



FAA
Texas Airports District Office (TX ADO)

FY24 AIP Pre-Application Checklist

Airport: Killeen Regional Airport (GRK)

Date: 6/3/24

Project Description: Terminal Mechanical Improvements

- ☒ We will pursue an FY24 ACIP identified proposed project.
- ☐ We do not plan on having a project this FY24. The FAA is authorized
- to: ☒ Carryover entitlements into the next fiscal year.
- ☐ Transfer the Entitlements (*will need to complete a Transfer Request Form).

If you plan to pursue an FY24 Project, please complete the following Checklist & submit with PreApp:

No.	Document	Yes	No	N/A	Comments Attached
1.	Project Schedule (NOTE FAA DUE DATES - pg 3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Standard Form 424 (Preapplication), Form 5100-100 (parts II-IV for airport Development grants), Form 5100-101 (parts II-IV for Planning grants) (Includes project cost breakdown and sketch)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Project Description - Provide a clear Narrative and Justification. For proposed pavement projects include a Pavement Condition Index (PCI) information.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Proposed project is currently depicted on an FAA-approved ALP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Exhibit A Airport Property Map (attached or previously submitted to ADO)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.	Environmental Documentation (NEPA Determination Completed)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	60% Design & Construction Safety Phasing Plan (CSPP) completed/submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Some of the items can be answered by simply checking the "Yes" and "No" boxes, while others require additional information (please provide additional info/justification on Page 2).

Mike Wilson, Executive Director of Aviation

Date:

6/4/24

Sponsor's Designated Representative (Signature)

Please sign and return Pre-Application Checklist Pages 1-2 to your assigned ADO Point of Contact.

The purpose of this checklist is to identify some of the requirements and considerations associated with requesting Airport Improvement Program (AIP) funds. Airport Sponsors should read and consider each of the items carefully.

PROJECT NAME	AIP FUNDS	NON AIP	SPONSOR	TOTAL
	\$	\$	\$	\$
Terminal Mechanical Improvements	\$4,791,240	\$	\$532,360	\$5,323,600

INCLUDE ANY ADDITIONAL INFORMATION:

FY24 AIRPORT PROJECT SCHEDULE

LOCATION: _____

[illegible]

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☒ Preapplication
☐ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

City of Killeen

* b. Employer/Taxpayer Identification Number (EIN/TIN):

74-6001504

* c. UEI:

J6MNLASJ9GC8

d. Address:

* Street1:

8101 Clear Creek Rd

Street2:

Box C

* City:

Killeen

County/Parish:

Bell

* State:

TX: Texas

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

76549-2673

e. Organizational Unit:

Department Name:

Killeen Regional Airport

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Mike

Middle Name:

* Last Name:

Wilson

Suffix:

Title:

Executive Director of Aviation

Organizational Affiliation:

* Telephone Number:

254.501.8700

Fax Number:

254.501.8744

* Email:

mwilson@killeentexas.gov

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Federal Aviation Administration, Southwest Region

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

* 12. Funding Opportunity Number:

AIP 3-48-0361-05X-2024

* Title:

Airport Improvement Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Passenger Terminal Mechanical Improvements

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant TX-031

* b. Program/Project TX-031

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date: 09/01/2024

* b. End Date: 03/31/2025

18. Estimated Funding (\$):

* a. Federal	4,791,240.00
* b. Applicant	532,360.00
* c. State	
* d. Local	
* e. Other	
* f. Program Income	
* g. TOTAL	5,323,600.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. * First Name: Mike

Middle Name:

* Last Name: Wilson

Suffix:

* Title: Executive Director of Aviation

* Telephone Number: 254.501-8700 Fax Number: 254.501.8744

* Email: mwilson@killeentexas.gov

* Signature of Authorized Representative:



* Date Signed: 6/4/24



Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A	
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.	
Item 1. Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Item 2. Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 3. Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 4. Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 5. Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes. <input checked="" type="checkbox"/> The project is included in an <i>approved</i> PFC application. If included in an approved PFC application, does the application <i>only</i> address AIP matching share? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> The project is included in another Federal Assistance program. Its CFDA number is below.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 6. Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals? If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply: <input type="checkbox"/> De Minimis rate of 10% as permitted by 2 CFR § 200.414. <input type="checkbox"/> Negotiated Rate equal to _____ % as approved by _____ (the Cognizant Agency) on _____ (Date) (2 CFR part 200, appendix VII). <i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The proposed work is replacing existing equipment. No impacts or changes to land use.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

