



CHAPTER ONE – INVENTORY

AIRPORT BACKGROUND

The City of La Porte, which owns and operates La Porte Municipal Airport (T41), is located in Harris County, Texas. Harris County is situated within the Gulf Coast Bay Area of the Houston-Pasadena-The Woodlands metropolitan statistical area (MSA)¹. The county has a population of 5,009,302, while the City of La Porte has a population of 36,730, according to the U.S. Census Bureau².

La Porte was incorporated on August 10, 1982, and is the oldest incorporated town in East Harris County. The city is located on Galveston Bay, approximately 25 miles east of downtown Houston. The area is known for its easy access to the bay, the Houston Ship Channel, and expansive parks and public spaces. The growth of La Porte has been supported by NASA, the Bayport Channel, and the opening of the Barbours Cut Terminal. In 1980, the town of Lomax consolidated with La Porte, adding to city's growth.

T41 is situated on the west side of the city and encompasses approximately 300 acres at an elevation of 25.1 feet above mean sea level (MSL). It is surrounded by residential land uses on all sides of the airfield. **Exhibit 1A** depicts the airport in its regional setting. The airport serves a range of general aviation activities, including recreational flying, corporate flying, and flight training.

In 2018, TxDOT Aviation undertook an economic impact study to determine the impact and relationships of airports in Texas within the state's economy. According to the study, La Porte Municipal Airport generated \$9.5 million in total economic impact output, supported 71 jobs, and distributed nearly \$2.3 million in payroll in 2018. As of December 2025, an update to the 2018 study is ongoing.

CLIMATE

Climate plays an important role in airport planning, and preparing for weather conditions enhances the use of an airport. For example, high temperatures and humidity increase runway length requirements, while cloud cover percentages and frequency of inclement weather determine the need for navigational aids and lighting. Knowledge of these weather conditions during the planning process allows the airport to prepare for any improvements that may be needed on the airfield.

Exhibit 1B summarizes temperature and precipitation data from the National Oceanic and Atmospheric Administration (NOAA), sourced from the closest airport's (William P. Hobby Airport) automated weather observing system (AWOS). While T41 maintains its own AWOS, historical data is not available; therefore, the nearest airport with current and historical AWOS data is utilized. According to this dataset, the hottest month is August, with a mean maximum high temperature of 93.5 degrees Fahrenheit (°F), and January is the coldest month, with a minimum temperature of 46.1°F. Most precipitation occurs during the month of June, in which an average of 6.1 inches of rain is recorded.

¹ The Houston-Pasadena-The Woodlands MSA is comprised of Austin, Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties.

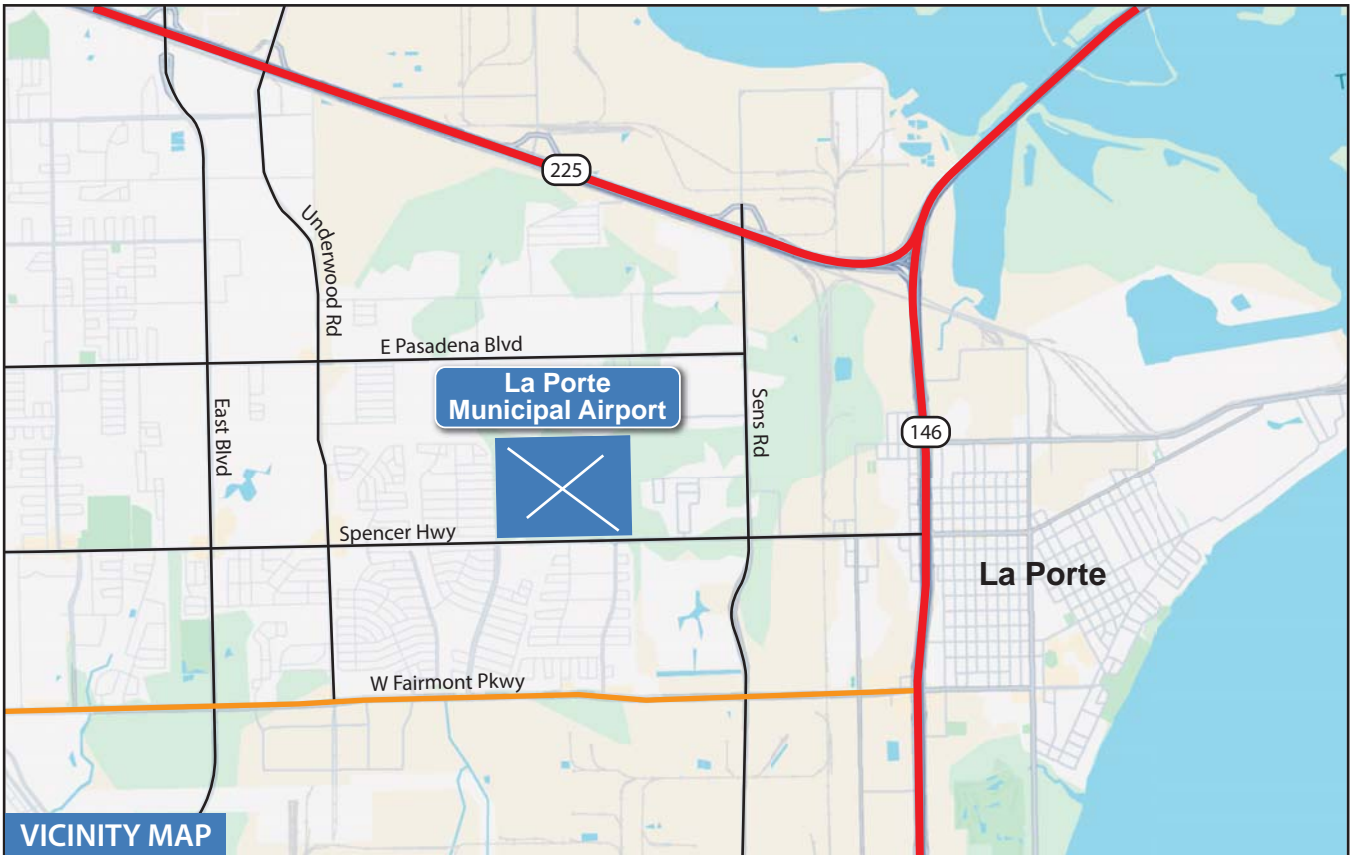
² U.S. Census Bureau, 2024: ACS 5-Year Estimates Data Profile



REGIONAL MAP



LOCATION MAP



VICINITY MAP

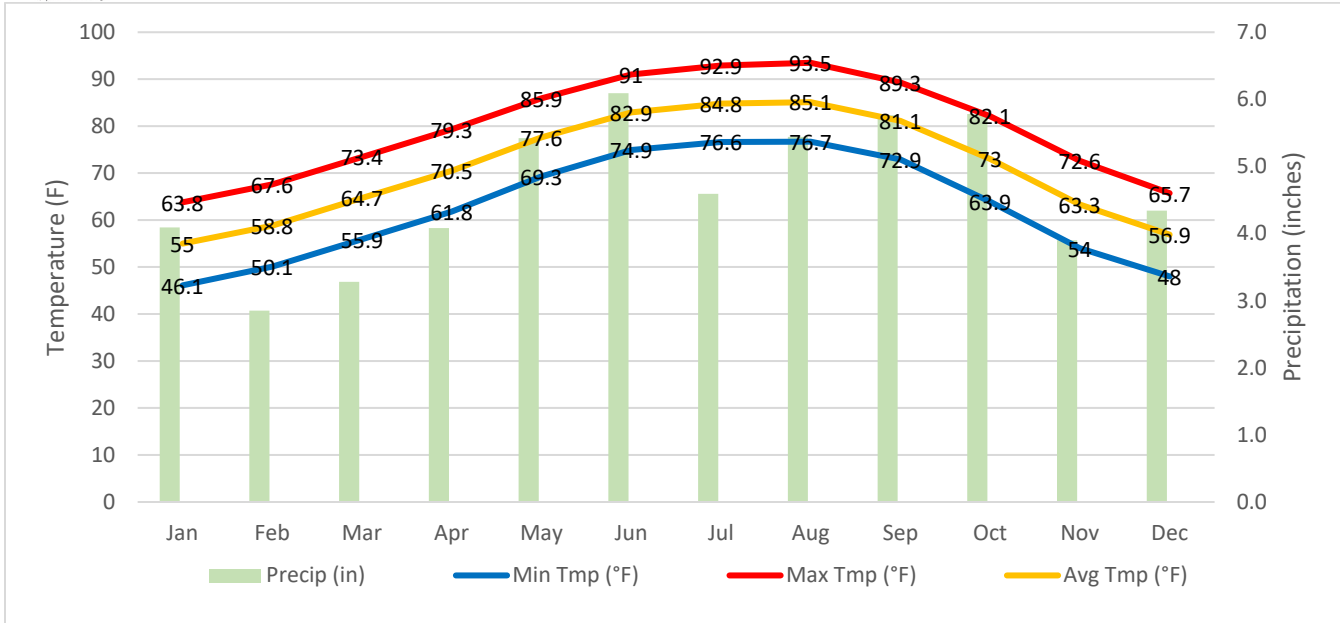


Exhibit 1B – Climate Data

Wind data has also been collected, including wind speeds, direction, and gusts. To conduct a wind analysis, the FAA recommends that the last 10 consecutive years of data and on-airport observations be used, where feasible. Ellington Airport (EFD) is the closest airport with historical wind data. A total of 79,091 observations of wind direction and other data points were made over a 10-year period beginning January 1, 2016, and ending August 29, 2025; these are the most recent data available for this airport. For the operational safety and efficiency of an airport, it is desirable for the runway to be oriented as close as possible to the direction of the prevailing wind. This reduces the impact of wind components perpendicular to the direction of travel of an aircraft that is landing or taking off.

