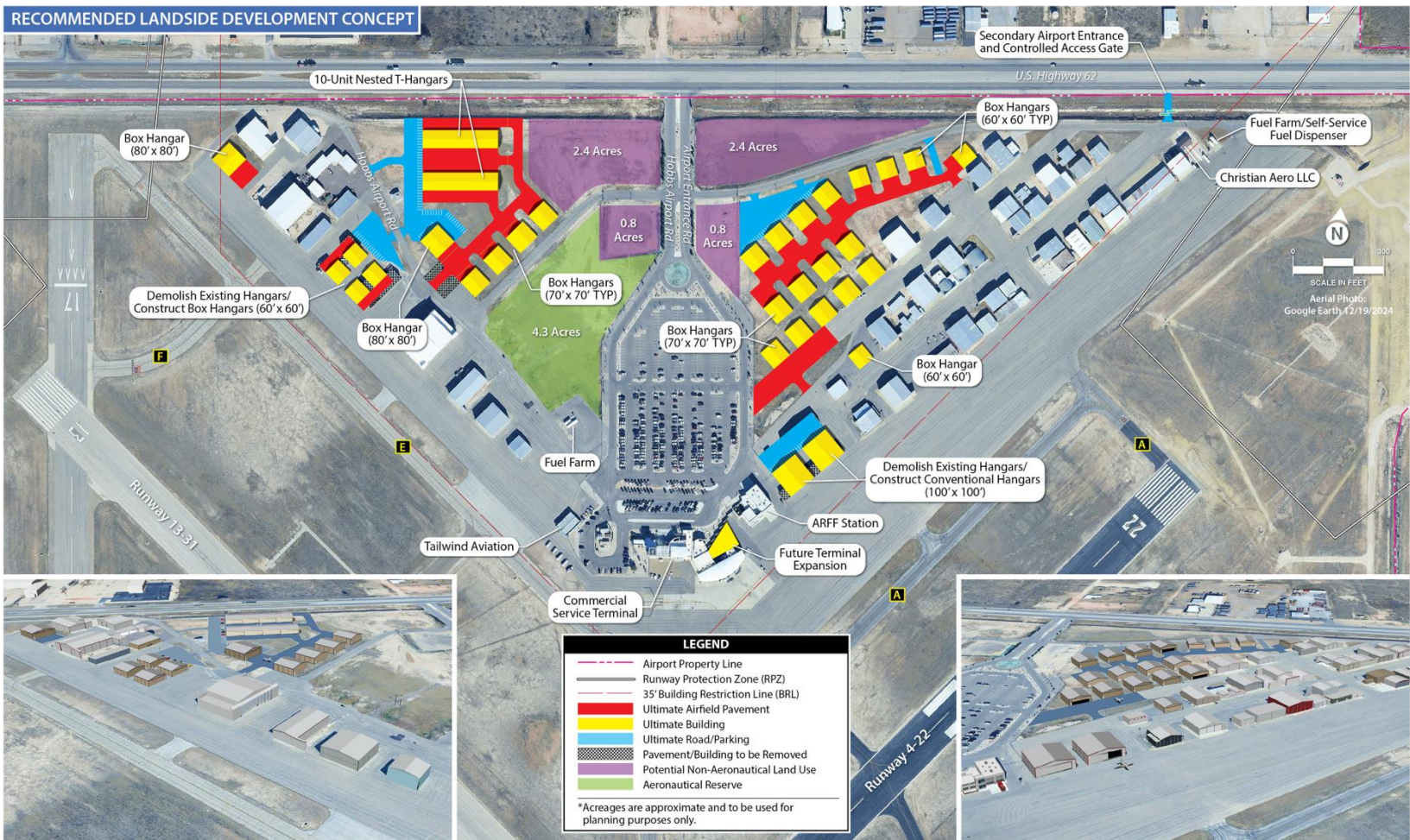




Primary Recommended Landside Developments

- Demand-driven development approach: improvements should be implemented only as demand materializes
- Commercial service terminal expansion
- Expansion of general aviation facilities: T-hangars, box hangars, and executive hangars
- Designation of development reserve areas – aeronautical and non-aeronautical
- Enhanced automobile access and circulation

