

**MINUTES OF REGULAR MEETING OF THE  
AIRPORT ADVISORY BOARD  
OF THE CITY OF LAMPASAS,  
WEDNESDAY DECEMBER 11,2024  
JACK CALVERT MUNICIPAL BUILDING  
302 EAST THIRD STREET LAMPASAS, TEXAS  
6:00 P.M.**

The Airport Advisory Board of the City of Lampasas met in regular session on the above date with Chairperson Ken Cattles presiding:

**Airport Advisory Board Members Present:**

Ken Cattles  
George Elsea  
John Fingerhut  
Robert Lansford  
Mike Watson  
Kevin Smith  
Dale Kemp

**City Staff Present:**

Chris Eicher, Parks & Recreation Director  
Lupe Charping, Parks Secretary  
Erin Corbell, City Manager  
Finley deGraffenried, Special Projects/Analyst

**REGULAR SESSION**

I. Call to order

*Chairperson Cattles called the meeting to order at 6:00 p.m.*

II. Open forum for citizen comments and questions (limited to five (5) minutes per person)

*There were no citizens comments.*

III. Discussion and possible action concerning approval of minutes dated September 13, 2023.

*Board Member Lansford moved to approve the minutes dated September 13, 2023. The motion was seconded by Board Member Smith and with a unanimous vote, the motion carried.*

IV. Discussion and possible action regarding the Airport Layout Plan

*Finley deGraffenried provided a presentation regarding the Airport Layout Plan Alternatives, some items discussed were:*

- **Topics, Alternatives, and Resolution**

- *The project has conducted 2 meetings, providing input to the draft Airport Layout including Action Plan*

- *Consultants, Parkhill, now seek consideration and consensus on Alternatives for incorporation in the Recommended Development Concept within the Airport Layout Plan*
- *Once Parkhill receives comments on the alternatives, a final planning meeting will be conducted prior to sending the draft to TxDOT and the FAA*
- *FAA approval times vary*
- **Objectives and Considerations**
  - *Increase Airport Utility*
  - *Improvements that comply with FAA design standards and improve customer satisfaction*
  - *Identify property for growth and development*
  - *Many considerations/improvements may be above financial means without State or Federal assistance. Alternatives also identify private participation as a means to provide improvements.*
    - *Local matches*
    - *Ground Leases*
- **Funding and implementation**
  - *Inclusions in the ALP does not obligate the project*
  - *Projects are implemented and funded based on justified need*
  - *LZZ is allocated approximately \$150,000.00 per year of Federal Non-Primary Entitlement Funds. Funds may be carried over for four years for a total project amount of \$600,000.00*
  - *Staff understands LZZ may be allocated up to \$112,000.00 per year of Infrastructure Investment and Jobs Act funds. Funding is available through FY 2026 when the program terminates.*
  - *Other State, Federal, and Congressional funding may be available, however; it is highly competitive and may require a compelling need.*
- **Runway Alternatives**

*Alternative 1, improve/strengthen pavement; extend to 5000' usable pavement; requires property acquisition; relocation of road; does not address C-11 expansion. \$8.4 million*

*Alternative 2, improve/strengthen payment; extend to 5000' of usable pavement for departure only; requires property acquisition; shortens overall runway landing length by 700'; does not address C-11 expansion. \$7.5 million*

*Alternative 3 improve/strengthen pavement; extend to 5000' usable pavement; extensive relocation of lighting and fencing and removal of pavement; requires property acquisition; does not address C-11, RDC expansion. \$11.4 million.*

*After much discussion, the group was in agreement that alternative #1 was the all-in option, they had some questions about land acquisition vs easement and funding. Alternative #1 Makes the most sense in terms of the value that we get for that project. Still have lots of questions that need to be answered*

- **Hanger Alternatives**

*Alternative 1, 8 nested T's, 3 Corporate Hangers, 12,000 sq ft FBO Hanger. \$6.3 Million*

*Alternative 2, 8 nested T's, 4 Corporate Hangers. \$5.3 Million*

*Alternative 3, 12 Nested T's, 3 Corporate Hangers. \$7.79 Million*

*Some items discussed were*

- *Need extended runway if you build corporate hangers*
- *Ground leases*
- *Phasing and funding*
- *The alternatives do not include payment cost*
- *Put road on the west side*
- *Short/long term, would be to build nested T's hangers*
- *Box hanger along the fence just north of hangers*
- *Conceptual development on the west side which might be more hangers*
- *Want to have a concept of pushing something to the north that might require some additional property*
- *Runway has to be first*
- *Preference of T hangers run them end to end*
- *T hangers south & East of 34 take a comprehensive approach to what can happen on the west side*

- ***Terminal, Fuel Farm, Tiedown Alternatives***

*Alternate 1, provides a new terminal building in the same location, fuel farm upgraded at the same location, adds parking and 4 tie-downs. \$3.5 million*

*Alternate 2, provides a new terminal building, provides new relocated fuel farm, keeps fueling trucks off apron; adds parking, and 4 tie-downs. \$4.1million*

*Alternate 3, provides a new terminal building; provides a new relocated fuel farm; keeps fueling trucks off the apron, and adds parking but no tie-downs. \$2.7 million*

*Some items discussed*

- *Putting a drive-through from the highway for the fuel tank for Alternative 1*
- *Terminal Building emergency center with grant funding*
- *Put tie-downs by old hangers & highway*
- *Covered Tiedowns*

V. Any item the Board would like to have placed on the next agenda  
*Airport Layout Plan*

VI. Adjourn

*Board Member Elsea moved to adjourn the meeting at 8:00 p.m. The motion was seconded by Board Member Lansford and with a unanimous vote, the motion carried.*

**PASSED AND APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
**Ken Cattles, Chairperson**

**ATTEST:**

\_\_\_\_\_  
**Lupe Charping, Parks Secretary**