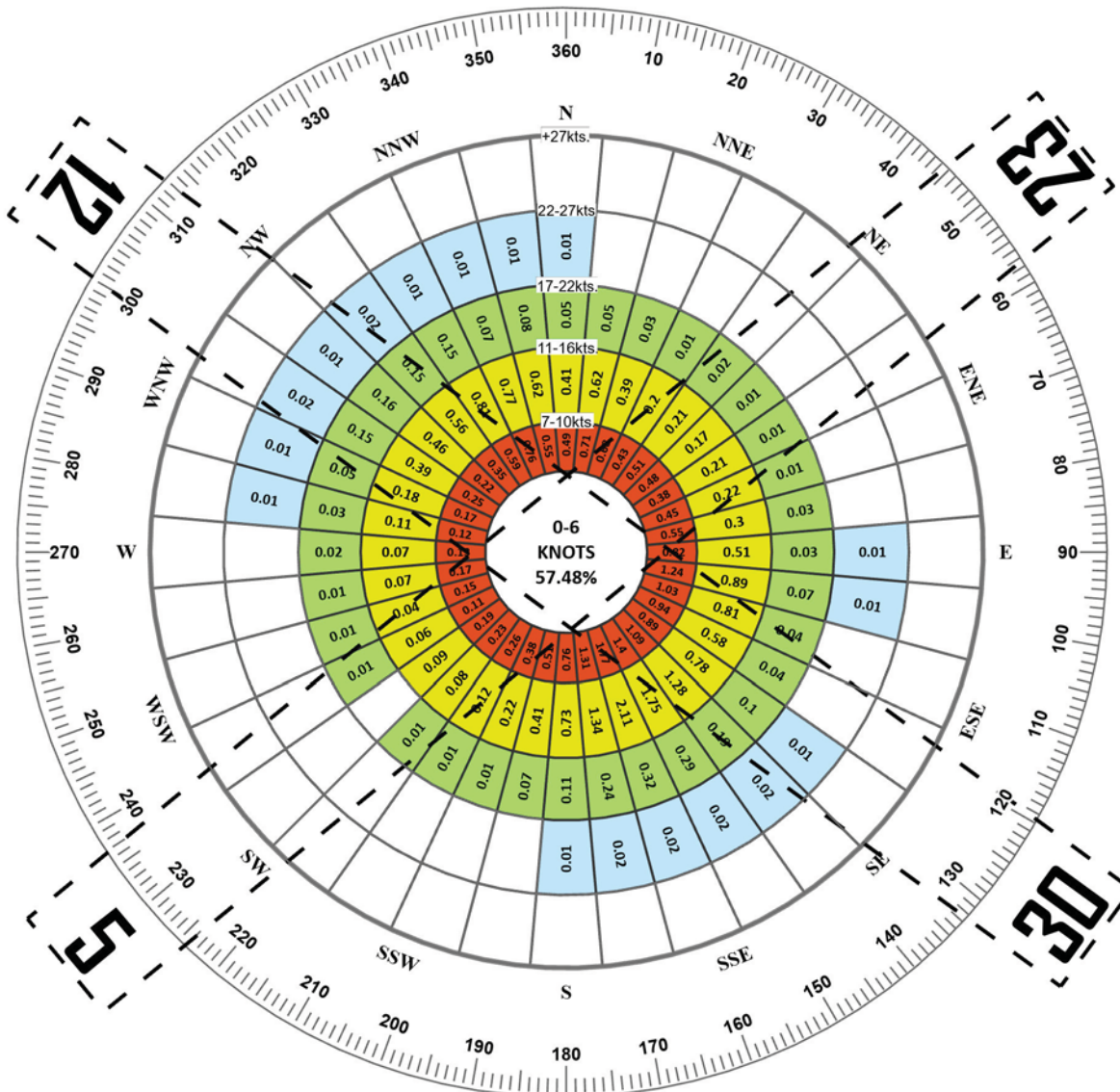
Exhibit 1C presents the associated wind coverage for the runway system at T41, based on the data collected from EFD. In all weather conditions, primary Runway 12-30 provides 94.80 percent coverage at 10.5 knots, 97.74 percent during 13-knot conditions, and 99.59 percent coverage at 16 knots. Runway 5-23 provides 84.70 percent coverage during 10.5-knot crosswind conditions, 91.16 percent during 13-knot conditions, and greater than 97 percent coverage at 16 knots and higher during all weather conditions. Combined, the runways provide 97.84 percent coverage during 10.5-knot conditions and greater than 99 percent coverage at 13-knot crosswind conditions during all weather conditions. Covering during IFR conditions is slightly lower, with the combined runways providing 97.61 percent coverage during 10.5-knot conditions.

AIRPORT ROLE

An airport’s role, both nationally and regionally, is also a critical consideration in facility planning. At the national level, the FAA’s *National Plan of Integrated Airport Systems* (NPIAS) categorizes airports based on their importance to national air transportation. Airports included within the NPIAS are qualified for federal funding through the Airport Improvement Program (AIP).



ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 12-30	94.80%	97.74%	99.59%	99.93%
Runway 5-23	84.70%	91.16%	97.52%	99.46%
All Runways	97.84%	99.55%	99.93%	99.99%



Wind Speed Percentages

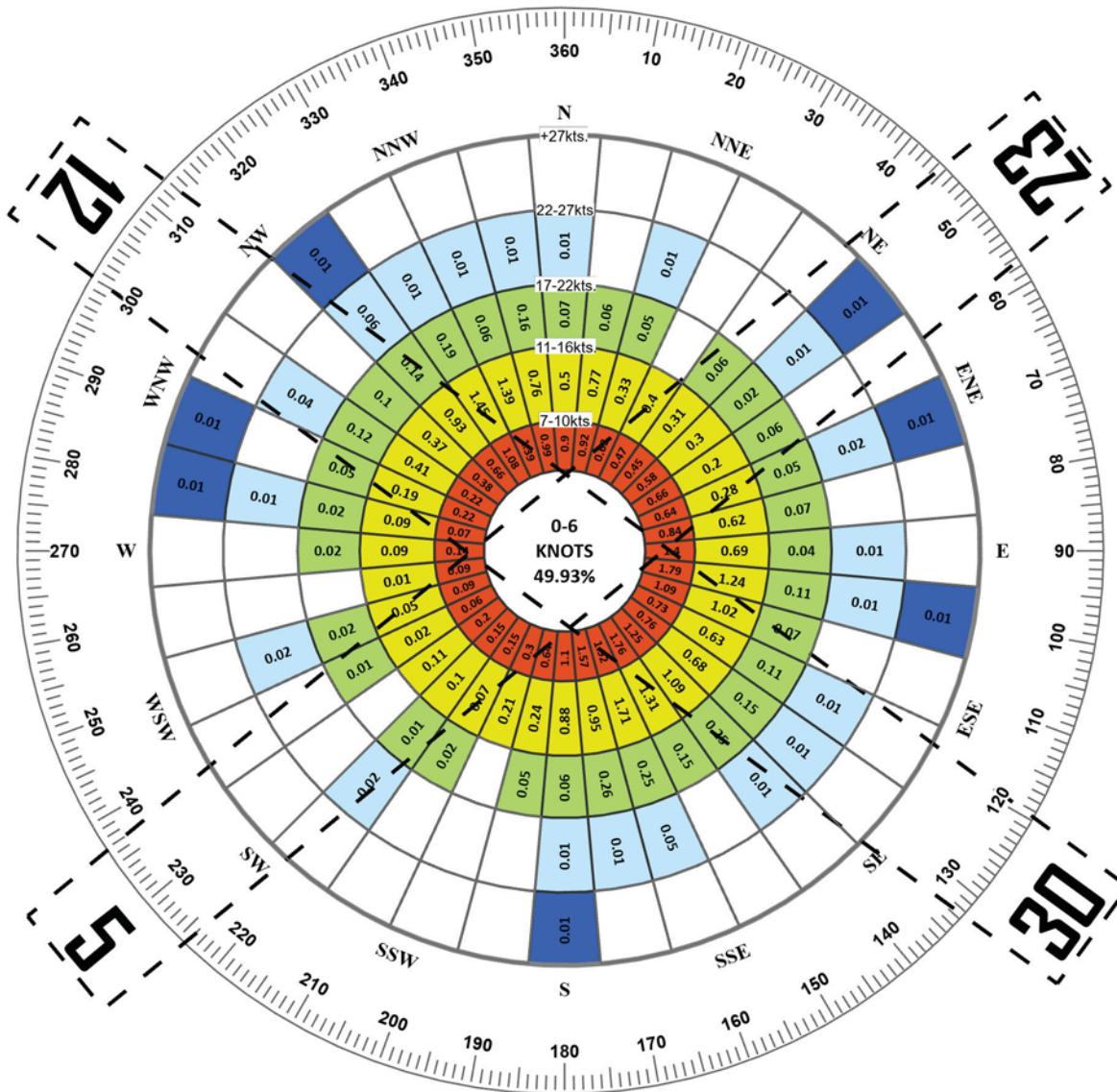
- 7 - 10 kts.
- 11 - 16 kts.
- 17 - 22 kts.
- 23 - 27 kts.

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ellington Airport
Houston, Texas

OBSERVATIONS:
78,091 All Weather Observations
Jan. 1, 2016 - Aug, 29 2025



IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 12-30	93.82%	97.11%	99.30%	99.81%
Runway 5-23	83.74%	90.68%	97.35%	99.33%
All Runways	97.61%	99.43%	99.90%	99.96%



Wind Speed Percentages

- 7 - 10 kts.
- 11 - 16 kts.
- 17 - 22 kts.
- 23 - 27 kts.
- + 27 kts.

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ellington Airport
Houston, Texas

OBSERVATIONS:
8,080 IFR Observations
Jan. 1, 2016 - Aug, 29 2025



T41 is classified as a reliever (R) airport in the NPIAS. Nonprimary airports are further classified into one of five categories: National, Regional, Local, Basic, and Unclassified. T41 falls into the Local Reliever category; local airports comprise 36 percent of all NPIAS airports. They are located near population centers and experience a moderate level of activity, including operations by turboprops and corporate jets. Local airports average approximately 31 based aircraft, which are typically all piston-powered aircraft.

At a more local level, T41 is also included in the 2010 *Texas Airport System Plan (TASP)*. The TASP classifies La Porte Municipal Airport as a Reliever (R) facility, which is an airport that relieves congestion at Commercial Service airports by providing alternative general aviation facilities. According to the TASP, “Reliever airports accommodate various classes of aircraft from large business jets to smaller piston aircraft with the purpose of diverting general aviation traffic from Commercial Service airports.” These airports generally serve population centers of 250,000 or more and relieve Commercial Service airports operating at 60 percent capacity, all with at least 250,000 annual enplanements.

AIRPORT ADMINISTRATION

The airport is owned and operated by the City of La Porte. The Airport Division is responsible for the maintenance and operation of the La Porte Municipal Airport, led by the Director of Public Works. An Airport Advisory Board, which acts as a liaison to the Director of Public Works, is comprised of seven individuals and provides guidance regarding the operation, expansion, planning, and management of the airport city officials. As of March 2026, a full-time airport manager is on-site and handles the day-to-day operation of the airport.

GRANT HISTORY

To assist in ongoing capital improvements, the FAA and TxDOT Aviation provide funding to La Porte Municipal Airport through the AIP. Texas is a member of the FAA’s State Block Grant Program, which gives TxDOT the responsibility (among other things) of administering AIP grants to reliever and general aviation airports, including La Porte Municipal Airport. The State of Texas also offers the following funding opportunities for which La Porte Municipal Airport is eligible:

- **Routine Airport Maintenance Program (RAMP)** – TxDOT matches local program grants up to \$100,000 for basic improvements, such as parking lots, fencing, and other airside or landside needs.
- **Federal Aviation Grants** – Federal and state grant funding for maintenance and improvement projects is available to airports included in the NPIAS.

Table 1A summarizes airport capital improvement projects and maintenance undertaken by T41 since 2004, with funding from federal, state, and local sources.



TABLE 1A | Grant History

Year	Description	Federal Total	State Total	Local Total	Total
2004	Replace MIRL for Runway 12-30 & 5-23; replace MITL for taxiways "A" & "B"; replace rotating beacon and tower; replace electrical vault; replace lighted windcone and install 43 new guidance signs	\$777,545	--	\$86,394	\$863,939
2007	Rehab apron #2; relocate/reconstruct taxiway "D"; reconstruct taxiway "C"; rehab apron #3; install security fencing; install 4 electric gates; reconstruct northwest taxiway; rehab taxiway "B"; rehab apron #1; reconstruct northwest hangar access taxiways	\$1,443,574	--	\$160,397	\$1,603,971
2011	RAMP: Sponsor to perform airport general maintenance	--	\$29,775	\$29,775	\$59,550
2014-2021	RAMP: Sponsor to perform airport general maintenance	--	\$70,953	\$70,953	\$141,906
2016	Prepare Airport Business Plan	--	\$101,935	\$11,327	\$113,262
2017	Drainage study; engineering/design – pavement rehab	\$265,842	--	\$21,348	\$287,190
2017	Install AWOS III	--	\$137,161	\$45,720	\$182,881
2019	Rehab & mark apron #2; mark Runway 12-30 & 5-23; rehab Taxiway "A" & "B"; rehab northwest HAT at Runway 12; rehab Taxiway "C" & "D"; rehab & mark apron #3 & apron #1; install airport drainage improvements; construction admin services; contingency; rehab Runway 12-30 & 5-23	\$2,550,995	--	\$320,052	\$2,871,047
2025	Airport Layout Plan & Narrative	\$332,500	--	\$17,500	\$350,000
TOTALS		\$5,370,456	\$339,824	\$763,466	\$6,473,746

Source: FAA/TxDOT Records

AIRSIDE FACILITIES

Airport facilities are functionally classified into two broad categories: airside and landside. The airside category includes those facilities that are directly associated with aircraft operations. **Table 1B** and **Exhibit 1D** detail the airside facilities at T41 as of December 2025.

AIRFIELD PAVEMENT CONDITION

A pavement condition survey was conducted for T41 in 2023 and evaluated the runways, taxiways, and aprons³. The inspection resulted in a pavement condition index (PCI) rating for each section of pavement. PCI ratings are determined through a visual assessment in accordance with FAA Advisory Circular 150/5380-6 and range from 0 (failed) to 100 (excellent) and are categorized as poor (PCI between 0 and 54), fair (PCI between 55 and 69), and good (PCI between 70 and 100). According to the 2023 pavement inspection, all of the runway pavement at ODO and most of the taxiway pavement falls into the 'good' category. Portions of Taxiways A, B, and C are in the 'fair' category, along with the three public aprons. **Exhibit 1E** illustrates the pavement condition at T41.

³ Pavement Condition Report, Texas A&M Transportation Institute, 2020



TABLE 1B | Airside Facilities

	RUNWAYS			
	12	30	5	23
Length	4,165		2,998	
Width	75		75	
Runway End Elevation MSL	24.3	24.2	23.2	23.7
Gradient	0.00%		0.02%	
Runway Magnetic Heading	121	301	46	226
Pavement Surface Material/Condition	Asphalt/Fair		Asphalt/Fair	
Pavement Markings/Condition	Nonprecision/Good	Nonprecision/Good	Basic/Good	Basic/Good
Traffic Pattern Direction	Left	Left	Left	Left
Pavement Strength	23,000 lbs. S		25,000 lbs. S	
VISUAL AND INSTRUMENT APPROACH AIDS				
Visual Slope Indicator	4-Light PAPI (LED)	None	None	None
Visual Glide Angle	3.00 Degrees	N/A	N/A	N/A
Approach Lighting	None	None	None	None
Runway End Identifier Lights (REILs)	Yes (LED)	No	No	No
Instrument Approach Procedures	None	LPV GPS (1-mile)	None	None
TAXIWAY FEATURES				
Taxiway Designation	Width	Function	Hold Line Separation	
A, A1-A4	40' (100' at Thresholds)	Parallel to Runway 12-30; alphanumeric connectors	200'	
B, B1-B2	40' (100' at Thresholds)	Parallel to Runway 5-23; alphanumeric connectors	200'	
C	35'	Hangar access	125'	
D	35'	FBO access	125'	
WEATHER AND MISCELLANEOUS FACILITIES				
Lighted Wind Cone; Segmented Circle; AWOS (120.275)				
LIGHTING & SIGNAGE				
Runway Lighting	MIRL Runway 12-30 & 5-23 (LED)			
Taxiway Lighting	MITL (LED)			
Identification	Rotating Beacon (LED)			
Signage	Directional (LED)			
KEY:				
AWOS: Automated Weather Observing System				
GPS: Global Positioning System				
LPV: Localizer Performance with Vertical Guidance				
MIRL: Medium Intensity Runway Lighting				
MITL: Medium Intensity Taxiway Lighting				
MSL: Mean Sea Level				
PAPI: Precision Approach Path Indicator				
S: Single Wheel Gear Loading				

Sources: *Airnav.com; Google Earth*

INSTRUMENT APPROACH PROCEDURES

Instrument approach procedures are a series of predetermined maneuvers established by the FAA. These use electronic navigational aids to assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. Instrument procedures are defined as either precision approach, approach with vertical guidance (APV), or non-precision. A precision instrument approach provides an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above threshold (HATh) lower than 250 feet and visibility lower than ¾-mile. APVs also provide course alignment and vertical descent path guidance but have HAThs of 250 feet or more and visibility minimums of ¾-mile or greater. Non-precision instrument approach aids provide only horizontal guidance.



LEGEND	
	Airport Property Line
	Taxiway Designation
	REILs
	PAPI-4

Runway Feature	RUNWAY DATA			
	12	30	5	23
Length	4,165'		2,998'	
Width	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

TAXIWAYS	
Lighting	None
Surface Material	Asphalt
Width	40'

WEATHER AND NAVIGATIONAL AIDS	
Segmented Circle and Lighted Windcone	
Rotating Beacon & AWOS	

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

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





LEGEND

- - - Airport Property Line
- A Taxiway Designation
- 100-70 PCI* (Good)
- 69-55 PCI (Fair)
- 54-0 PCI (Poor)

*PCI - Pavement Condition Index





Instrument approach procedure capabilities are defined by visibility and cloud ceiling minimums. Visibility minimums define the horizontal distance a pilot must be able to see to complete an approach. Cloud ceilings define the lowest level that a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach and must commence a missed approach procedure.

T41 is currently equipped with one instrument approach procedure. Runway 30 has an LPV GPS approach with 1-mile visibility minimums. The instrument approach is shown on **Exhibit 1F**.