Recommended Landside Development Concept





Recommended Landside Development Concept

Exhibit 5B: Existing (2024) Noise Contours

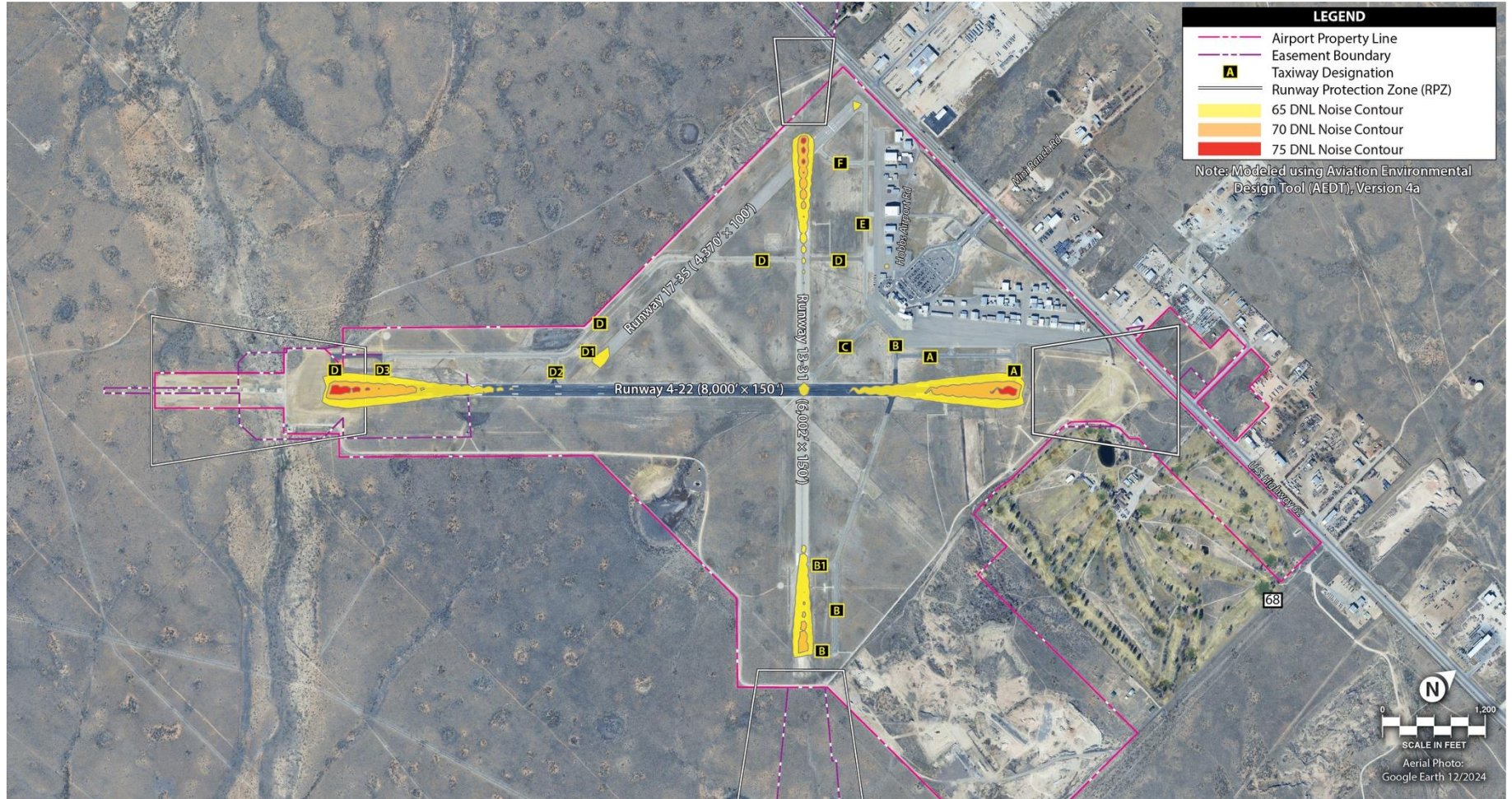
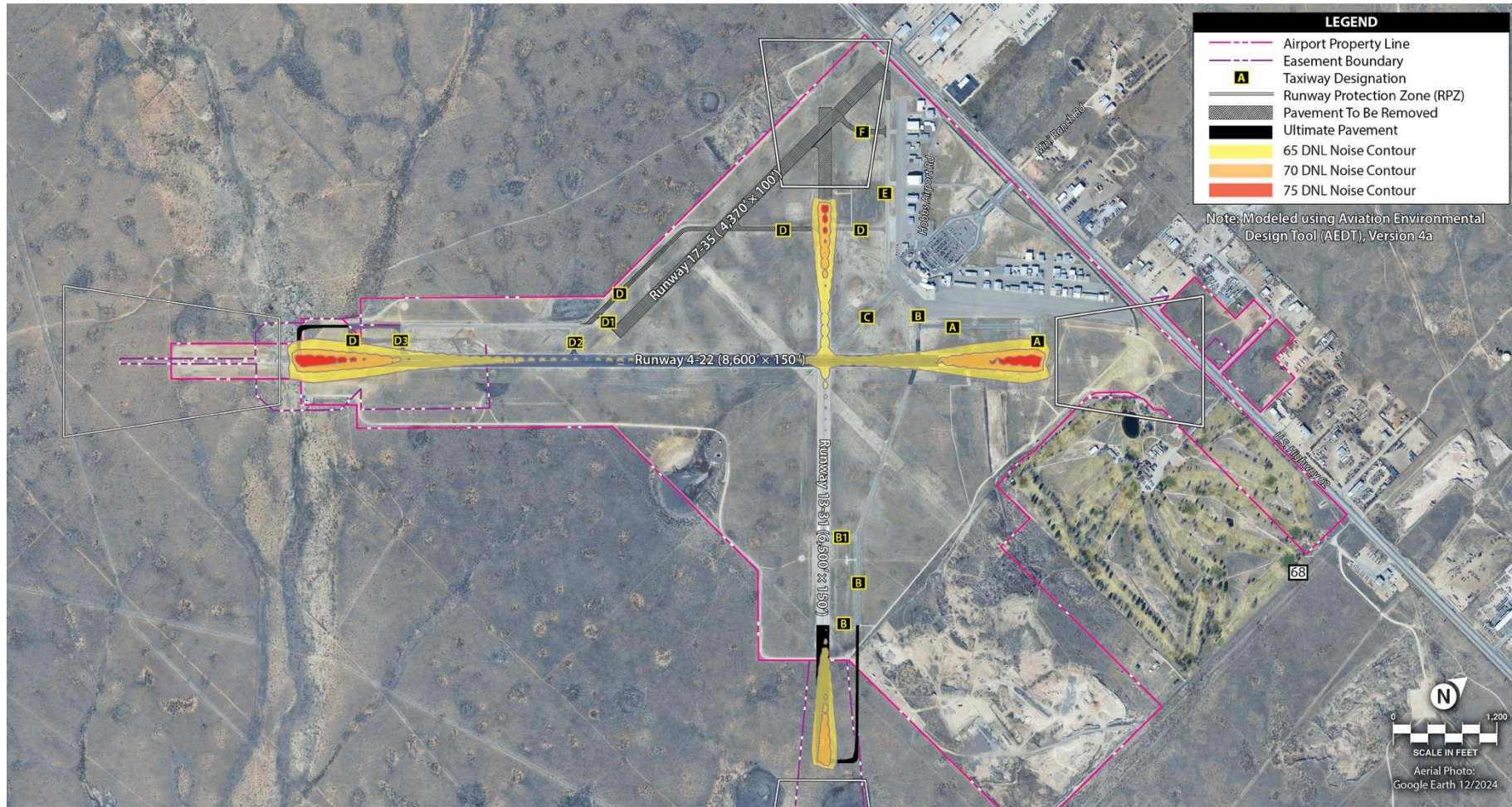


Exhibit 5B: Future (2044) Noise Contours



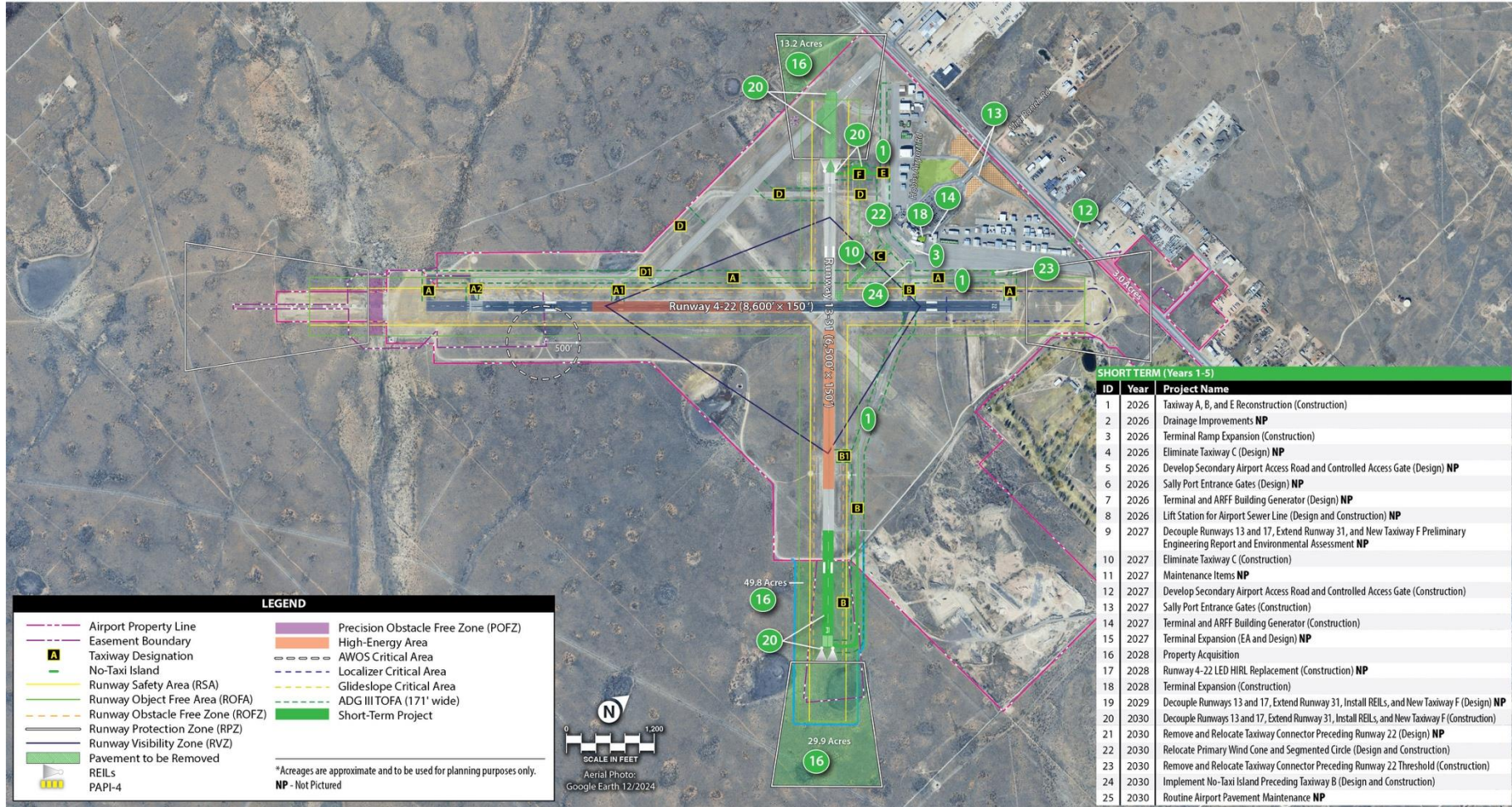
An aerial photograph showing a large airport terminal building with a red section, surrounded by numerous hangars of various sizes. The airport is situated in a flat, open landscape under a clear sky.

Chapter 6

Capital Financial Plan



Exhibit 6B: Development Staging – Short Term



LEGEND

- Airport Property Line
- Easement Boundary
- A Taxiway Designation
- No-Taxi Island
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- Runway Visibility Zone (RVZ)
- Pavement to be Removed
- REILs
- PAPI-4
- Precision Obstacle Free Zone (POFZ)
- High-Energy Area
- AWOS Critical Area
- Localizer Critical Area
- Glideslope Critical Area
- ADG III TOFA (171' wide)
- Short-Term Project

*Acreages are approximate and to be used for planning purposes only.
NP - Not Pictured



SHORT TERM (Years 1-5)

| ID | Year | Project Name |
|----|------|---|
| 1 | 2026 | Taxiway A, B, and E Reconstruction (Construction) |
| 2 | 2026 | Drainage Improvements NP |
| 3 | 2026 | Terminal Ramp Expansion (Construction) |
| 4 | 2026 | Eliminate Taxiway C (Design) NP |
| 5 | 2026 | Develop Secondary Airport Access Road and Controlled Access Gate (Design) NP |
| 6 | 2026 | Sally Port Entrance Gates (Design) NP |
| 7 | 2026 | Terminal and ARFF Building Generator (Design) NP |
| 8 | 2026 | Lift Station for Airport Sewer Line (Design and Construction) NP |
| 9 | 2027 | Decouple Runways 13 and 17, Extend Runway 31, and New Taxiway F Preliminary Engineering Report and Environmental Assessment NP |
| 10 | 2027 | Eliminate Taxiway C (Construction) |
| 11 | 2027 | Maintenance Items NP |
| 12 | 2027 | Develop Secondary Airport Access Road and Controlled Access Gate (Construction) |
| 13 | 2027 | Sally Port Entrance Gates (Construction) |
| 14 | 2027 | Terminal and ARFF Building Generator (Construction) |
| 15 | 2027 | Terminal Expansion (EA and Design) NP |
| 16 | 2028 | Property Acquisition |
| 17 | 2028 | Runway 4-22 LED HIRL Replacement (Construction) NP |
| 18 | 2028 | Terminal Expansion (Construction) |
| 19 | 2029 | Decouple Runways 13 and 17, Extend Runway 31, Install REILs, and New Taxiway F (Design) NP |
| 20 | 2030 | Decouple Runways 13 and 17, Extend Runway 31, Install REILs, and New Taxiway F (Construction) |
| 21 | 2030 | Remove and Relocate Taxiway Connector Preceding Runway 22 (Design) NP |
| 22 | 2030 | Relocate Primary Wind Cone and Segmented Circle (Design and Construction) |
| 23 | 2030 | Remove and Relocate Taxiway Connector Preceding Runway 22 Threshold (Construction) |
| 24 | 2030 | Implement No-Taxi Island Preceding Taxiway B (Design and Construction) |
| 25 | 2030 | Routine Airport Pavement Maintenance NP |