None

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

None

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

Yes

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

Yes

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

Yes

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

N/A

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

N/A

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

None

10. Land – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

The City of Killeen has a fifty (50)-year property lease with the Department of the Army for the Airport site.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

N/A

¹ State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Federal Domestic Assistance Catalog Number: 21.106	
2. Functional or Other Breakout:	AIP

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Latest Approved Amount (Use only for revisions)	Adjustment + or (-) Amount (Use only for revisions)	Total Amount Required
1. Administration expense			\$ 3,500
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other Architectural engineering fees			
6. Project inspection fees			600,100
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			4,720,000
12. Equipment			
13. Miscellaneous			
14. Subtotal (Lines 1 through 13)			\$ 5,323,600
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			
17. Less: Ineligible Exclusions (Section C, line 23 g.)			
18. Subtotal (Lines 16 through 17)			\$ 5,323,600
19. Federal Share requested of Line 18			4,791,240
20. Grantee share			
21. Other shares			532,360
22. TOTAL PROJECT (Lines 19, 20 & 21)			\$ 5,323,600

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	Amount Ineligible for Participation
a.	
b.	
c.	
d.	
e.	
f.	
g. Total	

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	Amount
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. TOTAL - Grantee share	
25. Other Shares	Amount
a. State	
b. Other	532,360
c. TOTAL - Other Shares	
26. TOTAL NON-FEDERAL FINANCING	\$ 532,360

SECTION E – REMARKS (Attach sheets if additional space is required)
<p>This project includes the professional services for improvements to the Passenger Terminal Mechanical Improvements at Killeen Regional Airport. The matching funds will come from an approved Passenger Facility Charge Application.</p>

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Passenger Terminal Mechanical Improvements
AIRPORT: Killeen Regional Airport
1. Objective: Replace computer server system on the outbound baggage system. The server and its components and software are over 10 years old; Replace the baggage claim carousels in the public area of the terminal because they are original to the terminal (2004) and have exceeded their useful life; and Replace the boarding bridge PreConditioned Air (PCAir) units on bridges 1 and 6 that have exceeded their useful life; and Replace the emergency generator as it has exceeded its useful life of 10 years.
2. Benefits Anticipated: Upgrading these failing Airport systems would provide multiple significant benefits to the Airport staff, tenants, and passengers. Upgrading the existing outbound baggage computer and control system will improve baggage handling operations and reduce delays, allowing the airlines to process their customer's bags more efficiently with greater customer satisfaction. The upgraded system would also reduce the impact on airport maintenance, reducing shutdowns and repairs of the baggage system.
3. Approach: (See approved Scope of Work in Final Application) The project will be designed per FAA airport design, international building codes, local building codes, and safety requirements. This being a joint-use airfield, coordination with the Army will be conducted both in design and construction of this project. Project delivery would be design, bid, build.
4. Geographic Location: Airport Terminal Building
5. If Applicable, Provide Additional Information: According to Table M-1, Item C and Table N-5, Items C and O from the FAA AIP-Handbook, these objectives would be eligible for FAA funding.
6. Sponsor's Representative: (include address & telephone number) Mike Wilson, Executive Director of Aviation, Killeen Regional Airport 8101 Clear Creek Road, Killeen, Texas 76549 254.501.8700

