



## INTRODUCTION

This Airport Layout Plan (ALP) Update and Narrative for La Porte Municipal Airport (T41) serves as an update to the previous ALP that was completed in 2015. The primary focus of this study is to provide the airport sponsor (City of La Porte, Texas), the Texas Department of Transportation (TxDOT) – Aviation Division, and the Federal Aviation Administration (FAA) with a strategic plan and vision for short-term and long-term operations, as well as any necessary improvements that may be needed over the next 20 years. The report will include an updated ALP set, which serves as a blueprint of the current and future conditions at the airport. These updates will focus on the developmental direction and facility changes that have taken place since the completion and approval of the previous planning study. The development of a height hazard zoning map for the sponsor’s implementation will also be completed with this study.

This study was designed to guide future development and update justification for projects that may qualify for funding through federal and state airport improvement programs. Coffman Associates, an airport consulting firm specializing in master planning and environmental studies, is preparing this plan.

This ALP Update and Narrative is being prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13B, *Airport Design*; AC 150/5070-6B, *Airport Master Plans*; and FAA ARP Standard Operating Procedures (SOPs) 2.00 and 3.00, Appendix A, ALP Review Checklist. The following goals and objectives have been determined for the ALP Update and Narrative.

1. Incorporate FAA Airports Geographic Information System (AGIS) requirements and data collection, including an 18B obstruction survey.
2. Prepare an ALP with Narrative report consistent with the most current Federal Aviation Administration (FAA) Advisory Circulars and Standard Operating Procedures.
3. Develop a Capital Improvement Plan, including a recommended phasing plan and financial overview that considers local, state, federal, and alternative funding sources.
4. Prepare/update the airport property map (Exhibit A) to be consistent with Standard Operating Procedures (SOP) 2.00, with additional data provided by the airport sponsor as available.
5. Establish phased, attainable goals for airport improvements and development. These goals should be based on the selected forecast of aviation demand, taking into account the current and future critical aircraft as well as airport geometry and taxiway distances from the terminal area to the most used primary and secondary runway departure ends
6. Develop a Height/Hazard Zoning Map incorporating the airport’s Part 77 surfaces.
7. Per FAA SOP 8.00, review any existing RSA determinations and update these as needed, or complete a determination for any runway that does not have one. If an RSA determination study is needed, that study will be conducted as part of this planning effort. A list of recommended RSA mitigation projects, if any, is a deliverable of this task.



