

September 17, 2025

Laredo International Airport (LRD) Master Plan

Technical Advisory Committee (TAC) Meeting



Agenda

- » Introductions
- » Master Plan Overview
- » Inventory Analysis
- » Forecast Analysis
- » Pavement Management Plan
- » Schedule
- » Next Steps



Team



RS&H
Prime Consultant



Castle Engineering & Testing, LLC
Subconsultant - Geotechnical Services

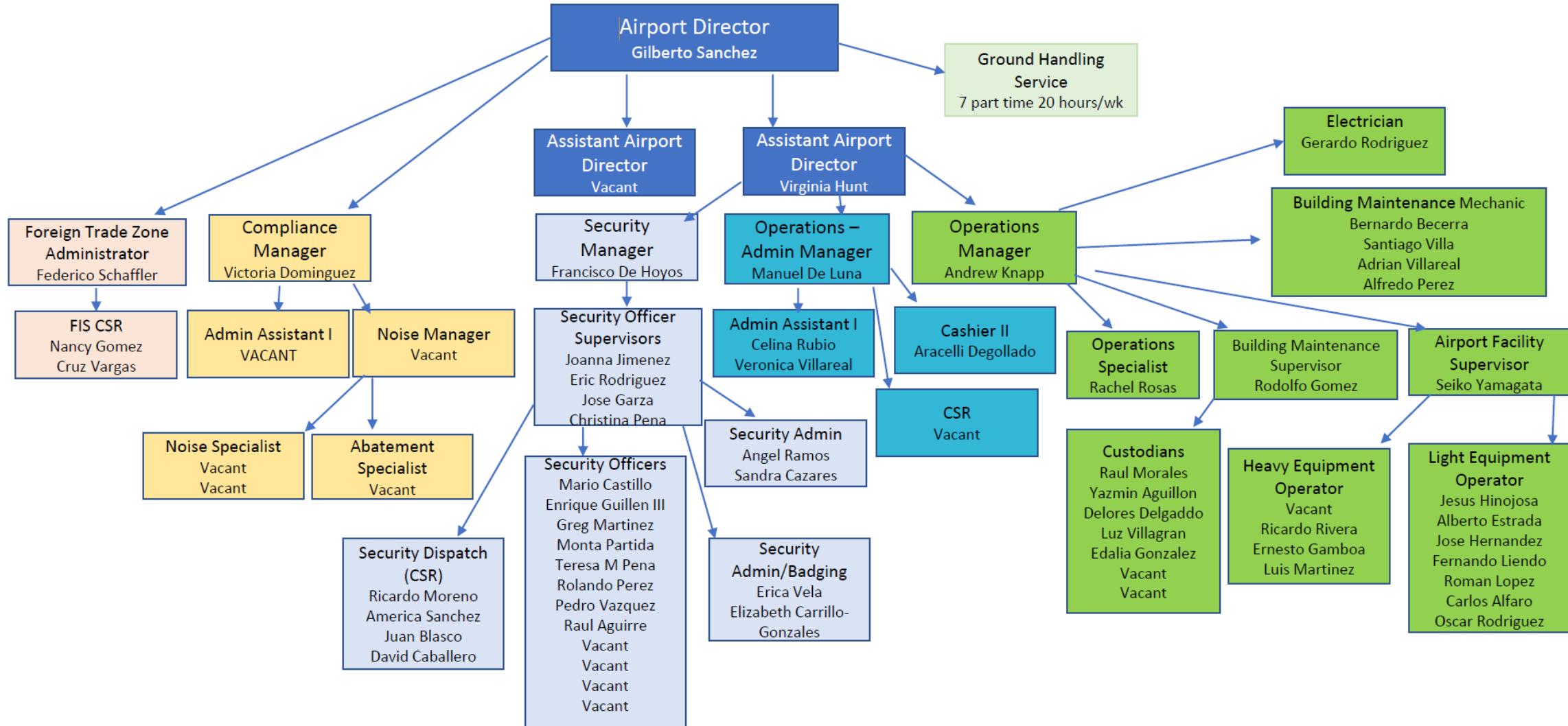


Crane Engineering
Subconsultant – Pavement Condition Services



Martinez Geospatial
Aeronautical Surveys

Airport Personnel



RS&H Planning Leads



Angela Archibeque, CM
Project Manager



Amanda O'Krongley, CM
Project Officer



Lanre Olaniyan, CM, ACE
Deputy Project Manager



Adam Novak
Quality Control



Scott LeCount
Finance Lead



Tammy Merrill
ALP Lead



Jon Erion
Environmental Lead



Esteban Alfonso
Forecast Lead

Critical Public Involvement Roles

- » Technical Advisory Committee (TAC)
 - Responsible for providing input and insight on technical issues that pertain to master plan and future Airport development
- » Provide critical input at key points
- » Serve as a conduit to your organizations
- » Offer local expertise and experience



Master Planning Overview



What is an Airport Master Plan?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

-FAA Advisory Circular 150/5070-6B Airport Master Plans

What is Purpose of an Airport Master Plan?



A Plan that . . .