AIRPORT		1. SPONSOR INFORMATION			
		Mayor (or Authorized Representative)		Term Expiration	
		Debbie Nash-King		May 2024	
		Physical Street Address (no PO Box)			
		101 North College Street			
		City		State	Zip
		Killeen		TX	76541
		Phone	Fax	E-mail	
		254.290.4510			mayor@killeentexas.gov
2. LOCAL CONTACT INFORMATION		3. CONSULTANT INFORMATION			
Name		Title/Position		Company/Firm Name	
Mike Wilson		Executive Director of Aviation		Garver	
Phone Number		Fax		Point of Contact	
254.501.8700		254.501.8744		Derek Mayo, P.E.	
E-mail		E-mail			
mwilson@killeentexas.gov		DWMayo@GarverUSA.com			
Mailing Address		Mailing Address			
8101 Clear Creek Road, Box C		285 SE Inner Loop, Suite 110			
City		State	Zip	City	State Zip
Killeen		TX	76549	Georgetown	TX 78626
4. OVERALL DEVELOPMENT OBJECTIVE (ODO)					
Passenger Terminal Mechanical Improvements					
4a. ODO COMPONENT WORK ITEMS					
List all work items associated with the ODO					Estimated Cost
Construction Administration					603,600
Construction					4,720,000
ODO Estimated Total Cost					\$5,323,600
4b. ODO DRAWING/SKETCH					
See attached.					
4c. ODO JUSTIFICATION					
See attached Program Narrative.					
5. IMPACTS					
Describe impacts to navigational aids, approach procedures, environmental concerns, utilities etc. associated with ODO execution.					
Construction shall not pose any impacts to navigational aids or procedures. There are no environmental concerns with this project requiring a review.					
6. COST ESTIMATE					
See attached FAA Form 5100-100 PART III – BUDGET INFORMATION					

Completed By:
Mike Wilson
(Print Name)
Date:
November 16, 2022

FOR FAA USE		
Date Received:	Date Loaded:	Program Manager's Initials:

PART IV PROGRAM NARRATIVE

(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT: Passenger Terminal Mechanical Improvements

AIRPORT: Killeen Regional Airport (GRK)

1. Objective: The project encompasses several critical infrastructure needs. When the physical components of the outbound baggage system were recently replaced, the existing computer server and software were re-used. As a result, the system is experiencing increased failures in the programming and electronic operation of the baggage system. Also, replacement parts are no longer available because of outdated operating software and dated computer components within the server. Replacing these components will greatly improve the operation of the Airport's outbound baggage system. This project will include replacing computer related hardware and software components for the outbound baggage system.

In addition, the baggage claim carousels are original to the construction of the terminal and are experiencing mechanical issues that are becoming cost prohibitive to fix. The carousels have long exceeded their life expectancy and are recommended to be replaced in an effort to improve the safety, security and efficiency of the airport operation.

The existing PCAir is a dual heat and cooling system for the passenger boarding bridge 1 and 6 that has exceeded its life expectancy and replacement parts are no longer available. Providing new PCAir's for existing bridges 1 and 6 will reduce impacts to airlines and maintenance costs to the Airport.

The Emergency Generator currently powers critical loads for the airport terminal. The generator has exceeded the standard equipment lifespan and has consistent electrical and mechanical issues that are impacting operation. A new generator system can provide increased control and protection to the Airport's critical electrical items.

Project Scope Summary:

- Replace computer server system on the outbound baggage system. The server and its components and software are over 10 years old; and
- Replace the baggage claim carousels in the public area of the terminal because they are original to the terminal (2004) and have exceeded their useful life; and
- Replace the boarding bridge PreConditioned Air (PCAir) units on bridges 1 and 6 that have exceeded their useful life; and
- Replace the emergency generator as it has exceeded its useful life of 10 years

2. Benefits Anticipated: Upgrading these failing Airport systems would provide multiple significant benefits to the Airport staff, tenants, and passengers. Upgrading the existing outbound baggage computer and control system will improve baggage handling operations and reduce delays, allowing the airlines to process their customer's bags more efficiently with greater customer satisfaction. The upgraded system would also reduce the impact on airport maintenance, reducing shutdowns and repairs of the baggage system.

Replacing baggage claim carousels which are original to the construction of the terminal and have exceeded their useful life expectancy, will also reduce the impact on airport maintenance and repairs, and provide for an enhanced passenger experience.

Providing new PCAir's would allow for improved conditioning of the aircraft during boarding operations, reducing the conditioning load on the aircraft during flights and improving safety. New PCAir's would also provide improved comfort for passengers waiting on the aircraft while also reducing the health risks of large numbers of people in poorly conditioned small spaces.