LANDSIDE FACILITIES

Landside facilities are ground-based facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include the airport terminal building, aircraft storage hangars, aircraft parking aprons, and support facilities (such as fuel storage and roadway access). **Exhibit 1D** details the landside facilities at T41.

The airport does not maintain a traditional terminal building. Instead, general aviation services are provided by on-site fixed based operators (FBOs): Tri-Star Aviation and Harvey & Rihn Aviation, both of which are accessible from Spencer Highway. Tri-Star Aviation is located on the southwest side of airport property, near the end of Runway 5. They offer amenities such as aircraft fueling, restrooms, WiFi internet, conference room, snooze room, flight planning, café/restaurant, showers, aircraft rental, car rental, hangar rental, maintenance and avionics shop, and a business center on a footprint of approximately 45,000 square feet (sf) from two corporate sized hangars. Harvey & Rihn Aviation is located on the southeast side of the airport, near the end of Runway 30 and accessible via Taxiway D. Amenities offered at their facility include aircraft fueling, restrooms, WiFi internet, pilot's lounge, internet workstations, flight training, aircraft repair, aircraft tie-downs, and hangar rental. Their footprint is approximately 8,700 sf. Both FBOs own their own aboveground fuel tanks.

There are two additional aviation businesses located on the airfield: K & W Aviation and La Porte Flight Line. K & W Aviation provides aircraft maintenance and restoration services, while La Porte Flight Line offers flight training.

Aircraft storage units at T41 consist of T-hangars, linear box hangars, executive box hangars, and conventional hangars. T-hangars and linear box hangars are typically used for the storage of individual aircraft, while executive box hangars are standalone structures, usually ranging in size from 2,500 sf to 10,000 sf, that may house one or more aircraft. Conventional hangars are large clear span units that offer more than 10,000 sf of storage space and typically house multiple aircraft. There are 50 individual T-hangar/linear box hangar units at T41, providing a combined 94,000 sf of storage space. There are two executive box hangars that offer approximately 17,900 sf of storage space and two conventional hangars providing 45,300 sf of storage space. In total, there is approximately 158,100 sf of aircraft storage space at the airport.



LA PORTE, TEXAS

AL-5433 (FAA)

23166

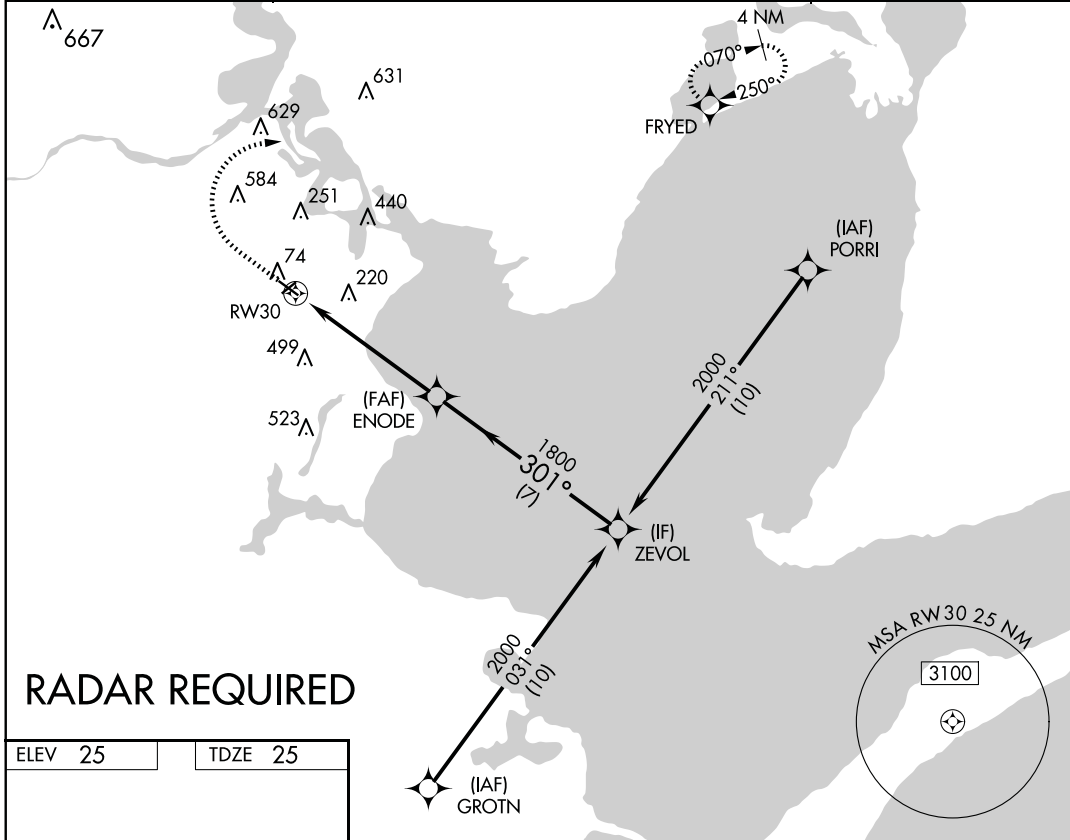
WAAS CH 93928 W30A	APP CRS 301°	Rwy Idg 3760 TDZE 25 Apt Elev 25
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RNAV (GPS) RWY 30

LA PORTE MUNI (T41)

RNP APCH.
 ▼ Baro-VNAV NA. Use Ellington altimeter setting. Rwy 30 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 5, 23 NA at night.
 MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct FRYED and hold.

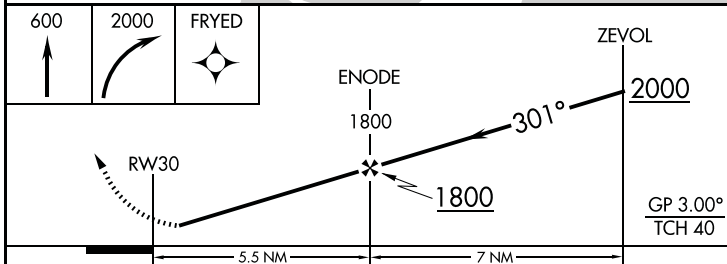
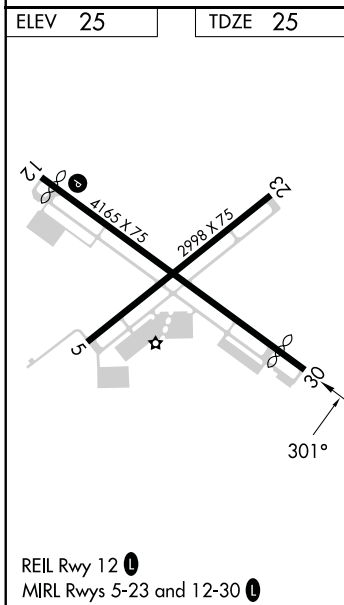
AWOS-3PT 120.275	HOUSTON APP CON 134.45 284.0	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
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SC-5, 25 DEC 2025 to 22 JAN 2026

SC-5, 25 DEC 2025 to 22 JAN 2026

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	291-1	266 (300-1)		NA
LNAV/VNAV DA	454-1 1/4	429 (500-1 1/4)		NA
LNAV MDA	520-1	495 (500-1)	520-1 3/8 495 (500-1 3/8)	NA
CIRCLING	600-1 575 (600-1)	620-1 595 (600-1)	880-2 1/2 855 (900-2 1/2)	NA

LA PORTE, TEXAS
Amdt 2D 04NOV21

29°40'N-95°04'W

RNAV (GPS) RWY 30



There are approximately 22,800 square yards (sy) of aircraft parking apron space at the airport. This includes three public parking areas and the two FBO aprons, as shown on **Exhibit 1D**. Apron 1, located in the southeast quadrant of the airport, provides approximately 6,200 sy and includes 26 marked parking positions for fixed-wing aircraft. Apron 2 offers 6,900 sy of aircraft parking space and 33 marked aircraft parking positions, and Apron 3 provides approximately 5,200 sy of pavement and 30 tiedowns. The two additional apron areas are adjacent to Harvey & Rihn Aviation and Tri-Star Aviation. Harvey & Rihn Aviation, which is located on the southeast side of the field, offers approximately 1,500 sy of apron space and three aircraft parking positions, while Tri-Star Aviation provides approximately 3,000 sy of apron space and two aircraft parking positions on the southwest side of the airport.

Vehicle parking at the airport is available near each of the apron areas previously described, as well as near the T-hangars on the northwest side of the airport and at the Air National Guard facilities centrally located on the south side of the property. It should be noted that the Air National Guard facilities are not currently in use. In total, there are approximately 183 marked vehicle parking spaces. Tenants and other authorized personnel typically park adjacent to their hangars or other intended destinations.

The airport is secured by perimeter fencing to prevent unauthorized users from accessing the airfield and to deter wildlife. The fencing was installed in the 1980s and consists of 6-foot chain-link topped with 3-strand barbed wire. There are several gates providing access onto the airfield, all of which are secured with keypad or padlock.

