

# LA PORTE MUNICIPAL AIRPORT

Airport Layout Plan & Narrative





# AGENDA

**Airport Layout Plan (ALP) Update  
Planning Advisory Committee (PAC)  
Meeting #1 – Kickoff  
Tuesday, March 10, 2026  
10:30 am**

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1. Welcome/Introductions
2. ALP & Narrative Process
3. Role of PAC
4. SWOT Analysis/Group Discussion



# PROJECT TEAM



Prime Consultant: Responsible for all aspects of study. Airport planning, environmental analysis, land use planning, capital improvement plan, and airport layout plan.



FAA-required Airports Geographic Information System (AGIS) survey. Aeronautical surveys, data collection, and aerial photography.



Cost estimating and engineering support.

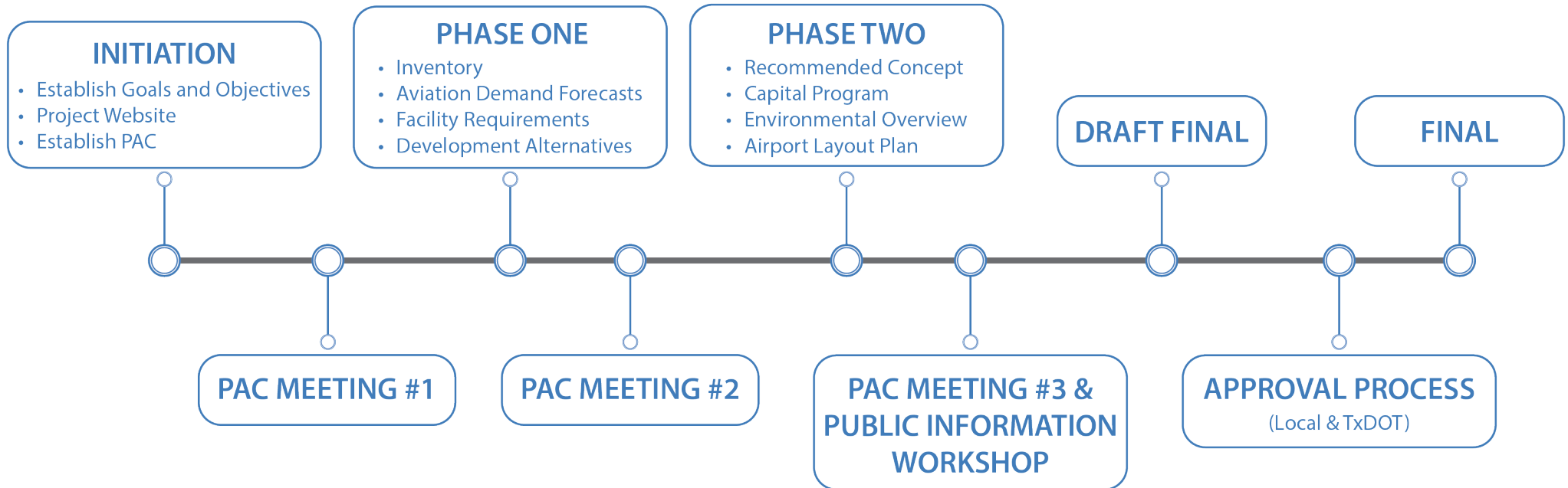


# PURPOSE OF THE ALP STUDY

- Provide a **visioning document** to guide airport management and other decision makers regarding development of the airport over the next 20 years.
- Address **local and national changes** in the aviation industry that could impact priorities at La Porte Municipal Airport.
- Identify and plan for **potential capital projects** in advance so that coordination, approvals, financing, design, and construction can take place in a timely manner.
- Identify locations for **appropriate on-airport land uses** (aviation and non-aviation).
- Develop a plan that **addresses TxDOT/FAA and airport priorities** (i.e., safety, design standards, land use compatibility, compliance, etc.).
- Obtain **TxDOT/FAA approval** of the new aviation demand forecasts and updated Airport Layout Plan (ALP).
- Have a current and approved ALP on file with TxDOT/FAA so that **future grant funding can continue** uninterrupted.
- Increase **stakeholder/public awareness** of the airport's goals and objectives.



# PLANNING PROCESS





## AN ALP/NARRATIVE IS...

- A comprehensive, **long-range study** of the airport and all airside and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Recommended by the FAA to be **conducted every 7-10** years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The most recent ALP update for La Porte Municipal Airport was completed in 2015.
- **Funded by TxDOT** through an Infrastructure Improvement and Jobs Act (IIJA) Airport Infrastructure Grant (AIG), which provides 95% of the total project costs. The remaining 5% is being funded by the **City of La Porte**.
- A City of La Porte document that will ultimately be presented for **approval** to the City Council. TxDOT/FAA will approve two elements of the study: the forecasts and the ALP drawing set.
- An opportunity for airport stakeholders and the public to engage with airport/city staff on issues related to the airport and its current and future operations and environmental and socioeconomic impacts. **One public information workshop** will be conducted to facilitate this public outreach effort.



## AN ALP/NARRATIVE IS *NOT*...

- Not a guarantee that the airport will proceed with any planned projects. The **planning document is a guide** that helps airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- Not a guarantee that the City of La Porte, TxDOT, or FAA will fund any planned projects. **Project funding** is considered on a project-by-project basis and **requires appropriate need and demand**. Certain projects may require the completion of a benefit-cost analysis.
- **Not environmental clearance** for specific projects. The plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental assessment/categorical exclusion) prior to construction.



# ROLE OF THE PLANNING ADVISORY COMMITTEE

- The purpose of the Planning Advisory Committee (PAC) is to provide the City of La Porte and the Consultant (Coffman Associates) with **input into the planning study**.
- The members of the PAC are intended to **represent a variety of organizations and individuals** with interest in the use and development of the airport. These include governmental interests (TxDOT, FAA, local government), aviation interests (airport tenants, airport users, pilot groups), non-aviation airport tenants, and area economic development interests.
- The role of the PAC is to **review elements of the study** while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the ALP & Narrative. **The PAC is a non-voting advisory body**. While all comments made by the committee members will be considered by the planning team in developing the draft and final versions of the plan, the PAC will not vote to approve or disapprove elements of the study.



# ROLE OF THE PLANNING ADVISORY COMMITTEE

- Committee meetings will be held periodically throughout the preparation of the plan. There are **four PAC meetings** planned at this time. Attendance is strongly encouraged. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization. **One Public Information Workshop** will be held following the final PAC meeting, and members of the PAC and their organizations are invited to attend.
- We encourage PAC members to submit written **comments** for consideration in preparing the final report. It would be greatly appreciated if comments are submitted within two weeks following the meeting. If this is not possible, contact Coffman Associates and let them know when you plan to submit your comments. Comments can be submitted online through the project website dedicated to this study: (<https://laporte.airportstudy.net>).
- Comments or questions regarding the PAC, meetings, or working papers should be directed to Chandra Burks with Coffman Associates at 816-524-3500 or [cburks@coffmanassociates.com](mailto:cburks@coffmanassociates.com).

Runway Feature	RUNWAY DATA			
	12	30	5	23
Length	4,165'		2,998'	
Width	75'		75'	
End Elevation	24.3'	24.2'	23.2'	23.7'
Gradient	0.00%		0.02%	
Surface Material/Condition	Asphalt/Fair		Asphalt/Fair	
Markings	Non-precision		Basic	
Lighting	MIRL		MIRL	
Load Bearing Strength - SWL	23,000 lbs		25,000 lbs	
Visual Approach Aids	PAPI-4, REILs	None	None	None
Instrument Approach Procedures	None	LPV GPS	None	None
Traffic Pattern	Left	Left	Left	Left



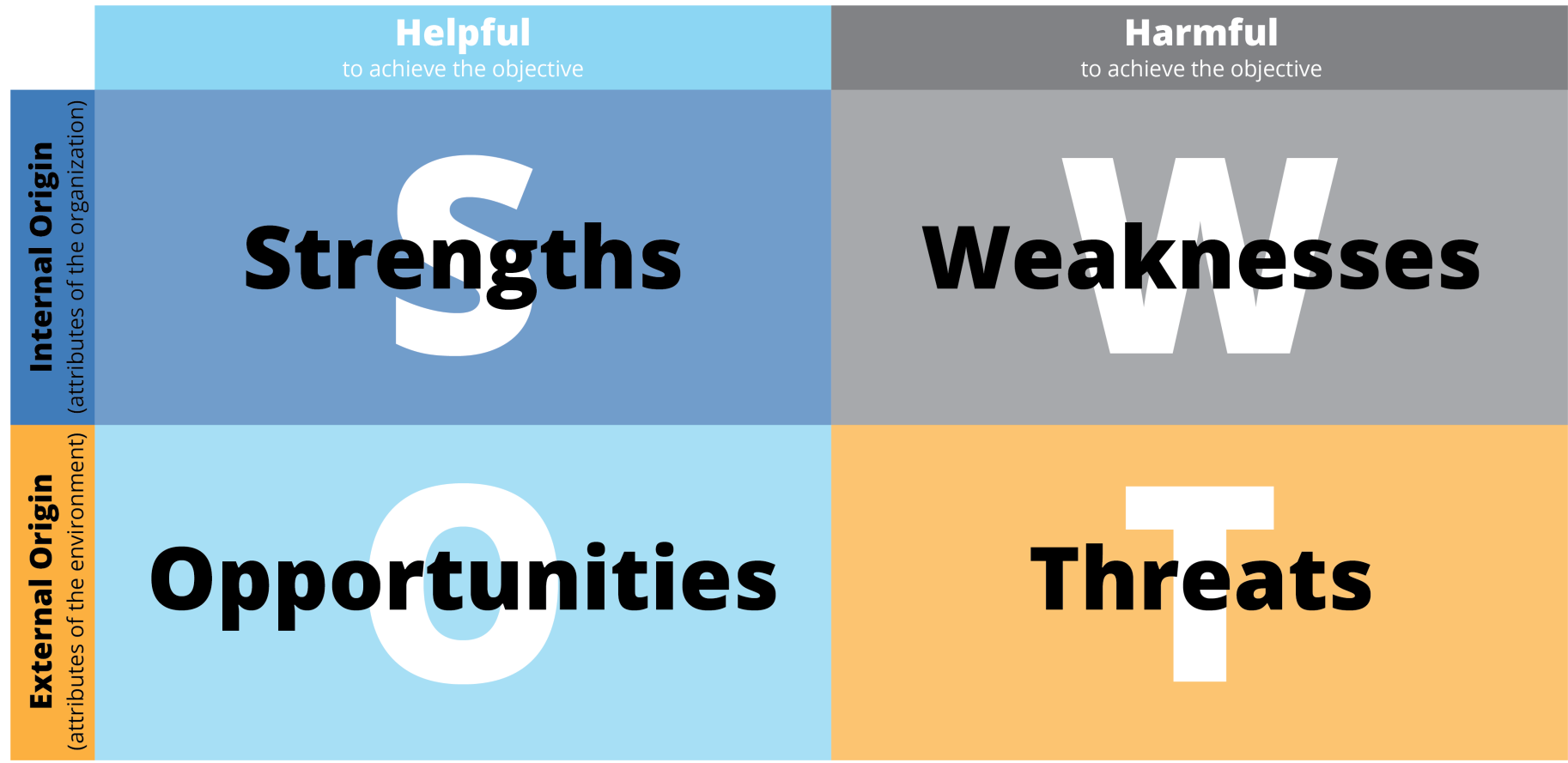
BUILDING KEY			
#	Building Type	Size (sf)	Unit
1	Executive Box Hangar (K&W Aviation)	9,200	sf
2	Office (La Port Flight Line)	1,600	sf
3	T-hangar	6,800	sf
4	T-hangar (7 units)	8,000	sf
5	T-hangar	11,700	sf
6	T-hangar	4,000	sf
7	Non-aeronautical Use	6,500	sf
8	Conventional Hangar (Tri-Star)	22,100	sf
9	Conventional Hangar (Tri-Star)	23,200	sf
10	T-hangar (10 units)	14,100	sf
11	T-hangar	12,300	sf
12	Air National Guard Facilities	N/A	n/a
13	Non-aeronautical Use (Animal Shelter)	N/A	n/a
14	Fuel Farm		gal
15	Executive Box Hangar (Harvey & Rihn Aviation)	8,700	sf
16	T-hangar	14,000	sf
17	T-hangar	12,000	sf
18	T-hangar	12,000	sf

KEY	
GPS	- Global Positioning System
LPV	- Localizer Performance with Vertical Guidance
MIRL	- Medium Intensity Runway Lighting
PAPI	- Precision Approach Path Indicator
REILs	- Runway End Identifier Lights
SWL	- Single Wheel Loading

LEGEND	
	Airport Property Line
	Taxiway Designation



# SWOT ANALYSIS





# WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to:

Chandra Burks: [cburks@coffmanassociates.com](mailto:cburks@coffmanassociates.com)

Ray Mayo: [mayo@laportetx.gov](mailto:mayo@laportetx.gov)

or visit the project website to submit comments:

<https://laporte.airportstudy.net>

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## NEXT STEPS

1. Phase I elements – Draft chapters for Inventory, Forecasts, & Facility Requirements/Alternatives
2. PAC Meeting #2 – Late Spring/Summer 2026