Provides guidelines for future development that satisfies future aviation demand

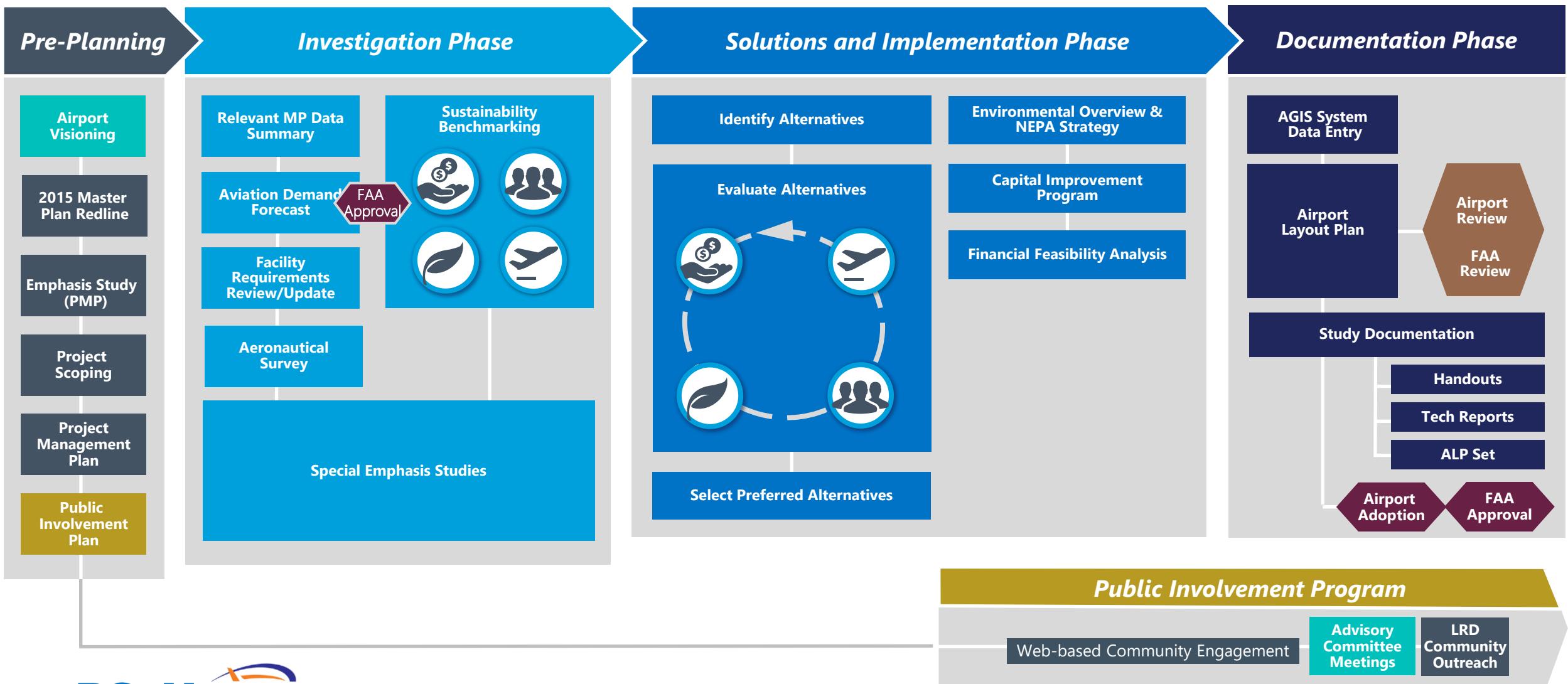


Is financially feasible



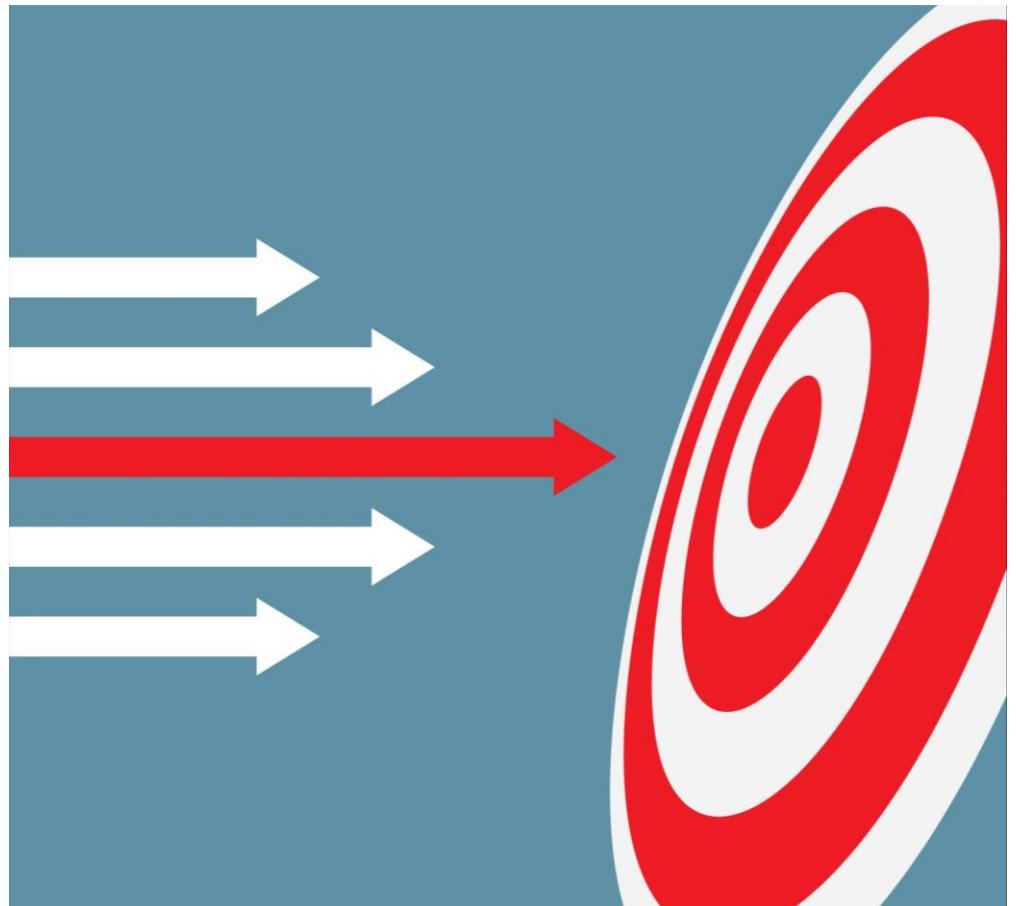
Identifies and responds to environmental and socioeconomic conditions

LRD's tailored master plan process



LRD Strategic Visioning

- » Create safe, secure, and community conscious operations
- » Integrate sustainability in its practices
- » Modernize facilities and enhance services
- » Become an economic development catalyst
- » Promote opportunities for global & domestic connectivity

