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INVENTORY

Facilities Inventory

As the initial step in the airport planning program, the inventory is a systematic data collection process that provides an understanding of past and present aviation factors associated with ILE. A comprehensive inventory, including the following major inventory tasks, is used to form the basis for airport recommendations throughout the Airport Master Plan.

- An on-site inspection (conducted in September 2014) and inventory of airport facilities, equipment, and services to assess existing physical conditions.
- Discussions with Airport and City officials, Fixed Base Operators (FBO), and airport tenants regarding recent airport trends, operations, and services.
- The collection of airport activity data, project records, and aeronautical background information; a review of historical airport information, previous airport layout plans, maps, charts, and photographs of airport facilities; and a record search and review of local airport-related ordinances, policies, operating standards, and lease agreements.
- The collection of regional, county, city and airport

development information to understand regional economic conditions and to determine the surrounding airport service area characteristics.

- Review of current and planned on and off-airport land use development and property information, including surrounding land use patterns, existing and proposed transportation developments, infrastructure, and utilities.
- The collection of regional climatic information, including predominant winds, cloud and visibility conditions, and precipitation levels.

Airport Development History

Table 2-1, Historical Airport Projects with Funding Assistance, shows the airport's development history that involved funding assistance from federal or state sources as available from the TxDOT. According to records, since 1969, the airport has received \$8,328,057 from the FAA and \$167,773 from the state (TxDOT, Aviation Division) for various improvements and maintenance.

On FAA grants a local sponsor's grant match share is 10 percent. TxDOT funding can require a match of 10 to 25 percent for improvement grants and 50 percent for Routine

Airport Maintenance Program grants. Based on this, the local investment in airport improvements and maintenance with funding assistance at ILE since 1969 is \$308,303.

TABLE 2-1 | HISTORICAL AIRPORT PROJECTS WITH FUNDING ASSISTANCE

Year	Local Total	State Total	Federal Total	Funding Total	Project Description
1969	\$7,000			\$7,000	Property acquisition
1969		\$27,495		\$27,495	Pave parking aprons and taxiway.
1972		\$27,500		\$27,500	Land; crosswind runway.
1973	\$2,408		\$21,670	\$24,078	Property acquisition, parking apron, holding pad
1973	\$28,000			\$28,000	Property acquisition
1974	\$5,172		\$46,545	\$51,717	Land; construct apron.
1977	\$15,444		\$136,000	\$151,444	Upgrade taxiways.
1977	\$12,546		\$112,914	\$125,460	Overlay runway; relocate displaced threshold.
1977			\$1,020,000	\$1,020,000	1525 Terminal Building US Economic Development Administration Grant.
1978	\$15,204		\$136,840	\$152,044	Road, taxiway, and fence (USDOT Grant).
1979	\$3,108		\$27,971	\$31,079	AMP, R. Dixon Speas Associates.
1979		\$17,000		\$17,000	Install perimeter fence; construct access road / taxiway.
1979	\$17,778		\$160,000	\$177,778	Construct access road / taxiway to E hangar area; install security fence.
1980	\$2,200		\$19,800	\$22,000	AMP, Espey, Huston, and Associates, Inc.
1982	\$40,000		\$360,000	\$400,000	Expand terminal apron (approx. 4500 SY); construct T-hangar access taxiways / apron, drainage improvements.
1982	\$149,000			\$149,000	8-Unit T-hangar, rehab T-hangar floor, ramp, north perimeter road, and concrete line ditches.
1983	\$8,000			\$8,000	Hangar removal
1984			\$5,454	\$5,454	Amendment to FAA 82-01.
1984	\$106,889		\$962,000	\$1,068,889	Acquire land - runway alignment indicator lights; reconstruct parallel / connecting taxiways; overlay Runway 1/19; acquire ARFF vehicle.
1984	\$104,000			\$104,000	Roof replacement passenger terminal building.
1985	\$89,798		\$808,178	\$897,976	Taxiway system reconstruction
1985	\$10,569		\$95,120	\$105,689	Amendment to 84-02: delete overlay of taxiway 1/19 and ARFF vehicle; increase of \$95,120.
1985	\$20,000		\$180,000	\$200,000	Acquire one ARFF vehicle.
Subtotal 1969-1985	\$637,116	\$71,995	\$4,092,492	\$4,801,603	

Source: TxDOT, Aviation Division, TADS Database; Federal Total – Federal Aviation Administration



TABLE 2-1 (CONTINUED) | HISTORICAL AIRPORT PROJECTS WITH FUNDING ASSISTANCE

Year	Local Total	State Total	Federal Total	Funding Total	Project Description
1986	\$147,098		\$1,323,888	\$1,470,986	Reconstruct Runway 1/19; rehabilitate Runway 1/19 lights; overlay taxiways.
1986	\$27,667		\$249,000	\$276,667	ARFF truck purchase
1986	\$4,189		\$37,700	\$41,889	Master plan study (site selection).
1987			\$18,000	\$18,000	Amendment to 85-03: increase of \$18,000.
1988	\$150,000			\$150,000	Roof repair to original terminal building.
1989			\$100,000	\$100,000	AWOS installation (FAA owned)
1990	\$94,444		\$850,000	\$944,444	Acquire land for approaches.
1990	\$8,642		\$77,778	\$86,420	Airport Master Plan.
1991	\$25,556		\$230,000	\$255,556	Install TW and ramp edge lighting, overlay ramp, install regulator and electrical vault, replace rotating beacon and upgrade windcone.
1993	\$60,165		\$541,481	\$601,646	Extend Runway 1/19; rehabilitate terminal building and apron; obstruction removal.
1993	\$82,240		\$235,000	\$317,240	Baggage claim conveyor installation
1994	\$15,832		\$142,486	\$158,318	Perimeter Road, runway sweeper
1998	\$200,000			\$200,000	Perimeter Road, runway sweeper
2001	\$19,990		\$179,910	\$199,900	Airport Master Planning
2002	\$39,200			\$39,200	Terminal building roof repair
2005	\$21,405	\$21,405		\$42,810	RAMP: Crack seal on apron, runway, taxiway, replacement of runway / taxiway sign panels, installation of video surveillance system
2006	\$5,265	\$5,265		\$10,530	RAMP: Crack seal runway, taxiway, apron, purchase herbicide, paint and reflective beads to re-mark pavement, airfield lighting supplies
2006	\$280,000			\$280,000	1525 mold remediation and new roof
2007	\$6,113	\$16,113		\$22,226	RAMP: Striping for apron and runways. Security camera. Painting T-Hangar. Professional services for SWPPP and SPCC Plans. Herbicide/pesticides.
2008	\$21,223	\$21,223		\$42,446	RAMP: Purchase paint and beads to re-stripe pavement. DRAINAGE: Erosion repairs on drainage. MISC: Professional services to update environmental plans, installation/maintenance/upgrade of security system, paint shade hangar, purchase herbicide and airfield lighting supplies/maintenance
Subtotal 1986-2008	\$1,187,806	\$64,006	\$3,985,243	\$5,237,055	

Source: TXDOT, Aviation Division, TADS Database; Federal Total – Federal Aviation Administration



TABLE 2-1 (CONTINUED) | HISTORICAL AIRPORT PROJECTS WITH FUNDING ASSISTANCE

Year	Local Total	State Total	Federal Total	Funding Total	Project Description
2009	\$10,422		\$209,542	\$219,964	Engineering for south apron (19,800 SY); Mill, replace / mark apron (200 x 1300); Reconstruct pavement for southeast T-hangar (4200 sy); Drainage improvements for southeast T-hangar; Install main open underdrain (300 lf); Rehabilitate TW B (10,700 sy); Mill / replace Runway 1/19 (5495' x 100'); Mark Runway 1/19 (82,400 sf); Rehabilitate / mark parallel and stub taxiways (48,000); Replace MITL (6500 lf)
2009	\$4,622	\$4,622		\$9,244	RAMP: Purchase airfield lighting parts and contract for herbicide and pesticide application; purchase striping paint and beads; storm water consultant professional service; erosion control; security camera maintenance; perimeter fencing; additional cameras.
2010	\$5,158	\$5,158		\$10,316	RAMP: Paint and beads for apron markings and touch-up of runway, taxiway and markings; airfield lighting, fuel farm, hangar, and fence/gate repair/maintenance; herbicide pesticide; erosion control; environmental compliance; security camera maintenance.
2010	\$270,227		\$2,432,040	\$2,702,267	Mark Runway 1/19 (82,400 SF); Install main open underdrain (300 LF); Rehabilitate and mark parallel and stub taxiways (48,000 SY); Replace MITL (6500 LF); Reconstruct pavement southeast T-hangar (4200 SY); Rehabilitate Taxiway B (10,700 SY); Mill and replace south apron (19,800 SY); Mill and replace Runway 1/19 (5495' x 100'); Mill, replace and mark apron (200' x 1300'); Drainage improvements southeast T-hangar. SBGP-2010-70 \$2,432,040 ARRA Funds
2011	\$11,961	\$11,961		\$23,922	RAMP: Perform airport general maintenance
2012	\$6,369	\$6,369		\$12,738	RAMP: Contract for airport general maintenance projects.
2012	\$186,203		\$600,000	\$786,203	Design/Construct 80' x 80' Hangar (NPE '10-'11) SBGP-2009-57 \$384,004; SBGP-2011-72 \$113,574; SBGP-2010-67 \$102,422
2013	\$3,662	\$3,662		\$7,324	RAMP: Airport general maintenance.
2014	\$25,900		\$233,100	\$259,000	Airport Master Plan Update
Subtotal 2009-2014	\$498,624	\$31,772	\$3,241,582	\$3,797,878	
TOTAL	\$2,323,546	\$167,773	\$11,319,317	\$13,836,536	

Source: TXDOT, Aviation Division, TADS Database; Federal Total – Federal Aviation Administration



AIRPORT ROLE

The ILE role is well documented in the FAA's NPIAS and General Aviation Airports: A National Asset and TASP. Highlights include:

- Designated as a regional, business/corporate airport in the TASP.
- Designated as a Local airport in the NPIAS.
- Identified by the FAA's Asset study as one of 1,268 "Local" general aviation airports.

The FAA identifies design standards for airports and their operating pavements based on FAA Advisory Circular

150/5300-13A, Change 1, *Airport Design*. Pavement categorization is provided for runways through the runway design code (RDC) while taxiway pavements are designated separately through the taxiway design group (TDG). The RDC is defined by three variables: airport approach category (AAC), the airplane design group (ADG), and instrument approach procedure (IAP) visibility minimums. Previously, the Airport Reference Code (ARC) and runway design were not classified based on IAP minimum visibilities. **Table 2-2** defines the AAC, **Table 2-3** documents the ADG, and **Table 2-4** describes the various possibilities defining visibility minimums for IAPs.