Exhibit 6A: Capital Improvement Plan – Short Term

| Project # | Project | Estimated Cost | Federal Share | State Share | Airport Sponsor/ Local Share |
|-------------------------------|---|----------------|---------------|-------------|---------------------------------|
| SHORT TERM (1-5 Years) | | | | | |
| FY2026 | | | | | |
| 1 | Taxiway A, B, and E Reconstruction (Construction) | \$2,800,000 | \$2,660,000 | \$126,000 | \$14,000 |
| 2 | Drainage Improvements | \$2,300,000 | \$2,185,000 | \$103,500 | \$11,500 |
| 3 | Terminal Ramp Expansion (Construction) | \$3,700,000 | \$3,515,000 | \$166,500 | \$18,500 |
| 4 | Eliminate Taxiway C (Design) | \$150,000 | \$142,500 | \$6,750 | \$750 |
| 5 | Develop Secondary Airport Access Road and Controlled Access Gate (Design) | \$83,504 | \$- | \$- | \$83,504 |
| 6 | Sally Port Entrance Gates (Design) | \$102,919 | \$- | \$- | \$102,919 |
| 7 | Terminal and ARFF Building Generator (Design) | \$83,506 | \$- | \$- | \$83,506 |
| 8 | Lift Station for Airport Sewer Line (Design and Construction) | \$83,507 | \$- | \$- | \$83,507 |
| FY2027 | | | | | |
| 9 | Decouple Runways 13 and 17, Extend Runway 31, and New Taxiway F Preliminary Engineering Report and Environmental Assessment | \$189,334 | \$177,501 | \$10,650 | \$1,183 |
| 10 | Eliminate Taxiway C (Construction) | \$450,545 | \$422,386 | \$25,343 | \$2,816 |
| 11 | Maintenance Items | \$22,222 | \$- | \$20,000 | \$2,222 |
| 12 | Develop Secondary Airport Access Road and Controlled Access Gate (Construct) | \$715,000 | \$670,313 | \$40,219 | \$4,469 |
| 13 | Sally Port Entrance Gates (Construction) | \$218,458 | \$204,804 | \$12,288 | \$1,365 |
| 14 | Terminal and ARFF Building Generator (Construction) | \$650,000 | \$609,375 | \$36,563 | \$4,063 |
| 15 | Terminal Expansion (EA and Design) | \$800,000 | \$- | \$- | \$800,000 |



Exhibit 6A: Capital Improvement Plan – Short Term

| Project # | Project | Estimated Cost | Federal Share | State Share | Airport Sponsor/ Local Share |
|--------------------------------|---|---------------------|---------------------|--------------------|---------------------------------|
| SHORT TERM (1-5 Years) | | | | | |
| FY2028 | | | | | |
| 16 | Property Acquisition | \$464,795 | \$- | \$- | \$464,795 |
| 17 | Runway 4-22 LED HIRL Replacement (Construction) | \$2,500,000 | \$2,343,750 | \$140,625 | \$15,625 |
| 18 | Terminal Expansion (Construction) | \$10,000,000 | \$9,375,000 | \$562,500 | \$62,500 |
| FY2029 | | | | | |
| 19 | Decouple Runways 13 and 17, Extend Runway 31, Install REILs, and New Taxiway F (Design) | \$250,000 | \$234,375 | \$14,063 | \$1,563 |
| FY2030 | | | | | |
| 20 | Decouple Runways 13 and 17, Extend Runway 31, Install REILs, and New Taxiway F (Construction) | \$7,000,000 | \$6,562,500 | \$393,750 | \$43,750 |
| 21 | Remove and Relocate Taxiway Connector Preceding Runway 22 (Design) | \$100,000 | \$93,750 | \$5,625 | \$625 |
| 22 | Relocate Primary Wind Cone and Segmented Circle (Design and Construction) | \$81,254 | \$76,176 | \$4,571 | \$508 |
| 23 | Remove and Relocate Taxiway Connector Preceding Runway 22 Threshold (Construction) | \$1,000,000 | \$937,500 | \$56,250 | \$6,250 |
| 24 | Implement No-Taxi Island Preceding Taxiway B (Design and Construction) | \$60,000 | \$56,250 | \$3,375 | \$375 |
| 25 | Routine Airport Pavement Maintenance | \$500,000 | \$468,750 | \$28,125 | \$3,125 |
| Short-Term CIP Subtotal | | \$34,305,043 | \$30,734,928 | \$1,756,696 | \$1,813,419 |