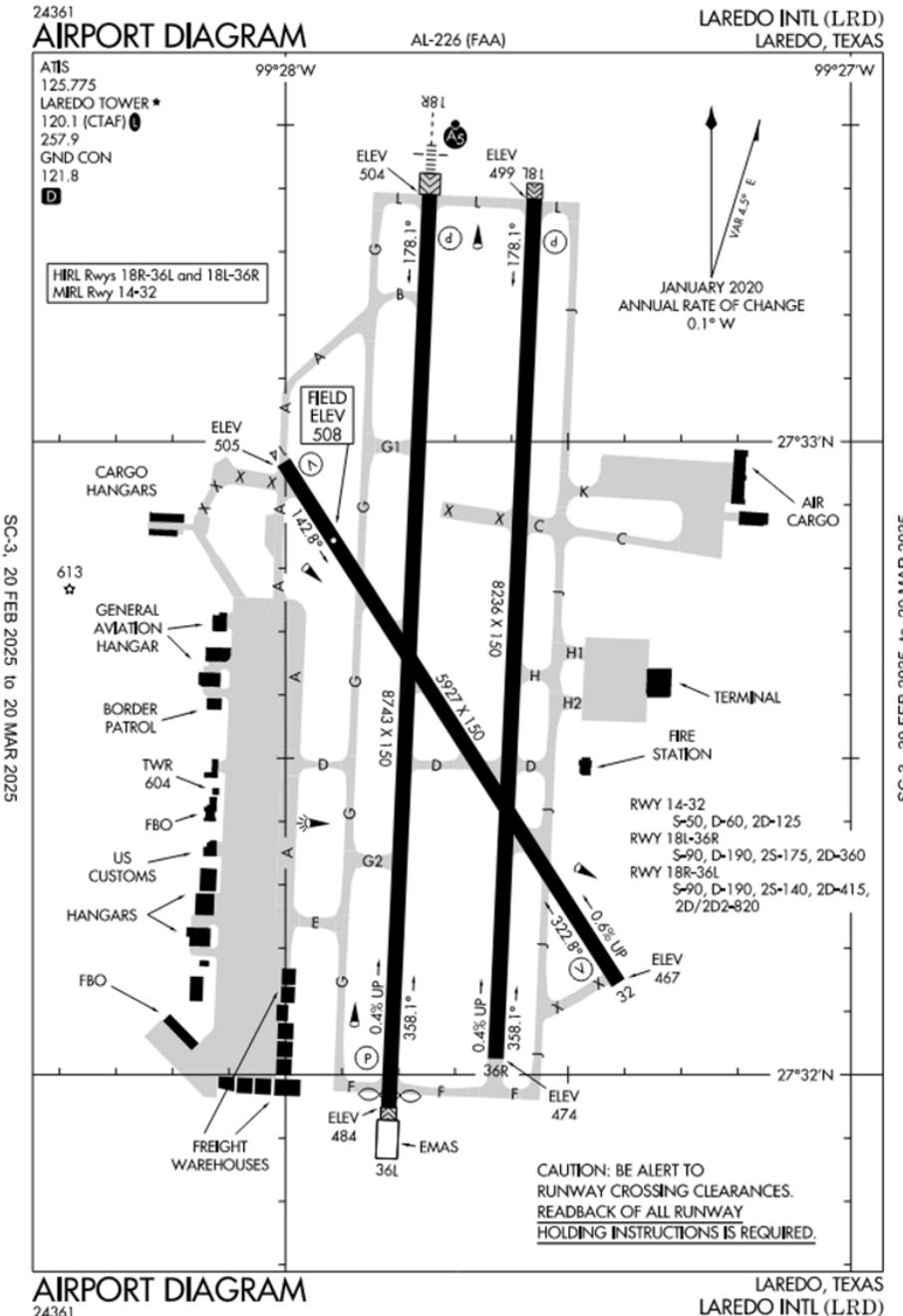


INVENTORY OF EXISTING CONDITIONS



Airfield Facilities

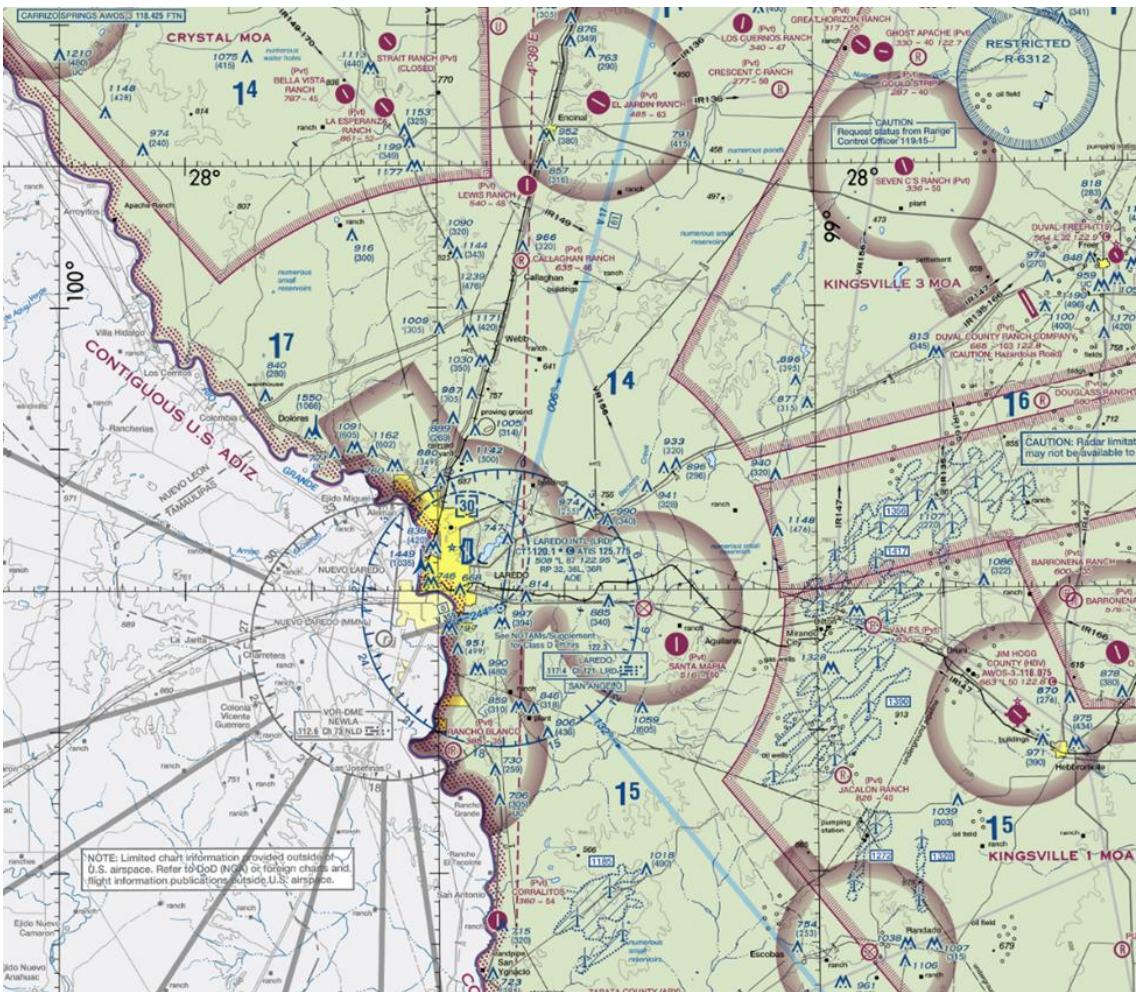
- » Runway System
 - Three runways
 - *Two parallel*
 - *One crosswind*
- » Declared Distances
- » Taxiway System
- » Pavement Condition
- » Airfield Hot Spots
- » Meteorological Conditions
- » Navigational Aids and Lighting



Source: FAA Airport Diagram

Airspace

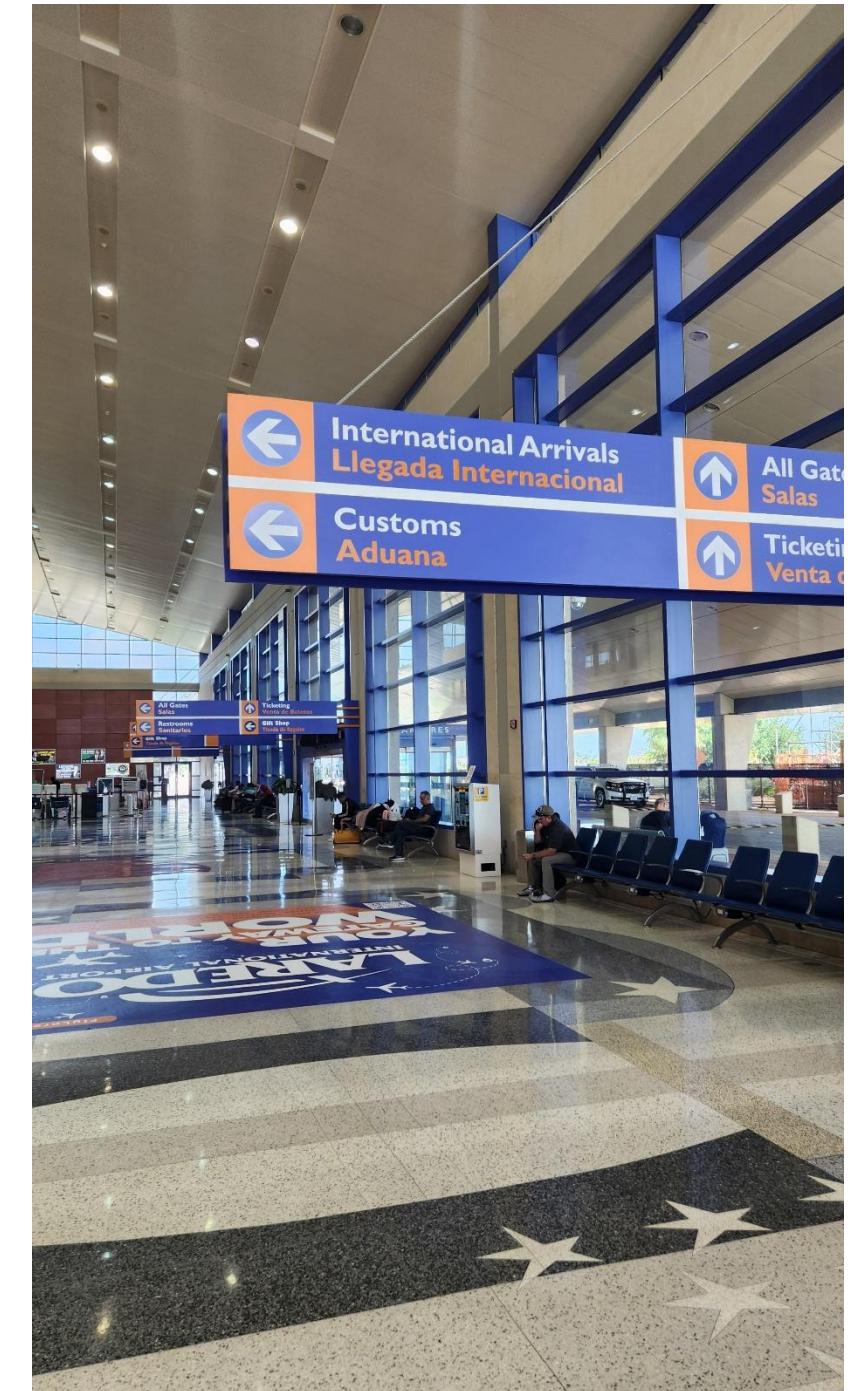
- » Air Traffic Control Procedures
 - Airspace around the airport is controlled by FAA & a contract tower
- » VFR and IFR Procedures
- » Part 77 Objects Affecting Navigable Airspace
- » Takeoff Obstacles
 - Airport publishes obstructions that could impact flight operations.



Source: U.S. DOT and Federal Aviation Administration, December 2024

Commercial Service

- » United
 - Non-stop to Houston
- » American
 - Non-stop to Dallas
- » Allegiant
 - Non-stop to Las Vegas (Twice weekly)
- » Aerus
 - Non-stop to Monterrey (M-F Weekly)