TABLE 2-2 | AIRCRAFT APPROACH CATEGORY (AAC)

AAC	V _{REF} / Approach Speed ¹
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Source: FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*

¹ V_{REF} = Landing Reference Speed or Threshold Crossing Speed

TABLE 2-3 | AIRPLANE DESIGN GROUP (ADG)

Group #	Tail Height (ft [m])	Wingspan (ft [m])
I	< 20' (< 6 m)	< 49' (< 15 m)
II	20' - < 30' (6 m - < 9 m)	49' - < 79' (15 m - < 24 m)
III	30' - < 45' (9 m - < 13.5 m)	79' - < 118' (24 m - < 36 m)
IV	45' - < 60' (13.5 m - < 18.5 m)	118' - < 171' (36 m - < 52 m)
V	60' - < 66' (18.5 m - < 20 m)	171' - < 214' (52 m - < 65 m)
VI	66' - < 80' (20 m - < 24.5 m)	214' - < 262' (65 m - < 80 m)

Source: FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*



TABLE 2-4 | VISIBILITY MINIMUMS

RVR (ft) *	Instrument Flight Visibility Category (statute mile)
5000	Not lower than 1 mile
4000	Lower than 1 mile but not lower than $\frac{3}{4}$ mile
2400	Lower than $\frac{3}{4}$ mile but not lower than $\frac{1}{2}$ mile
1600	Lower than $\frac{1}{2}$ mile but not lower than $\frac{1}{4}$ mile
1200	Lower than $\frac{1}{4}$ mile

Source: FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*

* RVR values are not exact equivalents

TxDOT, through the TASP, classifies ILE as a General Aviation – Business/Corporate airport. The TASP describes Business/Corporate Airports as those providing community access by business jets. According to the TxDOT, Aviation Division, Airport System Plan, 2010 minimum requirements for a Business/Corporate Airport are:

- Applicable Design Standard
 - B-II, C-II thru C-IV, D-II thru D-IV
- Minimum Runway
 - Length: 5,000 Feet
 - Width: 100 Feet
 - Strength: 30,000 pound single-wheel loading
- Minimum Taxiway
 - Full-length parallel
- Minimum Landside Development
 - 24 Acres
- Minimum Approach
 - Non-Precision – 250' – $\frac{3}{4}$ mile LPV
- Minimum Lighting

Based on the application of FAA airport design criteria, TASP/ TxDOT Policies and Standards, and a review of the existing facilities and current Airport Layout Drawing (ALD), Skylark Field is a General Aviation Airport with a RDC of C-II-4000. With the final decommissioning of the MALSR the RDC is likely to be revised to C-II-5000. This designation is consistent with the types of aircraft using the airfield and IAPs serving ILE.



AIRFIELD FACILITIES AND CHARACTERISTICS

As shown in **Figure 2-1**, *General Airport Layout*, ILE is a single runway system with a full parallel taxiway on the east and partial parallel taxiway on the west. **Table 2-5** provides a summary of the airfield components and data. The airside facilities consist of the runway, taxiways, airfield lighting, navigational aids, weather reporting systems, and other various components.

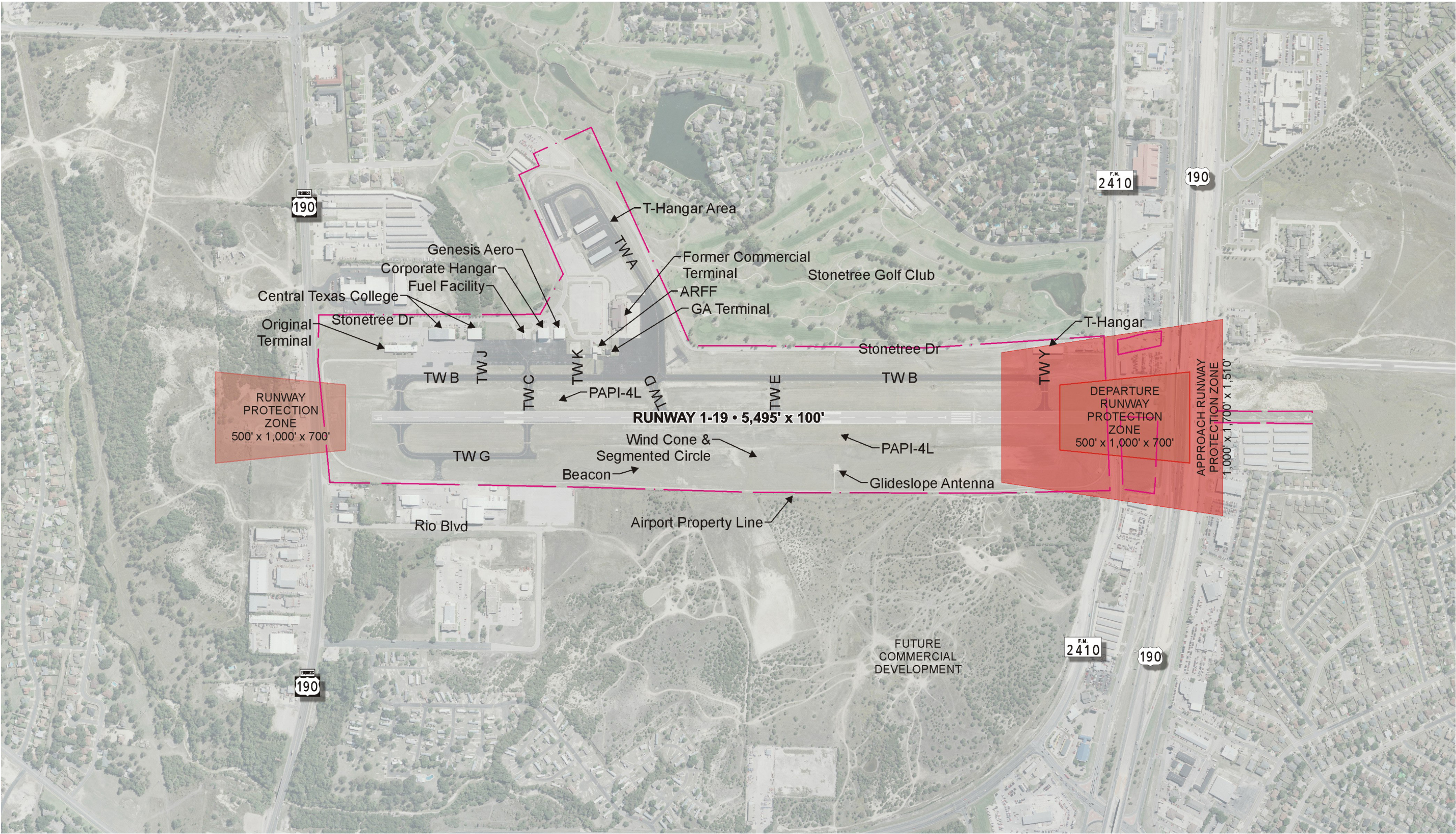
TABLE 2-5 | AIRFIELD FACILITIES

Runway 01-19	
Length (feet)	5,495
Width (feet)	100
Surface Material/Treatment	Asphalt
Weight Bearing Capacity (pounds) Single Wheel Gear (SWG) Dual Wheel Gear (DWG)	17,000 50,000
Displaced Threshold (feet) Runway 01 Runway 19	844 0
Markings	Precision
Runway Lighting	Medium Intensity Runway Lights (MIRL) (See page 2-11)
Approach/Lighting Aids Vertical Guidance Slope Indicators	Precision Approach Path Indicators (PAPI-4L)
Visual Aids	Rotating Beacon Lighted Windcone Segmented Circle
Instrument Approach Aids	ILS (Localizer/Glideslope) GPS
Weather Reporting Aids	Airport Weather Observation System (AWOS)

Source: FAA Airport Facility Directory/South Central, 2014, FAA 5010 Data, and FAA ASIS Database.



FIGURE 2-1 | GENERAL AIRPORT LAYOUT



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Runway 01-19

Runway 01-19, is 5,495 feet in length, 100 feet in width. The runway is constructed of asphalt, considered to be in good condition, and has a published gross weight bearing capacity of 17,000 pounds single-wheel and 50,000 pounds for aircraft with dual wheel landing gear. The runway is equipped with High Intensity Runway Lights (HIRL), as well as four-box PAPI-4L located on the left side of each runway approximately 500 feet from each runway end. Runway end identifier lights (REIL) and an Instrument Landing System (ILS), composed of a localizer and glide slope, serves Runway 01, which has a displaced threshold of 844 feet.

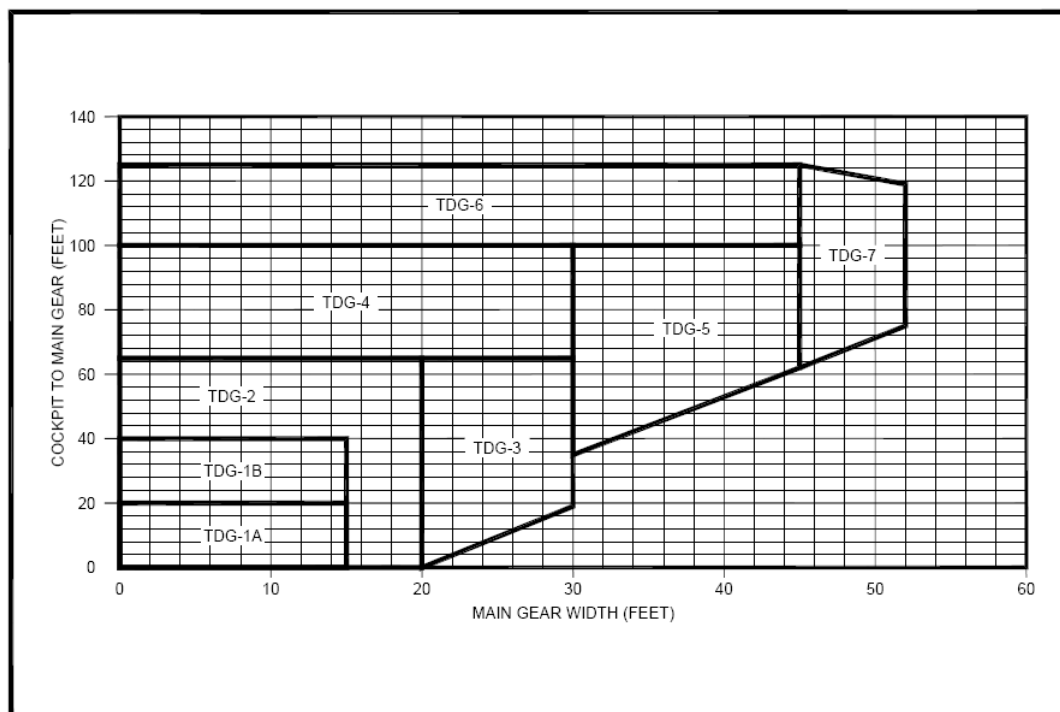


Taxiways/Taxilanes

Airport operations are coordinated to and from the runway and businesses/hangars on the airfield through the establishment of taxiways and taxilanes. Each taxiway is designated with a unique name and designed to accommodate anticipated aircraft operations based on a taxiway design group (TDG). The TDG

is a classification system for taxiways/taxilanes based on an airplanes landing gear dimensions namely the outer to outer main gear width and the cockpit to main gear distance. The TDG is identified by use of **Figure 2-2** then application of the specific safety parameters outlined in FAA AC 150/5300-13A, Change 1, *Airport Design*.