Exhibit 6B: Development Staging – Intermediate Term

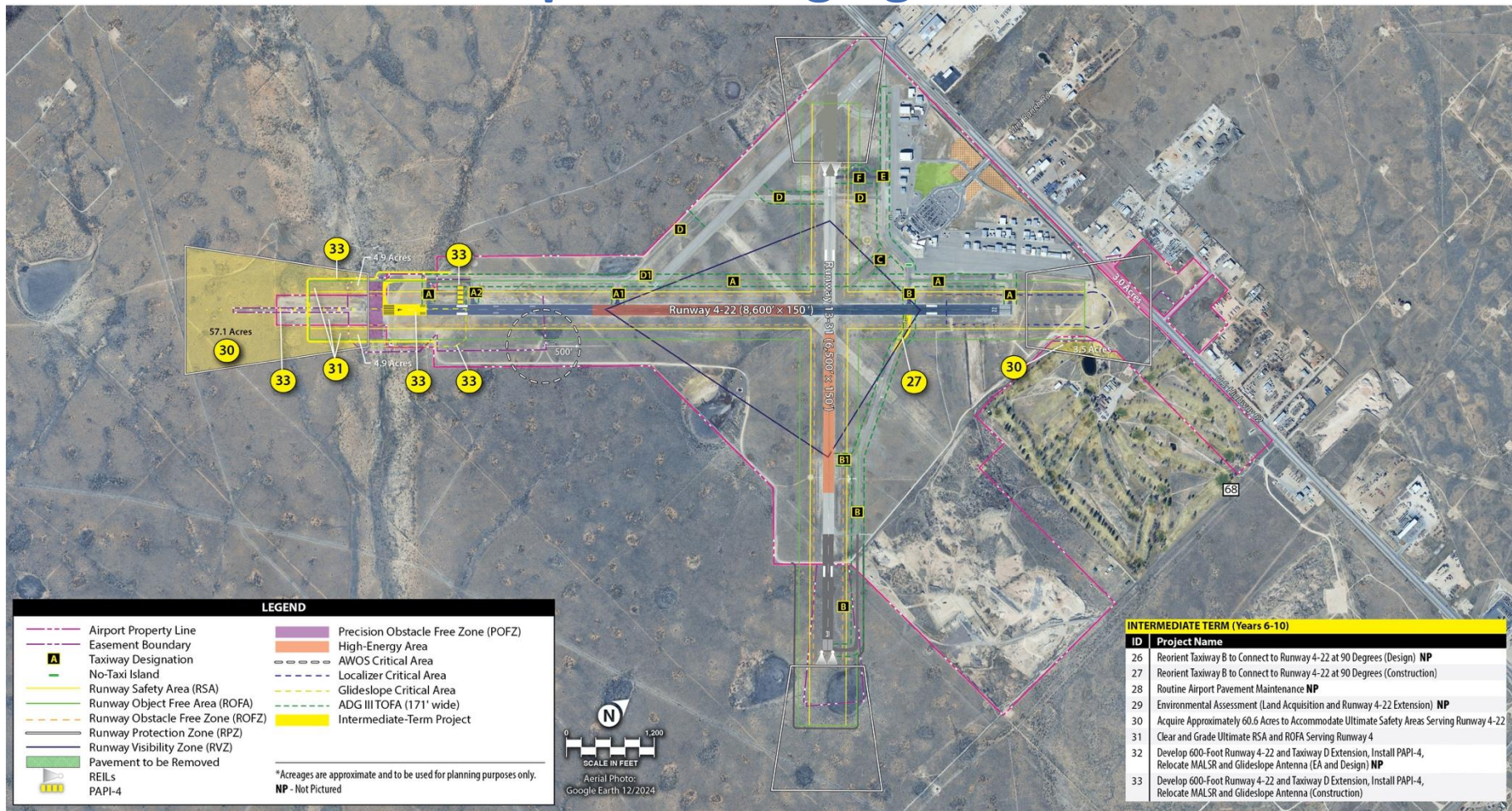




Exhibit 6A: Capital Improvement Plan – Intermediate Term

| Project # | Project | Estimated Cost | Federal Share | State Share | Airport Sponsor/ Local Share |
|---------------------------------------|---|---------------------|---------------------|--------------------|---------------------------------|
| INTERMEDIATE TERM (6-10 Years) | | | | | |
| 26 | Reorient Taxiway B to Connect to Runway 4-22 at 90 Degrees (Design) | \$125,000 | \$117,188 | \$7,031 | \$781 |
| 27 | Reorient Taxiway B to Connect to Runway 4-22 at 90 Degrees (Construction) | \$1,000,000 | \$937,500 | \$56,250 | \$6,250 |
| 28 | Routine Airport Pavement Maintenance | \$750,000 | \$703,125 | \$42,188 | \$4,688 |
| 29 | Environmental Assessment (Land Acquisition and Runway 4-22 Extension) | \$250,000 | \$234,375 | \$14,063 | \$1,563 |
| 30 | Acquire Approximately 60.6 Acres to Accommodate Ultimate Safety Areas Serving Runway 4-22 | \$315,205 | \$- | \$- | \$315,205 |
| 31 | Clear and Grade Ultimate RSA and ROFA Serving Runway 4 | \$2,500,000 | \$2,343,750 | \$140,625 | \$15,625 |
| 32 | Develop 600-Foot Runway 4-22 and Taxiway D Extension, Install PAPI-4, Relocate MALSR and Glideslope Antenna (EA and Design) | \$800,000 | \$750,000 | \$45,000 | \$5,000 |
| 33 | Develop 600-Foot Runway 4-22 and Taxiway D Extension, Install PAPI-4, Relocate MALSR and Glideslope Antenna (Construction) | \$12,500,000 | \$11,718,750 | \$703,125 | \$78,125 |
| Intermediate-Term CIP Subtotal | | \$18,240,205 | \$16,804,688 | \$1,008,281 | \$427,237 |