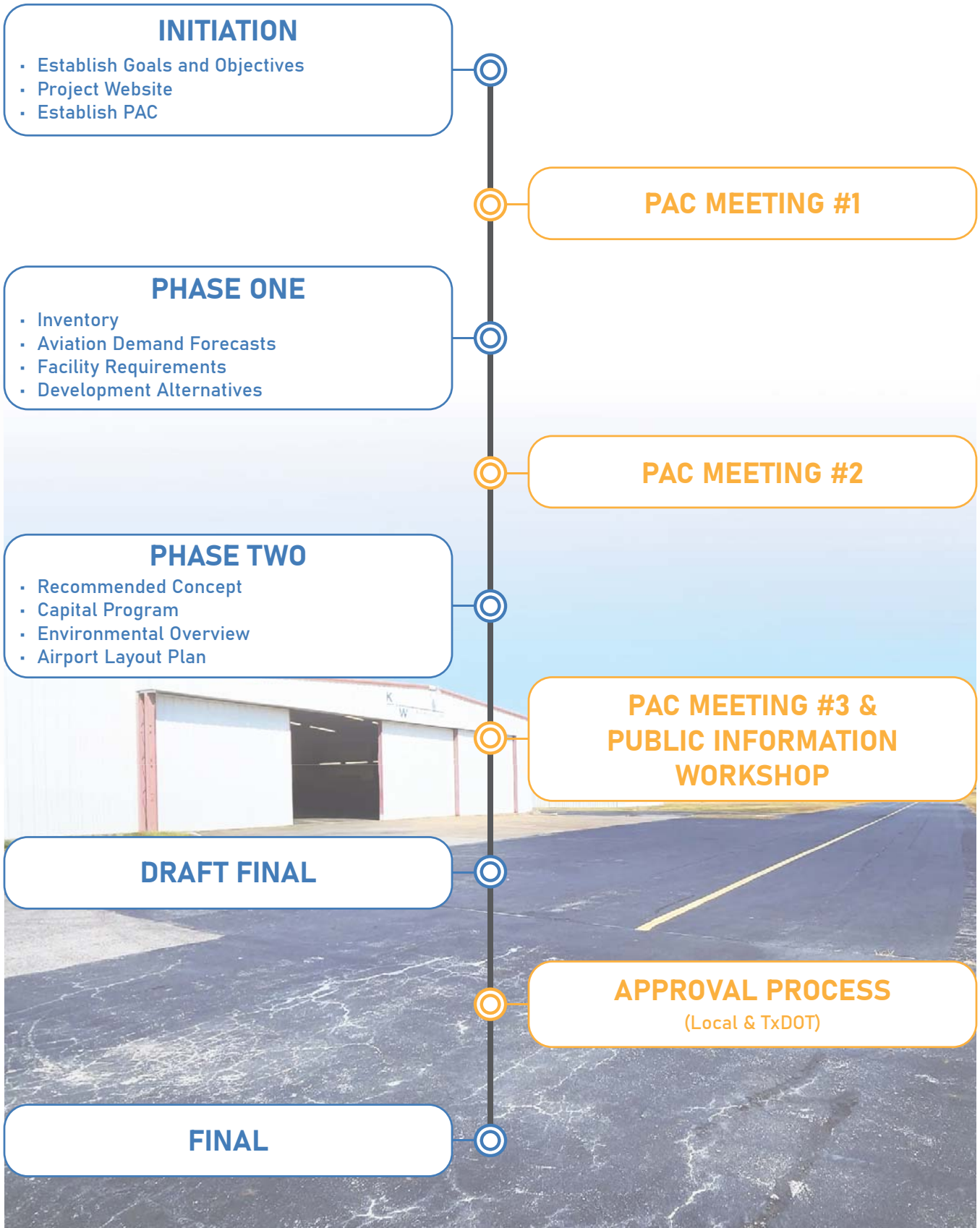
## STUDY PARTICIPATION

The ALP Update and Narrative is of interest to many within the local community and region, including local citizens and businesses, community organizations, city officials, airport users and tenants, and aviation organizations. To assist in the development of the study, the City of La Porte has identified a group of stakeholders to act in an advisory role as the plan progresses. The planning advisory committee (PAC) is comprised of individuals and organizations with a vested interest in the future development of the airport. Members of the PAC will meet at designated points during the planning process to review draft study materials and provide input to help ensure a realistic and viable plan is developed. A community outreach program will also be established to allow members of the public to review and comment on the study as it develops.

## PROCESS

The ALP Update and Narrative is prepared in a systematic fashion pursuant to the scope of services that was outlined in coordination with the City of La Porte and TxDOT Aviation. The study includes several elements, which are described below and depicted on **Exhibit i**:

- **Study Initiation** includes development of the scope of services, budget, and schedule.
- **Inventory** involves the collection of facility and operational data and wind data. This step identifies the conditions and capacities of existing airfield facilities, as well as the existing environmental conditions at the airport.
- **Forecasts** of aviation demand levels at the airport (based aircraft and operations) are prepared to establish the existing and ultimate critical aircraft, per FAA AC 150/5000-17. The forecasting approach utilizes the FAA's *Terminal Area Forecast* (TAF), as well as regional and local socioeconomic and aviation trends. The forecasts will ultimately be submitted to TxDOT and the FAA for review and approval.
- **Facility Requirements** are determined for the airport for existing, short-term, intermediate-term, and long-term timeframes, based on both the critical aircraft and updated forecasts.
- **Alternatives** involves evaluation of various development alternatives to accommodate current and forecasted facility needs for airside and landside facilities.
- **Airport Plans and Land Use Compatibility** will result in the selection of a recommended development concept through coordination with airport staff and the PAC. Airport layout plans will be developed to depict the recommended development concept. The drawings will meet the requirements of FAA SOP 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)* (effective October 1, 2013). The updated ALP set will be included as an appendix to this study. The airport's noise exposure and land use compatibility will also be evaluated. An environmental overview will identify any potential environmental concerns that must be addressed prior to the implementation of the recommended development program.