FIGURE 2-2 | TAXIWAY DESIGN GROUPS



Source: FAA AC 150/5300-13A, Change 1, *Airport Design*



There are numerous taxiways and taxilanes at ILE. **Figure 2-1** identifies each major taxiway on the airfield and **Table 2-6** outlines the TDG for each taxiway based on existing conditions,

operations, and airport capabilities along with specific design parameters associated each TDG.

TABLE 2-6 | AIRSIDE TAXIWAY DESIGN GROUP AND SAFETY STANDARDS

Taxiway/ Taxilane	TDG	Actual Width (ft)	Design Width (ft)	Taxiway Safety Area (ft)	Taxiway Object Free Area (ft)
Alpha	II	50	35	79	131
Bravo	II	50	35	79	131
Charlie	II	60	35	79	131
Delta	II	60	35	79	131
Echo	II	60	35	79	131
Golf	II	50	35	79	115
Juliet	II	40	35	79	115
Kilo	II	40	35	79	115
Yankee	I	35	25	49	89

Source: FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*. East and west taxiway designations is in reference to its location to Runway 01-19.



Runway 1-19 Parallel Taxiway

The east-side full parallel taxiway is designated as Taxiway Bravo and is designated TDG-II. It is 50 feet wide and offset from Runway 01-19 centerline-to-centerline a distance of 305 feet. This is wider than the standard offset of 300 feet recommended for the RDC of C-II-4000. Taxiway Bravo is equipped with LED medium intensity taxiway edge lights (MITL). Taxiway Golf is a partial parallel taxiway on the west side of the field that connects the Runway 19 end with Taxiway Charlie. Taxiways Alpha, Charlie, Echo, and Foxtrot provide access from Runway 1-19 to the east side of the airfield and the various aprons, taxilanes and hangars. Lighted signage is provided for all the taxiways supporting operations on Runway 1-19.

Airfield Lighting

Lighting is an important part of maintaining the airfield's operational status during night and inclement weather conditions. **Table 2-5** outlines the various airfield lighting features. Pilots identify an airport by locating the rotating beacon a lighting feature designed to provide alternating white and green lights as it rotates and can be seen for up to ten miles from the field. The beacon is located west of Runway 1-19 approximately 2,000 feet from the Runway 19 end and outboard from the runway an estimated 450 feet.

Runway 01-19 is equipped with various lighting features. High intensity runway lights (HIRL) run along each side, at each threshold, and each end/threshold of Runway 01-19 that is served by both visual and instrument lighting systems. Each runway end is served by a PAPI-4L system that provides pilots on approach during visual conditions with colored light cues that can guide the pilot to fly a given flight path along a predetermined slope to the runway environment. Runway 01 is served by a REILs, a lighting system designed to aid pilots in rapidly identifying a runway end location during night and inclement weather and low visibility periods.

Aids to Navigation (NAVAID)

NAVAIDs, located on the field or at other locations in the region, are specialized equipment that provide pilots with electronic guidance and visual references in an effort to execute instrument approaches and point-to-point navigation. The NAVAIDs available for use by pilots using ILE are a Very High Frequency Omnidirectional Range (VOR) with a collocated distance measuring equipment (DME) system and a non-directional beacon (NDB). A VOR/DME is a system of VHF Omnidirectional Range Radio Beacons that emit signals to aid navigation instruments in aircraft to determine the location of the VOR station from the aircraft with respect to magnetic



north. The co-located distance measuring equipment (DME) is used to measure the slant range distance of an aircraft from the navigational aid, in nautical miles. An NDB is a radio system that emits a continuous signal that can be homed in on when received by an appropriately equipped aircraft. The VOR/DME unit in the ILE vicinity is Gray (GRK, 111.8/55). Gray is located approximately seven nautical miles (NM) southwest of ILE. The NDB for ILE is the IRESH NDB that is used as part of the approach procedures at ILE.

The NAVAIDs at ILE are associated with instrument approach procedures and include an instrument landing systems (ILS) serving the Runway 01 end. The ILS is comprised of two components a localizer and glideslope. The localizer provides lateral azimuth guidance while the glideslope provides vertical guidance to all aircraft appropriately equipped. Additionally, ILE has existing global positioning system (GPS) IAP with straight-in minimums to the Runway 01 end.

Currently, there are three published straight-in or circling instrument approach procedures at ILE. Details for these approaches are in **Table 2-7**.



TABLE 2-7 | INSTRUMENT APPROACH PROCEDURES

Runway End	Approach Type	Visibility Minimums	Ceiling Minimum
Runway 1	ILS or LOC	ILS Categories A, B, & C – ¾-mile LOC Categories A, B, & C – ¾-mile Circling: Category A – 1-mile Category B – 1-miles Category C – 1 ½-miles	1,094' MSL/250' AGL 1,180' MSL/336' AGL 1,320' MSL/472' AGL 1,360' MSL/512' AGL 1,360' MSL/512' AGL
Runway 1	RNAV/GPS	LNAV MDA: Categories A, B, & C – ¾-mile Circling: Category A – 1-mile Category B – 1-miles Category C – 1 ½-miles	1,260' MSL/416' AGL 1,320' MSL/472' AGL 1,360' MSL/512' AGL 1,360' MSL/512' AGL
ILE	VOR – A	Circling: Category A – 1-mile Category B – 1 ¼ –miles Category C – 2 ¼ –miles	1,620' MSL/772' AGL

Source: FAA Airport Facility Directory/South Central Instrument Approach Procedures, August 2014
RNAV (GPS Area Navigation); LNAV (GPS Lateral Navigation)

Weather Reporting

ILE has an automated weather observation system (AWOS) that is the primary source of wind direction, velocity, and altimeter data for weather observation purposes for the airport. The AWOS, installed, owned, and maintained by the FAA, is an automated sensor suite that reports weather conditions over a discrete radio frequency for pilots to receive real-time weather information. The ILE AWOS information can be received by tuning to 128.575 MHZ or by calling 254-690-3131.



LANDSIDE / TERMINAL AREA FACILITIES

The landside/terminal area facilities are those central to the business operations of an airfield. They support transition from the airfield to landside businesses and then into city infrastructure. Landside facilities typically include a terminal building, aircraft storage facilities of various types, aircraft parking aprons and other support facilities like fuel storage and delivery and aircraft rescue and firefighting supporting structure.



Former Commercial Terminal Building

As a former commercial service airport, ILE was equipped with a terminal building capable of supporting air carrier activity and all of the airline, rental car, and passenger facilities. This building is located near midfield adjacent to a major aircraft parking apron. In 2004 the City of Killeen adopted a planning document that guided the transition of air carrier/commercial passenger services from ILE to GRK. The former commercial terminal building has been vacant from that time and maintained by the City; however, it does not have a current occupancy permit. The City does maintain the elevator license. The City and airport staff have endeavored to find tenants willing to utilize all or part of this structure. At present it is only being used for storage of various items by city departments.

As part of this study, the former commercial terminal building is being evaluated from two unique aspects. The first is from an architectural and occupancy standpoint and the second is from a commercial real estate need perspective. The architectural/occupancy review was completed by a staff architect and is summarized in this section and included in **Appendix B**. The commercial real estate evaluation was completed by Wright

& Brown Associates, is summarized in this section, and is included in **Appendix B**.

Architectural/Structural Evaluation

The evaluation process used by our staff architect was a visual walk-through format. No specific testing equipment was used to validate or confirm observations. The approach was to determine the general overall condition of the basic building elements and evaluate each for obvious conditions in need of repair/refurbishment. The overall condition parameters included structural soundness, exterior weathering, and water damage indications.

The structure is overall in good condition. Drainage in the building vicinity is in good condition and appears to be functioning as designed. Exterior roof looks sound with no signs of damage or leaking and weather tightness does not appear to be an issue. There was some damage to the exterior masonry at the building corners caused by water intrusion and not building settling. It is the opinion of the architect that these conditions could be mitigated if the damaged areas were repaired before further damage can occur.

Inside the former commercial terminal building most building elements were in fair to good condition. There was no visual sign of water intrusion or mold with no odors to indicate the presence of mold or mildew. Internally, no signs of settling were evident. Most of the ceilings are mangled or missing and will require replacement if the building is refurbished in the future. The restrooms were in good repair but in need of cleaning and updating visually to meet current city codes. The two most glaring internal issues were the lack of fire protection and the HVAC equipment being disabled/inoperative. Installation of fire protection sprinklers is recommended. The HVAC system could still use some of the internal ducting provided a thorough cleaning is completed and prior to ceiling replacement for ease of work.

Overall, the spaces within the building could be adapted to various commercial, office, or educational institution use. The former luggage area could be converted to a storage/repair area for a number of different use types. If demand exists for a single or multiple tenant use, the building would be a candidate for rehabilitation.



Commercial Real Estate Evaluation

The former commercial terminal building, constructed in 1984, was evaluated by Wright & Brown Associates of Killeen, TX. The site evaluation consisted of approximately five areas occupied by the former commercial terminal building and associated parking lots. The evaluation consisted of an evaluation of commercial real estate property need in the market, possible reuse options, and bringing the building up to current city building codes.

The building was valued at approximately \$2.12 million based on current condition. Improvements to meet City codes and obtain a new occupancy permit were estimated at nearly \$1.2 million. With this investment and if the building were retained a recommended lease rate could be as high as \$13.20 per square foot lowered to as little as \$9.00 per square foot if not leased quickly. Commercial real estate in the region has been strong over the past several years; however, a struggling economy along with sequestration effects have seen both military and military contractors in the region reducing their needs for commercial real estate. Today there is an overabundance of commercial real estate properties for lease in the local market and the location of the building detracts from its lease or sale potential. Wright & Brown Associates indicated that at this time there is not a need/demand for the property in the Killeen commercial real estate market. This could change with building refurbishment or a reversal in military and military contractor needs in the future.

Two potential reuse options were proposed for outright sale of the building and parking lots with some recommended buyers to include local educational institutions or real estate developers. These options were based on the evaluator's expertise in the market and comparable properties in the region. The two sale options included:

1. \$2,000,000 sale with City responsible for all required or stipulated repairs and renovations with the estimated cost of repairs set at \$1,181,466; and,
2. \$1,015,445 sale with the property conveyed in an "as-is" condition.