Exhibit 6B: Development Staging – Long Term

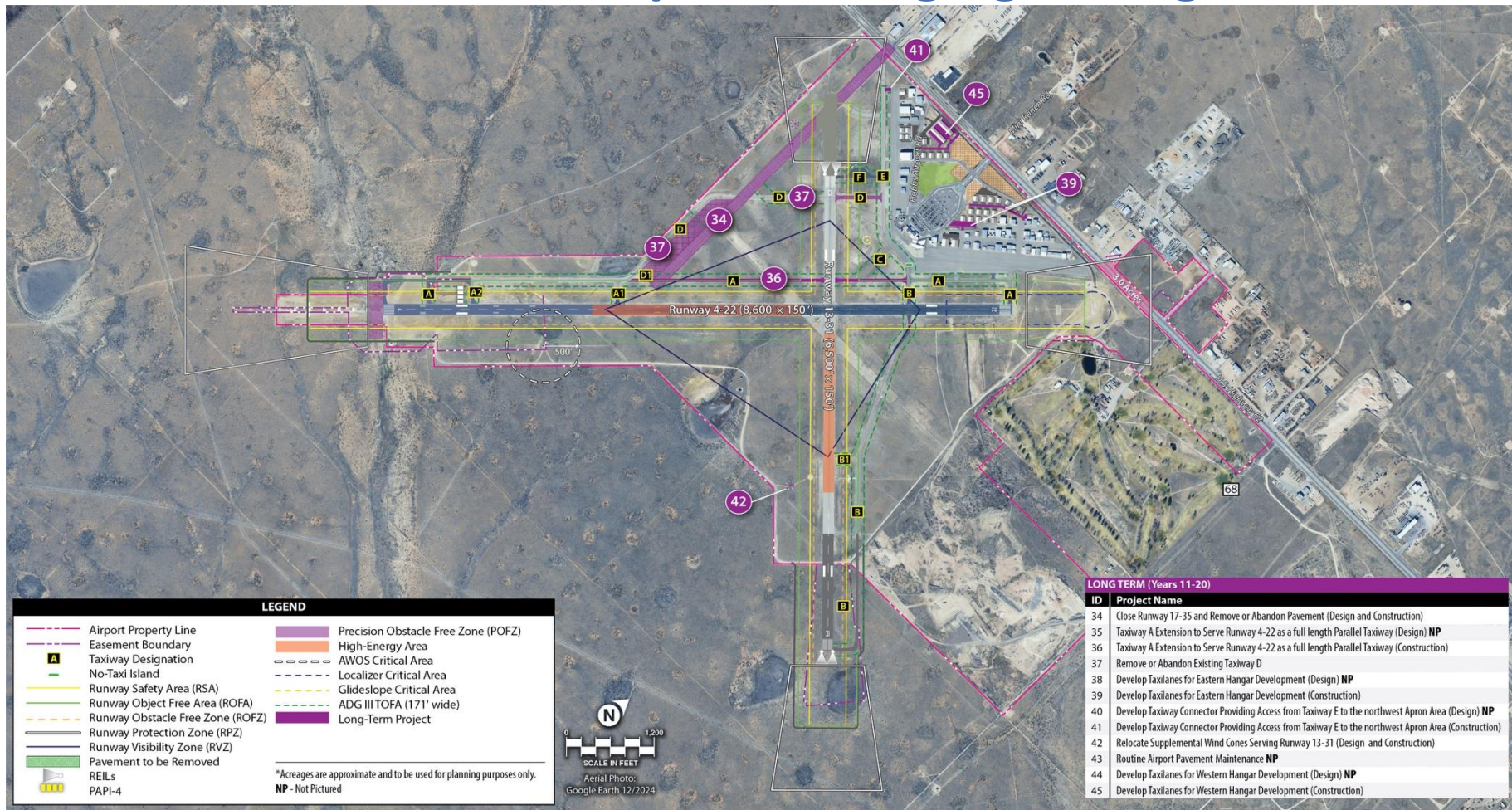




Exhibit 6A: Capital Improvement Plan – Long Term

| Project # | Project | Estimated Cost | Federal Share | State Share | Airport Sponsor/ Local Share |
|--|--|---------------------|---------------------|--------------------|---------------------------------|
| LONG TERM (11-20 Years) | | | | | |
| 34 | Close Runway 17-35 and Remove or Abandon Pavement (Design and Construction) | \$2,359,988 | \$2,212,489 | \$132,749 | \$14,750 |
| 35 | Taxiway A Extension to Serve Runway 4-22 as a Full-Length Parallel Taxiway (Design) | \$187,287 | \$175,582 | \$10,535 | \$1,171 |
| 36 | Taxiway A Extension to Serve Runway 4-22 as a Full-Length Parallel Taxiway (Construction) | \$4,001,880 | \$3,751,762 | \$225,106 | \$25,012 |
| 37 | Remove or Abandon Existing Taxiway D | \$500,000 | \$468,750 | \$28,125 | \$3,125 |
| 38 | Develop Taxilanes for Eastern Hangar Development (Design) | \$70,000 | \$65,625 | \$3,938 | \$438 |
| 39 | Develop Taxilanes for Eastern Hangar Development (Construction) | \$750,000 | \$703,125 | \$42,188 | \$4,688 |
| 40 | Develop Taxiway Connector Providing Access from Taxiway E to the Northwest Apron Area (Design) | \$30,000 | \$28,125 | \$1,688 | \$188 |
| 41 | Develop Taxiway Connector Providing Access from Taxiway E to the Northwest Apron Area (Construction) | \$100,000 | \$93,750 | \$5,625 | \$625 |
| 42 | Relocate Supplemental Wind Cones Serving Runway 13-31 (Design and Construction) | \$100,000 | \$93,750 | \$5,625 | \$625 |
| 43 | Routine Airport Pavement Maintenance | \$750,000 | \$703,125 | \$42,188 | \$4,688 |
| 44 | Develop Taxilanes for Western Hangar Development (Design) | \$75,000 | \$70,313 | \$4,219 | \$469 |
| 45 | Develop Taxilanes for Western Hangar Development (Construction) | \$800,000 | \$750,000 | \$45,000 | \$5,000 |
| Long-Term CIP Subtotal | | \$9,724,155 | \$9,116,395 | \$546,984 | \$60,776 |
| CAPITAL IMPROVEMENT PROGRAM TOTAL | | \$62,269,403 | \$56,656,011 | \$3,311,961 | \$2,301,432 |