A new Emergency Generator would improve Airport security by providing a back-up system that prevents critical security equipment from losing power during a loss of utility power. A properly functioning generator with improved transfer control would also minimize impacts to sensitive loads during the transfer from utility to emergency power.

3. Approach: The project will be designed per FAA airport design, international building codes, local building codes, and safety requirements. This being a joint-use airfield, coordination with the Army will be conducted both in design and construction of this project. Project delivery would be design, bid, build.

4. Geographic Location: Airport Terminal Building

5. If Applicable, Provide Additional Information:

6. Sponsor's Representative: (incl. address & tel. no.)

Mike Wilson, Executive Director of Aviation
Killeen Regional Airport
8101 Clear Creek Road
Killeen, Texas 76549
251.501.8700

PART III - BUDGET INFORMATION - CONSTRUCTION**SECTION A - GENERAL**

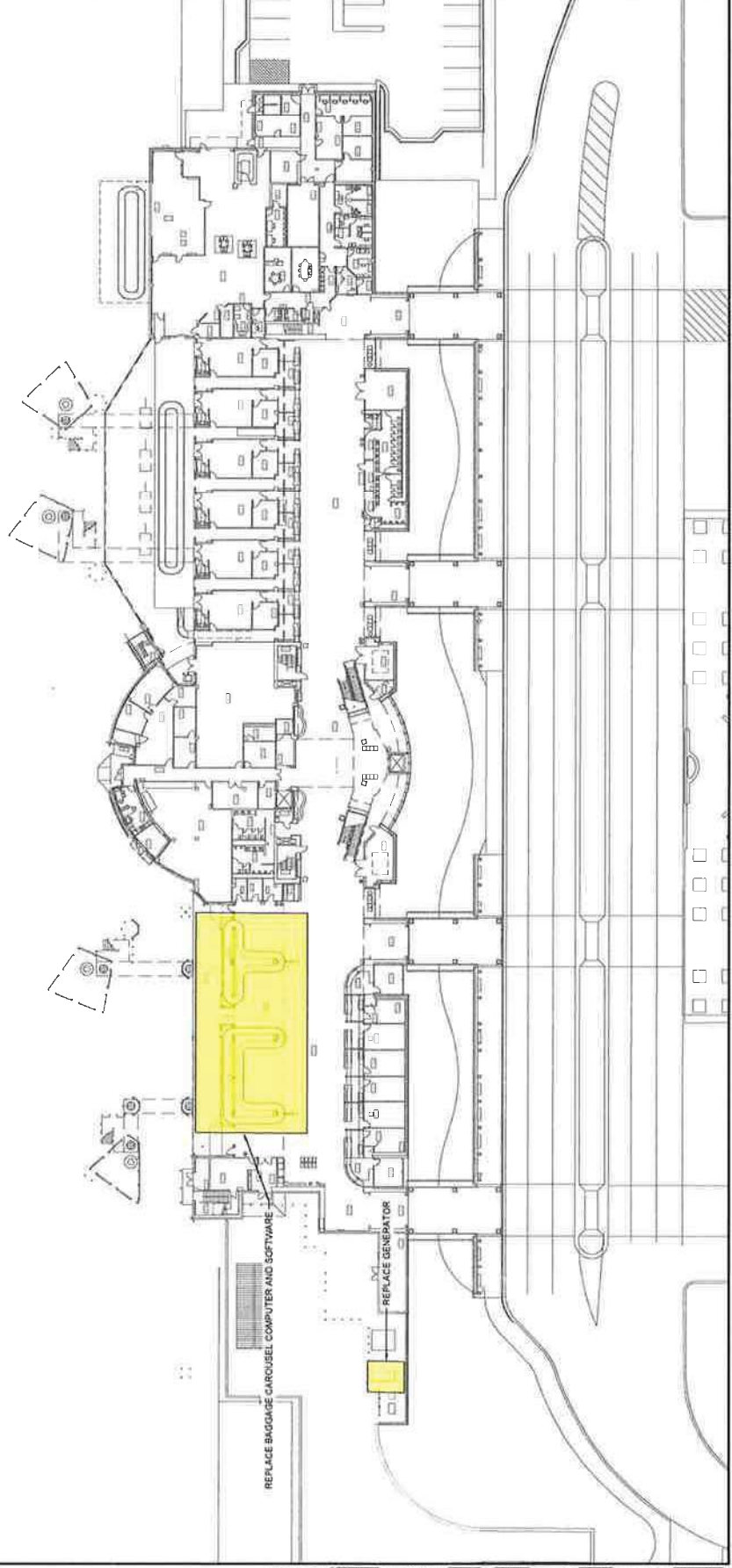
1. Federal Domestic Assistance Catalog No.