Bringing the former commercial terminal up to code and obtaining a new occupancy permit comes with a long list of "must do" items. These range from repairs to acoustical ceiling tiles and lighting to fully replacing the heating and air conditioning systems and installing a new fire protection system. Additional costs to outfit the space for office use including design fees and contingency is nearly \$1.8 million.



General Aviation Terminal

The airport is equipped with a GA terminal building near midfield. Airport customers are served by Aviation Department staff between the hours of 8:00 AM and 5:00 PM Monday through Saturday from this building. The GA terminal building houses staff office and service counter, restroom, lounge/waiting area, crew rest facilities, pilot flight planning, and an airport information and weather station. Aviation Department staff provide fixed base operator (FBO) type services to include aircraft parking and tie-downs, courtesy car, aircraft fueling, and other miscellaneous support functions.

Original Air Carrier / Commercial Terminal Building

The airport's original commercial terminal building is still on airport property. It is a single story structure with nearly flat roof located at the north end of the aircraft parking apron east of the Runway 19 end and parallel taxiway. Currently, the entire building is in non-aviation use by the Killeen Police Department.



Aircraft Rescue and Fire Fighting Station

The City has retained an Index “A” ARFF equivalent at ILE. The ARFF station was originally built to support commercial/air carrier operations. The Index “A” ARFF station allows ILE to continue to be able to support five (5) daily departures by aircraft no more than 90 feet in length. As pictured, the City maintains one ARFF truck for exclusive use on the airfield and houses a reserve fire truck.



Commercial Operators

ILE has been home to a number of different commercial operators. During its days as a commercial service airport, ILE was home to a number of different airlines and rental car companies. There have been various different fixed base operators (FBO) in the past and today the only FBO is Genesis Aero. The FBO offers flight instruction, aircraft rental, aircraft maintenance, and pilot supplies to the GA community at ILE.

Central Texas College (CTC) aviation program also calls ILE home. The college provides education towards a professional pilot certificate from the two northern most hangars on the field. CTC has a complement of 14 aircraft from which it provides pilot training under a FAR Part 141 program for single-engine, multi-engine, instrument, commercial, and instructor ratings.



Aircraft Storage/Hangar Facilities

ILE supports the storage of aircraft in two primary hangar types: T-hangars and box/common hangars. A box/common hangar is a stand-alone structure while T-hangars are individual storage units joined as one standing structure. As a general reference there are four (4) corporate/common/box hangars and five (5) T-Hangar structures (shade/enclosed). The T-Hangars comprise approximately 37,000 square feet of aircraft storage both open/shade and enclosed type. Currently there is approximately 40,000 square feet of box/common hangars space at ILE. **Table 2-8** provides the breakdown of hangar storage at ILE.



TABLE 2-8 | AIRCRAFT STORAGE HANGARS

Building Number	Hangar Type	Area (sq. ft.)	Ownership/Lease Holder
3	Shade T-Hangar	9,000	City/Multiple Leases
5	Box/Common	6,600	City/Genesis Aero
7	Box/Common	16,000	Central Texas College
9	Box/Common	9,000	Central Texas College
10	Enclosed T-Hangar	9,300	City/Multiple Leases
11	Enclosed T-Hangar	9,300	City/Multiple Leases
12	Enclosed T-Hangar	9,300	City/Multiple Leases
13	Box/Common	8,500	City/Open (Negotiating new lease)
14	Enclosed T-Hangar	12,000	City/Multiple Leases

Source: Garver, 2014.



Aircraft Taxilane and Parking Apron

The airport has approximately 627,800 square feet of taxilane and apron space used for parking and maneuvering of aircraft. Within the apron space there are 50 designated tiedown spaces. **Table 2-9** outlines where the major parcels of pavement are within the ILE terminal area and each designated use or lease.

TABLE 2-9 | AIRCRAFT PARKING AND MANEUVERING APRON/RAMP

Taxilane/Apron	Use	Area (sq. ft.)	Number of Tiedowns	Ownership/Lease Holder
Original Terminal	Tiedowns (original terminal)	28,000	5	City
CTC Apron	Maneuvering and Tiedowns	95,000	15	Central Texas College
East Central	Maneuvering and Tiedowns	110,000	20	City
North Apron	Ramp and Tiedowns	13,500	4	City/Open (Negotiating new lease)
Genesis	Ramp and Tiedowns	9,500	2	Genesis Aero
GA Terminal/ 1525 Building	Maneuvering, Ramp, and Tiedowns	129,500	4	City
Taxilane Alpha	Maneuvering	117,500	N/A	City
Enclosed T-Hangars	Maneuvering and Ramp	61,000	N/A	City/Multiple lease holders
Shade T-Hangar	Maneuvering and Ramp	29,400	N/A	City/Multiple lease holders
South T-Hangar	Maneuvering and Ramp	34,400	N/A	City/Multiple lease holders

Source: Garver, 2014.



Fuel Storage Facility

The city owns and operates an above-ground fuel storage facility that is located on the east side of the airport south of the Central Texas College hangars. It is equipped with three (3) fuel tanks: 12,000 gallon capacity for both Jet-A and AvGAS (100LL) and a smaller 1,000 gallon tank for diesel. The AvGAS and Jet-A tanks are equipped with a 24-hour credit card system. Jet-A is delivered via a fuel truck which is staged behind the tanks when not in use.



Table 2-10, provides a summary of fuel sales in gallons conducted at ILE since 2004. The last full year of commercial service operations at ILE was 2003. Commercial service was operated at ILE through July 2004. Following the move of air carrier operations to GRK, fuel sales at ILE have declined from a high in 2006 of 213,277 gallons to a low in 2013 of 103,195. Through September 2014 fuel sales look to be holding steady with those from 2013 for both Jet-A and AvGAS. Another contributing factor in the fuel sales decline is the departure of DynCorp reducing operations and eventually leaving the field in 2012.

TABLE 2-10 | AIRPORT FUEL SALES, 2004 - 2013

Year	AVGAS (gal-lons)	Jet A (gal-lons)	Total (gallons)
2004	47,994	357,891	405,885
2005	58,318	115,212	173,530
2006	49,355	163,922	213,277
2007	45,276	138,801	184,077
2008	48,969	93,886	142,855
2009	39,961	85,975	125,936
2010	38,409	80,111	118,520
2011	47,209	93,024	140,233
2012	49,903	70,724	120,627
2013	50,942	52,153	103,095

Source: Killeen - Skylark Field Airport Fuel Flowage Records 2004 – 2013.

Airport Management/ Administration

Airport management is provided by the City of Killeen Aviation Department. Primary management functions and oversight for ILE are performed by an Assistant Director whose office is located in the terminal building at the Killeen – Fort Hood Regional Airport. The day-to-day airfield management and customer service is provided by Aviation Department staff from the general aviation terminal building located at the southern end of the ramp near mid-field.

AIRPORT MANAGEMENT DOCUMENTS

Establishing the appropriate level of management and control of the airport landside environs is an important part of managing a busy and complex airport like Killeen. Beyond the controls established in lease agreements the airport must have two important management documents in place: Minimum Standards and Airport Rules and Regulations. ILE is a mature general aviation facility with long established management practices and documents. Updating these documents periodically and as part of the master plan provides a continuing process of improvement for airport management, the airport sponsor, and tenants.

Minimum Standards

Airports that receive federal funding assistance are required to accept a body of guiding principles known as grant assurances which are designed to ensure the airport is operated for the public good. Two of these grant assurances apply specifically to the development and management of airport minimum standards.

Under Grant Assurances 22 and 23, the airport sponsor is required to make the airport available to the public for use without discrimination to all types of aeronautical service providers. Further, in any contract or lease executed by the

airport sponsor under which a right is granted to provide services to the public on the airport the sponsor shall insert and provide provisions outlining certain conduct of service to the general public by the contractor. In general these contract provisions are meant to ensure the service provider do so in a non-discriminatory manner and will not allow an exclusive right to the contractor for providing any specific service on the airport. A full copy of the airport grant assurances are contained in **Appendix C**.

The ILE Minimum Standards have been developed through several iterations with the last update completed, approved, and adopted by City Council in 1991, Resolution 91-37. As things have changed in the aviation industry and at ILE, it is incumbent upon the airport and sponsor that the Minimum Standards be updated periodically to reflect the current service providers on the field and anticipate any current trends towards new or changing situations or conditions on the airfield or service provider industry. In addition the document needs to be updated to reflect the current airport name Killeen – Skylark Field Airport throughout. A full copy of the current ILE Minimum Standards are included in **Appendix D**. After a thorough review of the ADS Minimum Standards the following revision are recommended:

1. Section II: Change language regarding the designation as a primary commercial service airport.
2. Section VI: Subsection 2 revise to specify the minimum service equipment required to operate as an FBO on the field. Additionally, reconsideration of the required minimum acreage and ramp space to reflect existing and anticipated available properties for establishing a new FBO on the airfield.
3. Section X – F Air Taxi, Charter and Air Freight Services: Remove portions referring to commercial services.



Rules and Regulations

Airport rules and regulation documents are designed to influence safe, orderly, and efficient airport operations and are applicable to all persons using the airport regardless of reason or intent. The current ILE Rules and Regulations were adopted as Killeen City Ordinance 88-124 in 1988 and affected by any amendments adopted. Overall, the ILE Rules and Regulations are very well written with only minor recommendations for revision that is included in a revised draft in **Appendix E** for review and adoption by the sponsor and airport. Below is a bulleted list of revisions:

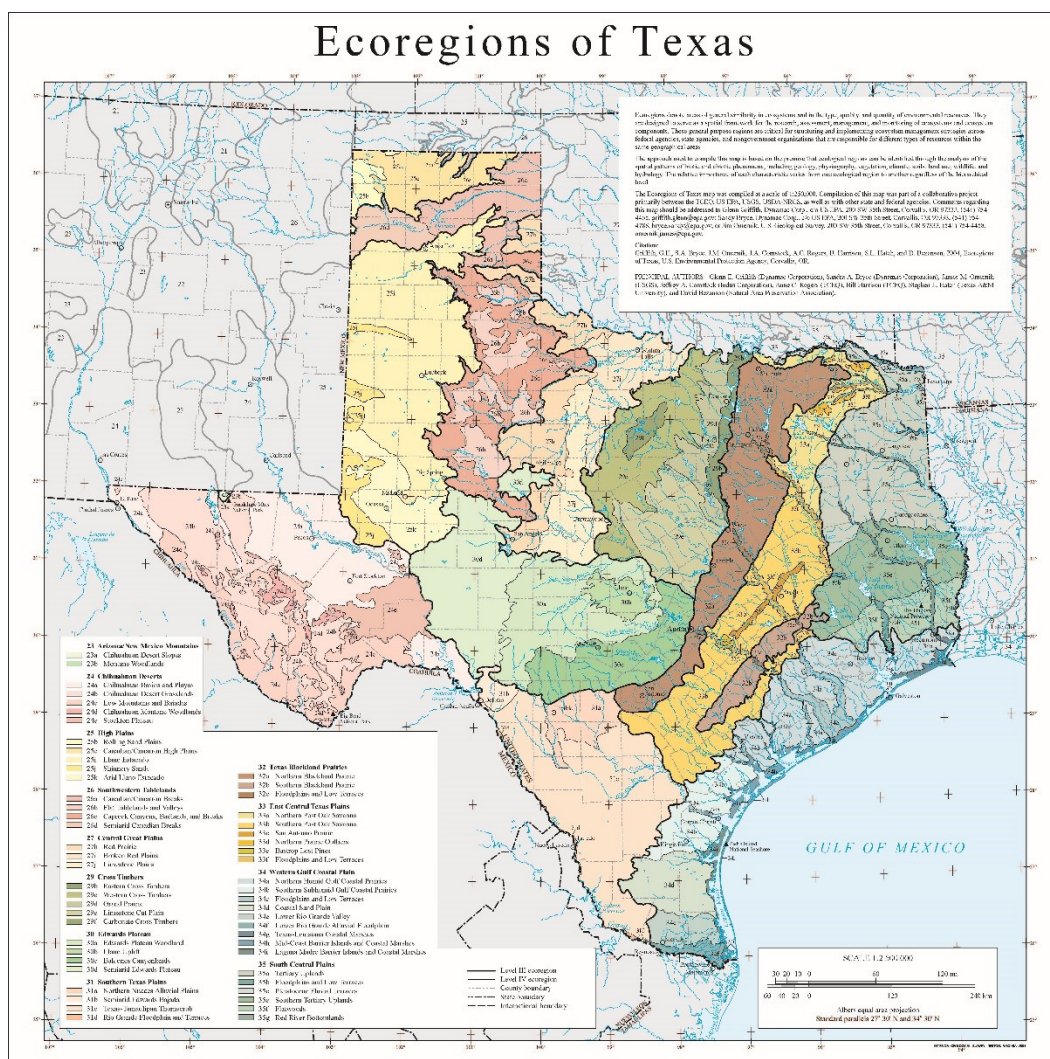
1. Change all references of Killeen Municipal Airport to Skylark Field Airport;
2. Remove all items relating to commercial service;
3. Article II, Section 2 Change "Duties of Assistant Director of Aviation" to "Duties of Airport Manager";
4. Change the day-to-day task responsibilities throughout entire document to Airport Manager instead of Director of Aviation;
5. Remove Article III, Section 5 "Loud Devices in Terminal"; and,
6. Remove Article VII, Section 13 "Paid Parking Lot"



Existing Environmental Overview

Bell County, Texas falls within the Cross Timbers ecoregion of Texas and more specifically in the Limestone Cut Plains sub region. This is a transitional region between what was once prairie that now supports wheat production to the forested low mountains of central Texas. Reports from the US Environmental Protection Agency describe the area as “a mosaic of forest, woodland, savanna, and prairie.” Today ILE is in an urban setting with commercial and residential real estate built up or planned for construction around the airport’s perimeter.

FIGURE 2-3 | ECOREGIONS OF TEXAS



Source: US Department of Agriculture, Natural Resources Conservation Service.



CLIMATE

The climate of Bell County and Killeen is characterized as humid subtropical with hot summers and moderate winters. Temperature ranges are wide in all seasons. Nearly tropical maritime air controls the climate in spring interrupted by plunges of arctic air masses that cause sudden temperature drops and provide a variety of weather types. Precipitation is evenly distributed across the year with average rainfalls of 34 inches. Generally, summer months, July and August, are the driest while the wettest months occur in the spring or fall. Southern winds dominate the wind patterns of the region. The strongest winds are in March and April that produce high peak gusts associated with the arctic air masses that produce squall lines and thunderstorms.

SOILS

The western half of Bell County where Killeen is located is in Grand Prairie soil region of central Texas. The soils characterizing the area surrounding ILE and Killeen are in the Denton-Purves association. This sub region is described by nearly level to sloping, very shallow to moderately deep clayey soils over top of a hard limestone shelf. Uplands in western Bell County are separated by stream valleys with small bluffs and rocky ledges. These rises can range from 50 feet to as high as 200 feet. The soils in the ILE vicinity are of two varieties or types: Denton and Purves. Denton soils are predominate and are characterized by very dark grayish-brown clay approximately six inches thick. The Purves soil type is similar to Denton but can be as much as 14 inches thick and rests over a hard limestone shelf.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The National Historic Preservation Act of 1966 requires that an initial review be made to determine if any properties in or eligible for inclusion in the National Register of Historic Places are within the area of a proposed action's potential environmental impact. The Archaeological and Historic

Preservation Act of 1974 provides for the survey, recovery, and preservation of significant scientific, pre-historic, historical, archaeological, or paleontological data when such data may be destroyed or irreparably lost due to a federal, federally funded, or federally licensed project. An online query through the Texas Historical Commission revealed that there are no historic site locations in the immediate airport vicinity; however, a more thorough investigation and coordination may need to be conducted through both the state and federal cultural resources offices prior to future airfield construction.

FISH, WILDLIFE, AND PLANTS

The Endangered Species Act requires each federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. As provided by the Texas Parks and Wildlife Department (TPWD), several threatened or endangered species are listed for Bell County. As defined by the U.S. Fish and Wildlife (USFW), Endangered Species is any species of wildlife whose continued existence as a viable component of the state's wild fauna is determined to be in jeopardy, and a Threatened Species is any species of wildlife that appears likely, within the foreseeable future, to become an endangered species. **Table 2-11** lists the threatened and endangered species for Bell County on both a federal and state status regardless of whether they occur at ILE. Research does not show that habitat for any endangered species exists on ILE nor are any endangered plant species known to grow on ILE property. Future coordination with USFW or TPWD may be necessary prior to commencing any major construction project at ILE to confirm that no hazard to an endangered or threatened species is being created.



TABLE 2-11 | BELL COUNTY THREATENED AND ENDANGERED SPECIES

Common Name	Genus/Species	Federal Status	State Status
Amphibians			
Salado Springs salamander	Eurycea chisholmensis	T	
Birds			
American Peregrine Falcon	Falco peregrinus anatum	DL	T
Arctic Peregrine Falcon	Falco peregrines tundrius	DL	
Bald Eagle	Haliaeetus leucocephalus	DL	T
Black-capped Vireo	Vireo atricapilla	LE	E
Golden-cheeked Warbler	Dendroica chrysoparia	LE	E
Interior Least Tern	Sterna antillarum athalassos	LE	E
Mountain Plover	Chardrius montanus		
Peregrine Falcon	Falco peregrines	DL	T
Sprague's Pipit	Anthus spregueii	C	
Western Burrowing Owl	Athene cunicularia hypugaea		
Whooping Crane	Grus Americana	LE	E
Fishes			
Gudalupe bass	Micropterus treculii		
Smalleye shiner	Notropis buccula	E	
Mammals			
Cave myotis bat	Myotis velifer		
Plains spotted skunk	Spilogale putorius interrupta	LE	E
Red wolf	Canis rufus	LE	E
Mollusks			
False spike mussel	Quadrula mitchelli		T
Smooth pimplyback	Quadrula houstonensis	C	T
Texas fawnsfoot	Truncilla macrodon	C	T
Reptiles			
Texas garter snake	Thamnophis sirtalis annectens		
Texas horned lizard	Phrynosoma cornutum		T
Plants			
Texabama croton	Croton alabamensis var texensis		

Source: Texas Parks and Wildlife Department; T = State Listed Threatened; E = State Listed Endangered; DL = Federally Delisted; LE = Federally Listed Endangered/Threatened



Aviation Operating Environment

ILE operates in a very busy airspace environment. Immediately north of the airfield is the Fort Hood Airfield, used primarily for helicopter operations; southwest of ILE is the Killeen – Fort Hood Regional Airport, which is comprised of a civilian commercial terminal facility on Robert Gray Army Airfield, a joint-use military facility; approximately 15 miles east of ILE is the Temple – Draughon Miller Central Texas Regional Airport. These four airports make a busy operating environment with complex airspace that support commercial, general aviation, and military aviation traffic. The visual flight rules chart in **Figure 2-4** depicts the airspace surrounding ILE.

AIRSPACE AND AIR TRAFFIC CONTROL

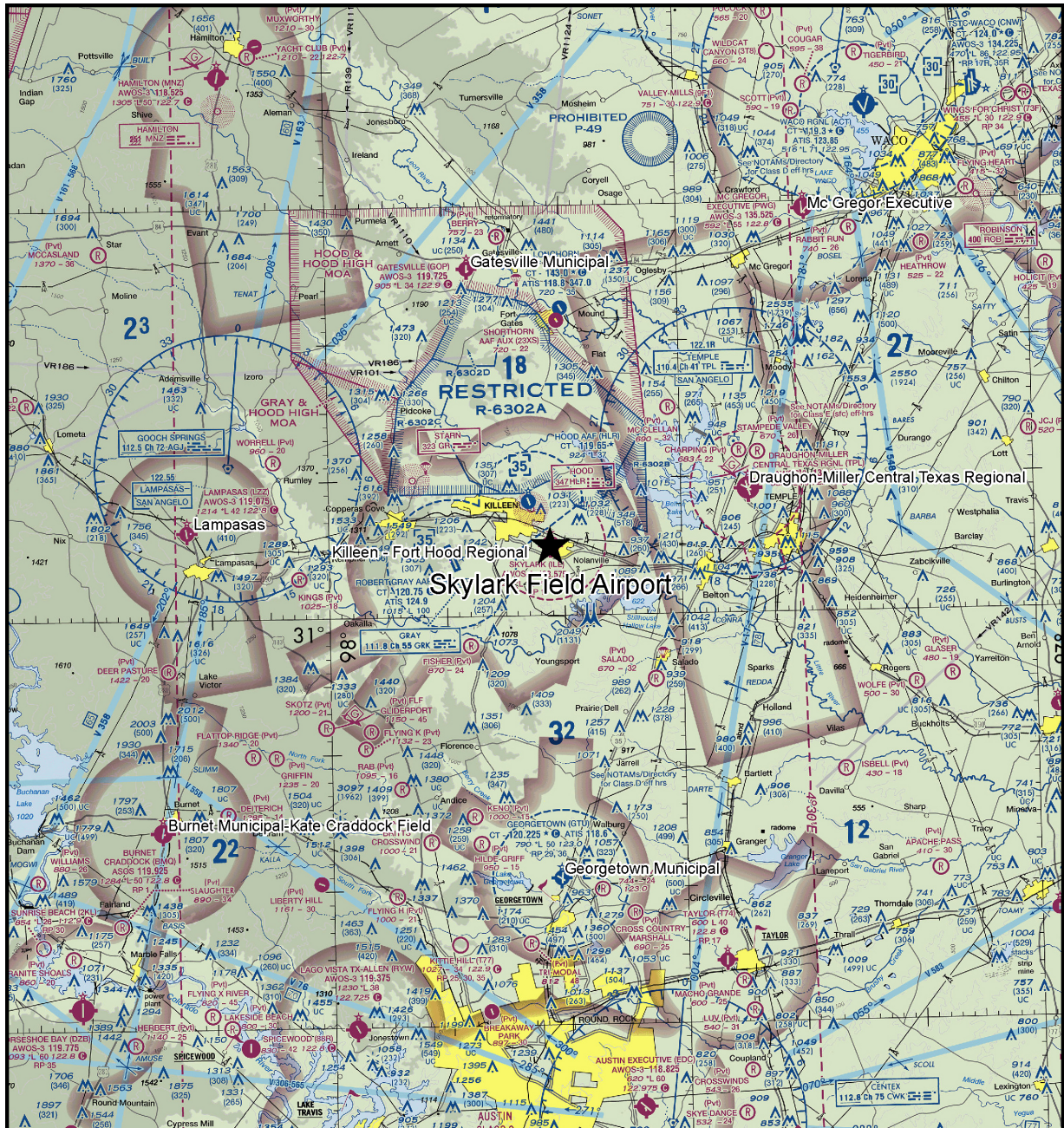
All flights conducted within the national airspace system, whether under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR), do so based on regulations mandated by the FAA. Based on these rules, each airport whether private or public has a specific role that it plays as part of this airspace system. As shown in **Figure 2-4**, the local airspace immediately surrounding ILE is designated as Class E airspace. Immediately north and west of ILE there is Class D airspace associated with Fort Hood Airfield and the Killeen – Fort Hood Regional Airport. Both these Class D airspace surfaces begin at the surface and rise to include elevations up to 3,500 feet above mean sea level (MSL). Both the Class E and D airspace is circular with a radius of 5 miles. The ILE Class E airspace is superseded by the GRK Class D airspace. All flights and aircraft operating to or from ILE should be capable of communicating with air traffic control (ATC) and be equipped with mode C altitude reporting transponders. ILE is equipped with a remote communications outlet (RCO). The RCO allows IFR aircraft to receive hold and release clearances directly from Gray Approach Control and to close flight plans once safely on the ground at ILE.

An additional factor of the airspace around the airport is the designation of Special-Use airspace. Special-Use airspace is that area specifically designated by ATC to separate flight activity related to military and national security needs from other airspace users. Contact with and advisories from ATC are recommended. Currently, there are seven different kinds of special-use airspace: alert areas, military operations areas (MOA), military training routes (MTR), restricted areas, prohibited areas, warning areas, and temporary flight restriction (TFR) areas. Because of the military facilities in the ILE vicinity there are a number of these special-use airspaces in the area that are depicted on **Figure 2-4**.

AIR TRAFFIC SERVICE AREAS AND AVIATION COMMUNICATIONS

ILE is not served by an air traffic control tower (ATCT). Pilots operating to or from ILE are required to communicate through a common traffic advisory frequency (CTAF) and employ see-and-avoid principles. Both Hood Army Airfield to the north of Killeen and Killeen – Fort Hood Regional west of Killeen have operating ATCTs. For aircraft operators arriving at or departing from ILE on an IFR flight plan coordination is handled by Gray Approach on a discrete frequency for coordination and safety. Beyond the immediate airspace boundaries, FAA air traffic controllers, stationed at En-Route Control Centers or Air Route Traffic Control Centers (ARTCC), provide for the safe movement of aircraft operating primarily under IFR conditions within a defined geographic jurisdiction. There are currently 22 geographic ARTCCs established within the continental United States, each responsible for a specific geographic region or boundary delineation. ILE is located within the Fort Worth ARTCC that manages portions of airspace in Oklahoma, Arkansas, Louisiana, and Texas. The Houston ARTCC begins just south of ILE and it manages airspace in portions of Texas, Louisiana, and the Gulf of Mexico.



FIGURE 2-4 | AIRSPACE, AIRPORTS, AND NAVAIDS SUMMARY

Source: FAA VFR Sectional Chart, March 2014



Killeen – Skylark Field Airport Service Area and Area Airports

The airport service area is generally defined as the geographic region served by a select airport. The National Plan of Integrated Airport Systems (NPIAS) developed by the FAA defines service area as that area encompassed by a 25 minute drive time from a given airport. In rural, less densely populated areas this service area is a good model to define a given airports service area. However, at ILE, a service area determination can be made regarding competing airports whose NPIAS service area overlaps with ILE's. Additionally, the ILE Composite Service Area considers each competing airport's relative distance to population centers, paved road access to each airport, and evaluates their facilities, equipment and services, as well as programmed expansion projects. Its location in the Temple – Killeen Metropolitan Area complicates the service area. The number of competing public airports can both widen and contract the service area depending on the users perceived level of service and amenities offered at a given airport.

Surrounding airports have varying degrees of influence on the airport service area with respect to competing services, e.g., available hangar rentals, flight training, charters, fuel, maintenance, courtesy car, security, etc., facilities and equipment, navigational aids, and accessibility. **Table 2-12** lists the primary competing airports for Skylark Field with their major service elements. It should be noted, however, that the demand for aviation facilities does not necessarily conform to political or geographical boundaries. **Figure 2-5** illustrates the various airports in the region along with their specified NPIAS service area. ILE is found in the central sub region of the graphic.

Killeen – Fort Hood Regional Airport:

The City of Killeen operates commercial and business aviation terminal facilities at GRK. The airfield is a joint-use facility owned and operated by the US Army located seven miles west of ILE and is home to the City's Aviation Department. GRK serves military aviation, commercial airline, and GA corporate users. GRK has one runway (15-33) with a total of six instrument approach procedures. The City's Aviation Department runs and manages all services for commercial and civilian aircraft using GRK. Commercial airlines serving GRK

include American Airlines/Envoy, Delta Air Lines, and United Airlines.

Draughon Miller Central Texas Airport:

Draughon Miller (TPL) is located 18 miles east of ILE. It serves business and leisure GA aircraft as well as military helicopter operations through a two runway system. Runway 15-33 is the primary runway has dimension of 7,000' x 150' while Runway 2-20, the crosswind, has dimension of 4,740' x 100'. TPL has ILS precision approaches supported by an approach lighting system to Runway 15-33. Services offered at TPL include fuel, line service, airframe and power plant maintenance, avionics service, piston engine overhauls, pilot training, aircraft rentals, aircraft storage hangars, and tie-downs. TPL is home to nearly 58 civilian airplanes and over 100 military aircraft, mostly helicopters, on a temporary basis for maintenance and refurbishment. The airport experiences more than 53,000 annual operations.

Mc Gregor Executive Airport:

Mc Gregor Executive (PWG) is located west of Mc Gregor, Texas, approximately 30 miles northeast of ILE and PWG is a business/corporate GA airport with business and personal aviation transportation facilities. It serves the GA community through a two runway system: Runway 17-35, the primary runway, is 5,501 feet long by 75 feet wide; Runway 4/22 is 3,484 feet long by 55 feet wide. There are 69 planes based at PWG which has approximately 25,000 annual operations. Services offered at PWG include fuel, line service, ground power unit/power cart, airframe and power plant repairs/service, avionics sales/service, aircraft management, hangars, and tie downs.

Georgetown Municipal Airport:

Georgetown Municipal (GTU) is a business/corporate GA airport located approximately 27 miles south of ILE with an ATCT and a two runway system. The primary runway, Runway 18/36, is 5,004 feet long by 100 feet wide, lighted, and constructed of asphalt; Runway 11-29 is 4,099 feet long by 75 feet wide. GTU bases nearly 190 aircraft and experiences over 200 operations per day. Services provided at GTU through one of two FBOs or by airport staff include fuel service, line handling, aircraft repair/maintenance, GPU, aircraft sales/management/brokering, and support facilities for training, private and business aviation.



Gatesville Municipal Airport:

Gatesville Municipal (GOP) is a basic service GA airport located 30 miles north of ILE. Runway 17-35 is 3,400 feet by 60 ft. with medium intensity lighting and a small terminal area. Services at GOP include fuel, airframe and power plant repairs, hangars, and tiedowns. GOP does not have a published instrument approach. There are only 10 based aircraft and the airport estimates fewer than 5,000 annual operations.

Burnet Municipal Airport/Kate Craddock Field:

Kate Craddock Field (BMQ) is a local, business/corporate GA facility serving the City of Burnet and the central Hill Country of Texas that is approximately 35 miles southwest of ILE. With nearly 50 based aircraft the airport experiences more than 16,000 annual operations. Runway 1-19 is an asphalt paved non-precision runway with dimension of 5,000 feet in length and 75 feet in width. Services provided at BMQ include fuel, line service, airframe and power plant repair, hangars, and tiedowns.

Taylor Municipal Airport:

Taylor Municipal (T74) is a local, community service airport serving the citizens of Taylor, TX. There are nearly 50 planes based at T74 and over 25,000 annual operations. T47 is located 32 miles south-southeast of ILE. T74 and an FBO offer the following services: fueling, aircraft maintenance, avionics sales/service, hangars, and tiedowns. T74 has one runway, Runway 17-35, that is 4,000 feet long and 75 feet wide. It is a non-precision runway served by both a GPS and VOR instrument approach procedures.

Lampasas Municipal Airport:

Lampasas Airport (LZZ) is located 26 miles west of ILE and north of the City of Lampasas. The City runs the FBO offering aviation services including fuel, hangars, courtesy car, and tiedowns. Runway 16-34 is an asphalt runway that is 4,202 feet long and 75 feet wide served by GPS non-precision instrument approach procedures. There are 14 based aircraft and the airport experiences approximately 10,000 annual operations.