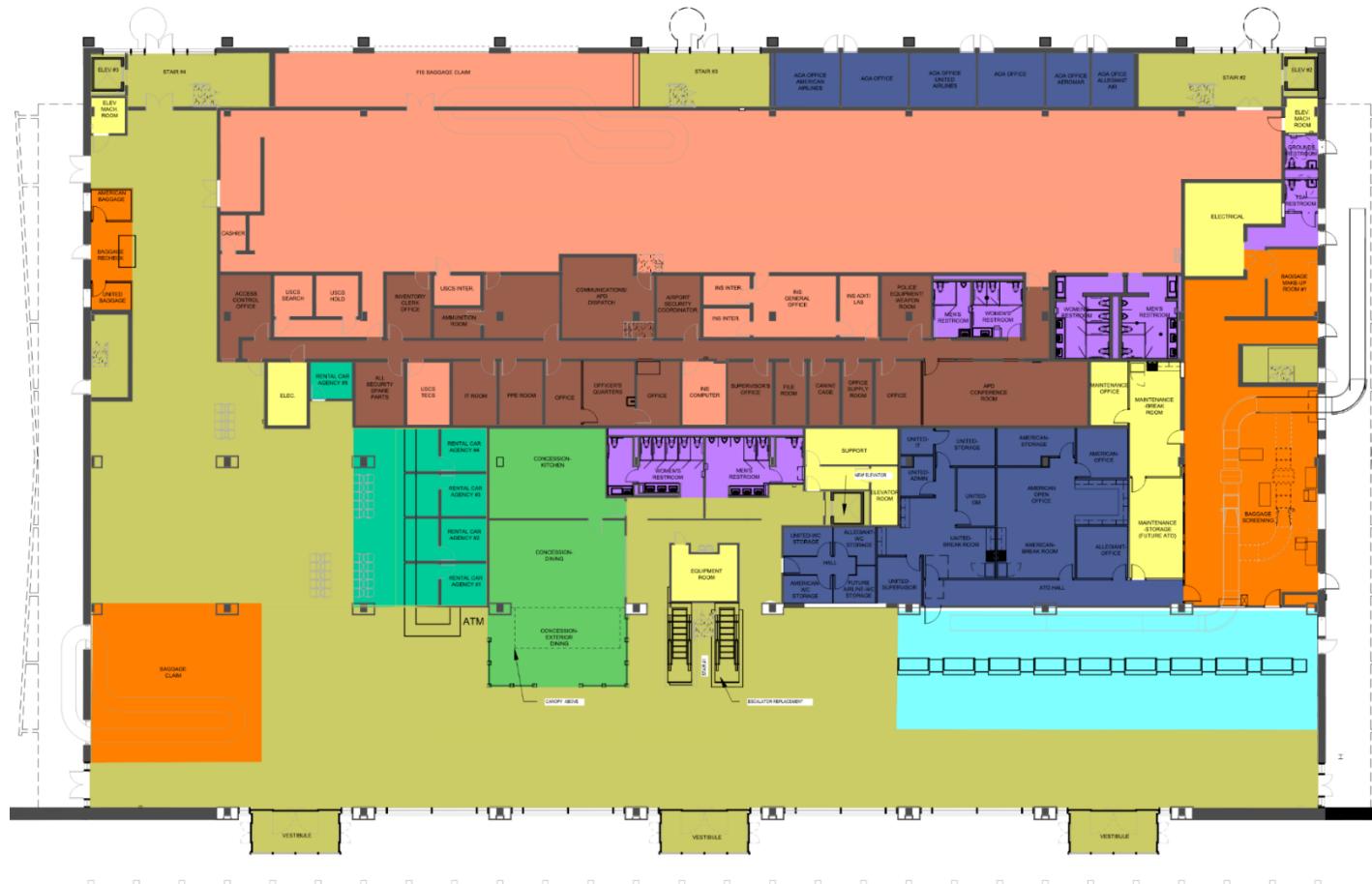
Air Cargo

- » Significantly utilized by air cargo operators
- » Major air cargo carriers
 - Aeronaves
 - TSM
 - FedEx
 - UPS
 - USA Jet
 - Kalitta
 - IFL
- » FY 2024 Operations: 12,626



Passenger Terminal

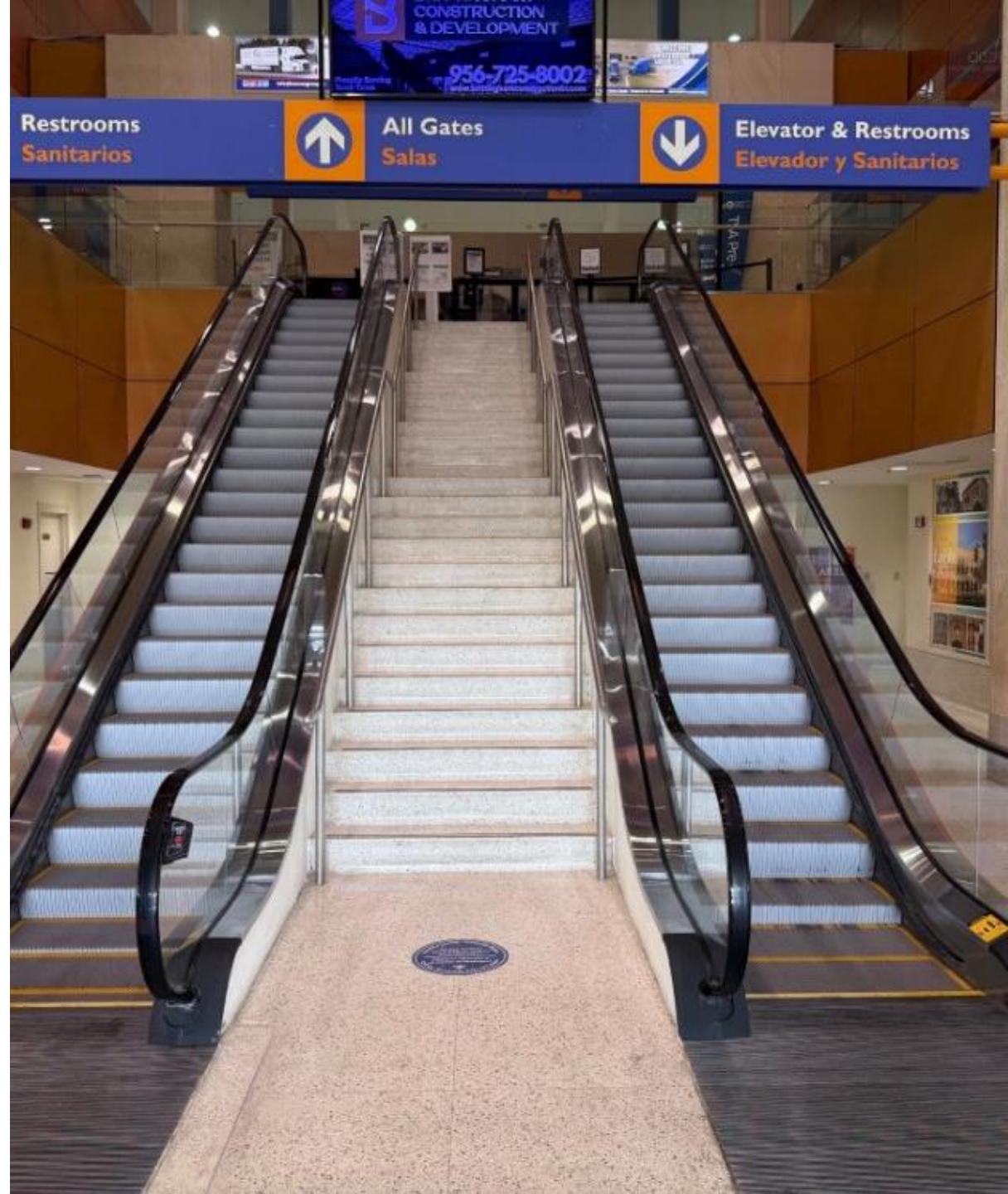
- » Passenger Terminal Area
 - Holdrooms/Gates
 - Airline Space
 - Public Space
 - TSA
 - Building Support/Admin
 - Rental Car Counters
 - Terminal Apron
 - Total (76,840 sf)



