

LAS CRUCES INTERNATIONAL AIRPORT MASTER PLAN



EXECUTIVE SUMMARY

WINGSPAN 2040 — A VISION FOR THE FUTURE



LAS CRUCES
INTERNATIONAL
AIRPORT

MESSAGE FROM THE AIRPORT DIRECTOR

At Las Cruces International Airport, our commitment to maintaining safe, efficient, and welcoming facilities remains steadfast. Recognizing the dynamic nature of the aviation industry, the Airport Board and Staff have devoted significant effort to this Master Plan to ensure we are prepared to meet the challenges and opportunities ahead.

This planning effort reflects a forward-thinking approach, incorporating careful forecasts of future activity and a phased strategy for the development of airport facilities. By analyzing regional demographics, industry trends, general aviation growth, historical data, and economic conditions, we have developed a comprehensive plan to address the evolving needs of both commercial airlines and our general aviation community.

The proposed improvements outlined in the Master Plan will allow Las Cruces International Airport to continue supporting Las Cruces and the State of New Mexico as a gateway for air transportation, aerospace innovation, and economic activity. By investing in our future now, we can enhance operational efficiency, responsibly manage growth, and strengthen our role as a key driver of regional prosperity.

I invite you to explore our Master Plan to see how these initiatives will shape the future of Las Cruces International Airport and guarantee we continue to serve our community with excellence.

Andrew Hume
Andrew Hume

A FOCUSED MASTER PLAN



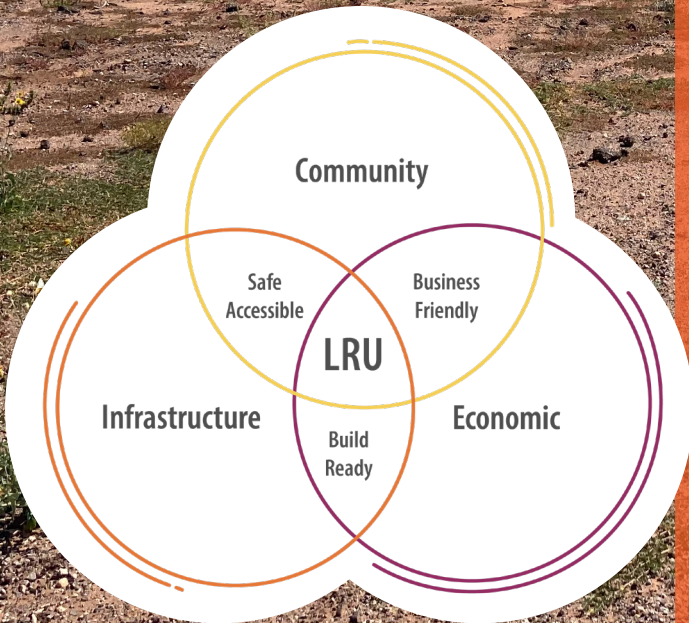
VISION AND PURPOSE OF PLAN

The Las Cruces Master Plan Update process is built on eight core ideas that have been used to develop the overall vision for what the Las Cruces International Airport (LRU) will be in the next ten years.

Through the implementation of this plan, LRU will be:

- » Safe for all users.
- » Welcoming and supportive of business.
- » A hub for regional, national, and international tourism.
- » A center of education and job development.
- » Positioned to be an economic development engine.
- » Supportive of aviation and commercial aerospace.
- » Important to the people of the Las Cruces region.

These guiding principles are distilled into a core vision statement that, at its heart, sees LRU as having a key role in the community, providing the infrastructure that airport users and businesses need to grow, and being an important part of the local and regional economy.



LRU VISION

“LAS CRUCES INTERNATIONAL AIRPORT IS A THRIVING WELL-CONNECTED AVIATION AND COMMERCIAL AEROSPACE GATEWAY TO THE CITY OF LAS CRUCES, THE REGION, AND BEYOND BY PROVIDING ACCESS AND ECONOMIC OPPORTUNITY”

RELATIONSHIP TO OTHER PLANS

An Airport Master Plan is a comprehensive study of an airport that describes short-, medium-, and long-term development plans to meet future aviation demand. The elements of the master planning process will vary in the level of detail and complexity depending on the size, function, and problems of the individual airport. The LRU Master Plan guides and reinforces the continued modernization and expansion of the Airport and presents a framework to cost-effectively satisfy aviation demand while considering the potential environmental and socioeconomic impacts.