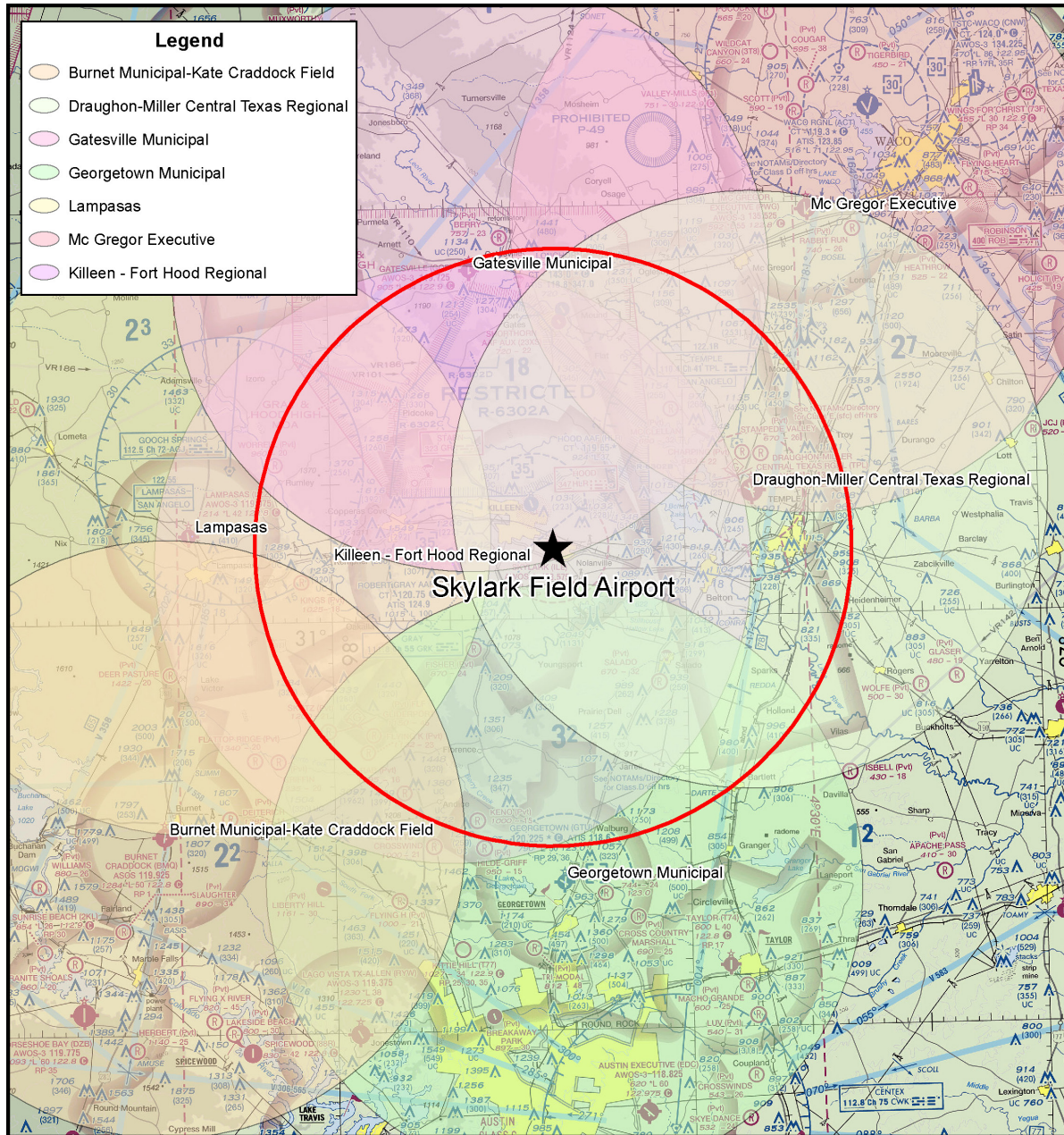


TABLE 2-12 | AREA PUBLIC-USE GA AIRPORT FACILITIES

Airport Name Airport Sponsor Distance From ILE	Airport Role	Runway Characteristics	Aircraft/ Operations	Airport Services
Skylark Field Airport	LB/BC	01-19; 5,495' x 100' (P) (L)	63 planes 6,570 ops	PI (ILS) Fuel/Repair, Hangars/Tie
Draughon Miller Central Texas Regional Airport, Temple, TX 18 miles east	NR/BC	15-33; 7,000' x 150' (P) 02-20; 4,700' x 100' (P)	58 civilian planes 53,275 ops	PI (ILS) Fuel/Repair, Hangars/Tie
McGregor Executive Air- port, McGregor, TX 30 miles northeast	NR/BC	17-35; 5,001' x 75' (P) 04-22; 3,484' x 55' (P)	69 planes 25,200 ops	NPI, Fuel/Re- pair, Hangars/ Tie
Georgetown Municipal Airport Georgetown, TX 27 miles south	RL/BC	18-36; 5,004' x 100' (P) 11-29, 4,099' x 75' (P)	184 planes 77,432 ops	NPI Fuel/Repair, Hangars/Tie
Gatesville Municipal Air- port, Gatesville, TX 30 miles north	LB/CS	17-35; 3,400' x 60' (P)	10 planes 4,500 ops	NPI, Fuel/Re- pair, Hangars/ Tie
Burnet Municipal / Kate Craddock Field, Burnet, TX 35 miles southwest	LB/BC	01-19, 5,000' x 75' (P)	44 planes 16,200 ops	NPI Fuel/Repair, Hangars/Tie
Taylor Municipal Airport Taylor, TX 32 miles south-southeast	LB/CS	17-35; 4,000' x 75' (P)	47 planes 26,100 ops	NPI, Fuel/Re- pair, Hangars/ Tie
Lampasas Municipal Airport Lampasas, TX 26 miles west	LB/CS	16-34; 4,202' x 75' (P)	14 planes 10,800 ops	NPI Fuel/Repair, Hangars/Tie
Symbols: NPIAS Classification: CS – Commercial Service; NR – National/Regional; LB – Local/Basic Airport; TASP Classification: CMS – Commercial Service; RL – Reliever; BC – Business/Corporate; CS – Community Service; BS – Basic Service; (P) – Paved runway surface; (T) – Turf or gravel runway surface (L) – Pilot controlled runway lighting; (*) – Control tower; NPI – Non-precision instrument approach; PI – Precision instrument approach, Instrument Landing System (ILS)				

Source: FAA Form 5010 Report, Airport Master Records, September 2014



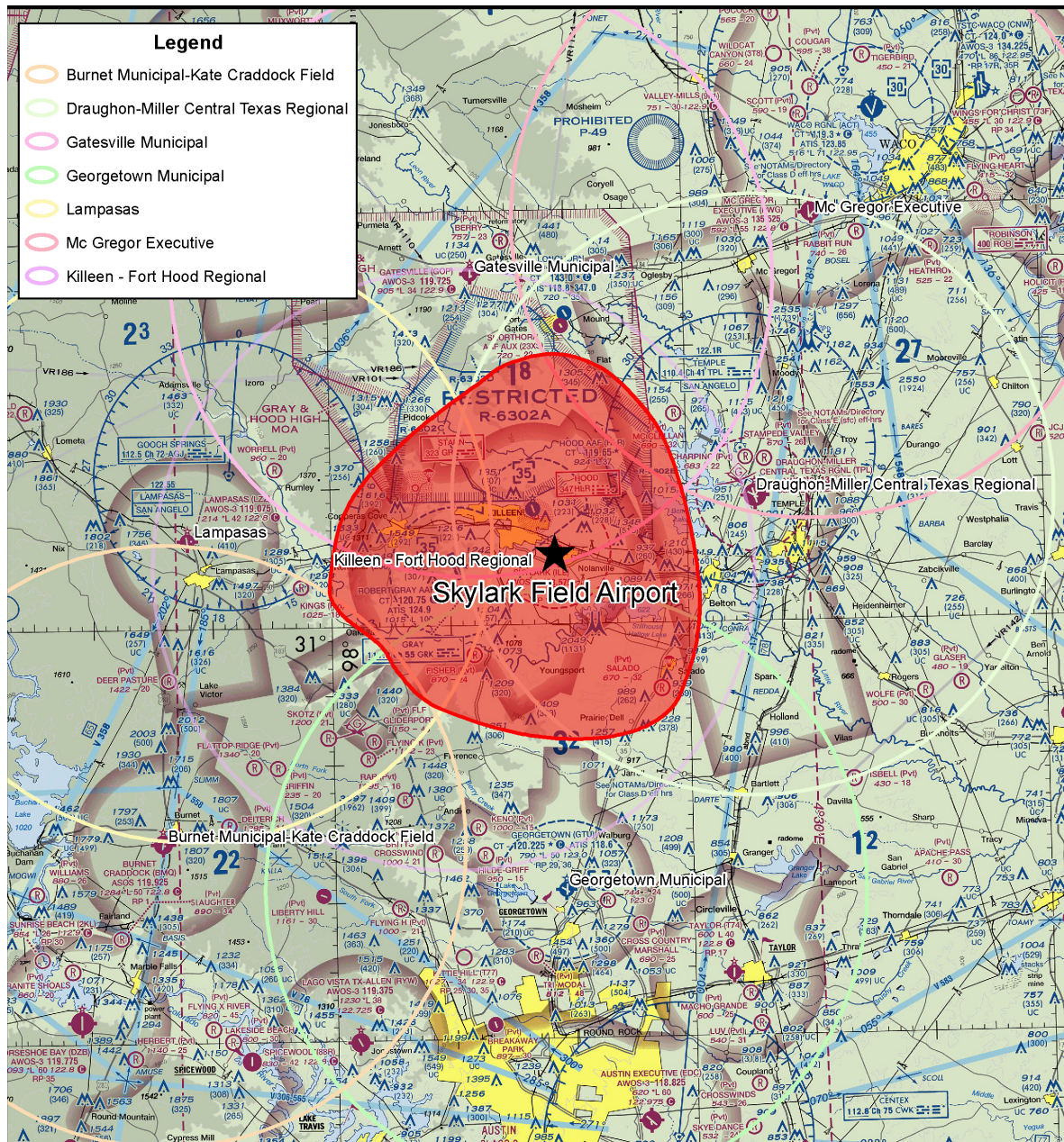
FIGURE 2-5 | AREA AIRPORTS

Source: Garver, 2014

Based on the data available defining a composite service area for ILE is best arrived at through a comparison to competing airports in the region and their relative distance from the Killeen central business district. **Figure 2-6** highlights the competing airports in the region that could impact operations and services at ILE and best defines the ILE composite service area. As this comparison of facilities and services are examined the NPIAS service area is modified to show the composite service area shown in **Figure 2-6**. This area includes all of the Killeen central business district and downtown area without regard for any overlapping services that may be offered at GRK by the City of Killeen. Those beyond this area can and oftentimes do use ILE when the next closer airport does not provide the same level of outstanding service afforded at ILE.



FIGURE 2-6 | COMPOSITE SERVICE AREA



Source: Garver, 2014.

Killeen Socioeconomics

An assessment of regional economic conditions is conducted to gain a better understanding of the relationship between historic and future aviation activity levels within an airport's area of influence. This information is essential and directly influences a local airport. Therefore, the following socio-economic information, population, median family income, and income distribution has been collected to understand current conditions and influence assumptions involved in the development of the aviation demand forecasts for Skylark Field.

REGIONAL ECONOMY

Skylark is located in one of the fastest growing economic corridors in the nation. The city of Killeen is accompanied by the cities of Harker Heights and Copperas Cove, as well as Fort Hood, to create this thriving economic center. The region has prospered for more than a hundred years since Killeen was founded by the Santa Fe Railroad to serve as a shipping station for cotton and cattle. Today, the region is home to more than 1,800 businesses ranging from wholesale food to restaurants, hotels, and manufacturing/industrial facilities. Killeen is the largest incorporated city in Bell County, Texas and is home to Fort Hood which was established in 1942. In 1950 Fort Hood was declared a permanent post and things started to boom for the area. Now Fort Hood is the largest single-site employer in the State of Texas and the largest employer in Bell County. The city developed community infrastructure while encompassing the base to create a unified regional economy. Major projects such as roads, highways, reservoirs, and housing developments were also important for economic growth. Harker Heights is an actively growing city. It has experienced historic residential

and commercial growth over the last few years including many recent business additions ranging from retail, hotels, medical, and dining. Copperas Cove is located within the same regional economy and contributes to the success of the economic region. It was founded in the 1870's as a small rural ranching and farming community and has grown into the largest city in Coryell County. It is home to more than 32,000 residents and numerous local businesses.

POPULATION

Population growth can be directly tied to success and growth at the airport supporting a given population set. ILE supports a much wider population base than that solely found within the City of Killeen. ILE supports the GA community and needs of Bell County and eastern Coryell County and the many cities and towns within including Harker Heights and Copperas Cove. Population trends and expected rate of change provide insight into an area's economic potential. Past population changes can be used as an indicator, with State averages for comparison of overall general aviation trends. Population growth from 1980 to 2010 was significant for the City of Killeen with a nearly tripling during this 30-year period. Harker Heights more than tripled its population over the same period. Along with the continuing growth at Fort Hood, the Killeen population has continued to climb and this is reflected in other aspects of the community to include business growth, housing starts, and civilian employment opportunities both on and off Fort Hood. The Texas Water Development Board population forecasts show continued growth for the City of Killeen and Bell County that outpaces the State of Texas growth. This is a reflection of the military community providing the catalyst for growth and more employment opportunities in central Texas.



TABLE 2-13 | HISTORICAL AND FORECAST POPULATION

Historical Growth	Killeen	Harker Heights	Copperas Cove	Bell County	Texas
1980	46,296	7,600	24,519	157,889	14,229,191
1990	63,535	12,841	24,079	191,088	16,986,510
2000	86,911	17,308	29,592	237,974	20,851,820
2010	127,921	26,700	32,032	310,235	25,145,561
Annual Growth Rate	2.13%	2.38%	0.78%	1.64%	1.45%
Forecast Growth					
2020	153,371	32,012	36,989	371,956	29,510,184
2030	177,572	37,064	42,384	430,647	33,628,653
2040	203,934	42,566	48,207	494,582	37,736,338
Forecast Annual Growth Rate	1.24%	1.24%	1.16%	1.24%	1.09%

Source: State and County – U.S. Department of Commerce, Bureau of Economic Analysis. City information – U.S. Census Bureau – Internet lookup, Population projections from the Texas Water Development Board, September 2014

Median Household Income

Table 2-14 provides the historic median household income for the region based on real dollars from 2008 and 2012. Median household income indicates the relative changes between income and population. As the productivity of business and industry increases, median household income also rises. Median household incomes have declined at all levels for the US, Texas, Bell County, and City of Killeen. The greatest decline over the period from 2008 to 2012 occurred in the City of

Killeen; however, the Killeen median household income is still only slightly lower than that of both Texas and the US and is higher than Bell County. The City of Killeen median household income has remained higher than Bell County and it is anticipated that as more industry moves into the area in support of the growing military presence median household incomes will begin to recover. Assumptions of general aviation utilization can make use of the trends reflected in the median household incomes of the region.

TABLE 2-14 | MEDIAN FAMILY INCOME

	Historical		
	2008	2012	Annual Growth Rate 2008-2012
Killeen	\$53,845	\$50,447	-1.68%
Harker Heights	\$65,931	\$73,220	2.49%
Copperas Cove	\$52,624	\$53,137	0.29%
Bell County	\$50,085	\$48,398	-0.87%
State of Texas	\$52,935	\$50,740	-1.08%
United States of America	\$51,726	\$51,371	-0.17%

Source: US Census Bureau, 2008-2012 American Community Survey 5-Year Estimates.



Income Distribution

Table 2-15 displays the distribution of household income for Killeen, Bell County, the State of Texas, and the United States. Studies completed by the U.S. Department of Commerce have determined that the likelihood of taking a trip by air increases as household income increases. A parallel can be applied to GA market potential. The inclination to own and/or operate a general aviation aircraft or travel via commercial air carriers

for business or pleasure is a direct function of income. Using income as a gauge to aviation activity, statistics indicate that over 27 percent of Killeen households and 30 percent of Bell County households earn income of \$75,000 or more. This level of income is important because it identifies a segment of the local population that can be considered capable of participating in GA activity.

TABLE 2-15 | KILLEEN HOUSEHOLD INCOME DISTRIBUTION (2012)

Locale	Less Than \$15,000	\$15,000-\$24,999	\$25,000 - \$34,999	\$35,000 - \$49,999	\$50,000 - \$74,999	\$75,000 +
Killeen	9.1 %	9.5%	13.7 %	16.9%	23.5 %	27.2 %
Harker Heights	9.7%	8.7%	8.2%	12.8%	20.3%	40.5%
Copperas Cove	10.1%	8.3%	9.2%	17.6%	22.6%	42.1%
Bell County	8.2 %	7.5 %	11.1 %	15.6 %	21.6 %	36.0 %
State of Texas	8.9%	9.3 %	10.0 %	13.3 %	18.6 %	39.9 %
United States	12.7%	11.3%	10.4%	13.6%	17.6%	34.4%

Source: U.S. Census Bureau, 2008-2012 American Community Survey.

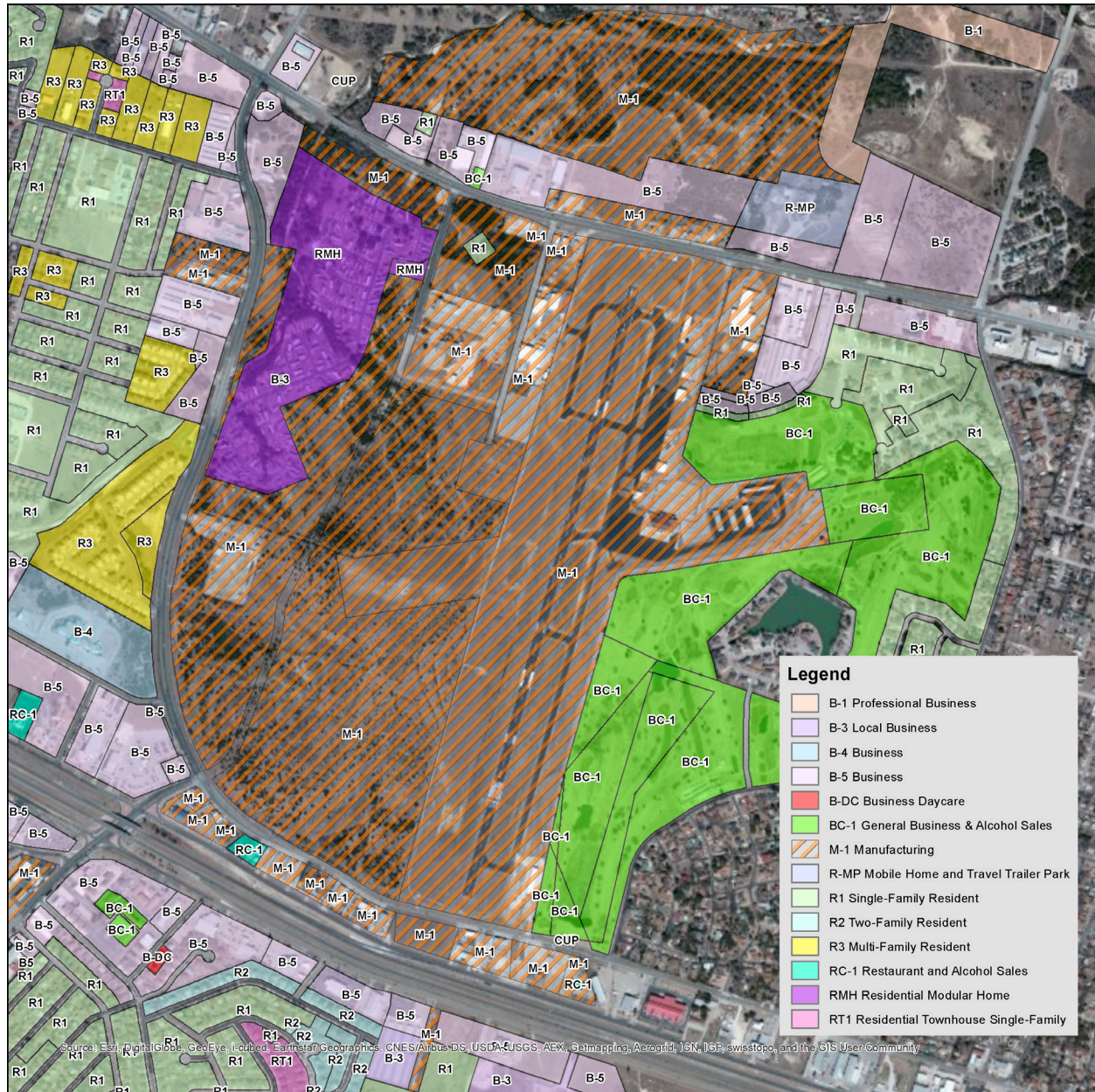


Land Use and Controls

The existing land uses in the ILE vicinity are shown in **Figure 2-7**. North of ILE, land use is predominantly undeveloped and industrial. South of ILE is mostly commercial activity along US Highway 190 and Farm-to-Market Road (FM) 2410. There is also an area of residential land south and southwest of US 190. A retirement center is located directly off US Highway 190, adjacent to the undeveloped area. The Stonetree Golf Club, the City of Killeen's municipal golf course, borders the east side of the airport. There is residential development imbedded within the golf course. The area east of the golf course is in residential land use within the city limits of Harker Heights. West of the airport there is an area of undeveloped land that is being considered for a major mixed-use development including commercial, multi-family, and single-family residential. A majority of the land west of the undeveloped land is classified as residential with the exception of some commercial land use along Veterans Memorial Boulevard.

The City of Killeen provides for land use control through a series of ordinances which are published in the City of Killeen Future Land Use Plan. This land-use plan is available from the City of Killeen upon request.

During the SWOT analysis with the EC the topic of encroachment was broached as a threat to ILE. Recent planned development for the property west of ILE between FM 2410 and ILE was of concern. Specifically the EC was concerned with the potential development of mixed use and having a large number of potential residential neighbors. An additional concern of the EC was the height of the development and ensuring whatever were developed on the site would not pose an obstruction to the existing airspace structure or any of the existing instrument approach procedures. Recent redevelopment of US 190 concerned the EC for many of the same reasons. The potential obstructions created by US 190 will be evaluated by the obstruction survey being completed for ILE as a companion study to this master plan. GIS tools will be developed during the master plan that will aid city staff in evaluating potential development for their impacts to ILE airspace in the future.

FIGURE 2-7 | LAND USE/ZONING

Source: City of Killeen, 2014

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