Source: RS&H

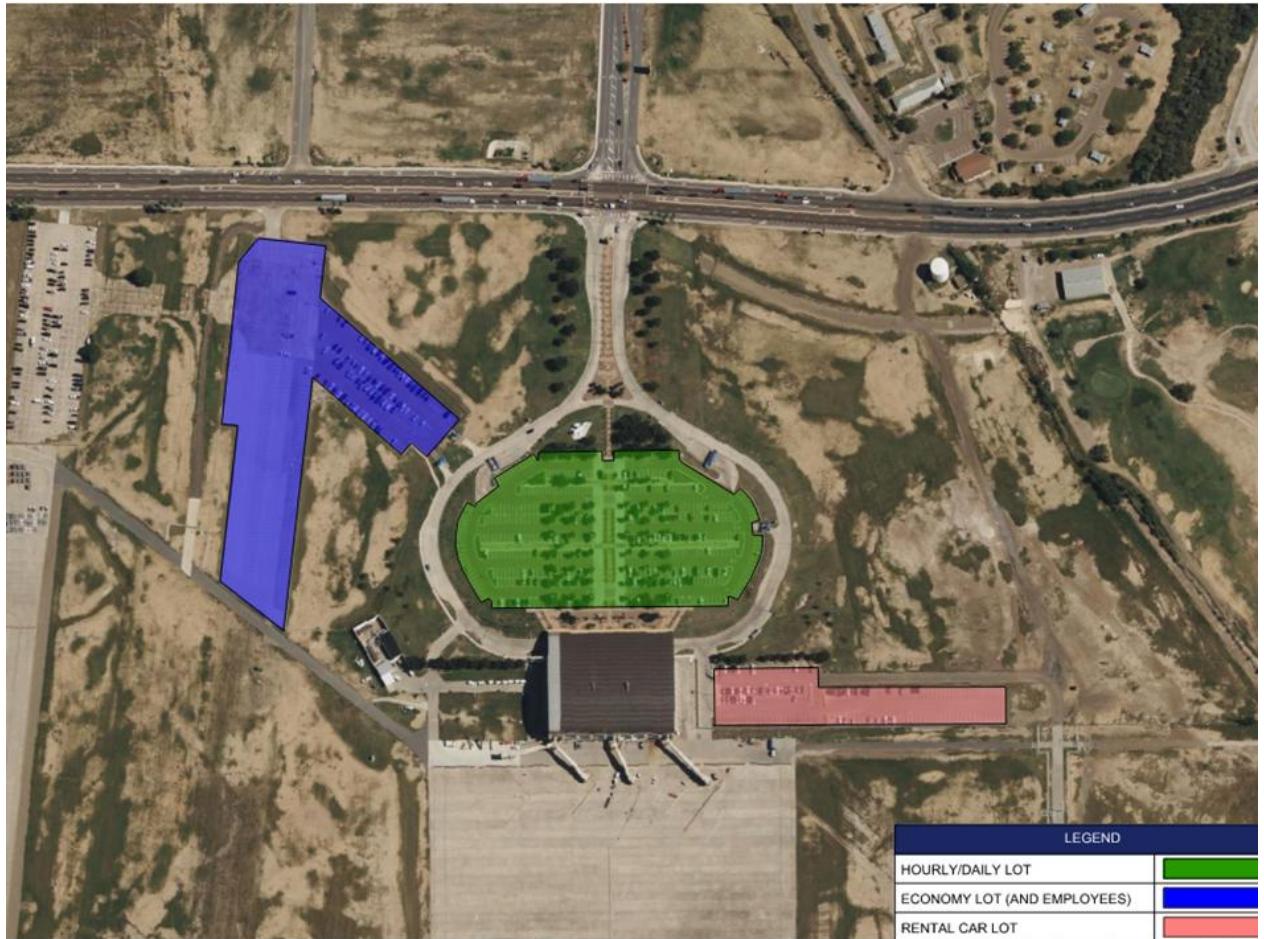
Terminal Improvement Program

- » Current or Future Projects
 - New escalators
 - New roof
 - New passenger boarding bridges
 - Updated restroom facilities
 - Upgraded elevator
 - LED lighting throughout
 - Expanded TSA compliant security screening checkpoint with expanded queue



Landside Facilities

- » Terminal Curbfront
 - 270 feet of curb
- » Ground Transportation Services
 - Uber, Lyft, buses, vans, El Metro
- » Vehicle Parking
 - Total of 474 spaces



Source: RS&H

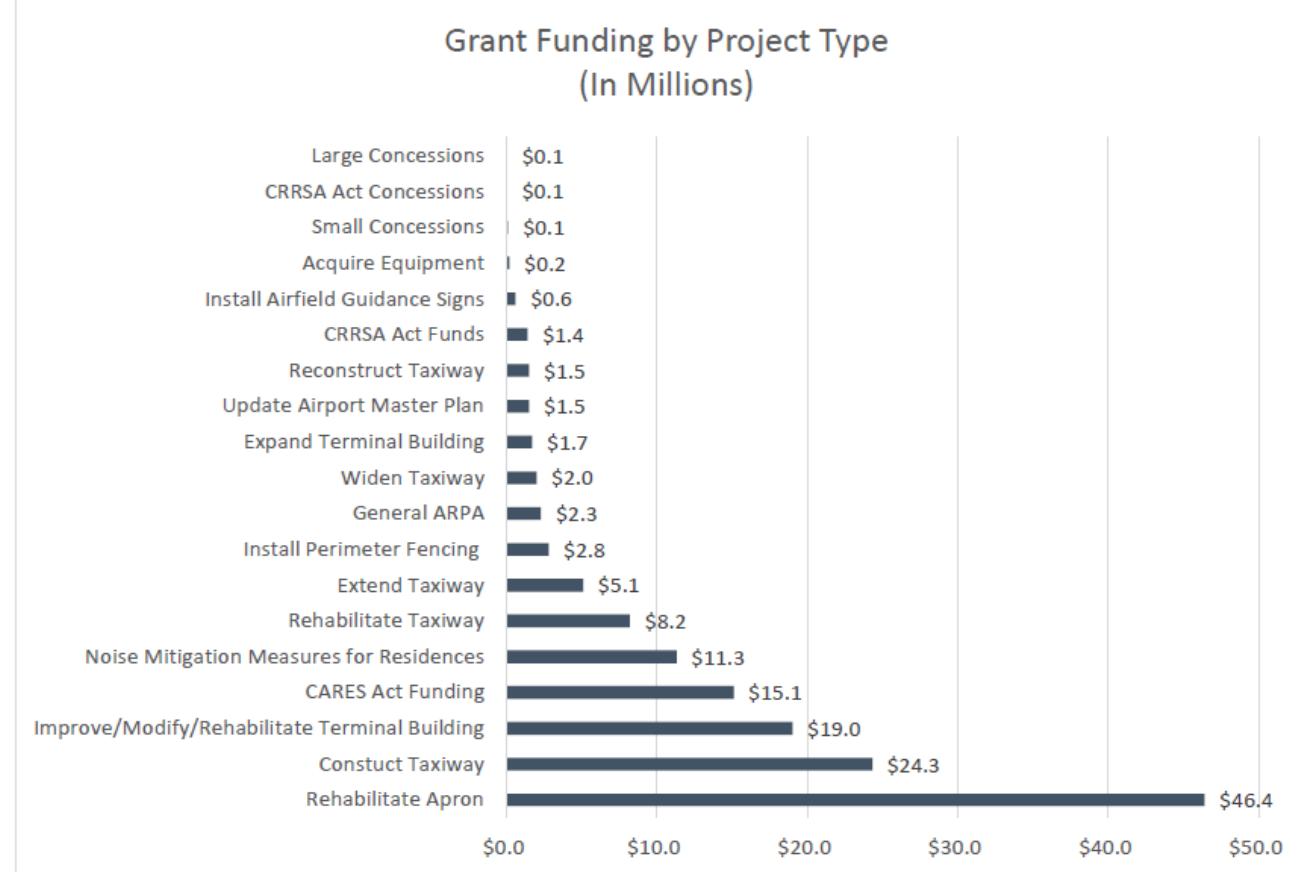
General Aviation and Support Facilities

- » General/Cargo Aviation
- » Fixed Base Operators
- » Airport Traffic Control Tower
- » Aircraft Rescue and Firefighting
- » Aviation Fuel Storage
- » Airport Maintenance



Financial Overview

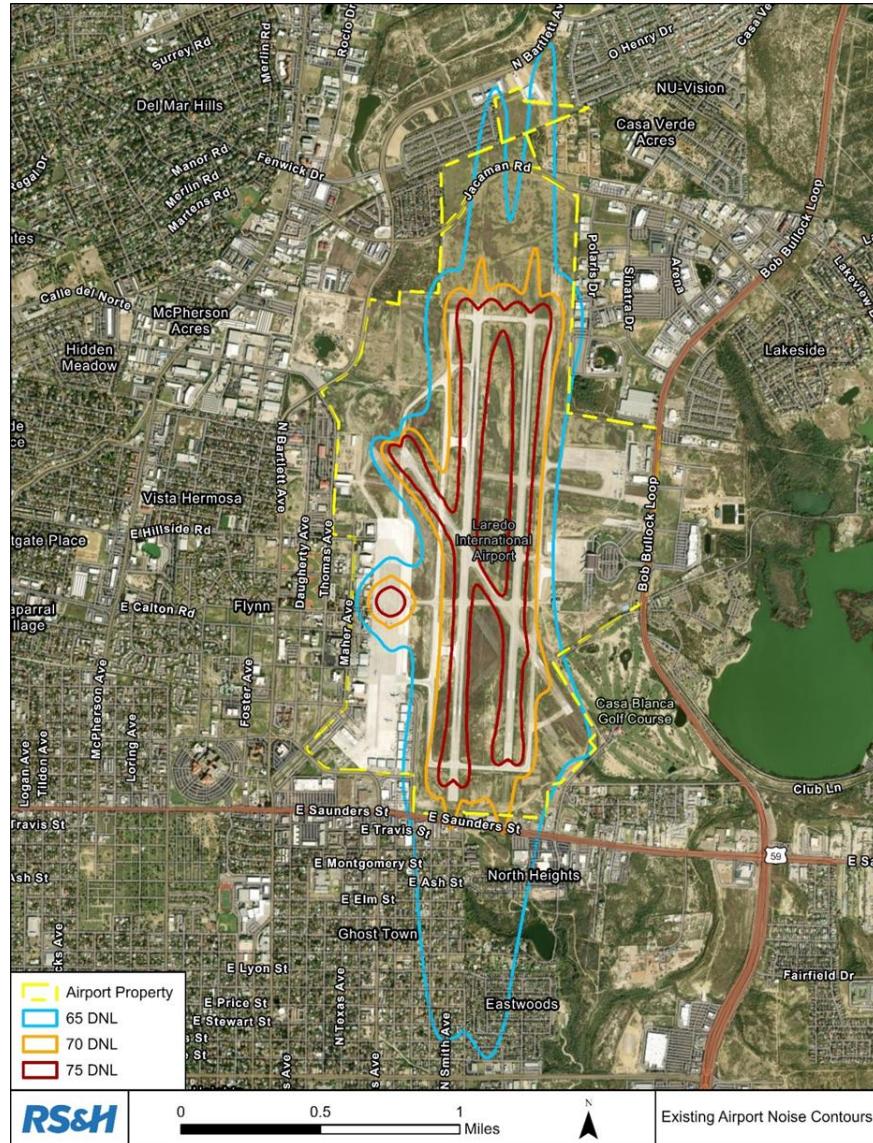
- » Funding
 - Local, Federal, & State
- » Airport Revenues/Expenses
- » Landing Fees
- » Airline Lease Agreements
- » Federal State Grants
 - NPIAS, FAA AIP



