

Airport Information for the Doña Ana County International Jetport

The Doña Ana County Airport at Santa Teresa functions as a general aviation airport. Because of its convenient location and relatively easy access it is becoming a favorite destination for corporate aircraft and fractional ownership aircraft that support the west side of El Paso and the Santa Teresa Industrial Park.

The airport is located on 1712 acres of land 4 miles northwest of Santa Teresa, New Mexico. The airport is designated an International Airport and provides Customs service to aircraft arriving from Mexico and other foreign countries. The airport abuts the Union Pacific Intermodal Railroad Yard and its east-west rail line. The airport and adjacent industrial park are designated as a "Foreign Trade Zone".

There are 169 aircraft based at the Jetport. The breakdown by type is 20 jet, 24 multiengine, 115 single engine and 10 helicopter aircraft. Two of these aircraft are Gulfstream G500 aircraft that are in the 80,000 lb. max gross takeoff weight class. The airfield has a 9,550-foot runway which is sufficient to accommodate most general aviation and military aircraft. The transient aircraft that normally frequent the Jetport are corporate and fractional owner jet and turboprop aircraft. The runway is currently rated for 20,000 pound single wheel weight aircraft. We completed an update to the Airport Master Plan to include an air cargo potential study. The airport master plan is a 5 to 20 year plan for the airport which is approved by the FAA. This Master Plan identified two critical projects. The first was the need to upgrade the present runway. Plans have been completed to rebuild the runway to increase the weight capacity and update the lighting system, which is 30 years old. Construction is slated to begin in the summer of 2019.

The second project is the need for a Crosswind Runway. The wind study in the Master Plan showed that with the current runway direction and the south westerly spring winds, there is coverage only 87% of the time. The FAA requirement, coverage 95% of the time. If coverage is less than 95%, a crosswind runway is justified. FAA has agreed we are justified for a crosswind runway but they have not as yet programmed the funds. It is our intention to build the future crosswind runway in two phases. The first phase will be about 5,700 feet, which is long enough for the small planes and small jets to land in the high wind conditions.

The ultimate build out will be 12,000 feet long and capable of handling a Boeing 757 size freight aircraft. We do not plan to try take the passenger service away from El Paso International, but we are located next to a large and growing industrial park. With the railroad and trucking, the airport and air freight is the third transportation leg of four needed to complete this area as an inland port freight hub.

Current operators on the Airport include three fixed-wing pilot training schools, a parachute school/club, two aircraft maintenance operations. There is a full service FBO that has two King Air 350s for air charter. We also boast one of the finest aviation museums in the world is located on the airport.

Employment at the airport is 123 with an estimated payroll of \$6,049,000. The economic impact of the Airport is over \$14,903,000 annually. There are 43 corporate or privately owned hangars. Doña Ana County owns another three T-hangar with 18 bays in each. The Jetport is ranked 2th in New Mexico for general aviation based aircraft, operations and economic impact.

In addition to the National Weather Service located on the Airport an Automated Weather Reporting System has been implemented. An instrument approach is available for all weather operations.

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Doña Ana County International Jetport at Santa Teresa
Reconstruct Runway 10-28 and Taxiway A system

Runway 10-28
Western 3,100' extension (1995)
60,000# DW

Runway 10-28 100' wide

Runway 10-28
Original 5,400' (1980)
20,000# SW

Runway 10-28, Taxiway A extension,
hold bay, and TW A at RW 28 connector
Eastern 1,050' extension (2011)
95,000# DW

Connector TW A at RW 10

TW A 75' wide

Connector TW A4

Taxiway A, TW C, and connector TW
A at RW 10, TW A3 (south half), TW
A1 (2002)
350,000# DT