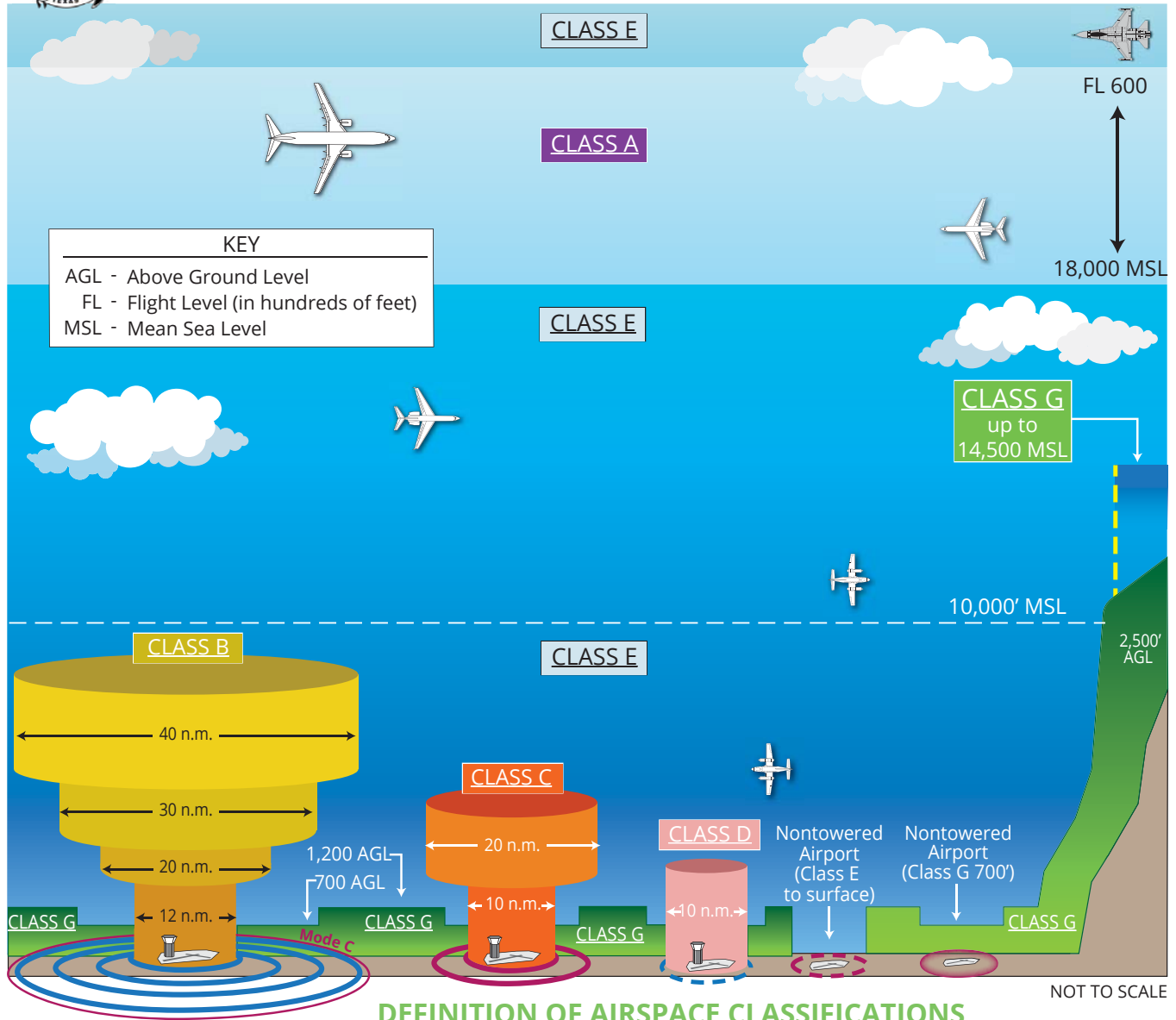
AIRSPACE CHARACTERISTICS

The airspace within the National Airspace System (NAS) is divided into six different categories, or classes. The airspace classifications that comprise the NAS are presented on **Exhibit 1G**. These categories of airspace are Classes A, B, C, D, E, and G. Each class of airspace has its own criteria that must be met in terms of required aircraft equipment, operating flight rules (visual or instrument flight rules), and procedures. Classes A, B, C, D, and E are considered controlled airspace, which requires pilot communication with the controlling agency prior to airspace entry and throughout operation within the designated airspace. Pilot communication procedures, required pilot ratings, and required minimum aircraft equipment vary depending on the class of airspace, as well as the type of flight rules in use.

As shown on **Exhibit 1H**, La Porte Municipal Airport is in Class E airspace, with the surface beginning at 700 feet above ground level (AGL) and extending to 2,000 feet AGL. T41's Class E airspace underlies Houston Hobby International Airport's Class B airspace, which extends from 2,000 feet AGL to 10,000 feet AGL. The airspace surrounding T41 below 700 feet AGL is Class G airspace.

AIRPORT TRAFFIC CONTROL

There is not an airport traffic control tower at La Porte Municipal Airport; therefore, no formal terminal air traffic control services are available for aircraft landing at or departing from the airport. Aircraft operating in the airport vicinity are not required to file any type of flight plan or contact any air traffic control facility unless they are entering airspace in which contact is mandatory (e.g., Houston Hobby International Class



DEFINITION OF AIRSPACE CLASSIFICATIONS

- CLASS A** **Think A - Altitude.** Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** **Think B - Busy.** Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** **Think C - Mode C.** Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** **Think D - Dialogue.** Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** **Think E - Everywhere.** Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** **Think G - Ground.** Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: Federal Aviation Administration



B airspace). The common traffic advisory frequency (CTAF) is used by pilots to obtain airport information and to advise other aircraft of their positions in the traffic pattern and their intentions.

La Porte Municipal Airport is located within the jurisdiction of the Houston Air Route Traffic Control Center (ARTCC). The Montgomery County Flight Service Station (FSS) provides additional weather data and other pertinent information to pilots in the vicinity of the airport.

REGIONAL AIRPORTS

A review of other public-use airports within 30 nautical miles (nm) of La Porte Municipal Airport was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements at La Porte Municipal Airport. Public-use airports within 30 nm of the airport are detailed on **Exhibit 1J**, along with information pertaining to each airport, which was obtained from FAA records.

COMMUNITY PROFILE

For an airport planning study, a profile of the local community, including its socioeconomic characteristics, is collected and examined to derive an understanding of the dynamics of growth within the study area. Socioeconomic information related to the local area is an important consideration in the master planning process. The community profile for Harris County (on **Exhibit 1K**) is derived from several sources, including the U.S. Census Bureau and Woods & Poole Economics, *Complete Economic and Demographic Data Source* (CEDDS).

ENVIRONMENTAL INVENTORY

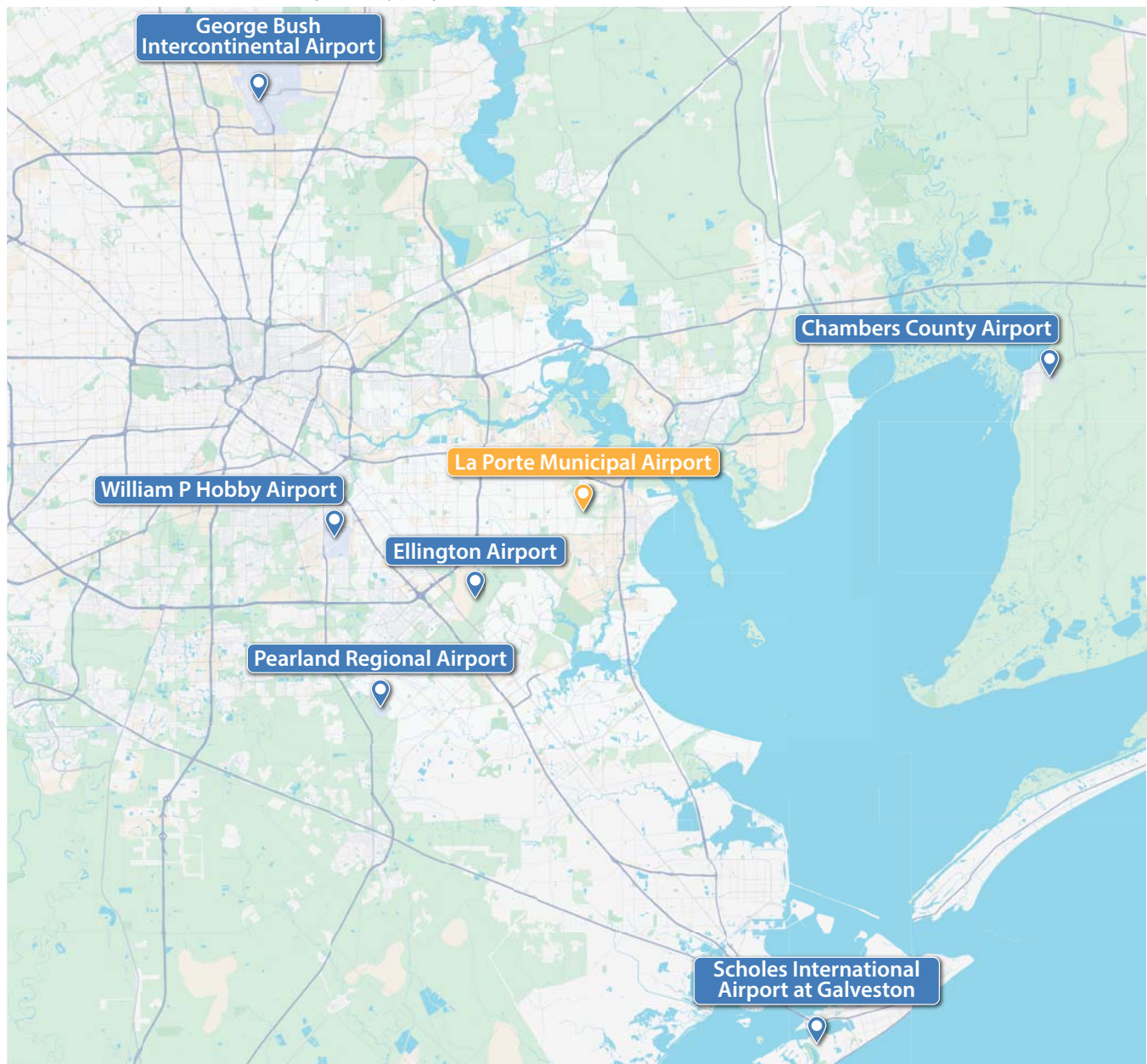
The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 13 impact categories within FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (§1.2(b)(1)). When considering the effects to the impact categories listed below, the FAA may examine both the short and long-term effects, beneficial and adverse effects, effects on public health and safety, economic effects, and the effects on the quality of life of American people.