For LRU to serve the City and the region, the Master Plan must be considered in the context of the many other planning initiatives that have taken place in the City and the region. Two specific plans are particularly relevant. They are the Elevate Las Cruces Comprehensive Plan (2020), which focuses on a place-based approach to future growth that is built on community health, prosperity, and livability, and the Las Cruces Innovation and Industrial Park Master Plan (2021), which lays out a framework for developing the area immediately adjacent to LRU. These plans have been considered throughout the development of the 2024 Airport Master Plan and connections between these plans and the Airport Master Plan are clearly called out where connections exist.

REGIONAL PUBLIC PARTICIPATION/ENGAGEMENT

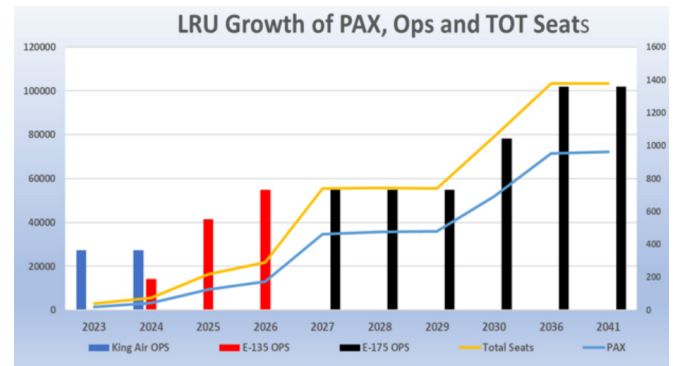
Public input is highly encouraged during the Master Plan process and has its greatest impact during the early stages of the planning process. The LRU Master Plan included a robust public engagement program, which was seriously considered during the Master Plan development. To be as transparent and effective as possible, public involvement included numerous gatherings to collect input from aircraft owners, hangar tenants, airport staff, employees from businesses located on airport property, public officials, governmental agencies, and the general public. DuBois & King facilitated the public involvement program in close consultation with the LRU Airport Advisory Board. The program used multiple strategies, including forming the LRU Master Plan Coordination Committee (CC) comprising key stakeholders, local citizens, and decision-makers. The CC provided insight and input into issues that arose throughout the process, and general information. Additional public input was collected by the Air Alliance, a coalition of nonprofit and business organizations focused on bringing intra- and interstate air service development to LRU. Organizations involved include the Greater Las Cruces Chamber of Commerce, MVEDA, Virgin Galactic, NMSU, and other members of the local business community.



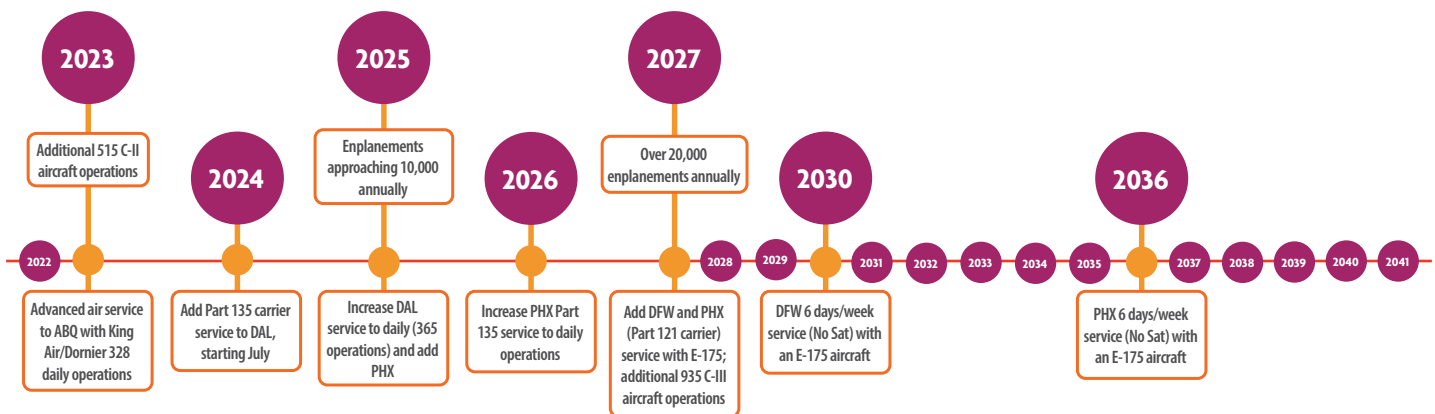
AVIATION DEMAND AND LRU'S ROLE IN THE AVIATION COMMUNITY

