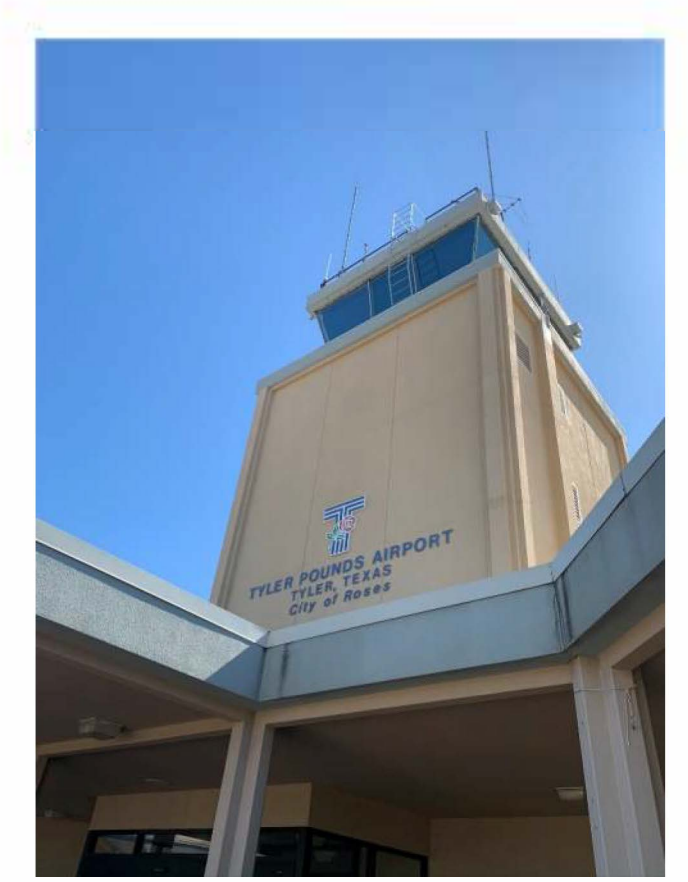
Infrastructure Investment and Jobs Act (IIJA) Airport Traffic Control Tower (ATCT) Replacement Program

Tyler Pounds Regional Airport (TYR) Airport Traffic Control Tower Replacement Tiered DRAFT Environmental Assessment

Tyler, Texas

April 2026



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Signature of Responsible FAA Official

Date

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ACRONYMS AND ABBREVIATIONS

AGL ..... Above Ground Level
ALP..... Airport Layout Plan
APE..... Area of Potential Effect
ATCT..... Airport Traffic Control Tower
BIL..... Bipartisan Infrastructure Law
BMP ..... Best Management Practice
CFR..... Code of Federal Regulations
CZMA..... Coastal Zone Management Act
CZMB..... Coastal Zone Management Boundary
DOT..... Department of Transportation
EA ..... Environmental Assessment
EO ..... Executive Order
EPA..... U.S. Environmental Protection Agency
ESA..... Endangered Species Act
FAA..... Federal Aviation Administration
FCT..... Federal Contract Tower
FEMA..... Federal Emergency Management Agency
FONSI..... Finding of No Significant Impact
FWCA..... Fish and Wildlife Coordination Act
FY..... Fiscal Year
IIJA ..... Infrastructure Investment and Jobs Act
IPaC..... Information for Planning and Consultation
LOS..... Line-of-Sight
MBTA ..... Migratory Bird Treaty Act
NAS..... National Airspace System
NEPA ..... National Environmental Policy Act
NFHL..... National Flood Hazard Layer
NHPA..... National Historic Preservation Act of 1966
NMFS..... National Marine Fisheries Service
NOAA..... National Oceanic and Atmospheric Administration
NRHP..... National Register of Historic Places
NWI..... National Wetland Inventory
OMB ..... Office of Management and Budget
PEA..... Programmatic Environmental Assessment
P.L. ..... Public Law
ROD..... Record of Decision
TERPS ..... Terminal Instrument Procedures
TCP ..... Traditional Cultural Property
THC ..... Texas Historical Commission
TPWD..... Texas Parks and Wildlife Department
TYR..... Tyler Pounds Regional Airport
USACE ..... U.S. Army Corps of Engineers
U.S.C. ..... U.S. Code
USDA..... U.S. Department of Agriculture
USFWS ..... U.S. Fish and Wildlife Service
USGS ..... U.S. Geological Survey
VISTA..... Virtual Immersive Siting Tower Assessment

SECTION 1 | INTRODUCTION

1.1 OVERVIEW

The City of Tyler, owner and operator of the Tyler Pounds Regional Airport (TYR) in Tyler, Texas (TYR, Airport, or Sponsor) is proposing to replace the existing Airport Traffic Control Tower (ATCT) at TYR. The current ATCT is under the Federal Contract Tower (FCT) Program. The Infrastructure Investment and Jobs Act (IIJA; Public Law [P.L] 117-58), also known as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021, and appropriated $25 billion (B) over a five-year period, Fiscal Year 2022 (FY22) to 2026 (FY26) for the National Airspace System (NAS) improvements, with $20 million of that amount dedicated to competitive grants to airports like TYR supporting the FCT program.[1]

The National Environmental Policy Act (NEPA) of 1969, as amended by the Fiscal Responsibility Act of 2023, 42 United States Code (U.S.C.) § 4321 et seq., requires an agency to prepare an environmental assessment with respect to a proposed action that does not have a reasonably foreseeable significant effect on the quality of the human environment. 42 U.S.C. § 4336(b)(2).

In September 2023, the FAA issued a Final Programmatic Environmental Assessment (PEA) for the BIL ATCT Replacement Program (referred to in this EA, from this point on, as IIJA ATCT Final PEA) (FAA, 2023) in accordance with NEPA; FAA Order 1050.1G, *National Environmental Policy Act Implementing Procedures* (June, 2025), FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions* (April 2006); and other applicable federal laws and regulations.[2] The IIJA ATCT Final PEA provided sufficient evidence and analysis for a Finding of No Significant Impact (FONSI) / Record of Decision (ROD) determination (FAA, 2023).

This TYR ATCT Tiered Environmental Assessment (EA) will evaluate the existing environment and analyze any anticipated environmental consequences of the proposed alternatives at a site-specific level. This EA tiers from the IIJA ATCT Final PEA.

1.2 PROPOSED ACTION

TYR is proposing to replace the existing ATCT with a more efficient and modern facility. The Proposed Action is anticipated to include the following activities:

- Construction and operation of a replacement ATCT.
- Extension of access roads and utilities to the replacement ATCT.
- Installation of modern air traffic control electronic equipment in the replacement ATCT.

[1] https://www.faa.gov/iija/faq/IIJA_FAQs.pdf

[2] https://www.faa.gov/sites/faa.gov/files/BIL_ATCT_Final_PEA_21Sept2023_%28signed%29.pdf

- Commissioning of the replacement ATCT, cutover (i.e. transition and relocation) of air traffic services to the replacement ATCT.
- Modification and/or relocation of existing National Airspace System (NAS) facilities or airport structures necessary to enable project implementation.
- Relocation of the existing fenceline around the ATCT.

The federal actions necessary in connection with the Proposed Action include:

- FAA's unconditional approval of the portion of the Airport Layout Plan (ALP) depicting the Proposed Action.
- FAA issuance of funding associated with the Proposed Action.
- Modification and/or relocation of National Airspace System facilities or equipment necessary to enable project implementation.

The existing ATCT will remain in place and vacant as it sits on top of the Historic Aviation Memorial Museum located at TYR. The proposed timeframe to replace the ATCT is 18 months, with an expected start date in late 2026 or early 2027.

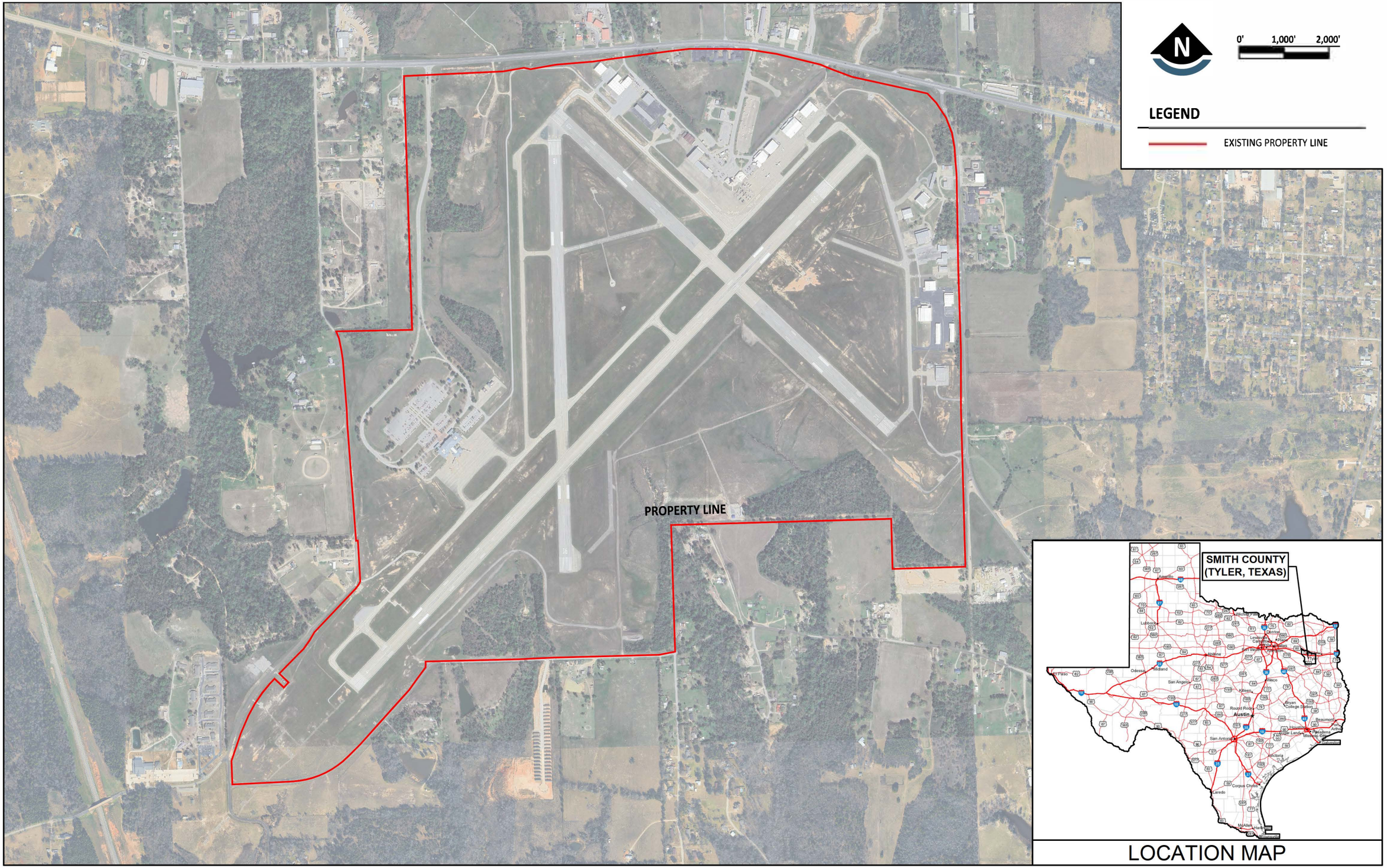


EXHIBIT 1.1: AIRPORT LOCATION

EXHIBIT 1.2: PROPOSED AIR TRAFFIC CONTROL TOWER AND AREA OF POTENTIAL EFFECT

1.3 BACKGROUND

1.3.1 Airport Information

Tyler Pounds Regional Airport (TYR) is owned and operated by the City of Tyler in the state of Texas. The Airport is located approximately five miles west of Downtown Tyler (see **Exhibit 1.1,** Airport Location). The main Airport facilities, including the terminal building, are easily accessed from State Highway 64. Skyway Blvd provides access to the terminal facilities via State Highway 64. TYR is comprised of approximately 1,200 acres. The Airport has three (3) active runways, an extensive taxiway system, and an airfield system comprised of associated aprons, runups pads, and electronic and visual navigational aids (see **Exhibit 1.1: Airport Location**). American Airlines provides regularly scheduled airline service to TYR; however, the Airport is also known for its general aviation activity. The current ATCT is located on the north side of the Airport and is accessible via Airport Drive.

1.3.2 Existing Airport Traffic Control Tower Information

The existing ATCT was constructed in 1947 and has been a part of the FAA FCT program since 2013. The current ATCT is located on the north side of the Airport and is accessible via Airport Drive; the ATCT is located on top of the old terminal building and is now the Historic Aviation Memorial Museum and will not be removed as part of this project. The existing ATCT is estimated to be 50 feet from the ground to the cab floor.

SECTION 2 | PURPOSE AND NEED

2.1 PURPOSE

TYR ATCT is a Sponsor-owned ATCT eligible for replacement under the IIJA ATCT Replacement Program. The purpose of the Proposed Action is to replace the TYR ATCT with a modern ATCT providing for uninterrupted air traffic control services.

The Proposed Action at this airport would provide for a modern, operationally efficient ATCT that would meet all applicable FAA requirements. This replacement ATCT would enable the installation of modern and required air traffic control equipment, provide adequate space and an enhanced work environment for FAA personnel, as well as provide improved visibility for the air traffic controllers to enhance safety of aircraft in the movement area.

2.2 NEED

The FAA recognizes the need to provide continual air traffic control services at TYR. The existing TYR ATCT cannot accommodate upgrades to the latest air traffic control technologies, lacks personnel space requirements and modern amenities, and may have physical problems such as maintenance-intensive deficient mechanical appurtenances (e.g., heating and ventilation, plumbing). Improvements made to rectify this situation would ensure uninterrupted air traffic control services to maintain the safety of the NAS.

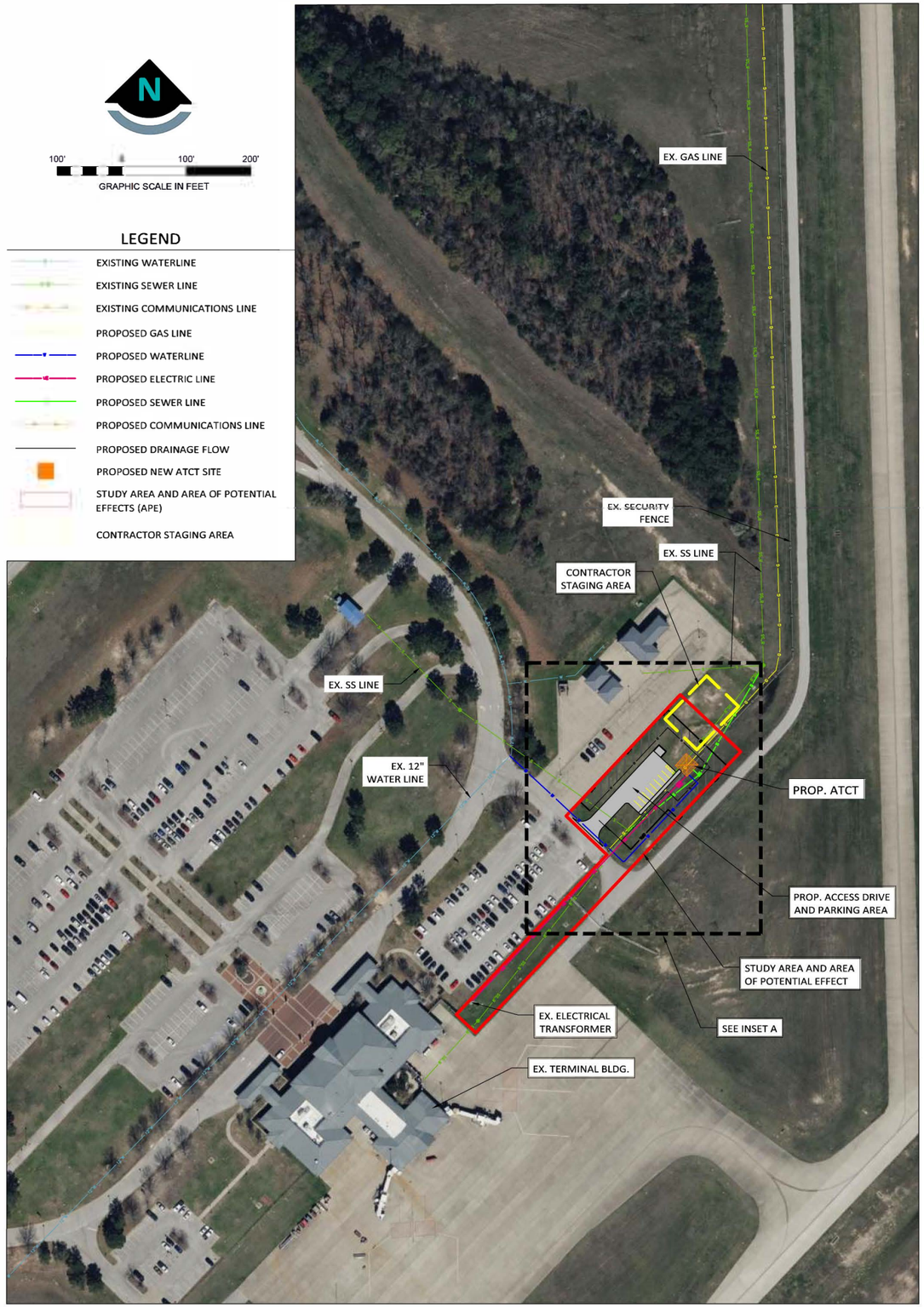
In addition, the existing cab height of the ATCT restricts a clear line of sight (LOS) to the extended Runway 4 end. Relocating the control tower will improve the efficiency and safety of the Airport's facilities by eliminating blind spots created by LOS issues. While consistent with the Purpose and Need described in the IIJA ATCT Final PEA, this Purpose and Need is tiered from the PEA to focus on the specific needs of the TYR ATCT.

SECTION 3 | ALTERNATIVES

In compliance with FAA Order 6480.4C, *Siting of Airport Traffic Control Towers,* the FAA adheres to a siting process to determine the single-most technically feasible site for the establishment or replacement of an ATCT facility (FAA, 2025). This siting process takes into consideration multiple technical criteria, as prescribed in Order 6480.4C.

An FAA Virtual Immersive Siting Tower Assessment (VISTA) was conducted for the siting of this project with representatives from the FAA and TYR. This EA evaluates the selected site alternatives (as determined by the VISTA ATCT siting process) and No Action alternative for the replacement of the TYR ATCT. Site A was determined to be the selected site alternative, as detailed in the FAA Airport traffic Control Tower Siting Report.

This tiered EA evaluates the selected site alternative (as determined by the ATCT siting process) and No Action alternative for the proposed replacement of the TYR ATCT. Other alternatives considered in the siting report were not carried forward as they did not meet the technical siting criteria as outlined in FAA Order 6480.4C. **Exhibit 3.1** provides an aerial image of the proposed project site and study area considered within this EA. **Appendix A: Airport Traffic Control Tower Siting Report** provides additional information on the determined proposed project site and the alternatives that were considered.



INSET A
SCALE: 1" = 20'

Exhibit 3.1: PROPOSED LAYOUT OF REPLACEMENT TOWER FACILITY SITE

3.1 ALTERNATIVE 1: PROPOSED ACTION (PREFERRED ALTERNATIVE)

The Proposed Action will be developed on the site that was deemed the most technically feasible of all sites evaluated during the ATCT siting process as described by in Order 6480.4C: *Siting of Airport Traffic Control Towers (ATCT).* The following actions will be included in the Proposed Action:

- Construction and operation of a replacement ATCT.
- Extension of access roads and utilities to the replacement ATCT.
- Installation of modern air traffic control electronic equipment in the replacement ATCT.
- Commissioning of the replacement ATCT, cutover (meaning transition and relocation) of air traffic services to the replacement ATCT.
- Modification and/or relocation of existing National Airspace System (NAS) facilities or airport structures necessary to enable project implementation.
- Relocation of the existing fenceline around the ATCT.

The site is approximately 550 feet northeast of the Airport Terminal Building. The site is adjacent to a passenger parking lot to the south and Taxiway "U" to the east. Utilities and access to the site can be extended from existing infrastructure serving the passenger terminal. The site provides an unobstructed view of all current infrastructure, as well as future development. This site meets all the Terminal Instrument Procedures (TERPS) requirements, was deemed viable, and was selected as the preferred site. A graphical depiction of the site layout, road extension, utilities, etc. is available in **Exhibit 3.1.**

Site Location and Description

Latitude: 32° -21' -08.56" N

Longitude: 95° -24' -28.09" W

Site Elevation: 540.7' MSL

Cab Eye Level: 80' AGL (620' MSL)

Overall Structure Height: 110' AGL (650' MSL)

Proposed size of parcel: 1 acre

3.2 ALTERNATIVE 2: NO ACTION

A No Action Alternative is required to be included in this EA in accordance with FAA Order 1050.1G. The No Action Alternative maintains the status quo (baseline conditions) without federal agency involvement. The No Action Alternative is used to evaluate the effects of not replacing the ATCT and provides a benchmark against which other alternatives may be evaluated. Therefore, for purposes of comparative analysis in this EA, the No Action

Alternative represents the conditions that would be anticipated if Alternative 1 (Proposed Action) were not implemented.

SECTION 4 | AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This Section provides documentation of existing environmental resource conditions or affected environment at TYR and surrounding areas. This section also analyzes the anticipated environmental consequences from each alternative for each resource category. [3]

As detailed in the IIJA ATCT Final PEA and FONSI/ROD, the FAA identified and analyzed potential environmental impacts for the broad scope of actions planned for ATCT replacement activities. This programmatic approach allows the FAA to "tier off" the programmatic review and assess project-specific details and potential impacts for those ATCT projects within the scope of the PEA analysis. See Part 3, Section 3.1 of FAA Order 1050.1G for more information on Programmatic NEPA documents and tiering.[4]

4.1 RESOURCE CATEGORIES FULLY ADDRESSED IN THE IIJA ATCT FINAL PEA

The IIJA ATCT Final PEA and FONSI/ROD concluded that several resource categories had no significant impacts on the human environment (FAA, 2023). The following resource categories were reviewed for project-specific impacts and were determined to be consistent with the PEA in that no significant impacts are anticipated.

☒ Air Quality
☒ Farmlands
☒ Hazardous Materials, Solid Waste, and Pollution Prevention
☒ Land Use

[3] FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the predecessor of FAA Order 1050.1G. required agency NEPA documents to contain an analysis of the Proposed Action's impacts as they relate to Environmental Justice, as well as the Proposed Action's overall "Cumulative Impacts." The IIJA ATCT Final PEA was prepared in reliance on FAA Order 1050.1F. With respect to Environmental Justice, it is no longer the policy of the federal government to conduct environmental justice analyses and it is no longer a legal requirement to do so, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity. With respect to "Cumulative Impacts," the underlying basis for its inclusion in FAA Order 1050.1F was its inclusion in the Council for Environmental Quality's now-rescinded NEPA-implementing regulations. The NEPA statute, as amended, does not employ the term "cumulative effects" or "cumulative impacts." Agencies are to only consider the proposed action at hand and that action's reasonably foreseeable effects, consistent with NEPA. See 42 U.S.C. § 4332(2)(C)(i). See also Seven Cnty. Infrastructure Coal. v. Eagle Cnty., Colo., 605 U.S. 168(2025). In accordance with this direction, the FAA will no longer characterize effects as "cumulative" in its NEPA documents. Further, the FAA previously found in the corresponding FONSI/ROD for the IIJA ATCT Final PEA that replacing existing ATCTs under this program "is not anticipated to result in significant cumulative impacts." Therefore, these concepts are not discussed in this in this EA.

[4] Consistent with FAA Order 1050.1F, the IIJA ATCT Final PEA includes an assessment of climate impacts. To the extent the IIJA ATCT Final PEA considers information inconsistent with Executive Order 14151, Unleashing American Energy, and Office of Management and Budget guidance (OMB memorandum M-25-27, dated May 5, 2025), the FAA does not consider that information in this EA.

☒ Natural Resources and Energy Supply
☒ Noise
☒ Socioeconomics and Children's Environmental Health and Safety Risks[5]

4.2 RESOURCE CATEGORIES REQUIRING SITE-SPECIFIC ANALYSIS IN THIS TIERED EA

The IIJA ATCT Final PEA also identified resource categories that were unlikely to be significantly impacted but would require a site-specific analysis (FAA, 2023). Consistent with the IIJA ATCT Final PEA, this EA reviews the following resource categories:

- Biological Resources – This EA includes a description of the existing environment and potential environmental consequences for biological resources (see Section 4.2.1).
- Coastal Resources – This EA includes a description of the existing environment and potential environmental consequences for coastal resources regulated by the National Oceanic and Atmospheric Administration (NOAA) under the Coastal Zone Management Act (CZMA) (16 U.S.C. § 1451 et seq.) (see Section 4.2.2).
- DOT Act, Section 4(f) – This EA includes a description of the existing environment and potential environmental consequences for Section 4(f) properties on or near the Tyler Pounds Regional Airport (see Section 4.2.3).
- Historical Architectural, Archeological, and Cultural Resources – This EA includes a description of the existing environment and potential environmental consequences for historic and cultural resources (see Section 4.2.4).
- Visual Effects – This EA includes a description of the existing environment and potential environmental consequences for visual effects (see Section 4.2.5).
- Water Resources – This EA includes a description of the existing environment and potential environmental consequences for water resources (see Section 4.2.6).

Regulatory requirements for these resource categories can be reviewed in more detail in the IIJA ATCT PEA.

4.2.1 Biological Resources (Including Fish, Wildlife, and Plants)

Biological resources include native plants, animals, and their habitats. Protected and sensitive biological resources include federally listed (endangered[6] or threatened[7]), and

[5] Consistent with FAA Order 1050.1F, the IIJA ATCT Final PEA includes an assessment of environmental justice. To the extent the IIJA ATCT Final PEA considers information inconsistent with Executive Order 14154, Unleashing American Energy, and Office of Management and Budget guidance (OMB memorandum M-25-27, dated May 5, 2025), the FAA does not consider that information in this EA.

[6] Endangered species are "any species which is in danger of extinction throughout all or a significant portion of its range" (ESA, Section 3(6))

[7] Threatened species are "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" (ESA, Section 3(20))

candidate[8] species designated by the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), or a State. Sensitive habitats described in this section include those areas designated by the USFWS as critical habitat[9] protected by the Endangered Species Act of 1973 (ESA; 16 U.S.C. Chapter § 1531 et seq.).

Biotic Communities

To control loss of wildlife, and to coordinate planning, development, maintenance and coordination of wildlife conservation and rehabilitation, Congress created the Fish and Wildlife Coordination Act (FWCA) (16 U.S.C. 661). Coordination with appropriate agencies is required if a proposed action has the potential to affect or eliminate potential wildlife habitat.

The Consultant reviewed the United States Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD) threatened and endangered species list for the project area along with species descriptions prior to field investigations in the project area.

The biotic communities present are a maintained herbaceous areas in the project-specific site, as well as a concrete drainage feature. No unique or rare habitats were identified during field studies.

Threatened and Endangered Species

The Endangered Species Act of 1973, specifically in Section 7, requires that all federal agencies consult with USFWS regarding any federal action that may affect a federally listed species. This requirement applies to all federal land management decisions and actions. Such consultations sometimes require the preparation of a biological evaluation or assessment by the federal action agency. (ESA, 1973).

4.2.1.1 Affected Environment

Vegetation

The study area is comprised of an herbaceous community bordered by the airport terminal, parking areas, and service road. Species common to the herbaceous layer include bermudagrass (*Cynodon dactylon*), yellow bluesteam (*Bothriochloa ischaemum*), switchgrass (*Panicum virgatum*), sneezeweed (*Helenium amarum*), coastal sandbur (*Cenchrus spinifex*), spotted sandmat (*Chamaesyce maculata*), pepervine (*Nekemias arborea*), annual ragweed

[8] Candidate species are any species whose status is under review "to determine whether it warrants listing under the ESA" (ESA, Section 4)

[9] Critical habitat refers to "(i) the specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the provisions of section 4 of this Act, on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species at the time it is listed in accordance with the provisions of section 4 of this Act, upon a determination by the Secretary that such areas are essential for the conservation of the species." (ESA, Section 3(5)(A))

(*Ambrosia artemisiifolia*) and hogwart (*Croton capitatus*). Vegetation ranges from approximately 1 inch to 24 inches in height. Bare ground coverage within the recently mowed herbaceous community ranges from 20 to 40 percent.

Wildlife and Fish

There are no identified refuge land or fish hatcheries within the project area. Due to the routine mowing, limited height of vegetation, and fenceline protecting the airfield, many wildlife species do not use the area as a permanent habitat. It should be noted that on-going human activity exists at, or near, the study area due to the Airport terminal, access road, and parking lots. It is not likely that the proposed ATCT site would be used as a permanent or long-term habitat.

Special Status Species

Table 4-1. Federally Listed Species

Common Name	Scientific Name	County Listed Status	Study Area Status
Tricolored Bat	*Perimyotis subflavus*	Proposed Endangered	No effect
Piping Plover	*Charadrisu melodus*	Threatened	No effect
Rufa Red Knot	*Calidris canutus rufa*	Threatened	No effect
Alligator Snapping Turtle	*Macrochelys temminckii*	Proposed Threatened	No effect
Louisiana Pigtoe	*Pleurobema riddelli*	Proposed Threatened	No effect
Texas Heelsplitter	*Potamilus amphichaenus*	Proposed Endangered	No effect
Monarch Butterfly	*Danaus Plexippus*	Proposed Threatened	No effect

Source: (USFWS, November 2025)

Tricolored Bat

No critical habitat has been designated for this species.

Trees and artificial roots are the preferred habitat for this species, and there are currently none present within the project area. Suitable habitat for this species is not present within the project area; therefore, it is likely there will be no effects to the tricolored bat as a result of the proposed action.

Piping Plover / Rufa Red Knot

The USFWS Information for Planning and Consultation (IPaC) report states that potential impacts to the piping plover and rufa red knot should only be considered for wind related projects that occur within the migratory routes of the species. The proposed project is not wind-related; therefore, these types of species were not addressed in this report.

Alligator Snapping Turtle

No critical habitat has been proposed for this species, and according to TPWD there are no recorded species occurrences within the project area. There were no suitable habitats present within the project area.

Louisiana Pigtoe

According to the USFWS IPaC report, there is proposed critical habitat for this species. However, the proposed project area does not overlap the proposed critical habitat. There were no recorded species occurrences within the project area, and there were no suitable habitats present within the project area.

Texas Heelsplitter

According to the USFWS IPaC report, there is proposed critical habitat for this species. However, the proposed project area does not overlap the proposed critical habitat. There were no recorded species occurrences within the project area, and there were no suitable habitats present within the project area.

Monarch Butterfly

According to the USFWS IPaC report, there is proposed critical habitat for this species. However, the current project area does not overlap the proposed critical habitat, and there were no recorded species occurrences within the project area. No milkweeds, which are necessary for reproduction of this species, were identified within the project area.

Migratory Bird Treaty Act

The proposed project has the potential to affect birds protected by the Migratory Bird Treaty Act (MBTA) due to the presence of mixed-grass vegetation communities that may be used by migratory birds for nesting. However, it is unlikely that the proposed project area will host any of the migratory bird species.

4.2.1.2 Environmental Consequences

Guidance on significance thresholds and effects determinations for biological resource impacts can be reviewed in the IIJA ATCT Final PEA and the FAA Order 1050.1 Desk Reference, Section 2.3.1 (FAA, 2023).

Alternative 1: Proposed Action

The Preferred Alternative is expected to have no effect on federally listed threatened and endangered species.

Construction of the proposed new ATCT, as illustrated in **Exhibit 3.1** in **Section 3.1,** could result in minimal effects to biological resources from construction traffic and removal of vegetation. Although much of the vegetation at the proposed site is common or non-native, insects, birds, and small wildlife that could have to find new habitat to feed once it is cleared and constructed. However, the area is surrounded by already developed land and much of the surrounding area is of similar habitat that could accommodate the species should they need to be relocated due to the proposed new ATCT.

Biological resources in the Airport environs were obtained and reviewed utilizing the USFWS IPaC reporting system. The USFWS IPaC identified threatened and endangered species list for the proposed project area. The USFWS sent a consistency letter of determination that there would be no impact to threatened or endangered species as a result of the Proposed Action. In addition, field investigations determined that construction will have no effect on the remainder of the federally listed species assessed in the Threatened and Endangered Species Assessment, which is located in **Appendix B** of this document.

With respect to potential impacts to migratory birds, although the project site is regulatory maintained and mowed, if species are noted on the site during the time of construction, all activities will be halted and a USFWS permitted Wildlife Biologist will be contacted to implement mitigation.

The Proposed Action would not result in significant impacts to biological resources.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be replaced, and activities associated with the ATCT would remain the same. No impacts to existing biological resources would occur.

4.2.1.3 Best Management Practices (BMPs)

BMPs that prevent or reduce habitat loss, disturbance of wildlife species, and erosion and runoff to habitat and water bodies would help preclude impacts to biological resources. Adherence to state guidelines to reduce threats to local fauna could offset potential impacts from the introduction or spread of noxious weeds.

4.2.2 Coastal Resources

Coastal resources are the natural resources occurring within coastal waters and adjacent shorelands. Coastal resources include islands, transitional and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas. The subject property is located approximately 165 miles from the nearest coastal resource. The Airport is not located within or near the Coastal Zone Management Boundary (CZMB) in the state of Texas. Therefore, this resource category does not require detailed analysis within this EA.

4.2.2.1 Environmental Consequences

More information on significance thresholds and effects determinations for coastal resource impacts can be reviewed in the BIL ATCT PEA and the FAA Order 1050.1 Desk Reference, Chapter 4 (FAA, 2023).

4.2.3 Department of Transportation Act, Section 4(f)

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 (codified in 49 U.S.C. § 303 and 23 U.S.C. § 138) applies to projects that receive funding from or require approval

by agencies within the DOT and provides for the consideration of certain properties of national, state, and/or local significance during transportation project development, such as: public owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites.

Before approving a transportation project requiring the use of these properties, the DOT agency must determine that there is no feasible and prudent alternative to using that land and the project includes all possible planning to minimize harm resulting from the use (FAA, 2023).

The closest Section 4(f) property is located approximately 2.5 miles southwest of the study area. Therefore, this resource category does not require detailed analysis within this EA.

4.2.3.1 Environmental Consequences

More information on significance thresholds and effects determinations for Section 4(f) impacts can be reviewed in the IIJA ATCT Final PEA and the FAA Order 1050.1 Desk Reference, Chapter 5 (FAA, 2023).

4.2.4 Historical, Architectural, Archeological, and Cultural Resources

Authorized by the National Historic Preservation Act of 1966 (54 U.S.C. § 300101 et seq.), the National Park Service's National Register of Historic Places (NRHP) is a national program that coordinates and supports the effort to identify, evaluate, and protect America's historic and archeological resources. This Act also established the Advisory Council on Historic Preservation to advise the President and Congress on historic preservation materials, to recommend coordination on historic preservation, and to comment on federal actions affecting these properties included, or eligible, in the NRHP. The NRHP is the official list of important historic and prehistoric resources. The Archaeological and Historic Preservation Act of 1974 (54 U.S.C. §§ 312501-312508) requires the survey, recovery, and preservation of significant and prehistoric data that may be destroyed or irreparably lost because of a federal, federally funded, or federally licensed project.

Historic and cultural resources are sites, structures, buildings, districts, or objects, associated with important historic events or people, demonstrating design or construction associated with a historically significant movement, or with the potential to yield historic or prehistoric data, that are considered important to a culture, a subculture, or a community for scientific, traditional, religious, or other reasons (NPS, 1997). Historic and cultural resources may be subdivided into the following categories: Archaeological resources, Architectural resources, Native resources, and Traditional Cultural Properties (TCPs).

4.2.4.1 Affected Environment

All documents curated were done in association with the Texas Archeological Research Laboratory in Austin, Texas. Based on research from the Texas Archeological Site Atlas database, literature research, aerial imagery and topographic maps over the past 78 years, and an extensive pedestrian archeological survey supported by shovel testing, the proposed study area will not impact previously recorded archeological sites or other recorded cultural

resources. The National Register of Historic Places indicated no recorded archeological sites or historic properties that would be affected by the proposed action, there are also no historical or cultural resources adjacent to the proposed project.

In accordance with applicable federal laws and regulations, the Sponsor evaluated the proposed alternatives and Area of Potential Effect (APE) for historic and cultural resources. The APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." (36 Code of Federal Regulations (CFR) § 800.16(d)). The Sponsor assessed previously identified cultural resources within the APE and the potential for unidentified resources for each alternative. A total of eight shovel tests were excavated across the study area for archeological sites or isolated fines. The cultural resources investigation is attached as **Appendix C** of this report. No archaeological sites or isolated fines were identified during the survey.

Actions that have the potential to affect historic and cultural resources typically involve construction, ground disturbance, or modification of a historic property or a property in the viewshed of a historic property or district. Other effects to consider include noise, vibration, lighting, and increased traffic. Because all actions with the potential to affect historic and cultural resources will occur within the study area, the APE is defined as the area shown on **Exhibit 1.2** and **Exhibit 3.1**. The existing ATCT is on top of the old terminal building, which is now the Historic Aviation Memorial Museum and will not be removed as a part of this project. The existing ATCT will remain vacant following the construction of the new ATCT.

4.2.4.2 Environmental Consequences

More information on significance thresholds and effects determinations for historical, architectural, archeological, and cultural resource impacts can be reviewed in the IIJA ATCT Final PEA and the FAA Order 1050.1 Desk Reference, Section 8.3.1 (FAA, 2023).

Alternative 1: Proposed Action

The proposed action is not expected to impact any undiscovered archeological resources since the preferred alternative is not considered a high-probability area associated with prehistoric sites. A total of eight shovel tests were excavated within the study area, and no archeological sites or isolated finds were identified in the survey of these eight soil profiles. Consultation with the State Historic Preservation Office (SHPO), Texas Historical Commission (THC), on the Proposed Action concluded that no historic properties are present or affected by the project for both above-ground resources and archeology. However, should construction associated with the specific study area unearth any resources, the provisions of emergency discovery as defined by the THC would apply, and the cognizant agencies would be contacted. THC coordination is attached in **Appendix C** of this report. There are no significant impacts upon historic, architectural, archeological, or cultural resources anticipated from implementation of the proposed action. Mitigation measures may be required for unanticipated discoveries and will be coordinated with THC as necessary.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing historical, architectural, archaeological, and cultural resources would occur.

4.2.4.3 Unanticipated Discoveries

Should there be an unanticipated discovery of cultural resources during project implementation, activities would immediately stop in the area of the resource (FAA, 2023). The uncovered resources would be protected, and in compliance with all applicable laws and regulations, the Sponsor would consult with THC on the discovery. The Sponsor would consider their recommendations, conduct appropriate actions, then provide a report of those actions after they are completed (36 CFR § 800.13).

4.2.5 Visual Effects

Visual effects are considered under two categories, light emissions and visual resources/character. Light emissions from outdoor lighting in parking lots, streets, and within businesses or homes affect the darkness of the night sky, particularly in rural areas where fewer light sources are present. Visual character is the overall description of an area, such as rural, farmland, urban, coastal, or mountainous. (FAA, 2023)

4.2.5.1 Affected Environment

The Preferred Alternative is located on existing Airport property and is located within the city limits of Tyler, Texas. The proposed site is located just northeast of the existing terminal building with existing lighting coming from the terminal.

Light Emission

The proposed ATCT site is located within the existing Airport property. The proposed ATCT site and associated roads and parking will be lighted on the same schedule as the existing ATCT and parking. Airport facilities remain lit for safety and security purposes.

Visual Resources and Visual Character

Visal characteristics of the immediate area include a mowed and maintained grassy area just east of a parking lot and car wash. The current proposed study area, while unimproved, is next to existing improved land such as the terminal, car wash, fenceline, and various parking lots.

4.2.5.2 Environmental Consequences

More information on significance thresholds and effects determinations for visual effect impacts can be reviewed in the IIJA ATCT Final PEA and the FAA Order 1050.1 Desk Reference, Section 13.3.3 (FAA, 2023).

Alternative 1: Proposed Action

The Preferred Alternative includes the construction of a proposed new ATCT on undeveloped, unlit land that is adjacent to developed land. Construction of the proposed new ATCT and parking lot will introduce additional light emissions to the Airport.

The property adjacent to the west side of the proposed new ATCT is a parking lot and car wash, with the south side being comprised of the terminal building. The east side of the proposed new ATCT is Taxiway "K" and Runway 17. Significant visual impacts, including light emissions, glare, and viewshed are not anticipated as a result of the proposed ATCT construction.

Construction of the proposed new ATCT will not affect or obstruct Airport resources. Replacement of the existing ATCT with a proposed new ATCT will result in minimal, if any, effects on visual resources.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing visual effects would occur.

4.2.6 Water Resources

Water resources encompass include wetlands, floodplains, surface water, groundwater, and wild and scenic rivers. These resources provide drinking water, irrigation, and other water uses for communities, in addition to recreation and transportation opportunities, and habitat for vegetation and wildlife species.

4.2.6.1 Affected Environment

Wetlands

There are no wetlands present within the study area, and therefore no wetlands will be impacted as a result of the proposed project. The National Wetland Inventory (NWI) maps do not show any wetlands mapped within the study area. The nearest identified wetlands are 0.2 miles west of the study area and are located on previously disturbed land (the existing terminal and apron). Wetlands in the vicinity of the Airport can be found in **Exhibit 4.1.**

Floodplains

Executive Order 11988, *Floodplain Management* (42 ed. Reg. 26351, May 25, 1977) and U.S. DOT Order 5650.2, *Floodplain Management and Protection*, require that all federally funded actions must avoid floodplains if a "practicable alternative" is available. Floodplains are considered to be low-lying areas that are discussed in percent likelihood of inundation occurring within one year. Therefore, an area that has a 1% chance of inundation is referred to as the "base flood" or, more commonly, the "100-year" flood. The Federal Emergency Management Agency (FEMA) is the agency responsible for flood plain regulations. The nearest floodplain is location to the north and west of the proposed study area and is

designated as Zone A. Zone A is defined as a special food hazard area subject to inundation by the 1% annual chance flood with no base flood elevations determined. The proposed action will not impede on any of the designated floodplains.

The proposed action falls within Zone X, which is an area designated to have minimal flood hazard. **Exhibit 4.1** shows the associated floodplains for the study area, which were retrieved from the FEMA National Flood Hazard Layer (NFHL) viewer.

Surface Water

There is no surface water present within the proposed study area. However, the proposed study area is located within the Black Fork Creek – Prairie Creek watershed. The proposed improvements will occur near and on already disturbed land, therefore, changes in stormwater runoff and the watershed will be negligible. A depiction of the watershed will be included in **Exhibit 4.1**.

Groundwater

Wetland hydrology is not present in the proposed ATCT construction area.

Wild and Scenic Rivers

The proposed study area is located approximately 430 miles southwest of the closest Wild and Scenic River in Texas and is not discussed further.

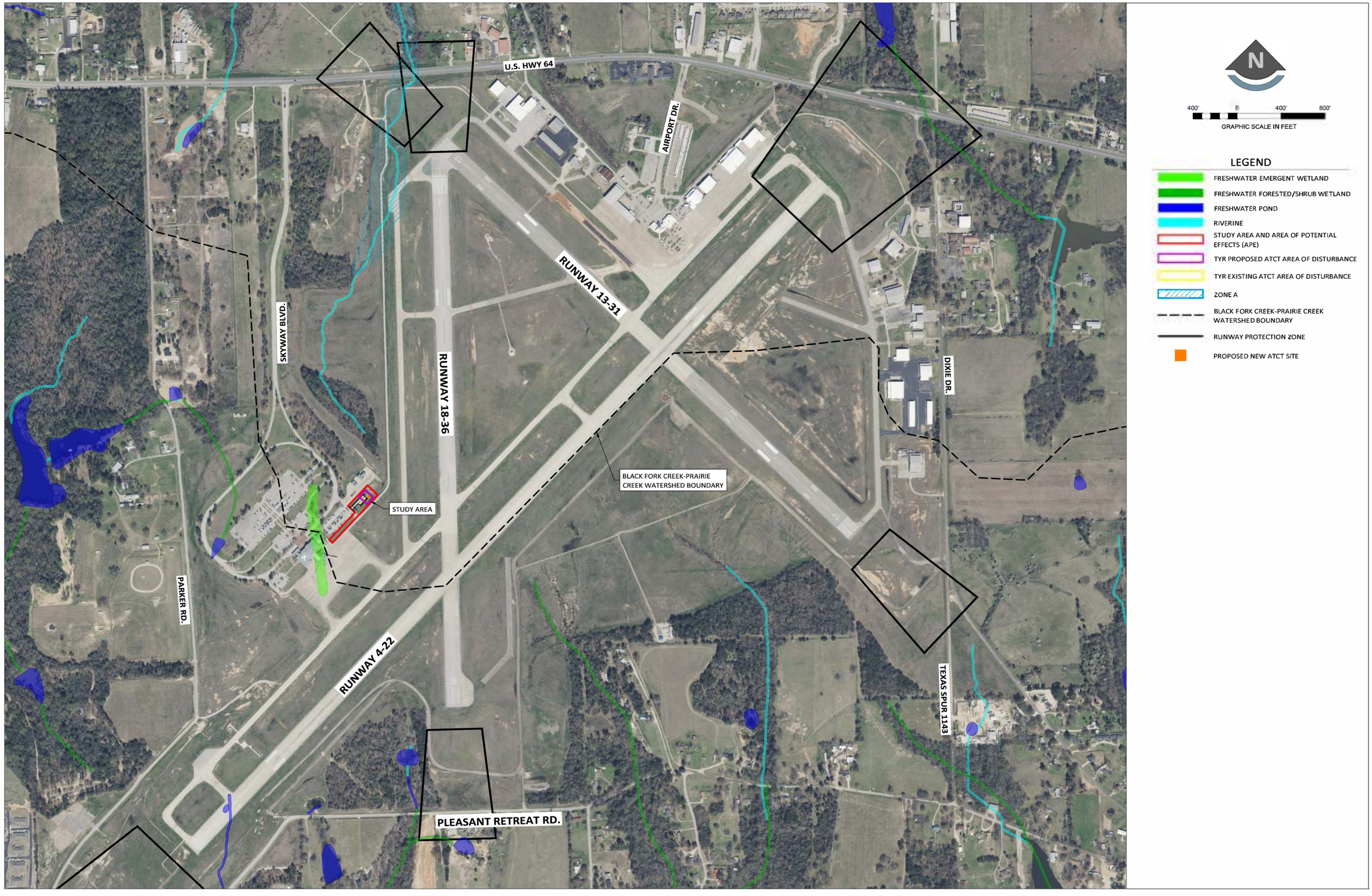


Exhibit 4.1: AERIAL IMAGE OF WETLANDS AND SURFACE WATER FEATURES NEAR TYR AIRPORT

4.2.6.2 Environmental Consequences

More information on significance thresholds and effects determinations for water resource impacts can be reviewed in the IIJA ATCT Final PEA and the FAA Order 1050.1 Desk Reference, Sections 14.1.3 through 14.5.3.1 (FAA, 2023).

Alternative 1: Proposed Action

The proposed action will not impact the floodplain, wetlands, surface water, ground water, or Wild and Scenic Rivers as a result of the project.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing water resources would occur.

SECTION 5 | PUBLIC INVOLVEMENT

The Sponsor has provided a 508-compliant electronic copy of this EA for review by the public on the following website: www.cityoftyler.org. A hard copy was also available for in-person review at the Tyler Pounds Regional Airport Terminal Build, 700 Skyway Blvd, Tyler, TX, 75704, and the City of Tyler City Hall, 212 N Bonner Ave, Tyler, TX 75702. Comments were submitted to Michael Mitchell with KSA Engineers. A Notice of Intent advertisement (Section 5.1) published in the Tyler Morning Telegraph identifies the availability of the EA to allow the public to view the document electronically and how to submit comments.

5.1 PUBLIC NOTICE OF AVAILABILITY

To comply with FAA requirements, an official notice, reading as follows, was published by TYR in the Tyler Morning Telegraph announcing the publication of the Draft EA and a 30-day public comment period in the English paper of record. Dates of publication on the notice were April 22nd, 2026, and May 6th, 2026.

SECTION 6 | LIST OF PREPARERS

This EA was prepared by:

FAA

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Environmental Protection Specialist
Texas Airports District Office

KSA

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SECTION 7 | REFERENCES

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APPENDIX A – AIRPORT TRAFFIC CONTROL TOWER SITING REPORT

Tyler Pounds
Regional Airport (TYR)
Tyler, Texas

Airport Traffic Control Tower
Siting Report **October 2025**

Submitted to FAA by the
City of Tyler, Texas

Developed by *Pond & Company in* association with KSA

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1 EXECUTIVE SUMMARY

1-1 RECOMMENDED ATCT LOCATION – SITE A SUMMARY

Site A, located on the western side of ***Tyler Pounds Regional Airport*** **(TYR)** adjacent to the passenger terminal, was selected as the recommended location for the new ***Airport Traffic Control Tower*** (**ATCT**). The proposed replacement ATCT facility will be constructed, owned, and maintained by the City of Tyler as it is currently. The new facility will continue to be operated by FAA Contract Controllers.

Site A is proposed as the replacement for the existing Air Traffic Control Tower (ATCT) located in the northern quadrant of the airfield. Constructed in the 1950s, this tower has served the airport for nearly 75 years. With a cab height of approximately 60 feet above ground level (AGL), the airport's development over the years has necessitated the construction of a new tower to enhance visibility across all areas of the airport's movement area.

FEATURES of PROPOSED TOWER:

- **Structure**: Eight (8) sided cab with four (4) roof support columns
- **Floor Area**: 440 square feet (excluding stairwell)
- **Occupancy**: Space for Four (4) controllers and one (1) supervisor
- **Cab Eye Height**: 80 feet Above Ground Level (AGL)
- **Equipment Utilization**: Slatwall consoles for displays and monitors

SELECTION JUSTIFICATION:

Site A was chosen following the FAA's ***Virtual Immersive Siting Tower Assessment*** **(VISTA)** conducted on March 4–5, 2025. It meets all FAA VISTA criteria and has been validated as safe through both virtual reality assessment and the ***FAA Safety Management System*** **(SMS)**.

KEY ADVANTAGES:

- Optimal location for tower positioning, height, and ease of construction
- Excellent visibility of the airfield
- Unobstructed sightlines for all controlled airport surface areas
- Maximum situational awareness for controllers

ALTERNATIVE SITES:

- **Site B**: Identified as an acceptable backup location
- **Site D**: Deemed non-viable through the siting assessment process

1-2 IMPACT ASSESSMENT - PROPOSED ATCT @ SITE A

The proposed construction of the Airport Traffic Control Tower (ATCT) at Site A has been thoroughly evaluated, and the following key findings were noted:

A. NO SAFETY HAZARDS IDENTIFIED

The FAA ***VISTA Siting/Safety Assessment Panel***, held on **March 5, 2025**, identified **no hazards** related to the proposed tower location or design. As a condition to this determination, the structure is marked and/or lighted in accordance with Chapters 4 and 5 of Advisory Circular 70/7460-1M Change 1, Obstruction Marking and Lighting.

B. NO ADVERSE OPERATIONAL EFFECT

The assessment confirmed no identified effects concerning the following critical areas:

1. Terminal Instrument Procedures (TERPS)
2. Navigational Aids (NAVAIDs)
3. Line-of-Sight (LOS) Requirements
4. Future Airport Development Plans
5. Local Weather Phenomena that could compromise acceptable visibility

These findings support the conclusion that **Site A is a safe and operationally sound location** for the new ATCT, with no anticipated adverse impacts on current or future airfield operations.

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SITE COMPARISON CHART

Item Description	Site A Recommended			Site B		
Latitude	32°-21'-08.56'' N			32°-21'-01.767" N		
Longitude	95°-24'-28.09" W			95°-24'-04.636" W		
Eye-Level (AGL)	80'			80'		
Eye-Level (AMSL)	620'			608'		
Cab Floor Level (AGL)	75'			75'		
Cab Floor Level (AMSL)	615'			603'		
Top of Tower (AGL) Inc air terminals	110'			110'		
Top of Tower (AMSL) Inc air terminals	650'			638'		
Surveyed Ground Level (AMSL)	540.7'			528.2'		
Maximum Distance (to the farthest point on all runways and taxiways)	5047' to the Approach of RWY 22			4127' to the Approach of RWY 13		
2-Point Lateral Discrimination (Deg)	Exceeds Minimum			Exceeds Minimum		
Object Discrimination (Pass/Fail) Front View (Dodge Caravan)	PASS			PASS		
Object Discrimination (Pass/Fail) Front View (C-172)	PASS			PASS		
LOS Angle of Incidence (min 0.80°)	1.03°			1.29°		
ATCT Orientation Primary Direction	Southeast			Northwest		
Airport Quadrant	Southwest			Southwest		
Cab Size (effective floor area)	440 sf			440 sf		
Columns/Mullions	Columns			Columns		
Console Type (traditional, slat wall)	Slatwall			Slatwall		
Land Area (available)	1 acre			1 acre		
Access to ATCT Site (Yes or No)	Yes			No		
Tech Ops Preliminary Review Issues	None			None		
TERPS Impacts	None			None		
14 CFR Part 77 Impacts	Penetrate 7:1 by 54'			Penetrate 7:1 by 19'		
Environmental Issues	None			None		
ATCT Potential Impacts on Future & Existing Navaids	None			None		
Comparative Cost Estimate	**$11,714,091.87**			**$ 14,564,202.59**		
Safety Assessment Initial Risk Ranking	**L**	**M**	**H**	**L**	**M**	**H**
	0	0	0	0	0	0
Safety Assessment Predicted Residual Risk Ranking	**L**	**M**	**H**	**L**	**M**	**H**
	0	0	0	0	0	0

Table 1

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APPROVAL AUTHORITIES

ANTHONY WELLS

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Date: 2025.10.20 10:14:45 -04'00'

Director of Air Traffic Services, Central Service Area

CHRISTOPHER M HUGUNIN

Digitally signed by CHRISTOPHER M HUGUNIN
Date: 2025.10.21 09:52:26 -05'00'

Director of Technical Services, Central Service Area

RUSSELL N CROUTHAMEL

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Date: 2025.12.12 19:59:25 -05'00'

Director of Facilities & Engineering Services, FAA Headquarters

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2 BACKGROUND INFORMATION

2-1 GENERAL

Tyler Pounds Regional Airport (TYR), located in **Tyler, Texas**, is a **publicly owned, public-use** airport. It is classified as a **primary commercial service airport** in the **National Plan of Integrated Airport Systems (NPIAS)**, reflecting its importance in serving scheduled commercial air traffic.

TYR is situated approximately **three (3) miles west of downtown Tyler**, making it a critical transportation hub for both residents and visitors. Its strategic location enhances regional connectivity and contributes significantly to the economic development of Tyler and the broader Smith County area. The airport is accessible from the **north via Texas State Highway 64**. Additional roadway access is by **Dixie Drive**, **Parker Road**, and **Airport Boulevard**, ensuring convenient public access to the airport. Figure 1 vicinity map of Tyler and the surrounding area is provided below.

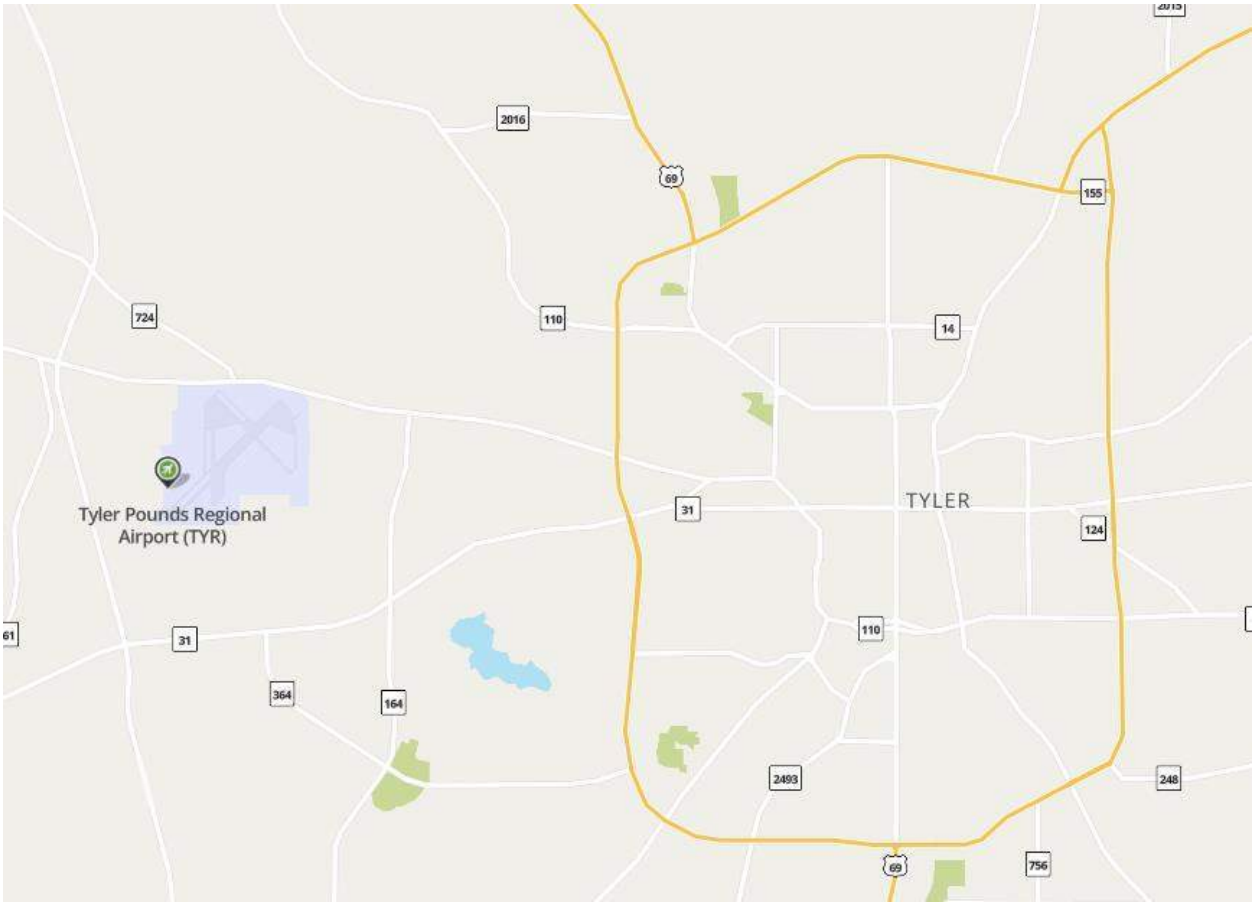

Figure 1 VICINITY MAP Of TYLER (MapQuest)

2-2 PROXIMITY OF NEARBY AIRPORTS

Tyler Pounds Regional Airport (TYR) is surrounded by several general aviation airports, including a number with published instrument procedures. Figure 2, an aeronautical sectional chart on the following page, illustrates the proximity and orientation of these airports relative to TYR.

Airports Within 31 Nautical Miles of TYR:

- **Wood County Airport / Collins Field (JDD)**
  Located twenty-four (24) nautical miles north of TYR.

- **Gladewater Municipal Airport**
  Situated twenty-four (24) nautical miles away, northeast of TYR.

- **Athens Municipal Airport (F44):**
  Located twenty-four (24) nautical miles southwest of TYR. This airport is equipped with published instrument procedures.

- **Cherokee County Airport (JOS)**
  Located thirty-one (31) nautical miles south of TYR. Instrument procedures are available.

- **Rusk County Airport (RFI)**
  Situated thirty-one (31) nautical miles southeast of TYR. This airport also supports instrument procedures.

These airports provide additional options for general aviation operations in the region, enhancing accessibility and flexibility. A portion of the aeronautical sectional chart illustrated on the next page shows the proximity and orientation of these airports relative to TYR.

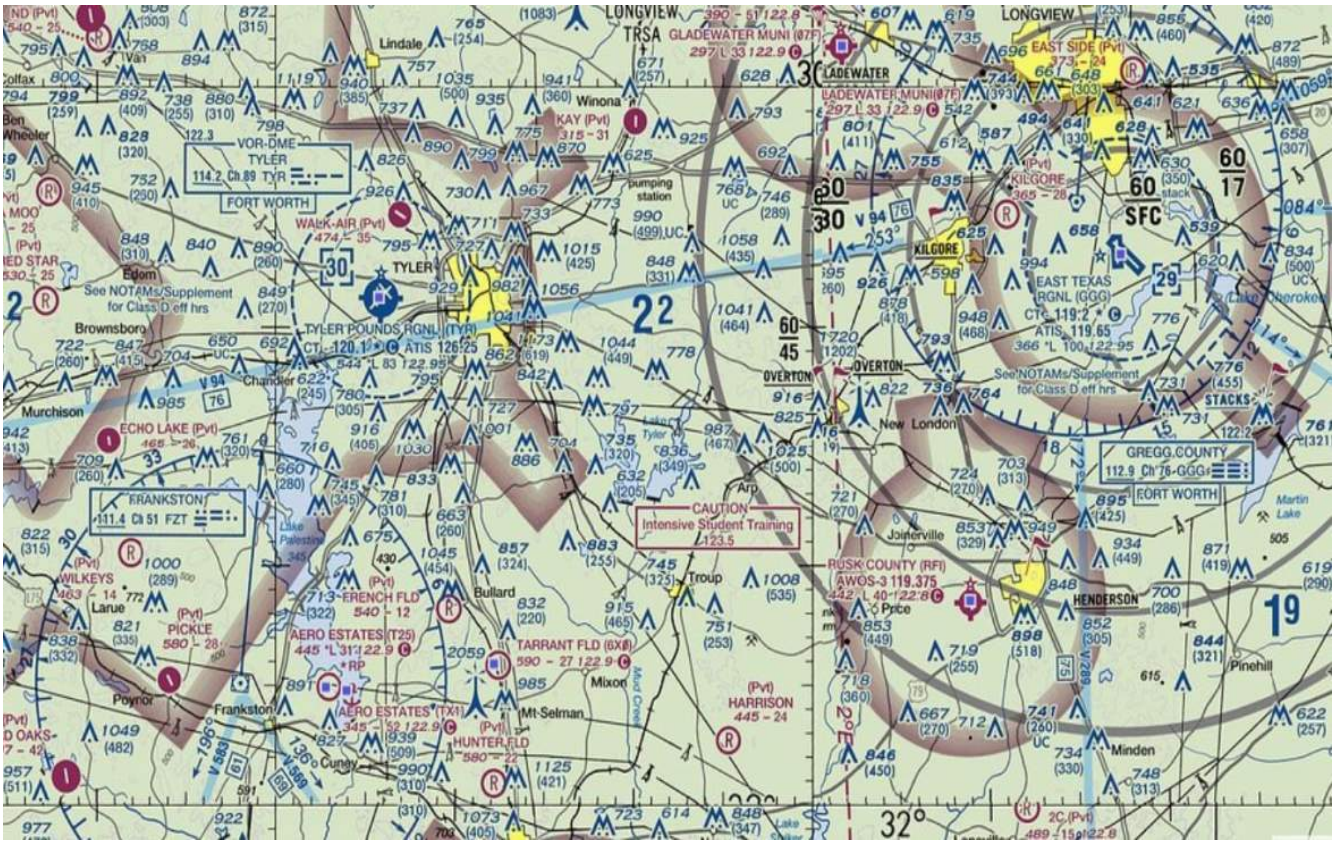

Figure 2 Aeronautical Sectional Chart – Tyler / East Texas Area

2-3 AIRCRAFT OPERATIONS BASED AIRCRAFT

Tyler Pounds Regional Airport (TYR) supports a wide range of aircraft operations, including a diverse range of aircraft including multi-engine, single-engine aircraft, turboprops, turbojets, and helicopters. Air traffic services such as approach, departure, and en-route control are provided by Longview Approach Control (GGG) 0600-2200Z. Approach and departure control services are provided by the Fort Worth ***Air Route Traffic Control Center*** **(ARTCC)** (ZFW) when Longview Approach Control is closed.

ANNUAL AIRCRAFT OPERATIONS

CY23 total operations for TYR were recorded as 38,690. Report created on January 5, 2024.

- single-engine aircraft accounting for 55%
- multi-engine for 10%
- turboprops for 11%
- turbojets for 19%

- helicopters for 5%

TYR accommodates an average of **110 based aircraft**, as indicated by current airport data and outlined in Table #2, distributed as follows:

Airport Operational Statistics (source: Airnav.com)

BASED AIRCRAFT	
Aircraft Based on the Field	110
Single-Engine Airplanes	71
Multi-Engine Airplanes	15
Jet Airplanes	19
Helicopters	5

Table #2

AIRCRAFT OPERATIONS	
58%	Transient General Aviation
25%	Local General Aviation
9%	Air Taxi
5%	Commercial
3%	Military

Table #3

12-month period ending 4/30/2023

Tyler Pounds Regional Airport accommodates two ***Fixed-Base Operators*** **(FBOs)** offering aircraft fueling and maintenance services, along with three other airport tenants providing maintenance services. In comparison to other General Aviation (untowered) airports in the vicinity. The nearest towered airport is GGG, approximately 50 miles away. Its strategic location and range of facilities make TYR a popular choice for general aviation traffic, establishing it as a key hub for private and recreational flying in the region.

According to the current **Airport Layout Plan (ALP)**, TYR features **three (3) existing paved runways**. Runway dimensions are provided in Table #4 below:

TYR Runway Data Table

Runway	**Existing**	**Ultimate**
4-22	8334’ X 150’	8334’ X 150’
13-31	5200’ X 150’	5200’ X 75’
18-36	4832’ X 150’	4832’ X 150’

Table #4

2-4 INSTRUMENT APPROACHES & LANDING AIDS

The airport is currently equipped with the following approach and landing aids:

- Instrument Landing System (ILS/DME) on Runway 4
- Precision Approach Path Indicators – PAPI 4 for Runway 4 & 22
- Visual Approach Slope Indicator – VASI 4 for Runway 31
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights – MALSR for Runway 4
- The Rotating Beacon is on the roof of the existing ATCT.

The airport lighting vault is located near the existing ATCT on the north side of the airfield. There is a slight shift proposed for the airfield vault in the same general location. AWOS is hardwired and is the primary weather reporting source for TYR. It is centrally located just west of Runway 4 – 22. According to TYR airport management, there are no proposed developments for new procedures.

TYR has **nine (9)** published instrument approaches as outlined in Table #5:

1.	ILS or LOC – Runway 04	**2.**	RNAV (GPS) – Runway 04
3.	RNAV (GPS) – Runway 13	**4.**	RNAV (GPS) – Runway 18
5.	RNAV (GPS) – Runway 22	**6.**	RNAV (GPS) – Runway 31
7.	RNAV (GPS) – Runway 36	**8.**	VOR – Runway 04
9.	VOR – Runway 31		

Table #5

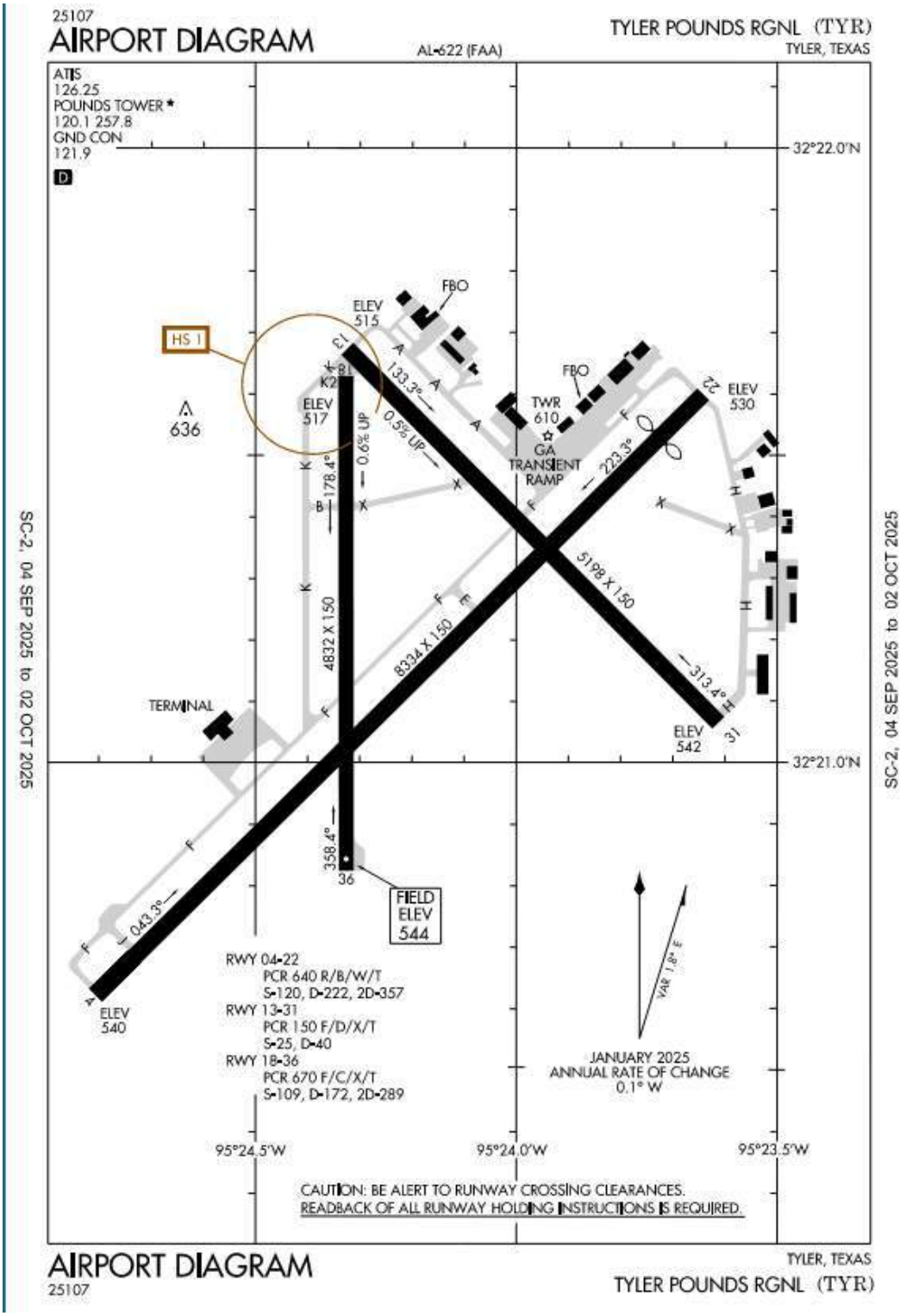

Figure 3 TYR Existing Airport Diagram Source: FAA Airport Diagram September 2025

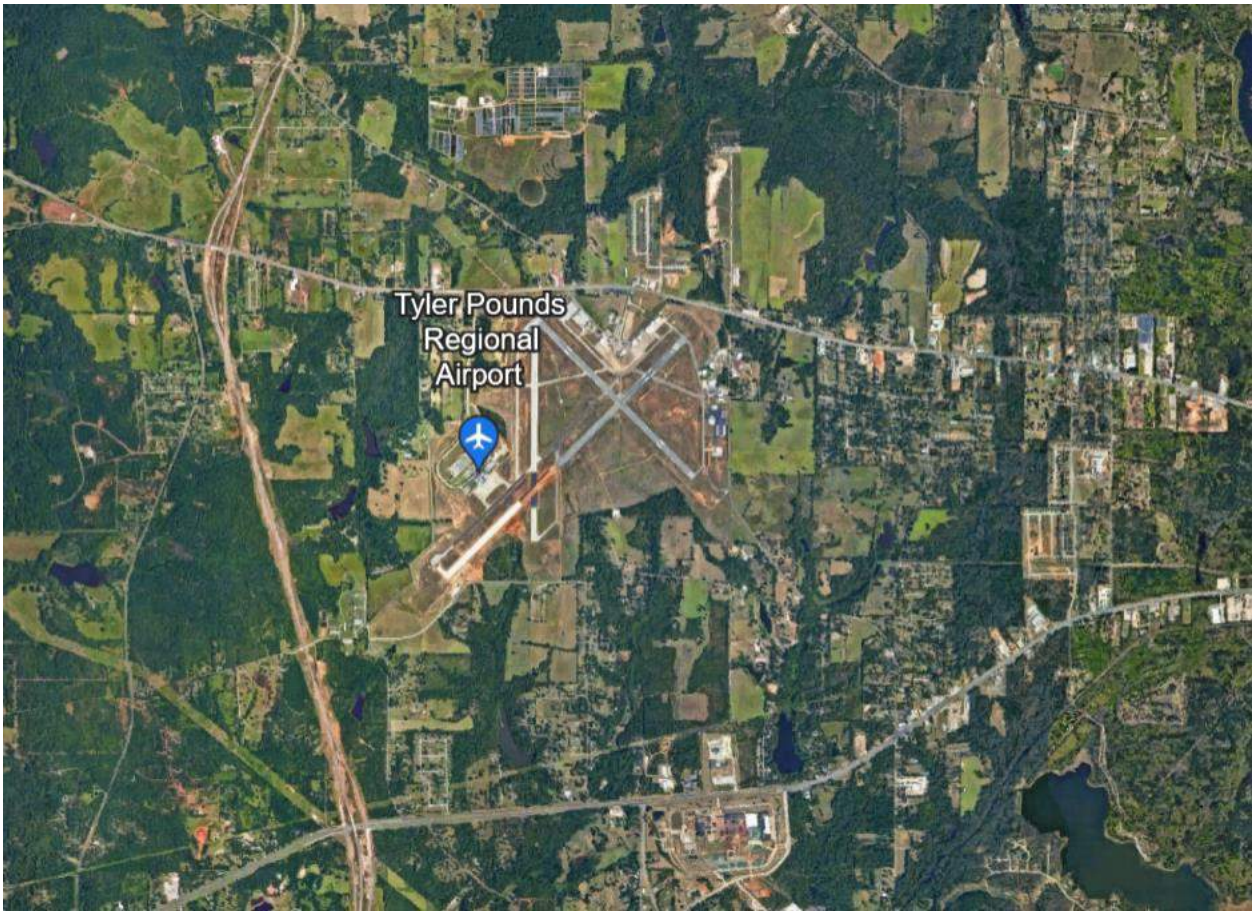

Figure 4 Aerial Photo – TYR 2024 (North ↑)

2-5 TRAFFIC PATTERN

- **Right-hand traffic patterns**:

  Runway **04**

  Runway **13**

  Runway **18**

- **Left-hand traffic patterns**:

  Runway **22**

  Runway **31**

  Runway **36**

Pattern Altitudes:

- Small single and twin-engine piston aircraft:
  - 1500’ MSL
- Larger Aircraft
  - 2000’ MSL

Overall runway usage (combined VFR and IFR) is documented by TYR's current Air Traffic Manager in Table #6 below.

OVERALL RUNWAY USAGE (TYR - Combined VFR & IFR) (documented by TYR, current Air Traffic Manager)	
Runway	**Usage**
22	40%
13	20%
4	25%
18	5%
31	5%
36	5%
Total	100%

Table #6

2-6 FAA CONTRACT TOWER (FCT) PROGRAM OVERVIEW

- **FCT Program Participation:**

  TYR joined the FAA’s **Federal Contract Tower (FCT**) Program around **2013**.

- **Operational Structures:**

  The program provides FAA funding for contract controllers.

  The sponsor typically owns and maintains the building and the Minimum Equipment List (MEL) required by the FCT PMO.

The existing tower and Minimum Equipment List (MEL) are owned and maintained by TYR. The hours of operation are from 0630 to 2130 (local time). The cab floor is estimated to be **50 feet AGL**. Two **(2)** controllers are typically on duty during each shift.

Figure 5 Existing ATCT at TYR

2-7 PURPOSE OF REPORT

The purpose of this report is to document the most suitable location and height for the new ATCT, based on the degree to which each siting criterion is met. The considerations will focus on the safety of air traffic operations from the proposed sites. The proposed facility will replace the existing **Airport *Traffic Control Tower* (ATCT)** at TYR.

December 2023, the City of Tyler, Texas, authorized a notice-to-proceed to **KSA Engineers, Inc.** and **CTBX / A Pond Brand** to provide a siting report per the current **VISTA** process. On December 19, 2023, a kick-off meeting was held to discuss the preliminary sites, funding, and the anticipated schedule. The meeting included the Tyler Pounds Airport director, air traffic manager, and officials, as well as CTBX / A Pond Brand and KSA representatives.

Factors Considered:

- Cost Of Construction
- Availability Of Utilities
- Airport Facilities Development
- Environmental Issues

The ATCT height and site are determined based on the guidance and requirements outlined in the **VISTA** siting process. This study was conducted following the VISTA siting process as contained in Chapter 9 of the Memo. The information developed will be used to choose a recommended site and result in an FAA-approved location and height.

According to the above-referenced Chapter 9, the siting report will be provided in conjunction with an FAA-provided 3D interactive model of the airport and proposed ATCT sites. The Siting Report will provide airport data to assist in constructing the model, as well as include the findings and recommendations of the FAA VISTA Team resulting from a validation session and a formal siting assessment panel.

The study's technical data source included the latest ***Airport Layout Plan*** **(ALP)** from March 2023, prepared by KSA Engineers, Inc. Currently updating both the ALP and Airport Master Plan. The current Recommended Airport Layout Drawing (ALD) and the 2023 ALP can be found in Appendix E. These plans have been enhanced for this study with site photographs, field surveys, site visits, utility inventory, preliminary tower design data, Google Earth, and the FAA Visibility Tool. The proposed eye height, critical lines of sight, and site feasibility were examined using these documents.

3 SITING CRITERIA

3-1 THE VISTA SITING PROCESS

The minimum eye height of the facility is first determined by the Line of Sight (LOS) calculated over a distance from the proposed ATCT location to the furthest point of the aircraft movement area ("key point"), applying the FAA's ***Air Traffic Control Visibility Analysis Tool*** **(ATCVAT)**. Then that is validated relative to airfield configuration, airport buildings, and other considerations in the VISTA 3D model as experienced in virtual reality by an Air Traffic Control Specialist (ATCS) familiar with operations at TYR. Considerations include, but are not necessarily limited to, the following.

A. Maximum visibility of airborne traffic patterns and airfield movement surfaces must be available to all ATCS's positions. A clear, unobstructed and direct view of all active runways, taxiways and landing areas should be available.

B. The site plot must provide sufficient area to accommodate the initial building, emergency generator, exterior transformers and any planned future improvements, personnel and facility parking, etc. as prescribed by facility requirements.

C. Analyze Airport Planning Standards - Identify building restriction lines, object-free zones, runway visibility zones, aircraft parking aprons, buildings, aircraft movement areas, location of utilities, airfield lighting vault extensions, rotating beacon, and off-airport development.

D. Terminal Instrument Procedures (TERPS) Analysis – Evaluate ATCTs at each respective site for possible impacts on the existing and planned approaches, circling minimums and missed approach segments.

E. This involves assessing various factors that affect the operational efficiency and safety of the air traffic control facility.

F. FAR Part 77 Surfaces - Evaluate ATCTs at each respective site for possible impacts to the existing and planned runway criteria.

G. Location of Utilities & Access - Identify the availability of utilities (sewer, water, gas, three-phase electric, telephone, cable, and airport lighting control vault) and ground access.

H. The ATCT must not be sited where it will derogate the performance of existing or planned electronic facilities (ILS, VOR, etc.)

I. A minimum vertical LOS of an angular intersection of 48-minutes (0.80 degrees) is used to determine controller eye height. This calculation is made from all aircraft movement areas, existing and future, on the airport to the ATCT location. Two human factors performance metrics, Object Discrimination Analysis and LOS Angle of Incidence, are applied to the furthest distant key points to assess the impact of the proposed ATCT height on the ATC distance perception. The

FAA ATCT Visibility Analysis Tool (ATCTVAT) is used to assess Human Factors (HF) performance metrics. Two-point lateral discrimination analysis is also checked to ensure that two objects of distant key locations can be observed by the ATC with sufficient lateral separation. ATCTVAT results for the 2 preferred sites are presented in the appendices.

J. Consideration shall be given to the impact or severity of direct and indirect sun glare and thermal distortion in determining ATCT orientation. The order of preference of the primary operational view is north, east, west, and finally south.

K. Visibility should not be impaired by direct or indirect external light sources. Such sources may be ramp lights, parking area lights, sports or industrial facilities and reflective surfaces.

L. Visibility should be available for all ground operations of aircraft and to airport ground vehicles on ramps, aprons, tie-down areas, and aircraft operational intersection areas.

M. Consideration must be given to local weather phenomena to preclude restriction to visibility due to fog, ground haze, or condensation on cab windows.

N. Exterior noise should be at a minimum, and sites should be evaluated through a comparison of expected noise levels at each location.

O. Access to the site should avoid crossing areas of aircraft operations.

P. Consideration should be given to planned airport expansion as shown on the airport master plan. Particular attention should be given to future construction of buildings, hangars, new or extended runways and taxiways, and other physical obstructions to preclude the relocation of the control tower.