- i. Aviation Emissions and Air Quality
- ii. Biological Resources (including fish, wildlife, and plants)
- iii. Coastal Resources
- iv. *Department of Transportation Act*, Section 303 (referred to as “Section 4(f)”) and Land and Water Conservation Fund (referred to as “Section 6(f)”)
- v. Farmlands
- vi. Hazardous Materials, Solid Waste, and Pollution Prevention
- vii. Historical, Architectural, Archeological, and Cultural Resources
- viii. Land Use



Airport	Distance/Direction from T41	FAA Service Level	Based Aircraft	Annual Operations	Longest Runway	Lowest Visibility Minimums
La Porte Municipal Airport (T41)	NA	Reliever - Local	79	29,727	4,165'	1-mile
Ellington Airport (EFD)	6 nm SW	Reliever - National	195	125,539	9,001'	1/2-mile
William P Hobby Airport (HOU)	11 nm W	Primary - Medium Hub	212	196,253	7,602'	Cat II & III ILS
Pearland Regional Airport (LVJ)	13 nm SW	Reliever - Regional	223	61,136	4,313'	7/8-mile
Chambers County Airport (T00)	21.7 nm ENE	GA - Local	22	2,400	3,005'	1-mile
George Bush Intercontinental Airport (IAH)	23.8 nm NW	Primary - Large Hub	36	457,843	12,001'	Cat II & III ILS
Scholes International Airport at Galveston (GLS)	26.5 SSE	Reliever - Regional	143	45,426	6,001'	1/2-mile

Sources: Airnav; FAA National Plan of Integrated Airport Systems; FAA ADIP; FAA Terminal Area Forecasts; FAA OPSNET

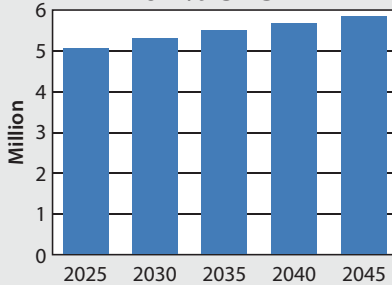




AREA POPULATION PROJECTIONS

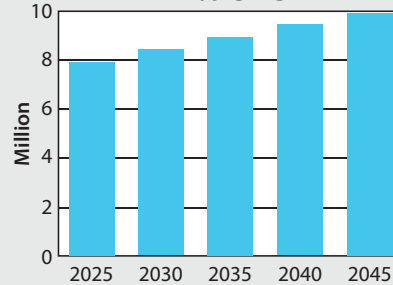
Harris County

0.7% CAGR



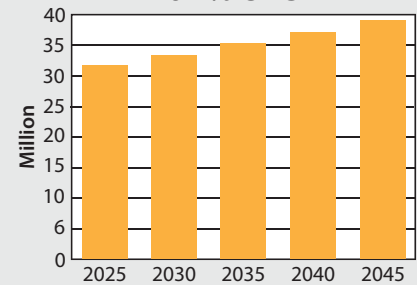
Houston-Pasadena- The Woodlands, TX MSA

1.2% CAGR



Texas

0.7% CAGR



HARRIS COUNTY DEMOGRAPHIC PROFILE

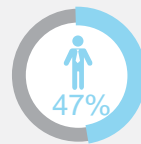
POPULATION BY AGE



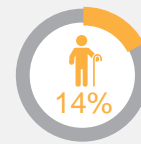
AGES <18



AGES 18-24



AGES 25-64



AGES 65+

MEDIAN AGE = 33.4 Years

EMPLOYMENT BY SECTOR



18%

Professional, scientific, & administrative services



11%

Educational services, health care, & social assistance



11%

Finance, insurance, & real estate



9%

Arts, entertainment, food & recreation



8%

Construction



8%

Public administration



7%

Retail trade



7%

Transportation, warehousing, & utilities



6%

Other services, except public administration



5%

Manufacturing



4%

Wholesale trade



2%

Agriculture, forestry, & mining



1%

Information

HOUSEHOLDS



\$213,810

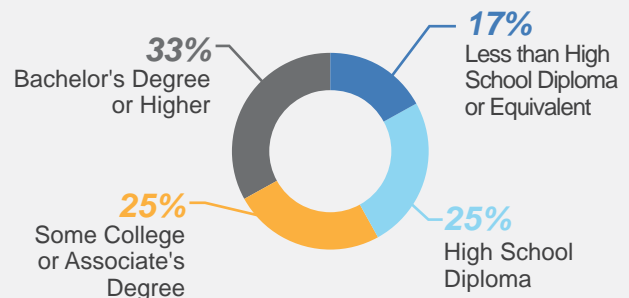
Median Household Income



1,846,179

Total Households

EDUCATION



Sources: U.S. Census Bureau (2020 Decennial Census & 2023 American Community Survey); Woods & Poole Economics



- ix. Natural Resources and Energy Supply
- x. Noise and Noise-Compatible Land Use
- xi. Socioeconomic and Children’s Health and Safety Risks
- xii. Visual Effects (including light emissions)
- xiii. Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Table 1C provides a summary of the existing environmental conditions at the airport and within its environs for these categories.

TABLE 1C | Summary of Existing Environmental Conditions

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
Aviation and Air Quality	<p>Harris County is in serious non-attainment for the 8-hour ozone; therefore, general conformity review per the Clean Air Act would be required. However, Harris County is in attainment for all other federal criteria pollutants; therefore, general conformity review would not be required for all other pollutants.</p>
Biological Resources (including fish, wildlife, and plants)	<p>Federally Protected Species According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) resource list, there is potential for 18 endangered, proposed endangered, threatened, and candidate species within the vicinity of the airport:</p> <p>Mammals</p> <ul style="list-style-type: none"> • tricolored bat (<i>Perimyotis subflavus</i>) – Federal Proposed Endangered <p>Birds</p> <ul style="list-style-type: none"> • eastern black rail (<i>Laterallus jamaicensis ssp. jamaicensis</i>) – Federal Threatened/State Threatened • piping plover (<i>Charadrius melodus</i>) – Federal Threatened/State Threatened • rufa red knot (<i>Calidris canutus rufa</i>) – Federal Threatened/State Threatened • whooping crane (<i>Grus americana</i>) – Federal Endangered/State Endangered <p>Reptiles</p> <ul style="list-style-type: none"> • alligator snapping turtle (<i>Macrochelys temminckii</i>) – Federal Proposed Threatened/State Threatened <p>Insects</p> <ul style="list-style-type: none"> • monarch butterfly (<i>Danaus plexippus</i>) – Federal Proposed Threatened <p>Designated Critical Habitat There are no designated critical habitats within airport boundaries.</p> <p>State Protected Species Based on a record search conducted on the Texas Parks & Wildlife Department’s Annotated County Lists of Rare Species, the following additional species have been listed by the state as threatened or endangered within Harris County and could be present at the airport or their presence is unknown:</p> <p>Amphibians</p> <ul style="list-style-type: none"> • Houston toad (<i>Anaxyrus houstonensis</i>) – State Endangered <p>Birds</p> <ul style="list-style-type: none"> • Black rail (<i>Laterallus jamaicensis</i>) – State Threatened • piping plover (<i>Charadrius melodus</i>) – State Threatened • reddish egret (<i>Egretta rufescens</i>) – State Threatened • rufa red knot (<i>Calidris canutus rufa</i>) – State Threatened • swallow-tailed kite (<i>Elanoides forficatus</i>) – State Threatened

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TABLE 1C | Summary of Existing Environmental Conditions (continued)