Connector TW A3
Evaluate if direct connect

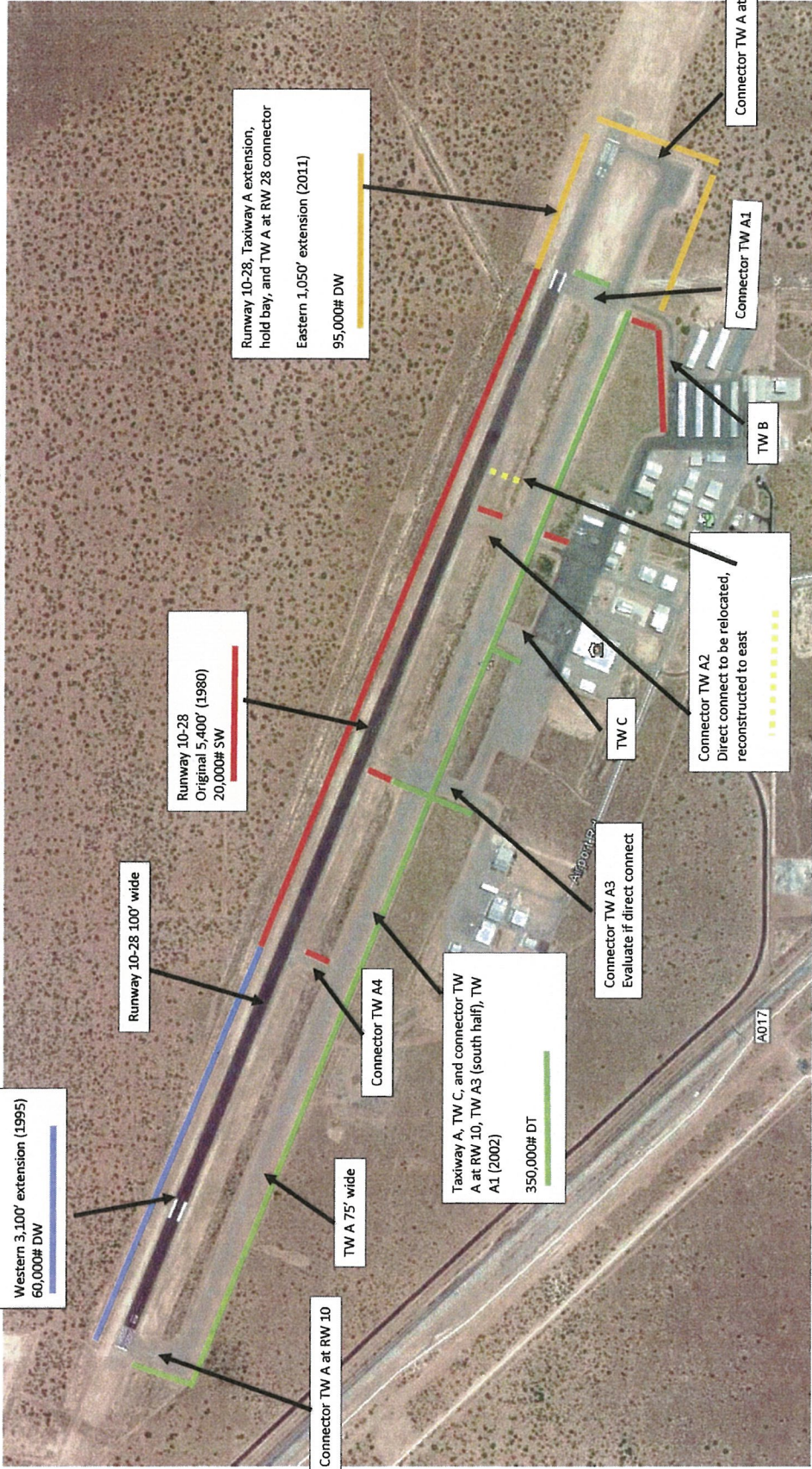
Connector TW A2
Direct connect to be relocated,
reconstructed to east

Connector TW A1

Connector TW A at RW 28

TW B

TW C



See next page for pavement segment summary information:

