CHAPTER SIX

Airport Layout Plan and Geographic Information Systems

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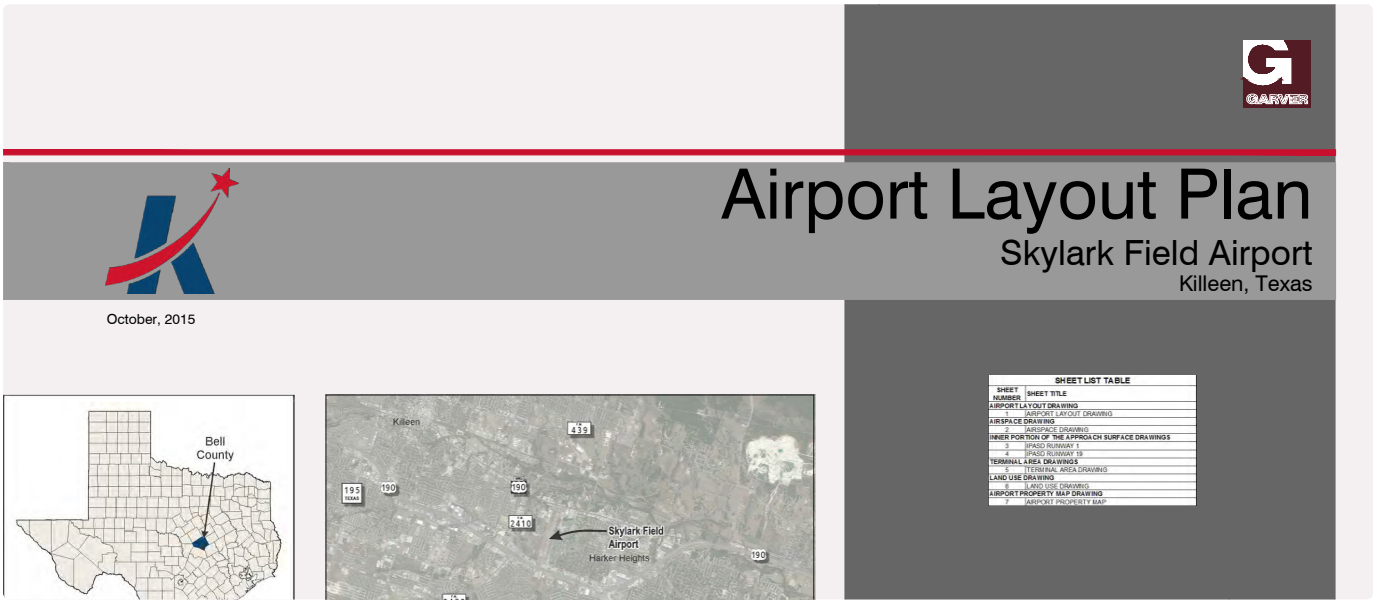
Geographic Information Systems Page 6-3



AIRPORT LAYOUT PLAN AND GEOGRAPHIC INFORMATION SYSTEMS

Introduction

A set of Airport Layout Plan (ALP) drawings has been prepared for Skylark Field (ILE) that graphically depict the existing and proposed facilities through the 20-year planning program as recommended and approved by the City of Killeen and the Skylark Field Airport Board. The set includes: Title Sheet, Airport Layout Drawing (ALD), Airport Airspace Drawing, Inner Portion of the Approach Surface Drawings, Terminal Area Drawings, Land Use Drawing, and Airport Property Map.

AIRPORT LAYOUT DRAWING

A scaled single-page drawing depicting existing and ultimate airport development based on proposed land, facilities and equipment recommended for the short and long-term operation and development of the Airport. In addition, the ALD displays separation and clearance distances for future unrestricted development of the Airport and navigational aid (NAVAID) facilities. The layout is the result of a series of analyses and discussions with the Executive Committee and Project Steering Committee to determine the optimum plan to yield a safe and cost-effective facility. The proposed improvements include projects needed to meet the projected aviation demands of the airport service area throughout the next 20-years.

AIRPORT AIRSPACE DRAWING

A graphical depiction showing the land use area covered by Federal Aviation Regulations (FAR) Part 77 imaginary airspace surface criteria, which is used as a federal guideline to determine whether existing or proposed structures represent obstructions to air navigation (penetrate any of the FAR Part 77 imaginary airspace surfaces). Once approved by the FAA, the FAR Part 77 airspace is reserved for aeronautical purposes. Therefore, it is recommended that the controlling government update their Height and Hazard zoning to reflect the updated Airspace Drawing, and to the extent reasonable, restrict and enforce the height of structures and objects of natural growth, as appropriate, within the FAR Part 77 airspace structure. The new airspace map associated with this project should be adopted and put in place as soon as possible to protect the airport.

INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWINGS

Large-scale drawing showing the plan and profile views of the inner portions of the approach surfaces. The plans are designed to identify current and potential structures (roadways, powerlines, trees, etc.) in relation to the existing and ultimate runway threshold. This drawing aids in determining the clearance or violation of close-in objects based on top elevations as they are encountered along the extended runway centerline and within the approach surfaces. Each violation and/or obstruction is identified, with appropriate future mitigation recommendations.

TERMINAL AREA DRAWING

This is a large-scale drawing of the terminal area showing the ultimate construction of facilities to meet future terminal area requirements. The primary features of this plan include improvements to and new development of facilities and equipment. The ultimate design for the terminal area provides an adequate and functional layout for aircraft parking and maneuvering, hangar and building development, and other types of airport-related development planned for the Airport. Additionally, the plan will provide adequate separation and clearances for future unrestricted development of all terminal facilities and equipment.

LAND USE DRAWING

A single-page drawing, at the same scale as the ALD, showing all on-airport land uses to include: aeronautical purposes (runways/taxiways/safety areas), terminal use, business park development, commercial use development, and light/heavy industrial use. Also depicted beyond the airport boundary are the land uses in the airport vicinity generally based on established zoning patterns.

AIRPORT PROPERTY MAP DRAWING

A single-page drawing, Property Map, showing an overlay of all relevant tracts of existing airport fee-simple property and aviation/navigation easement interests including the size (acres), date (grant agreement) and existing ownership status of proposed airport property acquisition. Properties recommended for the ultimate build-out based on the recommendations of the master plan will be included along with existing ownership, type of ultimate ownership by the Airport, total acreage in the parcel, and ultimate acreage needed for airport development and safety, as available.

Geographic Information Systems

The City of Killeen has a robust GIS maintained by city staff. In order for all of the Skylark Field data to be included into the City's GIS, the base file and obstruction data from the ALP set were converted to GIS shapefiles and submitted to the City's GIS team. Additionally, 3-D airspace surfaces were developed based on the expected instrument approach procedure changes with the elimination of the approach lights to Runway 1. The 3-D surfaces empowers the GIS and Aviation Departments to make accurate assessments of proposed development against Skylark's airspace. These files were transferred to the City of Killeen for incorporation into their GIS. Additionally, this data was uploaded to the FAA Airport's GIS database and can be updated with as-built surveys as part of future project close-out procedure.

Airport Layout Plan

Skylark Field Airport

Killeen, Texas

October, 2016

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
AIRPORT LAYOUT DRAWING	
1	AIRPORT LAYOUT DRAWING
AIRSPACE DRAWING	
2	AIRSPACE DRAWING
INNER PORTION OF THE APPROACH SURFACE DRAWINGS	
3	IPASD RUNWAY 1
4	IPASD RUNWAY 19
TERMINAL AREA DRAWINGS	
5	TERMINAL AREA DRAWING
LAND USE DRAWING	
6	LAND USE DRAWING
AIRPORT PROPERTY MAP DRAWING	
7	AIRPORT PROPERTY MAP

Location Map

Vicinity Map

AIRPORT DATA TABLE		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	848.0'	SAME
AIRPORT NAVIGATION AIDS	NDB, GPS	SAME
MEAN MAX TEMP (Hottest Month °F)	96°F	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY MARKING	STD W/ ℄ REF	SAME
TAXIWAY LIGHTING	MITL	SAME
AIRPORT REFERENCE POINT COORDINATES	31°05'09.00" N	SAME
	97°41'11.40" W	SAME

NOTES

DATUM COORDINATE SYSTEMS – HORIZONTAL DATUM NAD 1983 (STATE PLAN ZONE 3 – TEXAS CENTRAL (FIPS 4203)', VERTICAL DATUM NAVD88.

NO OFZ OBJECT PENETRATIONS

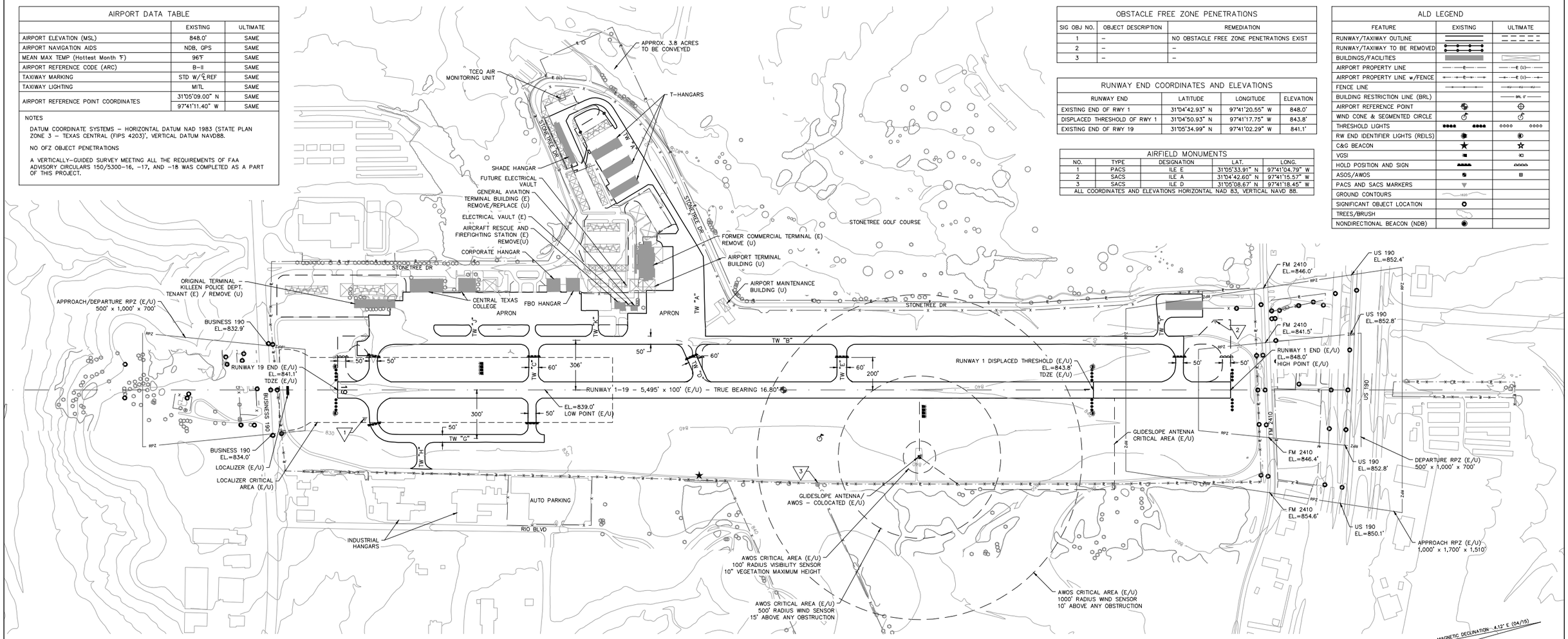
A VERTICALLY-GUIDED SURVEY MEETING ALL THE REQUIREMENTS OF FAA ADVISORY CIRCULARS 150/5300-16, -17, AND -18 WAS COMPLETED AS A PART OF THIS PROJECT.

OBSTACLE FREE ZONE PENETRATIONS		
SIG OBJ NO.	OBJECT DESCRIPTION	REMEDIATION
1	–	NO OBSTACLE FREE ZONE PENETRATIONS EXIST
2	–	–
3	–	–

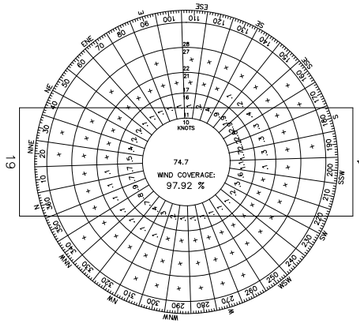
RUNWAY END COORDINATES AND ELEVATIONS			
RUNWAY END	LATITUDE	LONGITUDE	ELEVATION
EXISTING END OF RWY 1	31°04'42.93" N	97°41'20.55" W	848.0'
DISPLACED THRESHOLD OF RWY 1	31°04'50.93" N	97°41'17.75" W	843.8'
EXISTING END OF RWY 19	31°05'34.99" N	97°41'02.29" W	841.1'

AIRFIELD MONUMENTS				
NO.	TYPE	DESIGNATION	LAT.	LONG.
1	PACS	ILE E	31°05'33.91" N	97°41'04.79" W
2	SACS	ILE A	31°04'42.60" N	97°41'15.57" W
3	SACS	ILE D	31°05'08.67" N	97°41'18.45" W
ALL COORDINATES AND ELEVATIONS HORIZONTAL NAD 83, VERTICAL NAVD 88.				

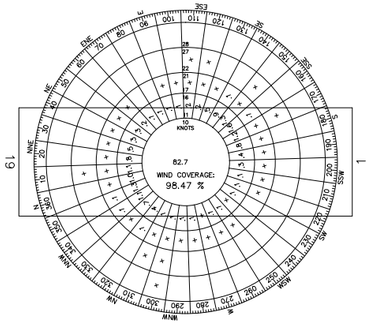
ALD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
C&G BEACON		
VGSI		
HOLD POSITION AND SIGN		
ASOS/AWOS		
PACS AND SACS MARKERS		
GROUND CONTOURS		
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
NONDIRECTIONAL BEACON (NDB)		



RUNWAY DATA TABLE				
	RW 1–19			
	EXISTING		ULTIMATE	
RUNWAY ARC	B-II		SAME	
DESIGN AIRCRAFT & ARC	FALCON 50 (BII)		SAME	
BALANCED FIELD LENGTH	4890'		SAME	
RUNWAY LENGTH & WIDTH (ft.)	5495' X 100'		SAME	
PAVEMENT DESIGN STRENGTH (1000 lbs.)	17 SW / 50 DW		SAME	
RUNWAY LIGHTING	MIRL		SAME	
PERCENT EFFECTIVE GRADIENT	0.13%		SAME	
PERCENT WIND COVERAGE	98.47%		SAME	
MAXIMUM ELEVATION ABOVE MSL	848.00'		SAME	
RW SURFACE TYPE	ASPH		SAME	
RSA – LENGTH BEYOND RW END	300'		SAME	
RSA – WIDTH	150'		SAME	
OFA – LENGTH BEYOND RW END	300'		SAME	
OFA WIDTH	500'		SAME	
OFZ – LENGTH BEYOND RW END	200'		SAME	
OFZ WIDTH	400'		SAME	
RUNWAY END	1	19	1	19
APPROACH TYPE	ILS/GPS	VISUAL	SAME	SAME
APPROACH VISIBILITY MINIMA	3/4 MILE	VISUAL	SAME	SAME
THRESHOLD SITING SURFACE & SLOPE	#6 20:1	#3 20:1	SAME	SAME
RUNWAY MARKING	PIR	BASIC	NPI	NPI
RUNWAY VISUAL AIDS	P4L	P4L	SAME	SAME
TOUCHDOWN ZONE ELEVATION	843.80'	841.10'	SAME	SAME
FAR PART 77 APPROACH CATEGORY	C	VIS-B	SAME	SAME
FAR PART 77 APPROACH SURFACE SLOPE	34:1	20:1	SAME	SAME
TAKE-OFF RUN AVAILABLE (TORA)	5495'	5495'	SAME	SAME
TAKE-OFF DISTANCE AVAILABLE (TODA)	5495'	5495'	SAME	SAME
ACCELERATE STOP DISTANCE AVAIL. (ASDA)	5495'	5295'	SAME	SAME
LANDING DISTANCE AVAILABLE (LDA)	4651'	5295'	SAME	SAME



ALL WEATHER WIND ROSE



IFR WIND ROSE

WIND ROSE ANALYSIS			
RUNWAY	WIND VELOCITY	AWWR WIND COVERAGE	IFR WIND COVERAGE
1–19	13.0 KNOTS (ARC A-II AND B-II)	97.92%	98.47%
WIND SOURCE: NATIONAL CLIMATIC DATA CENTER – SKYLARK FIELD AIRPORT 272,710 OBSERVATIONS, JAN 2004–DEC 2014			

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A CHANGE 1 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.

DAVID FULTON, DIRECTOR, AVIATION DIVISION — DATE

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

SIGNATURE — DATE

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

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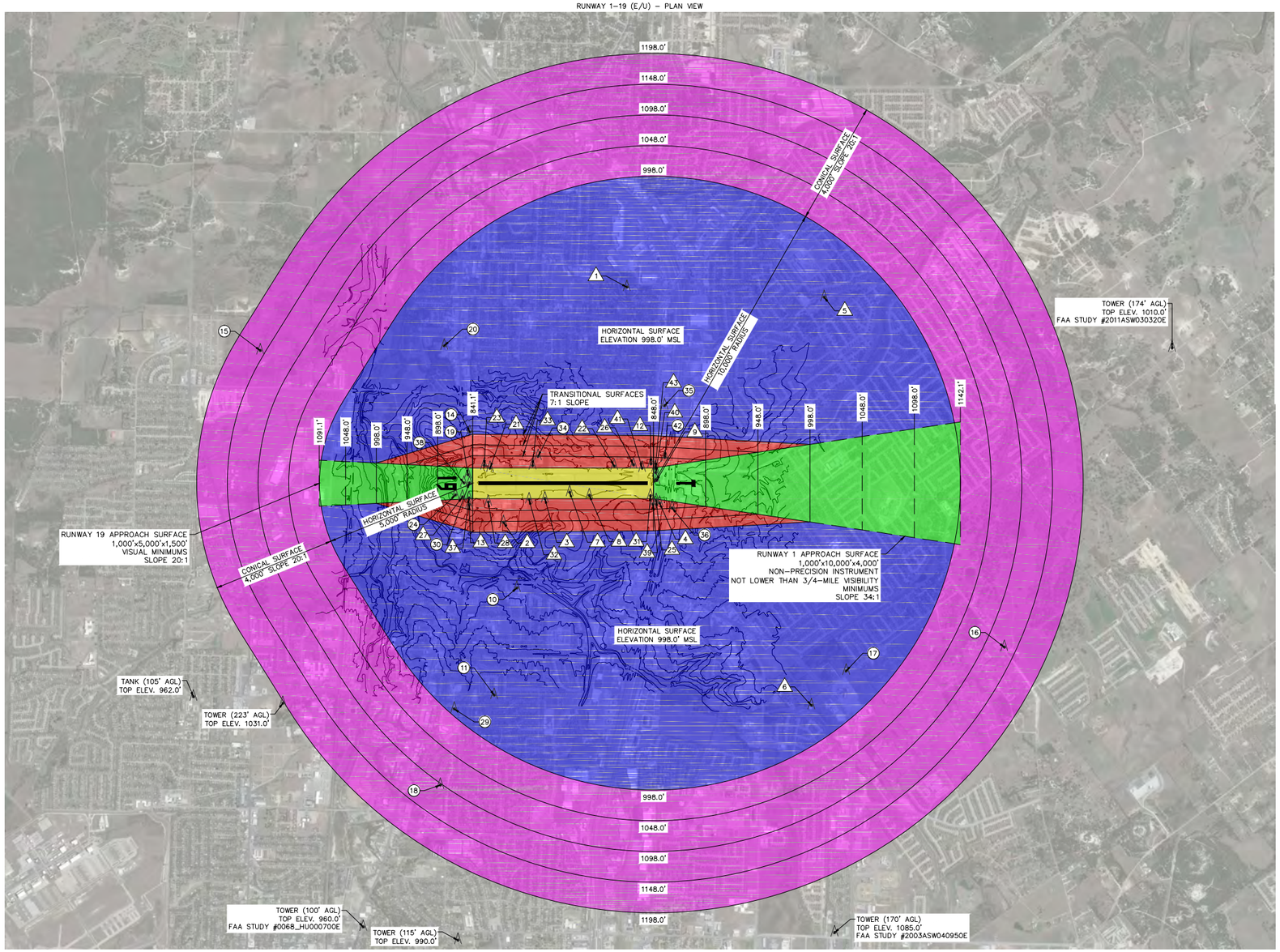
PLH — OCTOBER 2015
DESIGNED BY — DATE

JAH — OCTOBER 2015
DRAWN BY — DATE

AIRPORT LAYOUT DRAWING
SKYLARK FIELD AIRPORT
KILLEEN, TEXAS (ILE)

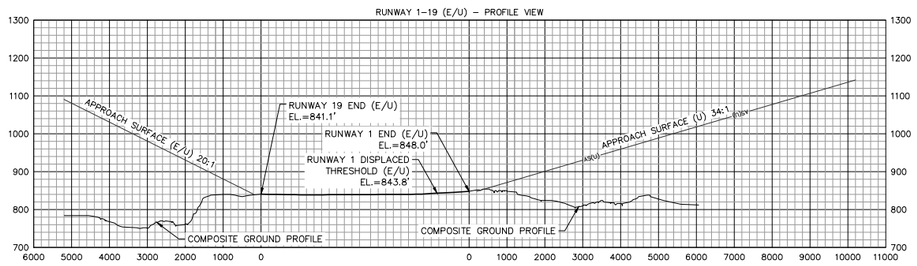
Texas Department of Transportation
Aviation Division

RUNWAY 1–19 (E/U) – PLAN VIEW



NOTE:
ALL OBJECT INFORMATION OBTAINED FROM FAA DIGITAL OBSTACLE FILE (DOF) 48–TX.

RUNWAY 1–19 (E/U) – PROFILE VIEW



LEGEND

- ZONE A: PRIMARY SURFACE
- ZONE B: APPROACH SURFACE
- ZONE C: TRANSITIONAL SURFACES
- ZONE D: HORIZONTAL SURFACE
- ZONE E: CONICAL SURFACES
- (X) DENOTES OBSTRUCTION
- (X) DENOTES OBJECT CLEAR OF AIRSPACE

0 1000 2000 4000 6000
HORIZONTAL SCALE
1" = 4,000'
VERTICAL SCALE
1" = 400'

OBSTRUCTION TABLE

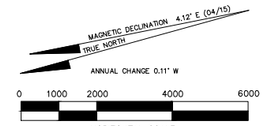
NO.	OBJECT DESCRIPTION	LATITUDE	LONGITUDE	TOP ELEV. (MSL)	PENETRATION IN FEET	SURFACE PENETRATED	OBSTRUCTION REMEDIATION	FAA STUDY NUMBER
1	TOWER	31°04'31.00" N	97°40'08.00" W	1,026.0'	28.0'	HORIZONTAL	NONE – TOWER LIT	N/A
2	TOWER	31°05'31.00" N	97°41'19.00" W	995.0'	36.4'	TRANSITIONAL	NONE – TOWER LIT	1978ASW001710E
3	TOWER	31°05'16.00" N	97°41'15.00" W	905.0'	56.5'	TRANSITIONAL	NONE – TOWER LIT	N/A
4	POLE	31°04'41.00" N	97°41'29.00" W	908.0'	24.7'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
5	TOWER	31°03'31.00" N	97°40'33.00" W	1,067.0'	69.0'	HORIZONTAL	OBSTRUCTION LIGHTING	N/A
6	TANK	31°04'13.00" N	97°42'58.00" W	1,008.0'	10.0'	HORIZONTAL	NONE – TANK LIT	2002ASW036750E
7	POLE	31°05'07.77" N	97°41'15.41" W	874.0'	26.0'	PRIMARY	NONE – POLE LIT	N/A
8	TOWER	31°05'01.99" N	97°41'18.63" W	883.0'	35.0'	PRIMARY	NONE – TOWER LIT	N/A
9	BUILDING	31°04'39.87" N	97°41'20.63" W	857.0'	6.1'	34:1 APPROACH	THRESHOLD DISPLACED	N/A
12	POLE	31°04'40.00" N	97°41'14.00" W	882.0'	15.3'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
13	TOWER	31°05'40.00" N	97°41'09.00" W	893.0'	11.4'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
21	POLE	31°05'30.09" N	97°40'58.09" W	869.0'	21.0'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
22	POLE	31°04'51.56" N	97°41'10.81" W	862.0'	5.5'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
23	POLE	31°05'31.67" N	97°40'56.53" W	869.0'	10.1'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
25	POLE	31°04'41.80" N	97°41'27.64" W	880.0'	17.1'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
26	POLE	31°04'45.50" N	97°41'12.48" W	873.0'	11.1'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
27	POLE	31°05'41.35" N	97°41'05.46" W	868.0'	3.2'	20:1 APPROACH	OBSTRUCTION LIGHTING	N/A
28	BUILDING	31°05'33.81" N	97°41'10.08" W	872.0'	7.7'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
31	BUILDING	31°04'43.14" N	97°41'25.42" W	856.0'	8.0'	PRIMARY	OBSTRUCTION LIGHTING	N/A
32	POLE	31°05'21.00" N	97°41'13.58" W	865.0'	12.5'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
33	POLE	31°05'16.76" N	97°41'01.82" W	869.0'	10.8'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
37	POLE	31°05'39.38" N	97°41'06.56" W	865.0'	11.1'	20:1 APPROACH	OBSTRUCTION LIGHTING	N/A
39	POLE	31°04'43.16" N	97°41'28.71" W	883.0'	8.5'	TRANSITIONAL	OBSTRUCTION LIGHTING	N/A
40	BUILDING	31°04'39.34" N	97°41'17.70" W	859.0'	8.8'	34:1 APPROACH	THRESHOLD DISPLACED	N/A
41	POLE	31°04'43.15" N	97°41'14.57" W	870.0'	22.0'	PRIMARY	OBSTRUCTION LIGHTING	N/A
43	POLE	31°04'39.08" N	97°41'15.93" W	873.0'	23.3'	34:1 APPROACH	THRESHOLD DISPLACED	N/A

SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTION INFORMATION

CLEARANCE TABLE

NO.	OBJECT DESCRIPTION	LATITUDE	LONGITUDE	TOP ELEV. (MSL)	CLEARANCE IN FEET	SURFACE CLEARED	FAA STUDY NUMBER
10	TOWER	31°05'33.00" N	97°41'44.00" W	925.0'	73.0'	HORIZONTAL	0000_SW064700E
11	T–L TOWER	31°05'50.00" N	97°42'20.00" W	961.0'	37.0'	HORIZONTAL	N/A
14	TOWER	31°05'33.00" N	97°40'43.00" W	941.0'	57.0'	HORIZONTAL	N/A
15	TOWER	31°06'30.10" N	97°39'51.00" W	1,027.0'	129.1'	CONICAL	2007ASW07739OE
16	TOWER	31°03'08.00" N	97°42'58.00" W	1,020.0'	108.9'	CONICAL	2001ASW017520E
17	TOWER	31°03'59.03" N	97°42'49.41" W	988.0'	10.0'	HORIZONTAL	2008ASW06311OE
18	POLE	31°06'15.01" N	97°42'46.42" W	964.0'	136.1'	CONICAL	2011ASW05830OE
19	BUILDING	31°05'37.52" N	97°40'58.07" W	852.0'	3.5'	APPROACH	N/A
20	TANK	31°05'32.85" N	97°40'09.27" W	940.0'	58.0'	HORIZONTAL	N/A
24	POLE	31°05'43.28" N	97°41'04.00" W	863.0'	12.9'	APPROACH	N/A
29	T–L TOWER	31°06'03.61" N	97°42'20.64" W	932.0'	66.0'	HORIZONTAL	N/A
30	NAVAID	31°05'37.88" N	97°41'01.23" W	843.0'	10.3'	APPROACH	N/A
34	TOWER	31°05'14.18" N	97°40'59.03" W	884.0'	18.2'	TRANSITIONAL	N/A
35	TOWER	31°04'30.42" N	97°40'54.61" W	967.0'	31.0'	HORIZONTAL	N/A
36	POLE	31°04'37.62" N	97°41'32.14" W	894.0'	51.1'	TRANSITIONAL	N/A
38	POLE	31°05'39.57" N	97°41'00.57" W	854.0'	1.4'	APPROACH	N/A
42	SIGN	31°04'35.09" N	97°41'13.16" W	893.0'	7.2'	TRANSITIONAL	N/A

SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTION INFORMATION



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AVIATION DIVISION

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DAVID FULTON, DIRECTOR, AVIATION DIVISION — DATE

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SIGNATURE — DATE

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

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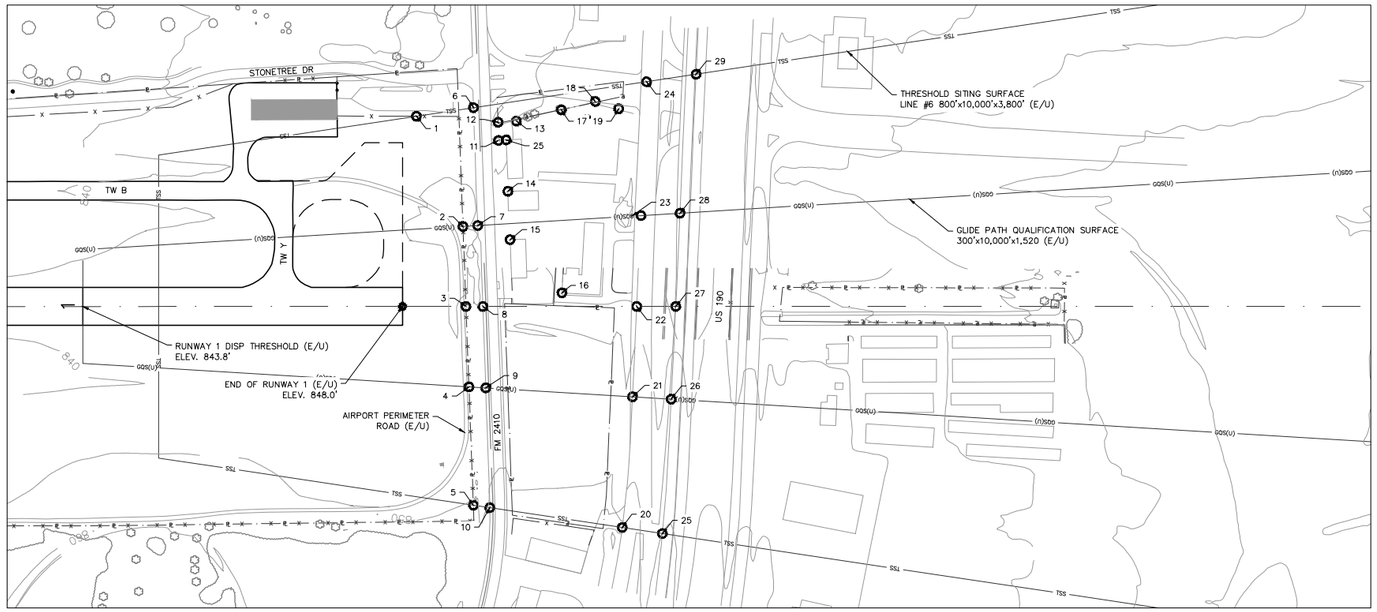
PLH — DESIGNED BY — OCTOBER 2015 — DATE

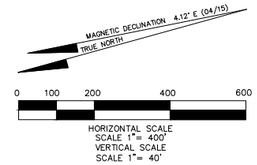
JAH — DRAWN BY — OCTOBER 2015 — DATE

AIRPORT AIRSPACE DRAWING
SKYLARK FIELD AIRPORT
KILLEEN, TEXAS (ILE)

Texas Department of Transportation
Aviation Division

RUNWAY 1 – PLAN VIEW

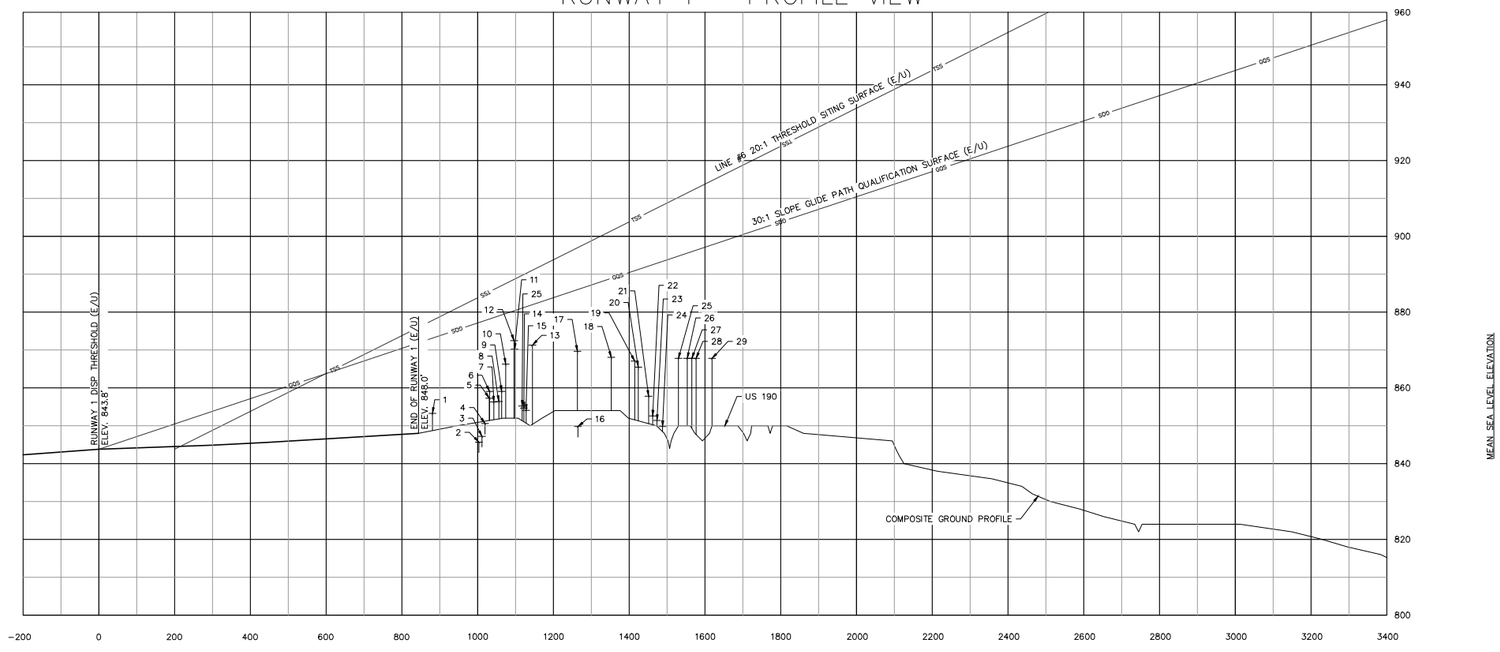




PENETRATIONS TO THRESHOLD SITING SURFACE								
NO.	OBJECT DESCRIPTION	LATITUDE (N)	LONGITUDE (W)	DISTANCE FM RW END	OFFSET FM RW C/L*	TOP ELEVATION**	AMT OF PENETRATION	REMEDIATION
	NO PENETRATIONS							

* OFFSETS FROM CENTERLINE ARE DESCRIBED RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND
** ELEVATIONS ADJUSTED UPWARD 15' FOR PUBLIC ROADWAY, 17' FOR INTERSTATE HIGHWAY, 23' FOR RAILROADS

RUNWAY 1 – PROFILE VIEW



IPASD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
THRESHOLD SITING SURFACE	TSS	TSS (U)
FENCE LINE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
GROUND CONTOURS	1630	
SIGNIFICANT OBJECT PLAN VIEW		
SIGNIFICANT OBJECT PROFILE VIEW		
TREES/BRUSH		

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A CHANGE 1 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.

DAVID FULTON, DIRECTOR, AVIATION DIVISION — DATE

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SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

SIGNATURE — DATE

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

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PLH — DESIGNED BY — OCTOBER 2015 — DATE

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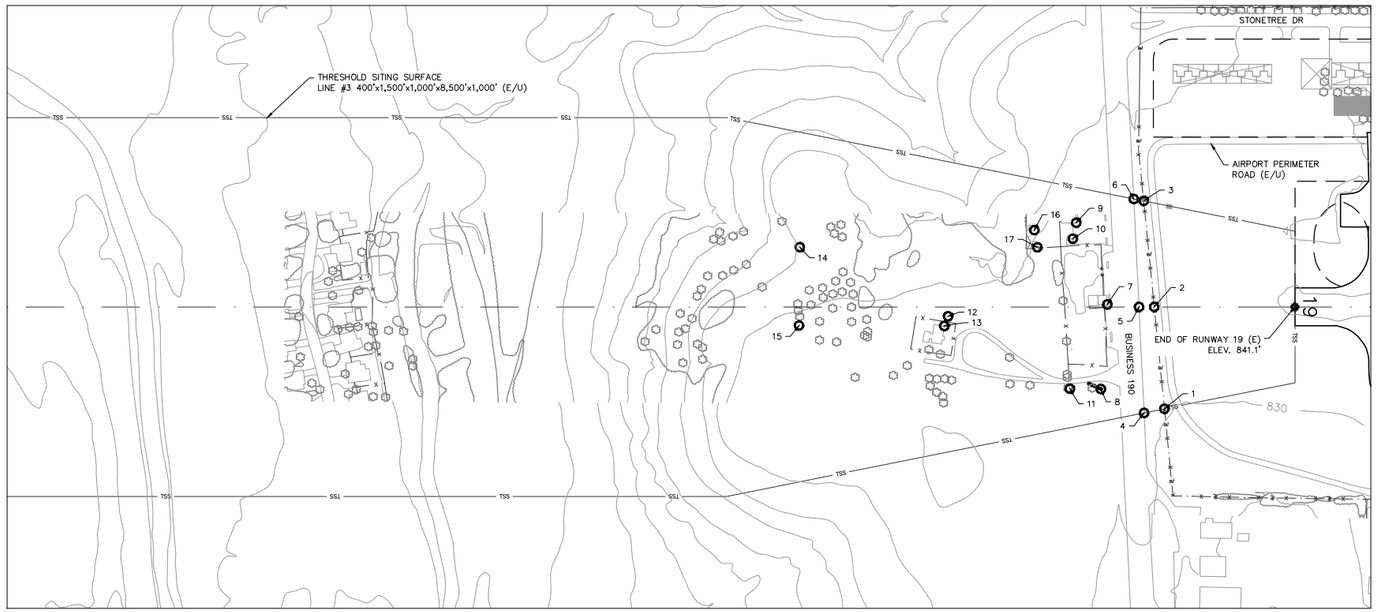
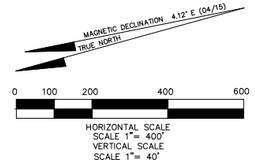
IPASD RUNWAY 1
SKYLARK FIELD AIRPORT
KILLEEN, TEXAS (ILE)

Texas Department of Transportation
Aviation Division

RUNWAY 19 – PLAN VIEW

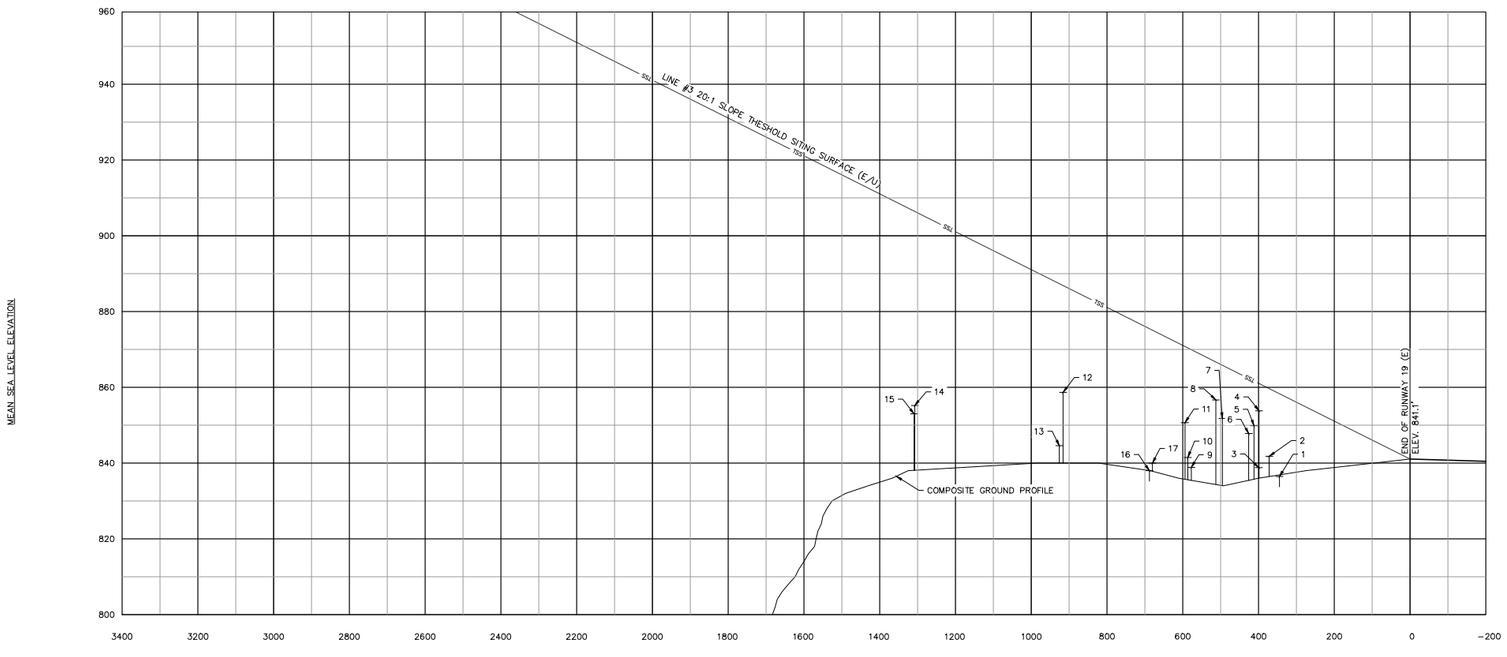




PENETRATIONS TO THRESHOLD SITING SURFACE								
NO.	OBJECT DESCRIPTION	LATITUDE (N)	LONGITUDE (W)	DISTANCE FM RW END	OFFSET FM RW C/L*	TOP ELEVATION**	AMT OF PENETRATION	REMEDIATION
	NO PENETRATIONS							

* OFFSETS FROM CENTERLINE ARE DESCRIBED RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND
** ELEVATIONS ADJUSTED UPWARD 15' FOR PUBLIC ROADWAY, 17' FOR INTERSTATE HIGHWAY, 23' FOR RAILROADS

RUNWAY 19 – PROFILE VIEW



IPASD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
THRESHOLD SITING SURFACE	TSS	TSS (U)
FENCE LINE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
GROUND CONTOURS	1630	
SIGNIFICANT OBJECT PLAN VIEW		
SIGNIFICANT OBJECT PROFILE VIEW		
TREES/BRUSH		

TEXAS DEPARTMENT OF TRANSPORTATION
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DAVID FULTON, DIRECTOR, AVIATION DIVISION — DATE

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

SIGNATURE — DATE

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

PREPARED BY:

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3010 GAYLORD PKWY, #190
FRISCO, TX 75034
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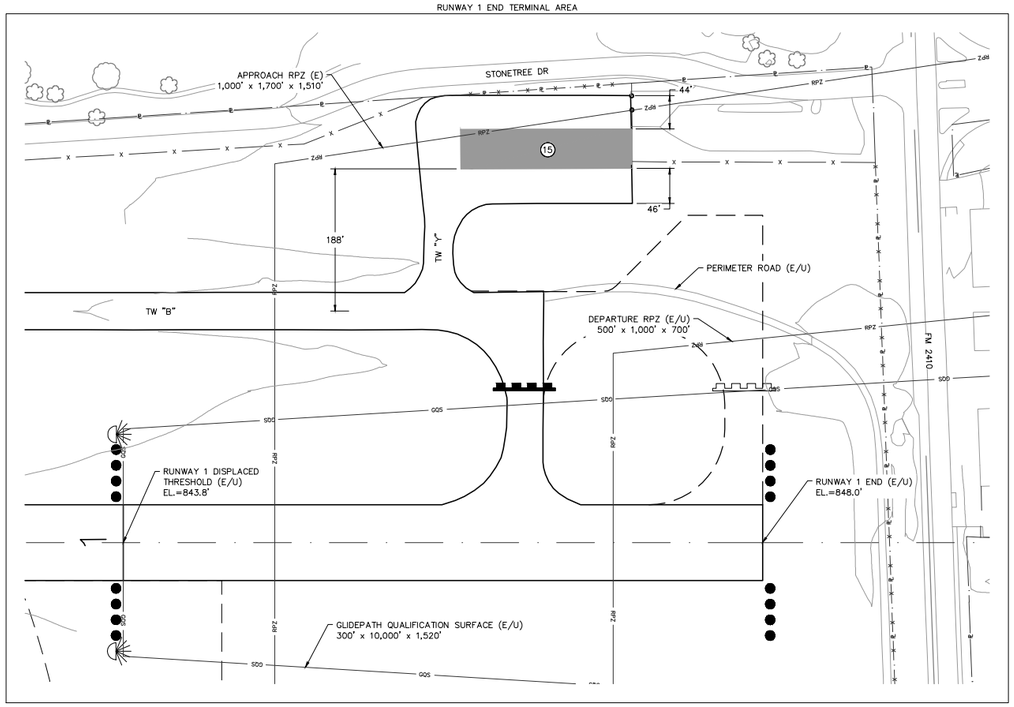
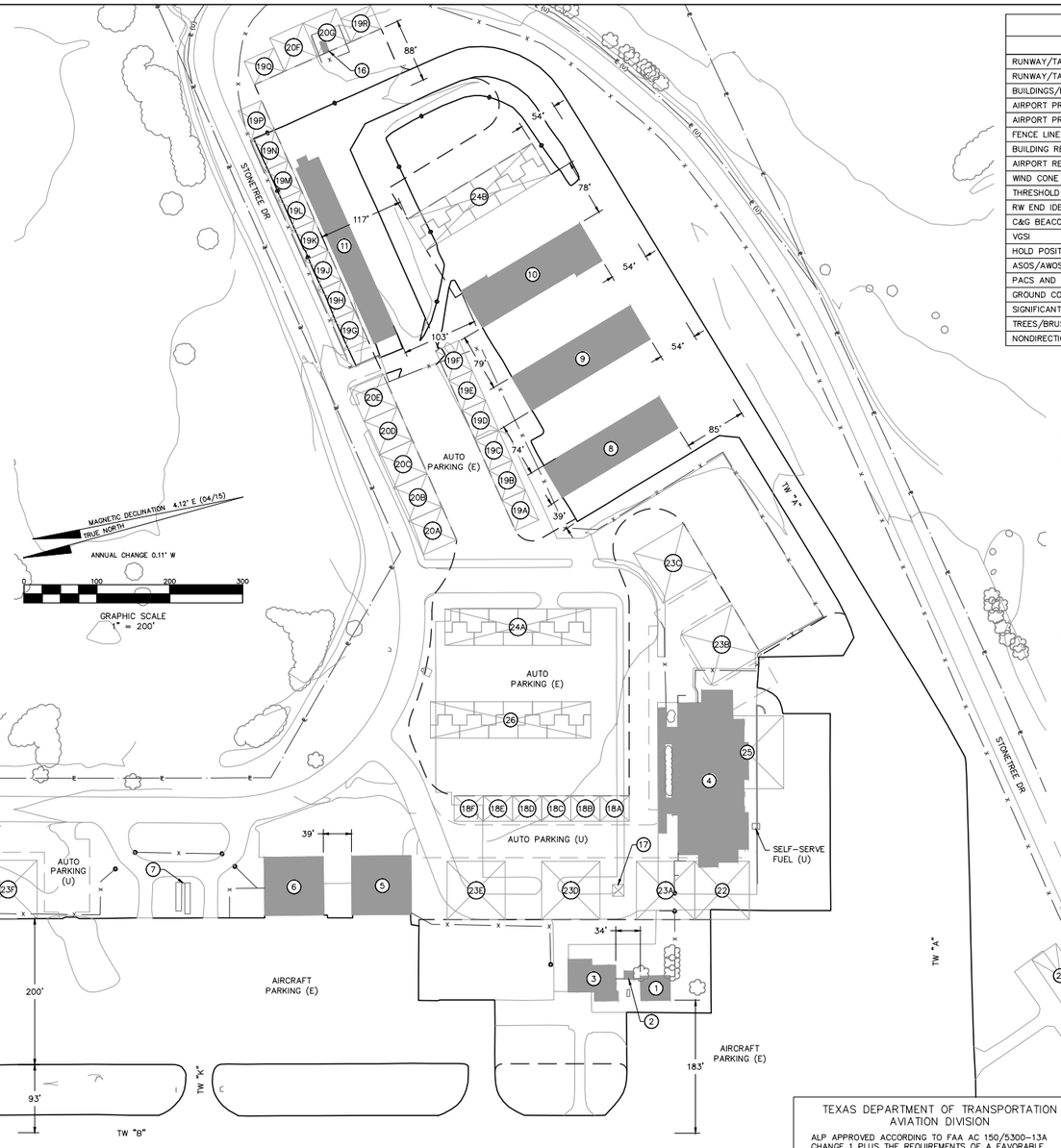
IPASD RUNWAY 19
SKYLARK FIELD AIRPORT
KILLEEN, TEXAS (ILE)

Texas Department of Transportation
Aviation Division





ALD LEGEND

FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
C&G BEACON		
VGSI		
HOLD POSITION AND SIGN		
ASOS/AWOS		
PACS AND SACS MARKERS		
GROUND CONTOURS		
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
NONDIRECTIONAL BEACON (NDB)		

BUILDING TABLE

BUILDING NUMBER	DESCRIPTION: EXISTING	DESCRIPTION: ULTIMATE	TOP ELEVATION
1	GENERAL AVIATION TERMINAL	REMOVED	847.77'
2	ELECTRICAL VAULT	REMOVED	846.25'
3	ARFF	REMOVED	852.30'
4	FORMER COMM. TERM.	REMOVED	856.20'
5	CORPORATE HANGAR	–	850.24'
6	CORPORATE HANGAR	–	868.00'
7	FUEL FARM	–	839.55'
8	T-HANGAR	–	841.73'
9	T-HANGAR	–	842.83'
10	T-HANGAR	–	841.59'
11	SHADE HANGARS	REMOVED	831.54'
12	CENTRAL TX COLLEGE	–	853.50'
13	CENTRAL TX COLLEGE	–	857.75'
14	ORIGINAL TERMINAL	REMOVED	851.78'
15	T-HANGAR	–	858.73'
16	TCEQ AIR MONITOR	REMOVED	861.14'
17	–	ELECTRICAL VAULT	TBD
18	–	40'x35' HANGAR	TBD
19	–	45'x35' HANGAR	TBD
20	–	50'x50' HANGAR	TBD
21	–	AIRPORT MAINT BLDG	TBD
22	–	TERMINAL BLDG	TBD
23	–	80'x80' HANGAR	TBD
24	–	200'x50' T-HGR	TBD
25	–	100'x100' HANGAR	TBD
26	–	220'x50' T-HGR	TBD
27	–	192'x58' T-HGR	TBD
28	–	260'x50' T-HGR	TBD

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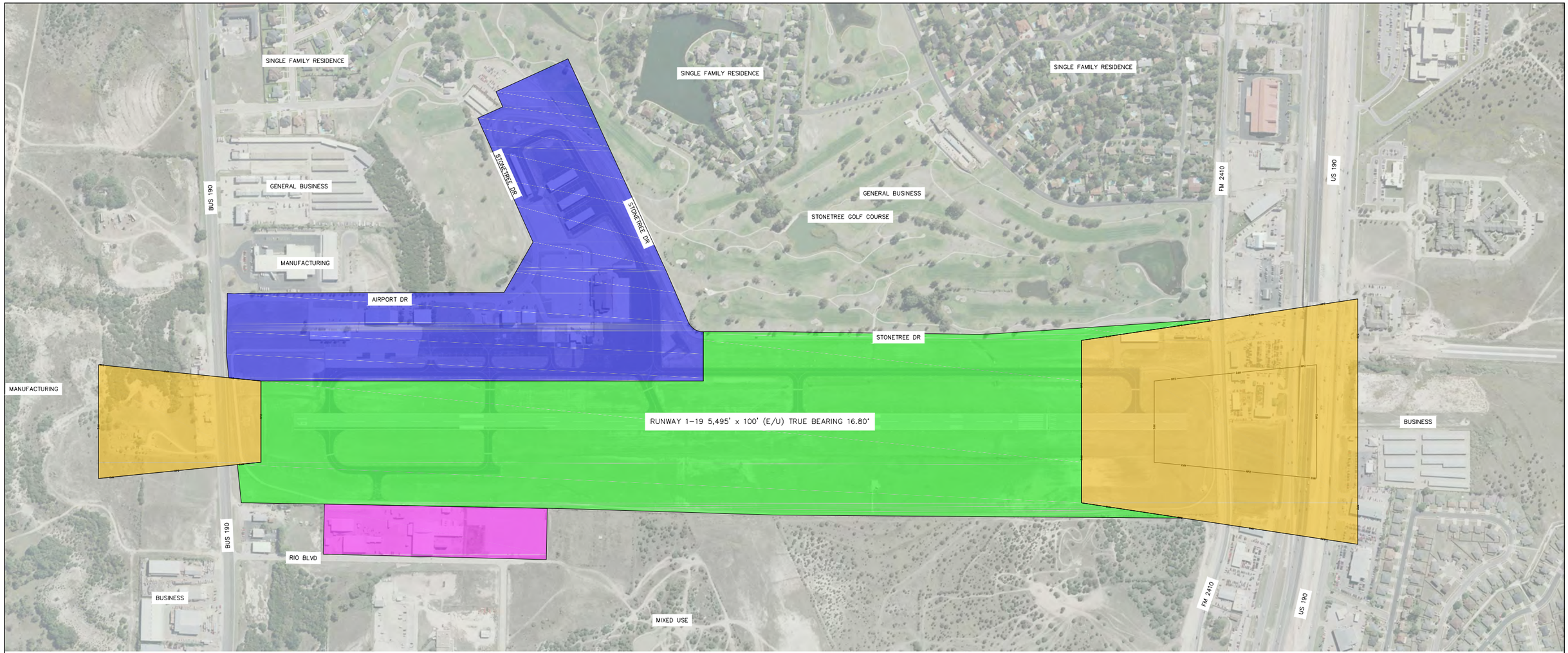
TERMINAL AREA DRAWING
SKYLARK FIELD AIRPORT
KILLEEN, TEXAS (ILE)

Texas Department of Transportation
Aviation Division



LEGEND

- AIRPORT OPERATIONS PROTECTED AREA
- TERMINAL DEVELOPMENT
- RUNWAY PROTECTION ZONE
- POTENTIAL THROUGH-THE-FENCE OPERATION

MAGNETIC DECLINATION 3.65° E (04/14)
TRUE NORTH

ANNUAL CHANGE 0.13° W

0 200 400 800 1200

HORIZONTAL SCALE
GRAPHIC SCALE
1" = 800'

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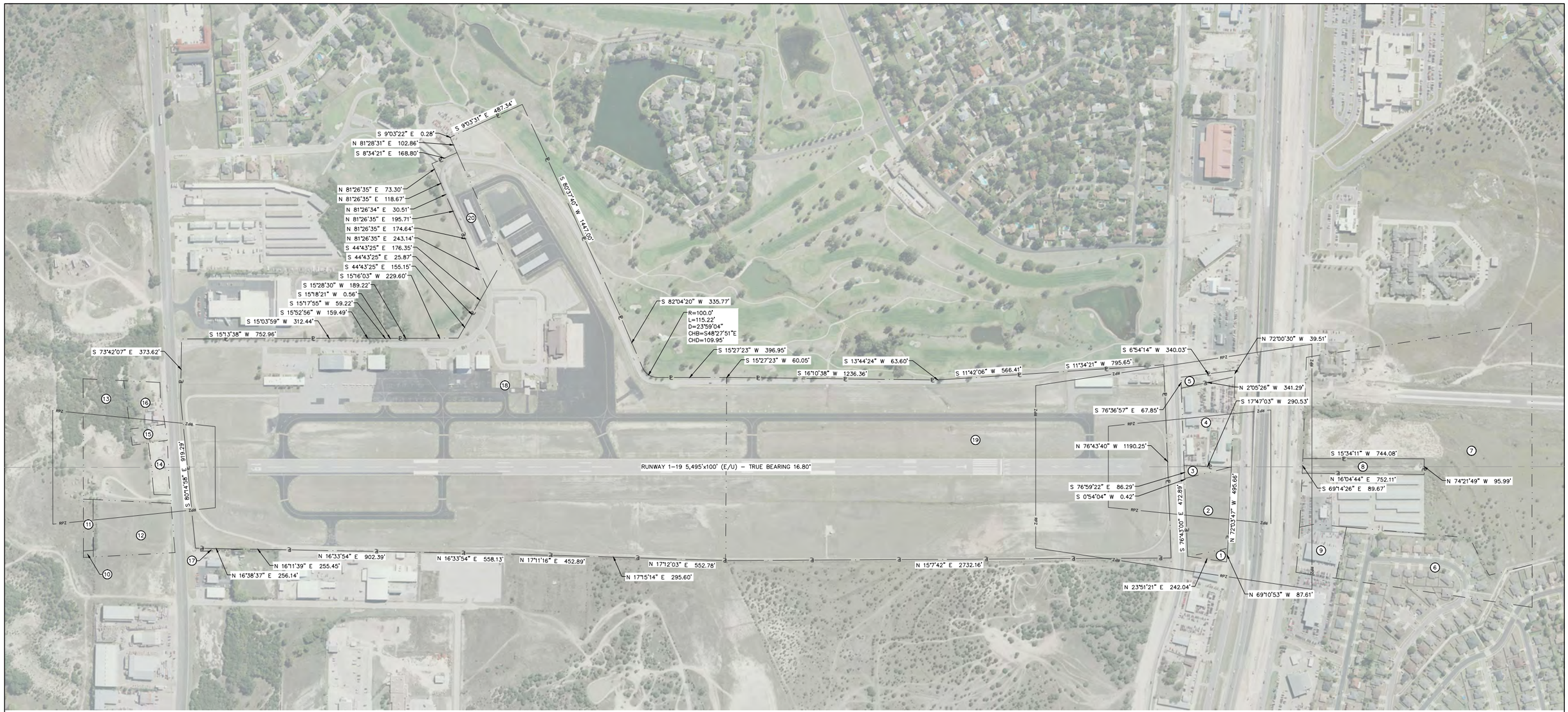
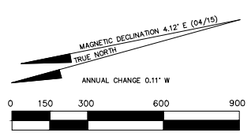
LAND USE DRAWING
SKYLARK FIELD AIRPORT
KILLEEN, TEXAS (ILE)

Texas Department of Transportation
Aviation Division



AIRPORT PROPERTY DATA TABLE						
TRACT	ACRES	TITLE	GRANTOR/REMARKS	COUNTY RECORD VOL./PAGE	DATE	FUNDING
1	0.244	FEE SIMPLE	N/A	N/A	03-20-1991	3-48-0122-06
2	3.002	FEE SIMPLE	N/A	N/A	05-10-1990	3-48-0122-06
3	0.30	FEE SIMPLE	N/A	N/A	06-17-1977	****
4	3.692	AVIGATION EASEMENT	N/A	N/A	05-03-1990	3-48-0122-06
5	0.412	FEE SIMPLE	N/A	N/A	02-01-1990	3-48-0122-06
6	9.782	AVIGATION EASEMENT	N/A	N/A	07/10/1990	3-48-0122-06
7	38.109	AVIGATION EASEMENT	N/A	N/A	02-09-1990	3-48-0122-06
8	1.722	FEE SIMPLE	N/A	N/A	04-03-1984	3-48-0122-02
9	1.687	AVIGATION EASEMENT	N/A	N/A	08-24-1990	3-48-0122-06
10	0.073	AVIGATION EASEMENT	N/A	N/A	04-20-1990	3-48-0122-06
11	0.53	AVIGATION EASEMENT	N/A	N/A	12-16-1991	3-48-0122-06
12	3.367	AVIGATION EASEMENT	N/A	N/A	04-10-1990	3-48-0122-06
13	5.882	AVIGATION EASEMENT	N/A	N/A	02-20-1990	3-48-0122-06
14	0.806	AVIGATION EASEMENT	N/A	N/A	02-02-1966	9-41-186-C501
15	0.448	AVIGATION EASEMENT	N/A	N/A	03-16-1966	9-41-186-C501
16	1.233	AVIGATION EASEMENT	N/A	N/A	05-10-1990	3-48-0122-06
17	0.043	AVIGATION EASEMENT	N/A	N/A	06-01-1990	3-48-0122-06
18	126.67	FEE SIMPLE	N/A	N/A	04-16-1964	9-41-186-C501
19	76.05	FEE SIMPLE	N/A	N/A	04-28-1964	9-41-186-C501
20	3.000	FEE SIMPLE	N/A	N/A	02-24-1975	7-48-0122-01

**--ACQUIRED THROUGH A RELEASE OF A PORTION OF ORIGIAL AIRPORT PROPERTY AND A LAND SWAP. RELEASE DATES: 06-19-60 AND 03-25-88
****--PROPERTY INTEREST WAS NOT ACQUIRED UNDER FAA A.I.P. PROJECT. VALUE PROPERTY INTEREST MAY BE REIMBURSED BY FAA UNDER FUTURE A.I.P. PROJECT.



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AIRPORT PROPERTY MAP
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