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
<p>Biological Resources (including fish, wildlife, and plants)</p>	<p>Birds (continued)</p> <ul style="list-style-type: none"> • white-faced ibis (<i>Plegadis chihii</i>) – State Threatened • white-tailed hawk (<i>Buteo albicaudatus</i>) – State Threatened • whooping crane (<i>Grus americana</i>) – State Endangered • wood stork (<i>Mycteria americana</i>) – State Threatened • yellow-billed cuckoo (<i>Coccyzus americanus</i>) – State Threatened <p>Fish</p> <ul style="list-style-type: none"> • western creek chubsucker (<i>Erimyzon claviformis</i>) – State Threatened • oceanic whitetip shark (<i>Carcharhinus longimanus</i>) – State Threatened • great hammerhead (<i>Sphyrna mokarran</i>) – State Threatened • giant manta ray (<i>Manta birostris</i>) – State Threatened <p>Mammals</p> <ul style="list-style-type: none"> • Atlantic spotted dolphin (<i>Stenella frontalis</i>) – State Threatened • blue whale (<i>Balaenoptera musculus</i>) – State Endangered • Bryde’s whale (<i>Balaenoptera edeni brydei</i>) – State Endangered • Cuvier’s beaked whale (<i>Ziphius cavirostris</i>) – State Threatened • dwarf sperm whale (<i>Kogia simus</i>) – State Threatened • false killer whale (<i>Pseudorca crassidens</i>) – State Threatened • finback whale (<i>Balaenoptera physalus</i>) – State Endangered • Gervais’s beaked whale (<i>Mesoplodon europaeus</i>) – State Threatened • humpback whale (<i>Megaptera novaeangliae</i>) – State Endangered • killer whale (<i>Orcinus orca</i>) – State Threatened • North Atlantic right whale (<i>Eubalaena glacialis</i>) – State Endangered • pygmy killer whale (<i>Feresa attenuate</i>) – State Threatened • pygmy sperm whale (<i>Kogia breviceps</i>) – State Threatened • Rafinesque’s big-eared bat (<i>Corynorhinus rafinesquii</i>) – State Threatened • Rice’s whale (<i>Balaenoptera ricei</i>) – Threatened Endangered • roughtoothed dolphin (<i>Steno bredanensis</i>) – State Threatened • sei whale (<i>Balaenoptera borealis</i>) – State Endangered • short-finned pilot whale (<i>Globicephala macrorhynchus</i>) – State Threatened • sperm whale (<i>Physeter macrocephalus</i>) – State Endangered • West Indian manatee (<i>Trichechus manatus</i>) – State Threatened <p>Mollusks</p> <ul style="list-style-type: none"> • Louisiana pigtoe (<i>Pleurobema riddellii</i>) – State Threatened • sandbank pocketbook (<i>Lampsilis satura</i>) – State Threatened <p>Reptiles</p> <ul style="list-style-type: none"> • alligator snapping turtle (<i>Macrochelys temminckii</i>) – State Threatened • Atlantic hawksbill sea turtle (<i>Eretmochelys imbricata</i>) – State Endangered • green sea turtle (<i>Chelonia mydas</i>) – State Threatened • Kemp’s Ridley sea turtle (<i>Lepidochelys kempii</i>) – State Endangered • Leatherback sea turtle (<i>Dermochelys coriacea</i>) – State Endangered • loggerhead sea turtle (<i>Caretta caretta</i>) – State Threatened • Texas horned lizard (<i>Phrynosoma cornutum</i>) – State Threatened <p>Plants</p> <ul style="list-style-type: none"> • Houston daisy (<i>Rayjacksonia aurea</i>) – State Threatened • Texas prairie dawn (<i>Hymenoxys texana</i>) – State Endangered

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TABLE 1C | Summary of Existing Environmental Conditions (continued)

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
Coastal Resources	The airport is located within a coastal zone associated with the Gulf of Mexico. Galveston Island and Follet’s Island are barrier islands located 30 and 45 miles southeast and southwest of the airport, respectively. The closest National Marine Sanctuary is Flower Garden Bank National Marine Sanctuary, located approximately 145 miles away.
Department of Transportation Act, Section 4(f) (now codified in Title 49 United States Code [U.S.C.] § 303)	<p>There are four Section 4(f) resources within one mile of the airport, all of which are either public or private parks: Spencer Landing Park, Glen Meadows Park, Fairmont Park, and Woodfalls Park. These are depicted on Exhibit 1L.</p> <p>The nearest wilderness area and national recreation area are:</p> <ul style="list-style-type: none"> • Wilderness Area: Little Lake Creek Wilderness (90 miles from the airport) • National Recreation Area: Amistad National Recreation Area (400 miles from the airport)
Farmlands	According to the Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS), the airport is comprised of soils that have been identified as prime farmland (see Exhibit 1K). According to the Farmland Protection Policy Act (FPPA) under Section 523 (10)(B), land that is committed or identified as an urbanized area is not subject to the provisions of FPPA. La Porte was identified as an urbanized city in the 2020 Census, <i>Urban Areas of the United States and Puerto Rico</i> .
Hazardous Materials, Solid Waste, and Pollution Prevention	<p>There are no identified brownfields or Superfund sites located within a one-mile buffer of the airport.</p> <p>The closest landfill is the City of Deer Park Transfer Station located over two miles northwest of the airport.</p> <p>The airport offers Jet A fuel and self-service for 100LL fuel. The fuel farm is required to maintain spill response procedures (i.e., a spill prevention, control, and countermeasure plan) to minimize non-stormwater discharges contaminating waterways under federal regulations.</p>
Historical, Architectural, Archaeological, and Cultural Resources	<p>There are no National Register of Historic Places (NRHP)-listed resources within one mile of the airport. From the information available at the time this report was prepared, no systematic airport-wide cultural surveys have been conducted. Much of the airport has been developed or disturbed by construction practices; however, there is still a chance intact cultural resources may be present either on the ground surface or subsurface.</p> <p>It is unknown when the airport was initially opened. Based on historic aerials, the hangars associated with Tri-Star Aviation and Harvey & Rihn Aviation appear to be of historic age (i.e., 50 years or older). Prior to the demolition or alteration of existing historic age buildings, a historic determination should be made to ensure the building is not eligible for listing on the NRHP.</p> <p>The nearest federally recognized tribal land to La Porte Municipal Airport is the Alabama-Coushatta Reservation, located 75 miles from the airport.</p>
Land Use	The airport is within the jurisdiction of the City of La Porte. The airport is currently zoned to be Planned Unit Development. The airport is primarily surrounded by low density residential areas but also has area lot, medium density, and high-density residential areas.
Natural Resources and Energy Supply	Activities at the airport, such as aircraft operations and maintenance of airside and landside facilities, use consumable natural resources, like fossil fuels.
Noise and Noise-Compatible Land Use	Noise-sensitive land uses may include residential areas, schools, religious facilities, and healthcare units with overnight occupation. Residential areas surround the airport on all sides. Should the airport sponsor pursue a project that would increase operations at the airport, noise analysis may need to be completed.
Socioeconomics	See the Community Profile section earlier in this chapter and Exhibit 1K for a breakdown of Harris County’s socioeconomic profile.

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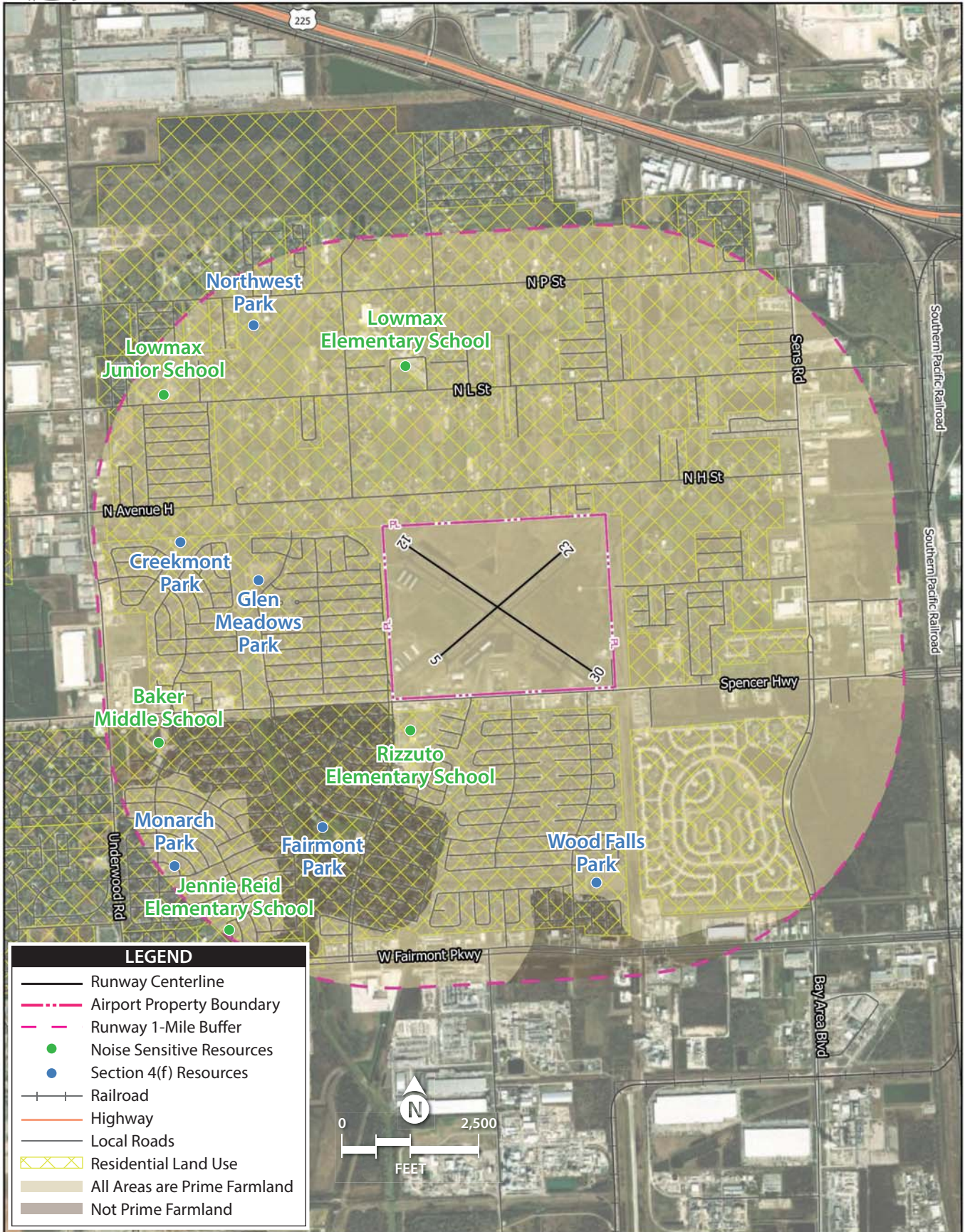


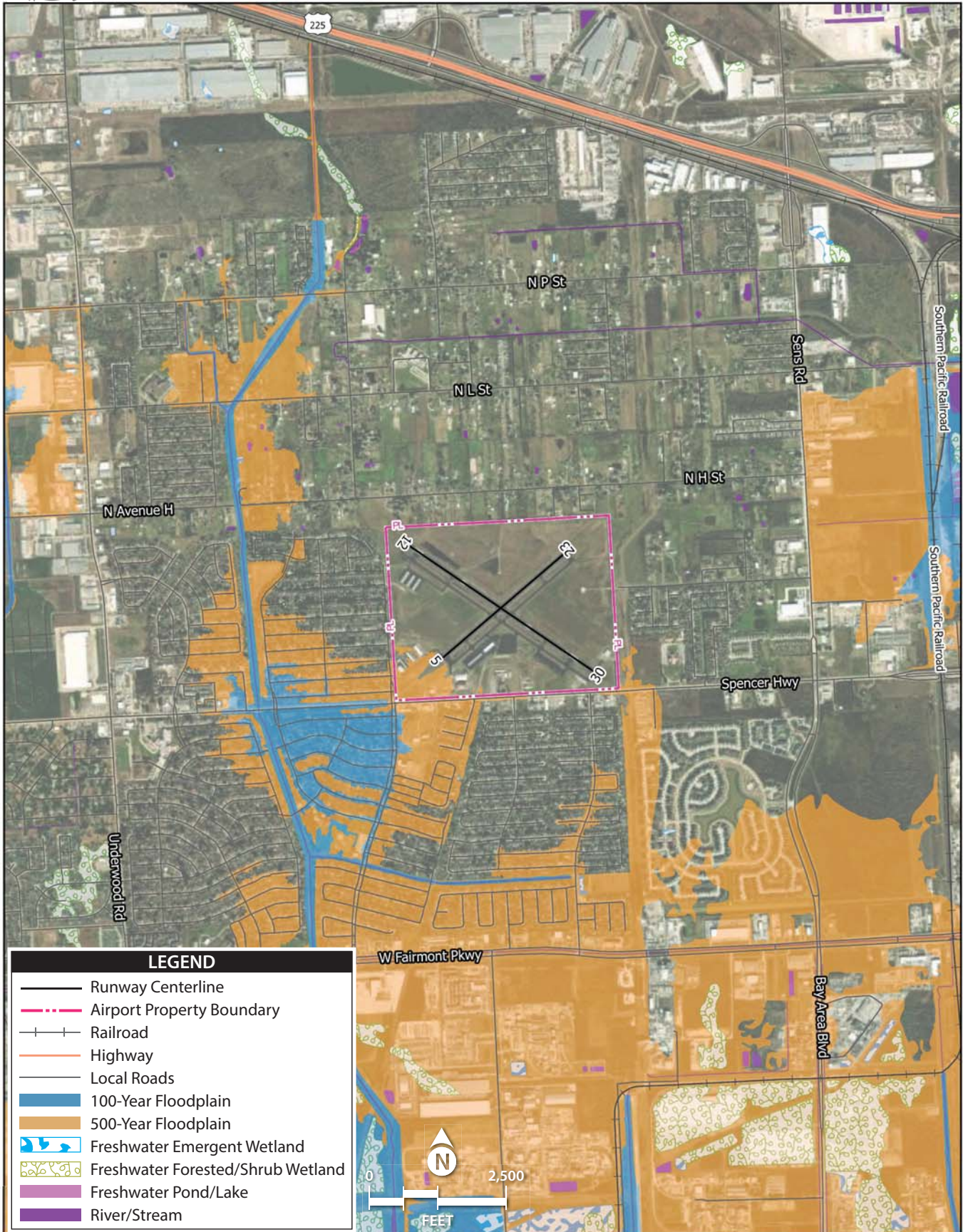


TABLE 1C | Summary of Existing Environmental Conditions (continued)

CATEGORY	EXISTING ENVIRONMENTAL CONDITIONS
Children’s Health and Safety Risks	The closest school is located approximately half a mile north of the airport. The airport is an access-controlled facility, and children are not allowed on the airport without adult supervision.
Visual Effects – Light Emissions	Airfield lighting at the airport includes a rotating beacon, medium intensity runway lighting (MIRL) on Runways 12-30 and 5-23, and a runway end identifier lighting (REIL) system on Runway 12. Runway 12 is also equipped with a PAPI-4. The closest light-sensitive land uses are the residences surrounding the airport. The current lighting system is low to the ground, and the airport was developed prior to the development of the surrounding residential areas. It is unlikely that the current lighting system affects the nearby residents.
Visual Effects – Visual Resources/ Visual Character	Visually, the area surrounding the airport is primarily characterized by residential areas. Views of the airport from the west side of the property are readily accessible along Spencer Highway. Long-range views are not readily available due to the relatively flat topography of the airport environs and the local residential areas surrounding the airport. There are no national scenic byways in Texas; however, the State of Texas has a State Scenic Byways Program that lists 30 potential state scenic byways. The closest state scenic byway is a segment between FM2978 between FM 1488 and the boundary line between Harris and Montgomery Counties, which is over 50 miles north of the airport.
Water Resources – Wetlands	The United States Fish and Wildlife Service (USFWS) manages the National Wetlands Inventory on behalf of all federal agencies. The National Wetlands Inventory identifies surface waters and wetlands in the nation. There are no identified wetlands within airport boundaries.
Water Resources – Floodplains	A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 48201C0940M (effective January 6, 2017) shows that the airport is primarily located primarily located outside the 0.2% annual chance floodplain. However, portions of the airport along the southwest boundary are located in Zone X (shaded), which is classified as an area with 0.2 percent annual chance of flood hazard (See Exhibit 1M). As such, portions of the airport are located within the 500-year floodplain.
Water Resources – Surface Waters	La Porte is in the Clear Creek-Frontal Galveston Bay watershed. There are 49 waterbodies located in the watershed, 38 of which are reported to be impaired. These waterbodies are located south, east, and west of the airport. The waterbody closest to the airport is a slough and bayou that are reported to be impaired.
Water Resources – Groundwater	The airport property is not located near a sole source aquifer. The nearest sole source aquifer is the Chicot Aquifer System Sole Source Aquifer, located approximately 70 miles east of the airport. The Texas Water Development Board (TWDB) monitors groundwater and water quality levels for the state’s aquifers. The TWDB recognizes nine major aquifers (aquifers that produce large quantities of water over large quantities of land) and 22 minor aquifers (aquifers that produce small quantities of water over large areas of land or large quantities of water over small areas of land). The TWDB consists of 16 groundwater management areas, which were created to efficiently manage the state’s groundwater supply. La Porte is located in Groundwater Management Area 14 and is supported by the Gulf Coast Aquifer. This aquifer is classified as a major outcrop aquifer.
Water Resources – Wild and Scenic Rivers	The closest designated National Wild and Scenic River identified is the Rio Grande River, with the identified section located approximately 450 miles from the airport near Big Bend National Park. The nearest Nationwide River Inventory feature is the Winters Bayou, located 50 miles away from the airport.

Sources:

- U.S. EPA Green Book, *Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants* (https://www3.epa.gov/airquality/greenbook/anayo_tx.html), data current as of December 31, 2025
- USFWS IPaC (<https://ipac.ecosphere.fws.gov/location/index/>); Texas Parks & Wildlife Department (<https://tpwd.texas.gov/gis/rtest/>), accessed January 2026



LEGEND

- Runway Centerline
- Airport Property Boundary
- Railroad
- Highway
- Local Roads
- 100-Year Floodplain
- 500-Year Floodplain
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond/Lake
- River/Stream



Sources (continued):

- National Register of Historic Places (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>), accessed January 2026; Google Earth Pro Aerial Imagery, accessed January 2026
- USDA NRCS, Web Soil Survey (<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>), accessed January 2026
- U.S. Census Bureau, 2020 Census Urban Areas Wall Map, https://www2.census.gov/geo/maps/DC2020/UA20/UA_2020_WallMap.pdf, accessed February 2026
- Historic Aerials Viewer (<https://historicaerials.com/viewer>), accessed January 2026
- U.S. Department of Transportation, National Scenic Byways & All-American Roads (<https://fhwaapps.fhwa.dot.gov/bywaysp/States/Show/TX>), accessed January 2026; Scenic Texas, State Scenic Byway Program (<https://www.scenic texas.org/state-scenic-byway-program>), accessed January 2026
- National Wetlands Inventory (<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>), accessed January 2026
- FEMA Flood Map Service Center (<https://msc.fema.gov/portal/search?AddressQuery=la%20porte%20municipal%20airport%20texas>)
- U.S. EPA How's My Waterway (<https://mywaterway.epa.gov/>), accessed January 2026
- U.S. EPA Sole Source Aquifer (https://experience.arcgis.com/experience/1bfab371d71e4b868fc9ae7df62a16fe#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0) accessed January 2026; Texas Water Development Board, Groundwater Management Area 14, (https://www.twdb.texas.gov/groundwater/management_areas/gma14.asp), accessed January 2026
- National Wild and Scenic River System in the U.S. (<https://www.rivers.gov/texas>)
- Nationwide River Inventory (<https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm>)