- **Airport Development Schedules and Cost Estimates** includes the preparation of development schedules for the recommended concept and identification of potential federal and state aid for specific projects. A five-year CIP will be prepared to identify capital funds required by the City of La Porte to accomplish each proposed stage of improvements for the airport.
- **Final Drawings and Reports** will include a technical report (printed and digital formats) and full-size/full-color copies of report exhibits in final report documentation, as well as drawings produced for the study.

## SWOT ANALYSIS

A SWOT analysis is a strategic business planning technique used to identify **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats associated with an action or plan. This exercise involves identifying an action, objective, or element, and then identifying the internal and external forces that are positively and negatively impacting it. The internal forces include attributes of the airport and market area that may be considered strengths or weaknesses, while the external forces are those outside the airport's control, such as the aviation industry as a whole or the economy. These manifest as opportunities or threats.

A SWOT analysis was conducted with the PAC in March 2026. A summary of this exercise and discussion is included in **Table i**. It is important to note that some attributes may fall into more than one category.



TABLE i | SWOT Analysis

<p><b>S</b> STRENGTHS</p>	<ul style="list-style-type: none"> <li>• Two runways with full-length parallel taxiways</li> <li>• Property is fully enclosed by fencing</li> <li>• Low operating costs</li> <li>• Two FBOs provide a large variety of services, including self-service fuel</li> <li>• Few noise complaints</li> <li>• Uncontrolled environment (i.e., no airport traffic control tower) is preferred by student pilots and other recreational flyers</li> <li>• On-airport weather reporting equipment</li> <li>• Airfield lighting upgraded to LED</li> </ul>	<ul style="list-style-type: none"> <li>• Good community support and local desire to improve airport</li> <li>• Central location in La Porte; close to Port of Houston and accessible to major petro-chemical industries and their users</li> <li>• Easily accessible from Spencer Highway</li> <li>• Size of airport (~300 acres) and developable areas</li> <li>• Full-time, on-site airport manager</li> <li>• Instrument approach procedure to Runway 30</li> </ul>
<p><b>W</b> WEAKNESSES</p>	<ul style="list-style-type: none"> <li>• Location and proximity to other airports can lead to competition and congested airspace</li> <li>• No dedicated terminal building with traditional pilot amenities</li> <li>• Airport is landlocked and surrounded by residential land uses</li> <li>• Drainage issues</li> </ul>	<ul style="list-style-type: none"> <li>• Runway lengths are limiting to corporate users</li> <li>• Lack of available hangar space</li> <li>• Aboveground power lines near airport</li> <li>• Pavement strength limits use by larger aircraft</li> <li>• No courtesy car or rental service available</li> </ul>
<p><b>O</b> OPPORTUNITIES</p>	<ul style="list-style-type: none"> <li>• Undeveloped land on airport property offers significant growth potential, including construction of a dedicated terminal building</li> <li>• Better promotion/brand awareness of the airport</li> <li>• Opportunities for new/existing businesses to locate facilities on-airport</li> <li>• National Guard facilities have redevelopment potential</li> </ul>	<ul style="list-style-type: none"> <li>• T41 is an urban airport, which is attractive to business users for its convenience</li> <li>• U.S. Customs on-site could attract more users</li> <li>• Courtesy car</li> <li>• Additional lighting on airport and other security improvements, such as key cards to enter</li> <li>• Advanced air mobility (AAM)</li> <li>• Helipad or dedicated helicopter parking area</li> </ul>
<p><b>T</b> THREATS</p>	<ul style="list-style-type: none"> <li>• National shortage of aircraft mechanics</li> <li>• No clear succession plan in place for FBOs</li> <li>• Natural disasters, such as hurricanes</li> </ul>	<ul style="list-style-type: none"> <li>• Pipelines traverse airport property in several areas</li> <li>• Vacant lot adjacent to airport is zoned for high-density residential use</li> </ul>