COMMERCIAL PASSENGER AIR SERVICE

Air carrier service at LRU dates to 1948, when Pioneer Airlines first offered flights to Amarillo and El Paso. The availability and extent of scheduled air carrier and commuter services has been sporadic for many years. As of January 2023, air service from LRU to ABQ is provided by Advance Air. The DuBois & King team conducted a forecast of commercial air passenger service as part of the development of this Master Plan. Based on this forecast, LRU can expect the commercial passenger growth over the next five years to exceed 10,000 yearly enplanements.



COMMERCIAL SERVICE MILESTONES



GENERAL AVIATION

General aviation services at the Las Cruces International Airport play a vital role in supporting the local economy and this service area continues to experience steady growth. To accommodate this increasing demand, the Airport Master Plan has identified and assessed critical infrastructure needs to support the continued expansion of general aviation services. These improvements, such as hangar development, taxiway design standards, and utility needs, aim to enhance operational capacity, attract additional aviation activity, and position the Airport for long-term financial sustainability, securing its role as a key economic driver in the region.

COMMERCIAL AEROSPACE

With 13 licensed Spaceports, 21 launch licenses in the US, and the growing commercial aerospace industry, there exist unique opportunities for LRU to be an airport of multiple uses, including by the aerospace industry and its supporting businesses. LRU is in a prime location, nestled between Spaceport America to the north, Blue Origins to the southeast, and the Midland Spaceport to the east. In addition to the private commercial aerospace industry, White Sands Missile Range, NASA, Holloman Air Force Base, and Fort Bliss are all located within approximately 60 miles of LRU.

COMMERCIAL AEROSPACE DEVELOPMENT

The primary objective of commercial aerospace development at LRU is to increase Las Cruces' attractiveness as a home base for commercial aerospace companies. The ability of aerospace developers and operators to locate research and development activities on or near a flight line; conduct gradual and iterative test operations on site or in proximity; and have access to passenger air service are major factors in location decisions. This Master Plan will examine what measures might be taken to enable these capabilities and what the triggers are to activate the sequential elements (termed "Phases" in this document) of the Concept of Operations.

NEW MEXICO STATE UNIVERSITY

The New Mexico State University (NMSU) is a public land-grant research university with its main campus in Las Cruces. Many of the 5,000 staff members travel on behalf of the University. Through its wide range of programs, including a highly respected aerospace engineering program, over 20,000 students are enrolled NMSU with a high percentage of out-of-state students. NMSU brings significant potential for economic development. The ability to offer air service and have runways adequate to allow for larger aircraft will encourage further use of the Airport, allow NMSU's Physical Science Lab and other businesses to grow, and permit athletic teams to fly into and out of LRU as noted below.



PHYSICAL SCIENCE LAB

The NMSU Physical Science Lab (PSL) was the first of only seven FAA-designated Unmanned Aerial Systems (UAS) test site locations in the US. The PSL has a 15,000-SF hangar at LRU and often tests its UAVs at the Airport. Founded in 1946, PSL is a unique national resource that supports the development and application of new and existing technologies. This multidisciplinary organization provides expertise in suborbital platforms, information modeling for predictive decision-making, specialized intelligence community support, advanced NASA scientific exploration and experimentation, homeland security sensing and detection technologies, and advanced weapons and countermeasures development and testing designed to strengthen our national security. PSL will provide additional economic development by attracting companies to work with the community.

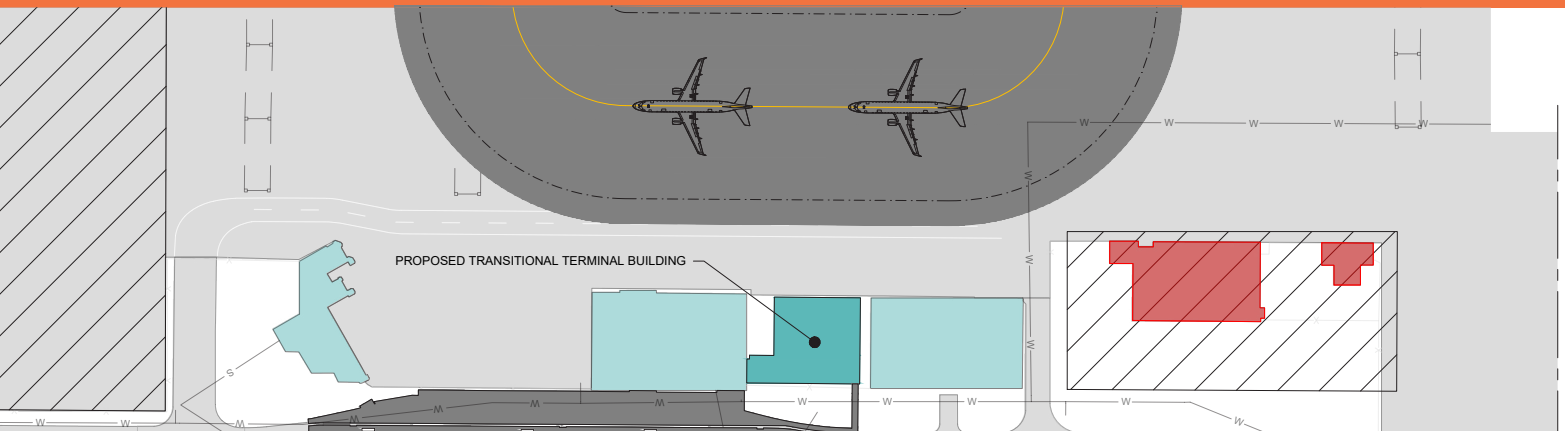
LAS CRUCES INNOVATION AND INDUSTRIAL PARK

The Las Cruces Innovation and Industrial Park (LCIIP) is located adjacent to the Airport to the south. Originally established in 1982, the Park comprises 1,820 acres with 1,418 acres undeveloped. On July 19, 2021, the Las Cruces City Council unanimously adopted an updated master plan to market and develop the City's Innovation and Industrial Park (LCIIP). Based on the strengths, opportunities, weaknesses, and constraints discovered during the LCIIP master planning process, a developed Strategic Goal is to integrate the LCIIP with the Airport. To achieve this goal, a high-priority industry would be targeted for future development, including Aviation, Aerospace, and Defense (primarily Unmanned Aerial Systems (UAS)).

PRIORITY PROJECTS

RECOMMENDED IMPROVEMENTS:

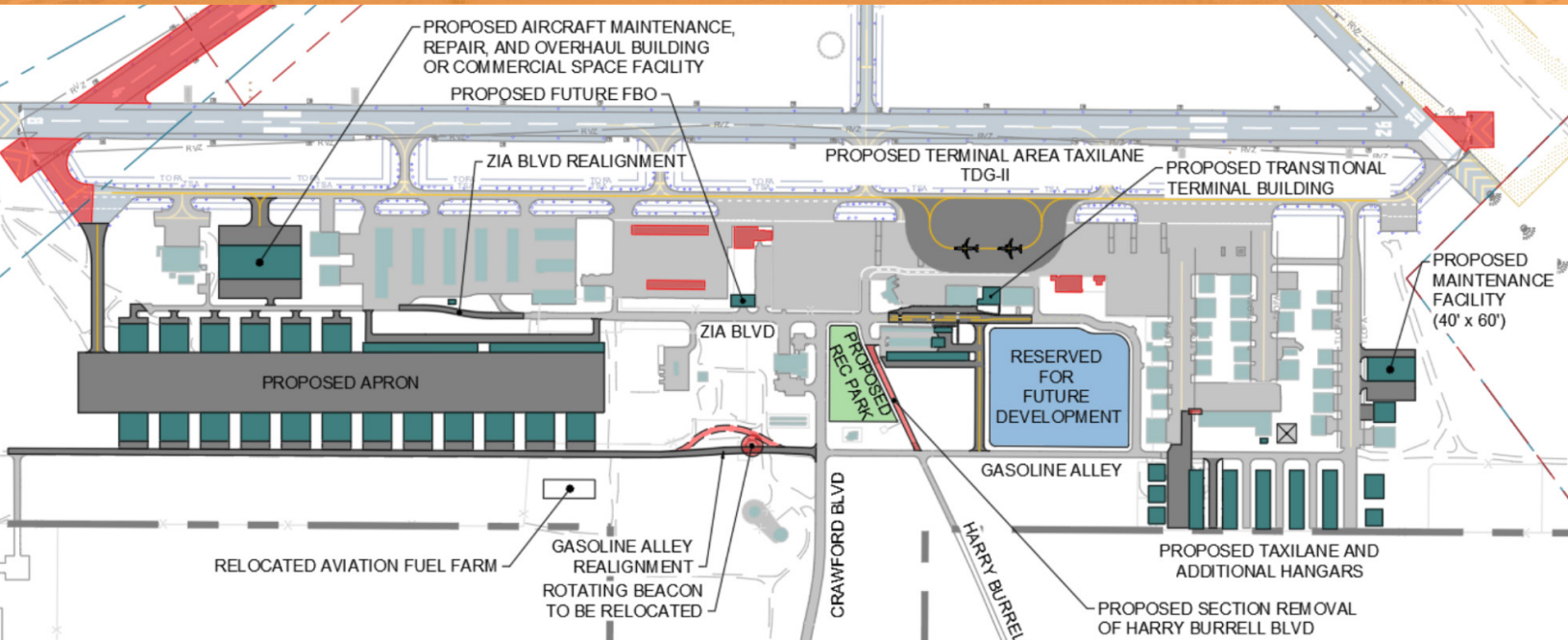
- » **Runway 12-30 length:** Runway 12-30, has a current runway length of 7,506 ft, which is not adequate to meet the 11,110-ft runway length requirements for the critical design aircraft—the Challenger 600 series. Extending the runway by 3,604 ft will mitigate this issue.
- » **Runway 8-26 relocation/length:**
 - ◇ Runway 8-26, Runway 4-22, and Runway 12-30 intersect to form a triangle. This is considered a safety issue, and the FAA recommends decoupling these runways.
 - ◇ Runway 8-26 is a visual-only runway. To support aviation demand, an instrument approach procedure should be published for this runway. Due to its current proximity to Taxiway Alpha, the runway does not meet the required design standards to support an instrument approach. Therefore, it is recommended that Runway 8-26 be shifted to the north.
 - ◇ The current Runway 8-26 length of 6,069 ft is not long enough to meet the critical aircraft requirements and should be extended. Abandoning the current location of Runway 8-26, relocating the runway to the north of its current location, and extending it by 3,614 ft will mitigate this issue.