Source: FAA Office of Airports Planning and Programming

Environmental Inventory/Conditions

- » Air Quality
- » Climate
- » Coastal Resources
- » Land Use
- » Natural Resources & Energy Supply
- » Noise and Noise-Compatible Land Use
- » Visual Effects
- » Water Resources
 - Wetlands



AVIATION DEMAND FORECAST



Aviation Forecast Elements

- » Passenger Enplanement
 - Number of passengers boarding an aircraft
- » Aircraft Operations
 - Number of landings and take-offs
- » Based Aircraft
 - Number of aircraft that are stored at LRD
- » Critical Aircraft
 - Most demanding aircraft type

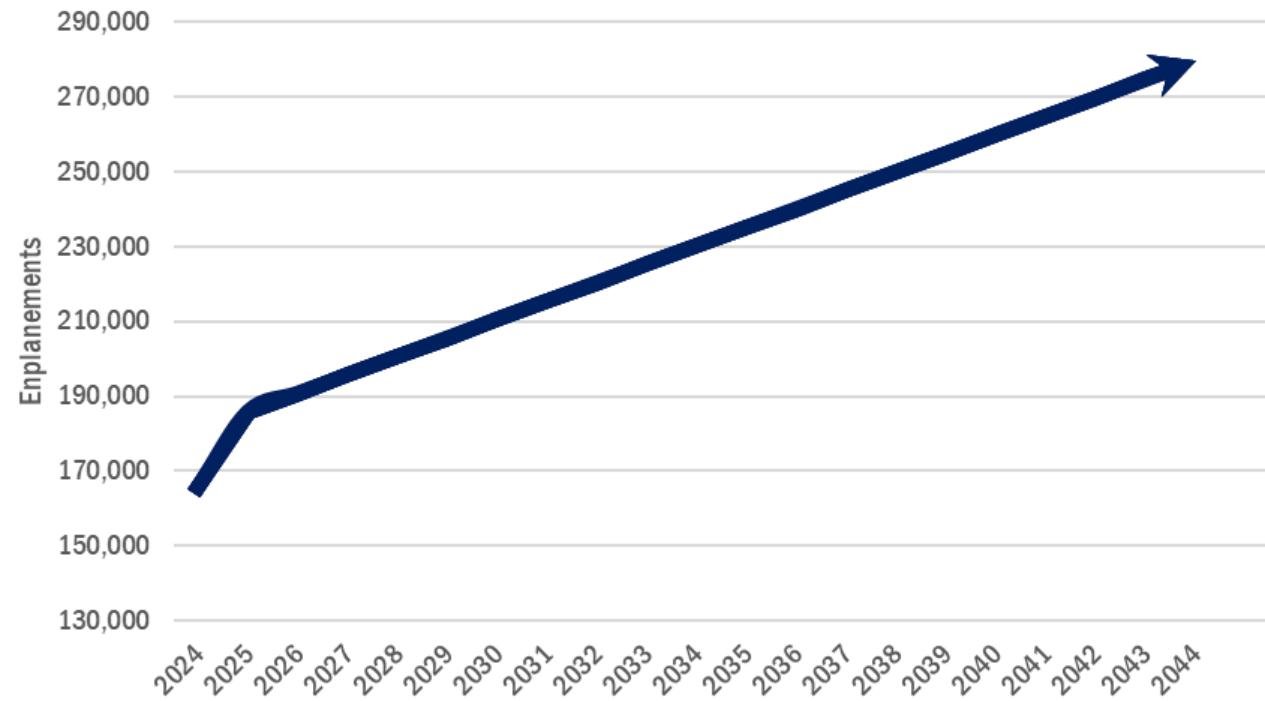


Passenger Enplanements

» *FY 2024 and Projected FY 2025 thru FY 2044*

| | FY | Enplaned Passengers |
|--------------------|------|---------------------|
| <i>Baseline</i> | 2024 | 165,676 |
| <i>Forecast</i> | 2025 | 185,800 |
| | 2026 | 190,800 |
| | 2027 | 195,700 |
| | 2028 | 200,600 |
| PAL 1 | 2029 | 205,600 |
| PAL 2 | 2034 | 230,300 |
| PAL 3 | 2044 | 279,600 |
| CAGR | | |
| 2024 - 2025 | | 12.1% |
| 2025 - 2034 | | 2.4% |
| 2034 - 2044 | | 2.0% |
| 2025 - 2044 | | 2.2% |

Source: USDOT T-100; RS&H Analysis, 2025

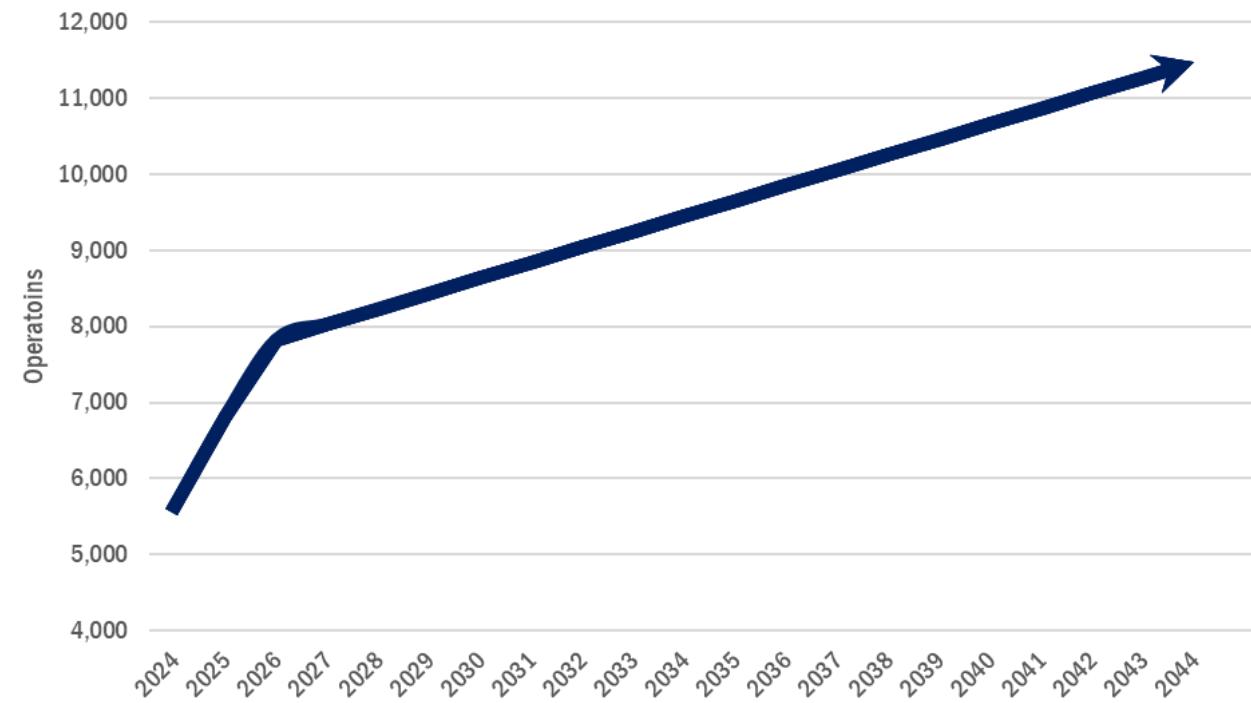


Passenger Air Carrier Operations

» FY 2024 and Projected FY 2025 thru FY 2044

| | FY | Operations |
|-----------------|-----------|-------------------|
| <i>Baseline</i> | 2024 | 5,600 |
| <i>Forecast</i> | 2025 | 6,800 |
| | 2026 | 7,800 |
| | 2027 | 8,000 |
| | 2028 | 8,200 |
| PAL 1 | 2029 | 8,400 |
| PAL 2 | 2034 | 9,400 |
| PAL 3 | 2044 | 11,500 |
| CAGR | | |
| 2024 - 2025 | | 21.4% |
| 2025 - 2034 | | 3.7% |
| 2034 - 2044 | | 2.0% |
| 2025 - 2044 | | 2.8% |