2. Functional or Other Breakout

SECTION B -CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	\$	\$	3,500
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			600,100
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			4,720,000
13. Miscellaneous			
14. Total (Lines 1 through 13)			
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			5,323,600
20. Federal Share requested of Line 19			4,791,240
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			4,791,240
23. Grantee share			532,360
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	5,323,600

Passenger Terminal Mechanical Improvements CIP EXHIBIT



REV.	DATE	DESCRIPTION	BY

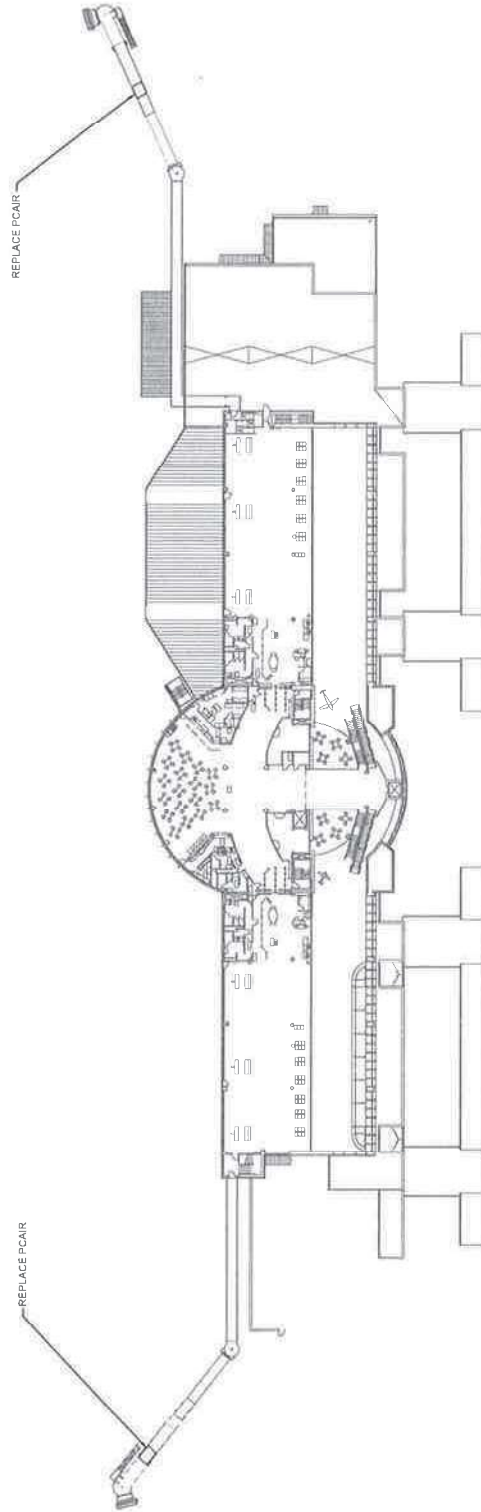


**KILLEEN-FORT HOOD
REGIONAL AIRPORT**
KILLEEN, TX
CIP PLANNING
CIP EXHIBIT

JOB NO.
DATE: NOV. 2022
DESIGNED BY: DWM
DRAWN BY: MSL
DRAWING NUMBER
EXB
SHEET
NUMBER **1**

GARVER

6151 GARVER AVE.
 THE GARVER GROUP, INC.
 10000 W. 10TH AVE., SUITE 100
 DENVER, CO 80231
 (303) 751-1000



DATE	DESCRIPTION	AM	CM

Killebrew - Fort Hood
Regional Airport

KILLEEN-FORT HOOD
REGIONAL AIRPORT
KILLEEN, TX

CIP EXHIBIT

JOB NO.:
DATE: NOV. 2022
DESIGNED BY: DWM
DRAWN BY: MSL

60

DRAWING NUMBER
EXB
SHEET
NUMBER **2**

[illegible]



Federal Aviation Administration

Memorandum

Date: December 28, 2022

To: Point of Contact, Texas ADO

From: Airport Environmental Specialist, Texas ADO, ASW-652C *Melissa Foreman*

Subject: Environmental Determination, Categorical Exclusion for the
Killeen-Fort Hood Regional Airport (GRK), Killeen, TX

Killeen-Fort Hood Regional Airport (GRK) is proposing critical Passenger Terminal Mechanical Improvements. The work will encompass several critical infrastructure needs. Replacement of computer hardware, software for the entire baggage system. Additionally, replacement of the inbound baggage carousel. Replacement for the existing PCAir on jet bridge 1 and 6 that has lived past life expectancy. Lastly, replacement of an emergency generator. The work will be within the footprint of the existing pavement and will not affect any new areas.

Prior to a federal action, such as funding of an Airport Improvement Program Grant (AIP)/Airport Infrastructure Grant (AIG) or revision to the ALP, FAA is required to make an environmental determination addressing the impacts of the proposed project. This project would not cause a revision to the ALP.

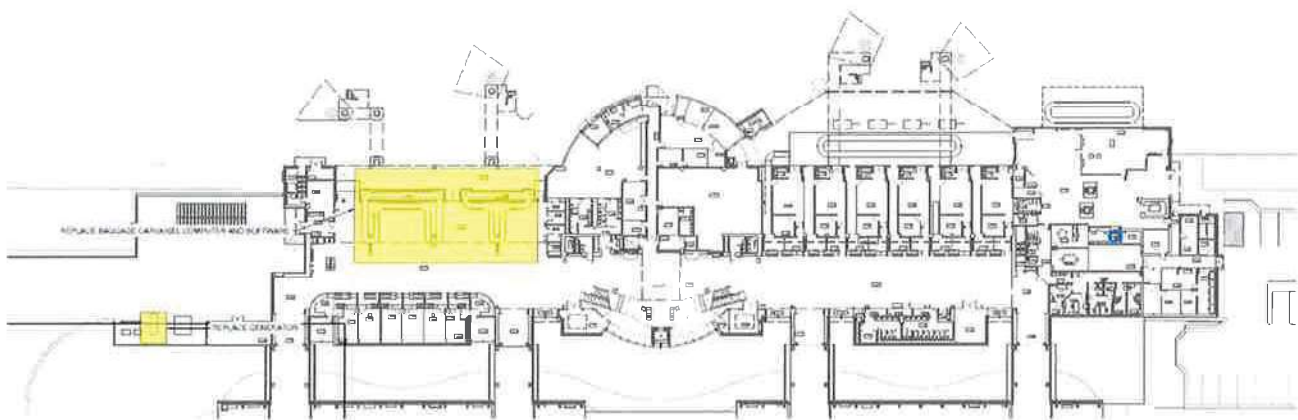
FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* provides eligibility for the Categorical Exclusion of Federal actions that do not individually or cumulatively have a significant effect on the human environment, with the exception of extraordinary circumstances. Paragraph 5-6.4 (aa) of Order 1050.1F provides eligibility for categorical exclusion for the above named project and states the following:

5-6.4 (aa) Upgrading of building electrical systems or maintenance of existing facilities, such as painting, replacement of siding, roof rehabilitation, resurfacing, or reconstruction of paved areas, and replacement of underground facilities.

A review of the proposed project and attached documentation supports the conclusion that there are no extraordinary circumstances associated with the project. Consequently, this project is categorically excluded from further environmental action.

Although the FAA has made an environmental determination for this project, there may be other state, local or federal environmental regulations that apply to this project. The sponsor should consider these other requirements before construction.

Passenger Terminal Mechanical Improvements CIP EXHIBIT



GRK Terminal Mechanical Updates