- » **Rwy 4-22 Shorten:** Runway 4-22 has been temporarily closed and needs reconstruction. The FAA is no longer participating in the funding of this runway. Shortening and narrowing the runway to 5,450 ft by 60 ft and decoupling it from Runway 8-26 as part of a runway reconstruction project, will mitigate this issue.
- » **Taxiway Design:**
 - ◇ Taxiway A is 35 ft wide and does not meet the width standards for the design aircraft. In addition, Taxiway Alpha greatly decreases the terminal area apron due to the Taxiway Object Free Area and the installation of numerous Engineering Brief 75 islands. These islands are required to eliminate safety issues associated with direct access to a runway from an apron. Relocating Taxiway A to the abandoned Runway 8-26 and narrowing the width to 50 ft will mitigate this issue.
 - ◇ Taxiways Bravo and Charlie combine to provide access to and from the approach end of Runway 12, however, they do not constitute a full parallel taxiway. Realigning Taxiway B to parallel Runway 12-30 will improve airport approach minimums and mitigate this issue.
- » **Airport Pavement Maintenance Plan:** A Pavement Condition Assessment was conducted as part of the Master Plan development. Many areas on the airport need maintenance or rehabilitation. The Master Plan lays out a recommended timeline for periodic maintenance to protect the Airport from costly rehabilitation and reconstruction projects.
- » **Passenger Terminal:** The Airport does not have a terminal building that is adequate in size to accommodate passenger processing for intra- and inter-state air service during forecasted years one through seven. LRU has preliminarily designed a new transitional terminal building to accommodate 120 enplanements per flight and adequate vehicular parking. The Airport should complete the final design, permitting, and construction of the transitional terminal and vehicular parking.

» **General Aviation Development:**

- ◇ The Airport does not have enough hangars to meet the forecasted facility needs. The construction of a Taxilane in the West Area would allow the airport to attract private investors to build hangars. The construction of new hangars would mitigate this issue.
- ◇ The Airport does not have an adequate number of tie-downs to meet the forecasted facility needs of transient and based aircraft. The expansion of the current General Aviation Apron, construction of more apron space, and resolution of the perpetual lease of the west apron will mitigate this issue.



- » **Weather Reporting Station:** The AWOS-3PT has been failing frequently and replacement parts are not available. The current location of the AWOS-3PT will not meet the FAA-recommended siting criteria within the forecast period. Relocating and replacing this AWOS-3PT with a new AWOS 3-PT will mitigate this issue.
- » **Airport Beacon:** The Airport's General Aviation Rotating Beacon does not meet FAA siting criteria and is not visible in all quadrants due to the shadowing effect of two Airport water towers. The relocation and replacement of the GA Rotating Beacon will mitigate this issue.
- » **Airport Maintenance Building:** The Airport does not have an airport maintenance building to store, maintain, and fuel maintenance equipment. Currently, the City Fleet Division is fueling airport maintenance vehicles, which is not efficient or cost-effective. The construction of an airport maintenance building with an equipment fuel farm would mitigate this issue.
- » **Airport Utilities:** The City of Las Cruces has provided significant improvements to utility infrastructure. The Airport currently has gas, water, sewer, and electric services, however, there are additional improvements that will enable the Airport to be more attractive to more Airport users and investors once complete. The Airport intends to provide all utilities to the East Area, Terminal Area, and West Area.

MOVING FORWARD

To implement the recommendations in this Plan, it is key to recognize that planning is a continuous process and does not end with acceptance, adoption, and/or approval of this document. The airport should implement measures that allow it to track various demand indicators, such as based aircraft, hangar demand, General and Commercial Aviation operations, and passenger enplanements. The issues that this Plan identifies will remain valid for some years. The primary goal is for the Airport to safely serve the air transportation needs of the region best while continuing to be economically self-sufficient. Sustainability is a complex topic and may refer to environmental and financial attainments. For example, financially sustainable airports have the ability to generate enough revenue to offset/balance their operational costs.

The value of any plan is keeping the issues and objectives at the forefront of leadership. In addition to adjustments in aviation demand, when to undertake the improvements recommended in this Plan will impact how long the plan remains valid. The format of this program reduces the need for regular and costly updates by just adjusting the timing of project implementation. Updating can be done by the Airport Administrator, thereby improving the Plan's effectiveness.

In summary, the planning process requires the City to consistently monitor the progress of the Las Cruces International Airport regarding General and Commercial Aviation aircraft operations and based aircraft. Analysis of aviation demand is critical to the timing and need for new Airport facilities.