Source: USDOT T-100; USDOT DB1B 10% Survey; RS&H Analysis, 2025

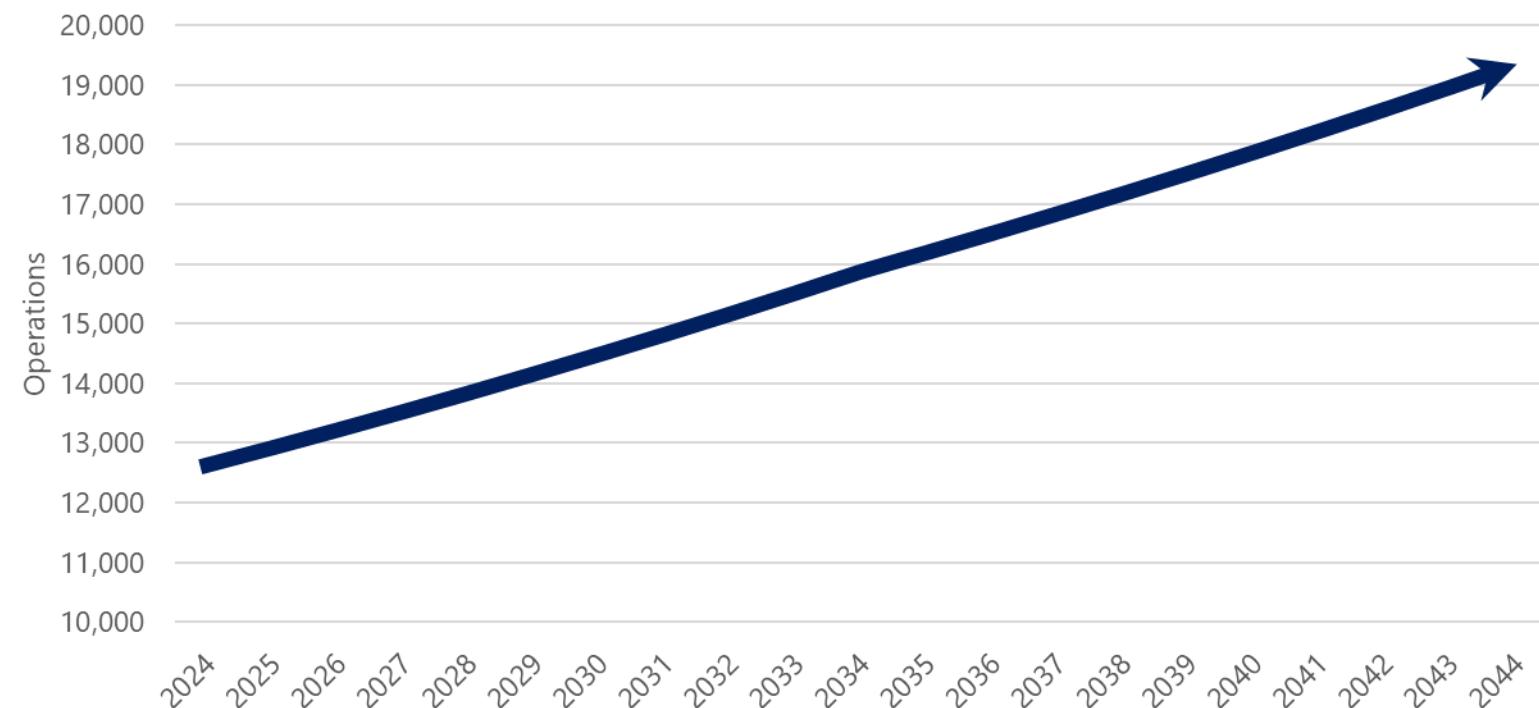


Air Cargo Operations

» FY 2024 and Projected FY 2025 thru FY 2044

| | FY | Operations |
|--------------------|-----------|-------------------|
| <i>Baseline</i> | 2024 | 12,626 |
| <i>Forecast</i> | 2025 | 12,900 |
| | 2026 | 13,200 |
| | 2027 | 13,500 |
| | 2028 | 13,800 |
| PAL 1 | 2029 | 14,200 |
| PAL 2 | 2034 | 15,900 |
| PAL 3 | 2044 | 19,400 |
| CAGR | | |
| 2024 - 2025 | | 2.2% |
| 2025 - 2034 | | 2.4% |
| 2034 - 2044 | | 2.0% |
| 2025 - 2044 | | 2.2% |

Source: Airport Data; RS&H Analysis, 2025

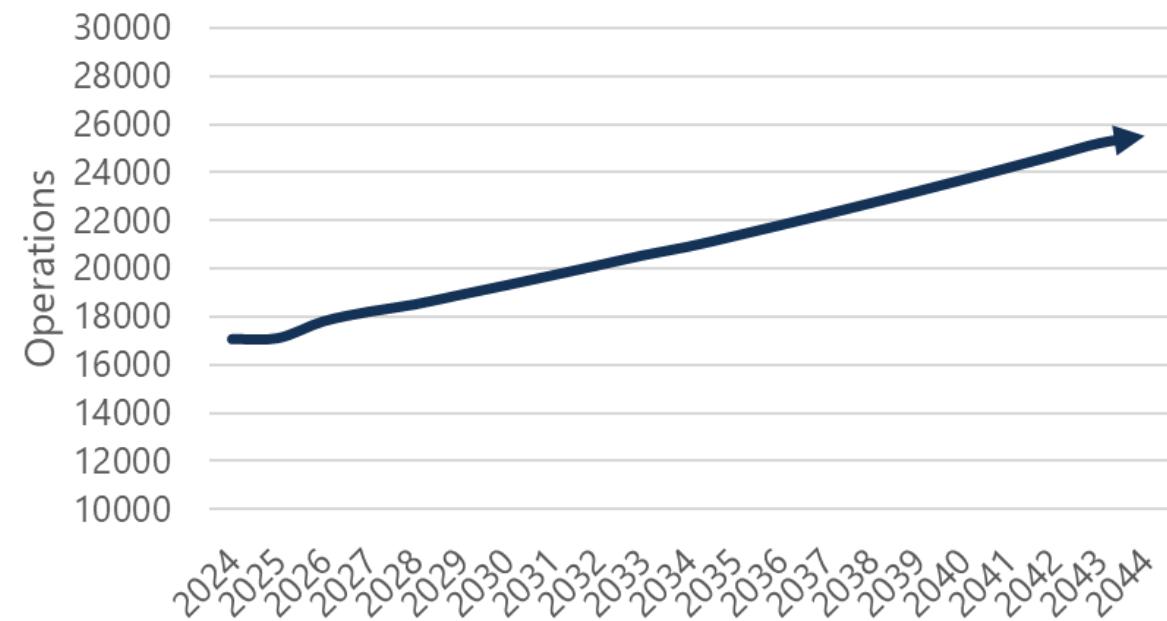


General Aviation Operations

» FY 2024 and Projected FY 2025 thru FY 2044

| | FY | Itinerant | Local | Total | |
|--------------------|--------------|-------------|-------------|-------------|--------|
| <i>Baseline</i> | 2024 | 16,097 | 961 | 17,058 | |
| <i>Forecast</i> | | | | | |
| | 2025 | 16,100 | 1,000 | 17,100 | |
| | 2026 | 16,800 | 1,000 | 17,800 | |
| | 2027 | 17,200 | 1,000 | 18,200 | |
| | 2028 | 17,500 | 1,000 | 18,500 | |
| | PAL 1 | 2029 | 17,900 | 1,000 | 18,900 |
| | PAL 2 | 2034 | 19,900 | 1,000 | 20,900 |
| | PAL 3 | 2044 | 24,400 | 1,100 | 25,500 |
| CAGR | | | | | |
| 2024 - 2025 | | 2.3% | 0.3% | 2.2% | |
| 2025 - 2034 | | 2.1% | 0.6% | 2.0% | |
| 2034 - 2044 | | 2.1% | 0.8% | 2.0% | |
| 2025 - 2044 | | 2.1% | 0.7% | 2.0% | |

Source: FAA OPSNET; RS&H Analysis, 2025

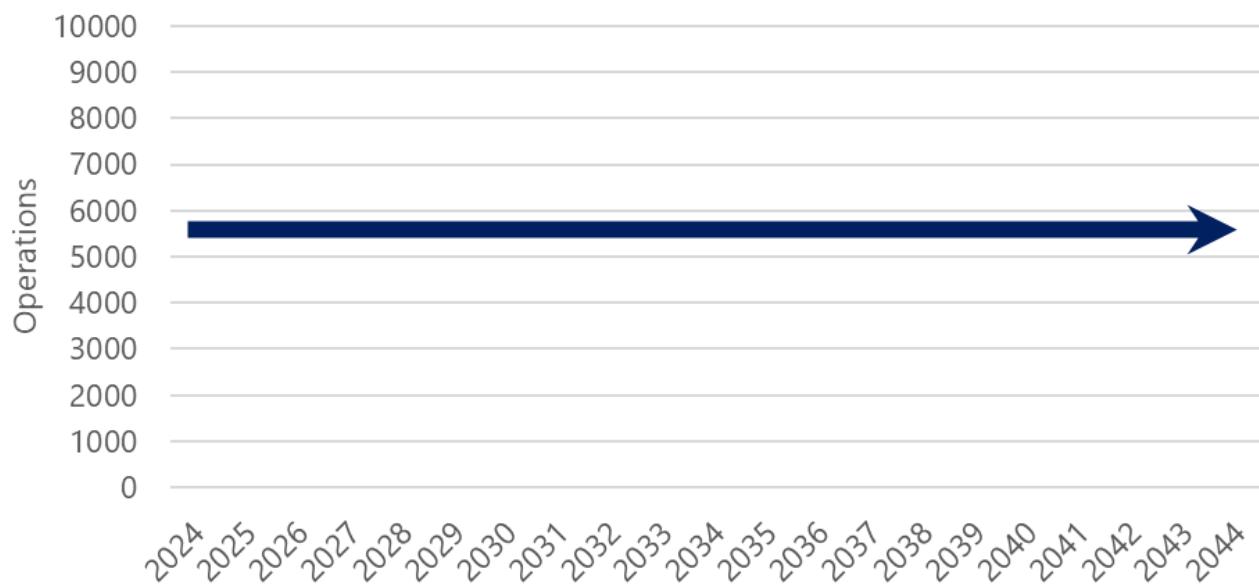


Military Operations Forecast

- » This forecast does not make any changes to the number of local or itinerant military operations

| | FY | Military Operations |
|--------------------|------|---------------------|
| <i>Baseline</i> | 2024 | 5,600 |
| <i>Forecast</i> | 2025 | 5,600 |
| | 2026 | 5,600 |
| | 2027 | 5,600 |
| | 2028 | 5,600 |
| PAL 1 | 2029 | 5,600 |
| PAL 2 | 2034 | 5,600 |
| PAL 3 | 2044 | 5,600 |
| CAGR | | |
| 2024 - 2025 | | 0.0% |
| 2025 - 2034 | | 0.0% |
| 2034 - 2044 | | 0.0% |
| 2025 - 2044 | | 0.0% |

Source: FAA OPSNET; RS&H Analysis, 2025



Total Operations Forecast

» FY 2024 and Projected FY 2025 thru FY 2044



| | FY | Air Carrier | Cargo | Air Taxi / Commuter | GA | Military | Total |
|-----------------------|------|-------------|-------------|---------------------|-------------|-------------|-------------|
| <i>Baseline</i> | 2024 | 5,636 | 12,626 | 1,094 | 17,058 | 5,600 | 42,014 |
| <i>Forecast</i> | 2025 | 6,800 | 12,900 | 1,100 | 17,100 | 5,600 | 43,500 |
| | 2026 | 7,800 | 13,200 | 1,200 | 17,800 | 5,600 | 45,600 |
| | 2027 | 8,000 | 13,500 | 1,200 | 18,200 | 5,600 | 46,500 |
| | 2028 | 8,200 | 13,800 | 1,200 | 18,500 | 5,600 | 47,300 |
| PAL 1 | 2029 | 8,400 | 14,200 | 1,300 | 18,900 | 5,600 | 48,400 |
| PAL 2 | 2034 | 9,400 | 15,900 | 1,400 | 20,900 | 5,600 | 53,200 |
| PAL 3 | 2044 | 11,500 | 19,400 | 1,800 | 25,500 | 5,600 | 63,800 |
| CAGR 2024-2044 | | 3.6% | 2.2% | 2.5% | 2.0% | 0.0% | 2.1% |

Source: USDOT T-100; RS&H Analysis, 2025

What is a Pavement Management Program?

A PMP provides a consistent, objective, and systematic procedure for

- Establishing facility policies
- Setting priorities and schedules
- Allocating resources
- Budgeting for pavement

Required per FAA AC 150/5380-7B *Airport Pavement Management Program (PMP)* for airports accepting federal funding

What is a Pavement Management Program?

- » Required by the FAA for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charges (PFC) Program
 - Grant Assurance No. 11, Pavement Preventive Maintenance, No. 34, Policies, Standards, and Specifications, and PFC Assurance No. 9, Standards and Specifications

What is a Pavement Management Program?

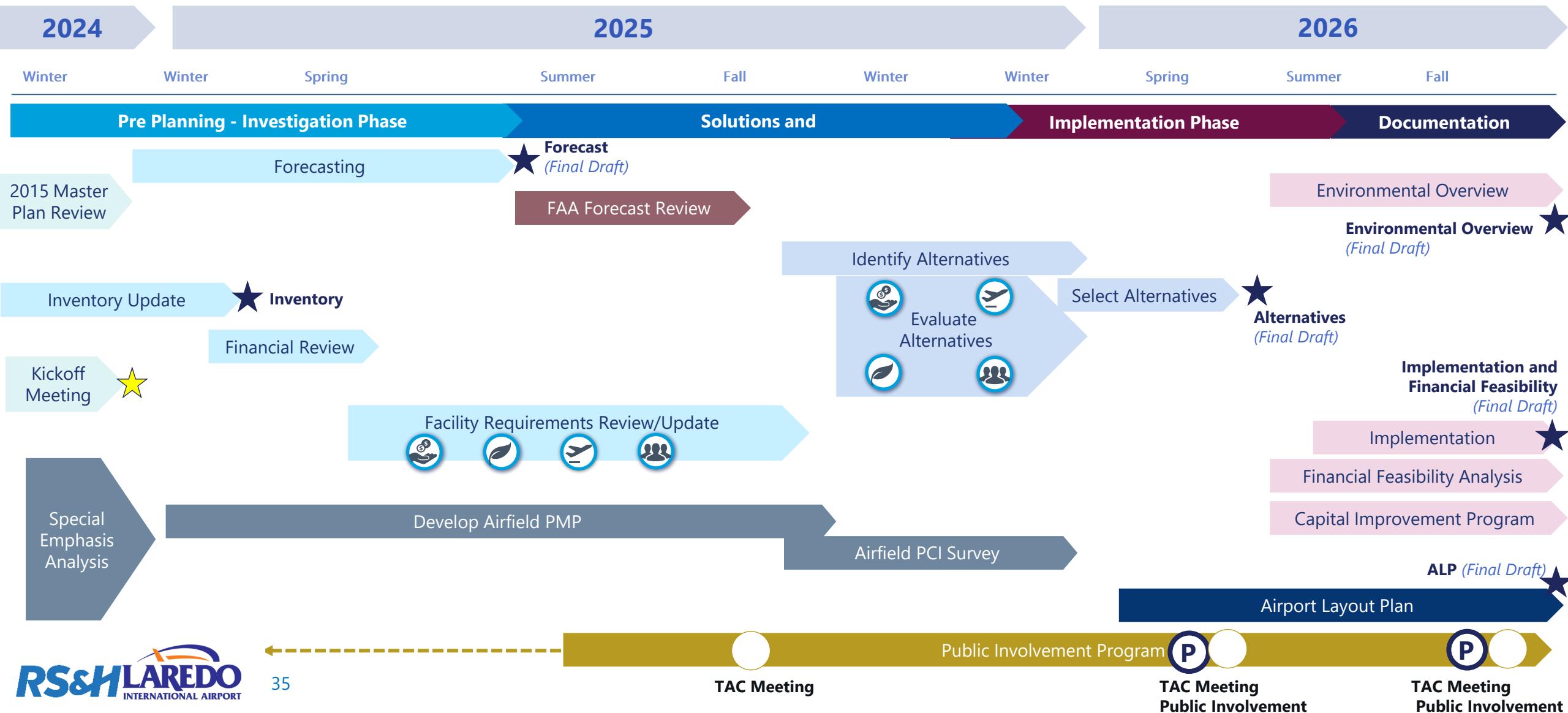
- » A PMP Includes the following:
 - Database
 - *Pavement Inventory*
 - *Pavement Structure*
 - *M&R History*
 - *Pavement Condition Data*
 - PCI Survey - Updated either yearly or every 3-years if ASTM standard is used
 - *Traffic Data*
 - System Capabilities
 - *Predicting current and future pavement condition*
 - *Determining optimum M&R plans for a given budget*
 - *Determining budget requirements to meet management objectives*
 - *Facilitating the formulation and prioritization of M&R projects*



Pavement Condition Rating (PCR)

- » Required per AC 150/5335-5D
- » Replaces PCN under 150/5335-5C
- » ACR number that expresses the effect of an aircraft on a pavement
- » PCR number that expresses the load-carrying capacity of a pavement for unrestricted operations

Schedule



Next Steps

- » Facility Requirements Analysis
- » Identify Alternatives
- » See you again in the Spring!



THANK YOU

ANY QUESTIONS?



ARCHITECTURE | ENGINEERING | CONSULTING