Exhibit 6A: Capital Improvement Program Totals

| | Cost Estimate | Federal Share | State Share | Airport Sponsor/ Local Share |
|--|---------------|---------------|-------------|---------------------------------|
| Short-Term Program Total (Years 0-5) | \$34,305,043 | \$30,734,928 | \$1,756,696 | \$1,813,419 |
| Intermediate-Term Program Total (Years 6-10) | \$18,240,205 | \$16,804,688 | \$1,008,281 | \$427,237 |
| Long-Term Program Total (Years 11-20) | \$9,724,155 | \$9,116,395 | \$546,984 | \$60,776 |
| Capital Improvement Program Total | \$62,269,403 | \$56,656,011 | \$3,311,961 | \$2,301,432 |



Capital Improvement Funding Sources

▶ Federal Grants

- AIP Entitlement - \$1,300,000 annually; can combine 4 years up to \$5,200,000
- Infrastructure Investment and Jobs Act (IIJA) Airport Improvement Grants (AIG).
 - ❑ HOB allocated **\$5,675,168** and awarded **\$2,514,840** for FY2022-2025
 - ❑ Total available allocation of **\$3,160,328** in AIG funds
- AIP Discretionary – distributed on a priority basis; safety/security ranks highest. Compete against every NPIAS airport.



Capital Improvement Funding Sources

- ▶ **New Mexico Aviation Grant Program**
 - **AIP Matching**
 - ❑ Funds 5.625% of AIP projects (90% of the local share)
 - **State Grant Program**
 - ❑ Funds up to 90% of a state administered grant

- ▶ **Local Funding**
 - Airport revenues
 - Bonding
 - Leasehold/PPP

NEXT STEPS

- ▶ **Draft Airport Layout Plan (ALP) Drawing Set** – To be finalized once updated survey data is obtained. Submittal to the FAA and NMDOT will follow for review and approval.
- ▶ **Draft Master Plan** – Local approval/adoption.
- ▶ **Final Master Plan** – Pending local master plan approval and FAA approval of the ALP Drawing Set.





WE WANT TO HEAR FROM YOU!

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

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Tyler Stuber: tstuber@coffmanassociates.com / 816-524-3500

or visit the project website to submit comments online.

leacountyregional.airportstudy.net