Q. The ATCT should be sited in an area that is relatively free of jet exhaust fumes and impairments to visibility such as industrial smoke, dust, and fumes.

R. Airport design standards should not be adversely affected.

S. Radar facilities can be impacted by a tall tower or one that is too closely sited. Radar can also affect the electronic equipment in the ATCT if in proximity.

T. Security Set-Back Criteria, where the FAA mandates a 20-foot clear zone inside the perimeter fence, followed by a 20-foot buffer zone just outside.

3-2 VISIBILITY PERFORMANCE ANALYSIS

A minimum vertical **LOS** and angular intersection of 48 minutes (0.80 degrees) is used to determine controller eye height. This calculation is made from all aircraft movement areas, existing and future, from the airport to the ATCT location. The gradient of the surfaces of taxiways and runways along the LOS are also considered in this height calculation.

Two (2) human factors performance metrics, Object Discrimination Analysis and LOS Angle of Incidence, are applied to assess the impact of the proposed ATCT height on the ATCS distance and perception. The farthest distant key points represent a “worst case” angle of incidence for ATCT siting and viewing perspective.

The FAA ***ATC Visibility Analysis Tool*** **(ATCVAT)** was used to assess the human factors performance metrics. Two-point lateral discrimination analysis is also checked to ensure that **the ATCS can observe two (2) objects of distant key locations** with sufficient lateral separation. ATCVAT results for the three (3) preferred sites that were considered for validation are presented in Appendix H.

3-3 OTHER SITING CONSIDERATIONS

Analyze Airport Planning Standards - Identify building restriction lines, object-free zones, runway visibility zones, aircraft parking aprons, buildings, aircraft movement areas, location of utilities, airfield lighting vault extensions, rotating beacon, and off-airport development.

Terminal Instrument Procedures (TERPS*) Analysis* – Evaluate ATCTs at each respective site for possible impacts on the existing and planned approaches, circling minimums, and missed approach segments.

FAR Part 77 Surfaces - Evaluate ATCTs at each respective site for possible impacts to the existing and planned runway criteria.

TOPR – The ***Technical Operations Preliminary Report*** **(TOPR)** was generated by the FAA using the NASWATCH iOE/AAA system as well as performing quantitative calculations to identify potential impacts to aviation facilities such as ***Instrument Landing Systems*** **(ILS).**

Location of Utilities & Access - Identify the availability of utilities (sewer, water, gas, three-phase electric, telephone, cable, and airport lighting controls). Determine ground access.

3-4 CONSTRUCTION COSTS

Rough Order of Magnitude **(ROM)** Cost Opinion - A ROM cost opinion for the construction of the ATCT building, Minimum Equipment List, access road, parking lot, fencing, and utility extensions for each of the preferred sites. The ROMs are made purely for site comparative purposes and should not be used for construction budgets.

ROM costs are presented on the Site Comparison Chart found in the Executive Summary and Appendix B. It should be noted that these are not FAA costs, as the responsibility for construction rests with the City of Tyler as the owner and operator of the facility. FAA Reimbursable Agreement costs are

not shown in the ROM costs since these vary from facility to facility and will be provided by the FAA later, closer to construction.

4 INITIAL SITES CONSIDERED

4-1 ALL SITES CONSIDERED

After considering the whole airport, **six (6)** potential sites were identified as shown in Appendix C; **three (3)** of these were eliminated with input from airport staff and the air traffic manager input. The siting considerations listed in paragraph 2.1 were uniformly factored in when evaluating the candidate sites. Candidate Sites are identified as Sites A, B, C, D, E, and F as depicted in Appendix C.

A – Terminal Area: Situated about 500 feet north of the passenger terminal, this site is positioned next to a parking lot designated for terminal vehicles. Access to the site and utilities can be extended from the current infrastructure that serves the airport's passenger terminal.

B – Future Development: Located in an undeveloped section of the airfield to the south of Runway 4-22, this site requires the establishment of utilities and access infrastructure. The airport has ambitious development plans for this area, and it is considered an optimal location for the new Air Traffic Control Tower (ATCT).

C – West Side: Located on the western side of the airfield, Site C is currently an undeveloped lot, isolated from other areas. There are intentions to develop the western side, and a tower in this location would undoubtedly serve as a focal point. Access and utility connections will need to be established if this site is selected.

D – South Side: Situated on the southern side of the airport, Site D is the southernmost evaluated site. Positioned around 600 feet south of the passenger terminal, this level grass field accommodates Site D and other future airport facilities. Access to the site and utilities can be extended from the existing infrastructure that serves the airport's passenger terminal.

E – Existing Tower: Located approximately 250 feet north of the existing tower Site E offers all the benefits the current tower does with the benefit of added height. Utilities and access in the area are established and would only require short runs if selected.

F – East Side: This site was the easternmost location under consideration. The area currently consists of an undeveloped, flat, level surface with the potential to be a promising candidate site.

4-2 SITES ELIMINATED

Site C was excluded from additional analysis because the airport's expansion plan may consider utilizing this area for revenue-generating purposes.

Site D was eliminated during the siting assessment for Line-of-Sight (LOS) issues due to future hangar development to the northwest, just north of Site A. The new hangars obstructed the view of the approach end of Runway 13, causing it to be removed from consideration.

Site E was the nearest location to the airport's current tower site. It was ruled out partially due to the anticipated decommissioning of Runway 13-31, which is the closest runway to Site E. This decommissioning could potentially pose a hazard to the LOS on the remaining runways in the future.

Site F was excluded from further analysis because it did not seem to provide additional benefit over Site B in that same vicinity.

5 PREFERRED SITES

5-1 SITES A & B

The remaining sites for further consideration are Sites A & B.

Site	Latitude	Longitude	Elevation (AMSL)
A	N32°-21'-08.56"	W95°-24'28.09"	540.7'
B	N32°-21'-01.767"	W95°-24'04.636"	528.2'

5-2 SITE A - TERMINAL AREA (RECOMMENDED)

5.1.1 DESCRIPTION

This site is in a grassed area approximately 500 feet north of the terminal. The site is adjacent to a passenger parking lot to the south and Taxiway Uniform just to the east. Access and utilities to the site can be extended from the existing infrastructure serving the passenger terminal. It is 713 feet west of Runway 17-35 centerline, the closest runway to Site A.

The existing terrain is flat at an elevation of 540 feet MSL. The airport elevation is 543 feet MSL, which is the highest point on the airfield. The ATCT cab is elevated at an eye level of 620 feet MSL (80 feet

AGL). The overall height to the tops of the antennas is estimated for airspace determinations (35' above the cab floor) at 650 feet MSL (110 feet AGL).

The distance to the key point on the airfield is 5,407 feet to the approach end of Runway 22. This is the key point due to this location being the airport's furthest point from Site A at 529 feet MSL elevation. The Air Traffic Control Specialist (ATCS) will mainly have southeasterly views of the airfield. Lines-of-sight (LOS) to all runways, taxiways, and the passenger terminal, as well as future development, will be unobstructed from this site and height.

5.1.2 Site Reference Data

Site A is located at Lat. 32° 21' 08.56" N; Long. 095° 24' 28.09" W; Eye 80' AGL.

5.1.3 Siting Criteria Evaluation

5.1.3.1 TERPS

A preliminary TERPS evaluation was conducted for this study by this consultant, as included in Appendix F. Findings were confirmed by the FAA Central Service Area Flight Procedures Office during the FAA 7460-1 Notice of Proposed Construction or Alteration process for Site A. A Not-to-Exceed (NEH) height of 650 MSL was not exceeded.

5.1.3.2 FAR Part 77

The ATCT at Site A is 998 feet from the runway centerline at Runway 4 – 22. The existing 7:1 surface for this runway has 11 feet of penetration. Site A penetrates the 7:1 surface for Runway 18 – 36 by 54 feet. This is based on the Precision Instrument Runway approach for Runway 4 – 22 and the visual approach for Runway 18 – 36, and runway elevations of 541 MSL and 543 MSL. For a chart detailing the figure, see Appendix F.

5.1.3.3 Impacts to Communications, Navigation, and Surveillance Equipment

FAA 7460 determinations were received, and as a result, the airport was notified of an increase to minimums if this site was selected.

5.1.3.4 Visual Performance

The Line-of-Sight (LOS) Angle of incidence was measured from the proposed eye height of 80 feet AGL (620 feet MSL) relative to the ground elevation (540 feet MSL) at Site A. The **LOS** to the key point of the airport from Site A is the approach end of Runway 22. The distance to this location is 5,407 feet. The ground elevation is the key point at 529 feet MSL. Runway elevations in this study were verified by the current field survey. An eye height of 80 feet AGL satisfies the FAA Angle of Incidence criteria and is high enough to result in acceptable recognition of movement on the airfield as well as providing functional spaces in the building/shaft below the cab. This height was entered into the FAA Visibility Tool, which received a Passing result (see Appendix G).

The FAA uses the average distance from the cab floor to the ATCS's eye as 5 feet. When the 5 feet is subtracted from the eye height at Site A, a cab floor height of 75 feet AGL (615 feet MSL) is the result.

Object Discrimination Analysis is the metric that determines how well an object the size of a Dodge Caravan or a Cessna 152 can be identified from the proposed site and height. Site A at the 620 feet MSL eye height produced Passing results (see Appendix G).

2-Point Lateral Discrimination is the analysis that quantifies the impact of tower height on the ability to laterally separate 2 critical points of the airport surface operations. A minimum of 8 minutes separation

between objects is required, such as an aircraft on a parallel taxiway concerning one on the runway end ready for take-off. All instances of 2-point lateral discrimination from Site A exceed the minimum separation.

Panoramic Views from Computer Simulation

Digital still image files were taken during the VISTA Safety Assessment. They depict a sequential panoramic, 360-degree view from the control cab at site A at the 620-foot MSL (80 ft AGL) eye height. It should be noted that the existing and future (ALP) buildings and pavement are also depicted in the simulation. The panoramic computer screenshots are presented in Appendix D.

5.1.3.5 Sunlight/Daylight

At the VISTA Siting Panel, the TYR ATM assessed this phenomenon. After evaluating factors such as sun glare off natural and manmade surfaces, thermal distortion, etc. It was concluded that these issues were either nonexistent or not cause for concern.

5.1.3.6 Artificial Lighting

No impacts to night-time ground and airborne operations caused by airport lighting, background clutter, and municipal and industrial lighting were identified by TYR ATM. No visibility issues with artificial lighting have been detected.

5.1.3.7 Security

The FAA Office of Infrastructure Protection issued updated security measures for FSL-1A facilities, of which Contract Towers are included. The latest FAA AXF Guidance Memorandum provides specific implementation guidance for the minimum level of physical security at Sponsor-owned and Sponsor-leased Contract Towers. Site A will comply with that guidance, including but not necessarily limited to fencing, lighting, main door, cab door, and gate access control with cab-monitored camera and intercom, keypads or card swipe entry devices at doors, and warning signage.

5.1.3.8 Rotating Beacon and Weather Sensor

The Airport Rotating Beacon is located on the roof of the existing tower. It is planned to be relocated to the roof of the new ATCT. Automated Weather Observation System (AWOS) location criteria maintain that the sensors should be clear of all structures over 20 feet tall within 500 feet. The TYR AWOS is owned and maintained by TYR and is located mid-field in a grassed area. It is over 1000 feet away from Site A so there will be no weather sensor impacts. A clear LOS exists between the AWOS or backup sensors and Site A if data is to be transmitted via the UHF modem.

5.1.3.9 Infrastructure

KSA, the TYR General consultant, has provided a narrative regarding access and infrastructure. Their report depicting access and utility extensions to Site A is in Appendix K.

Access: Site A is located NE of the existing terminal building. This site has direct access to an existing roadway and will require construction of an 85’ access drive to reach the tower's parking area.

Utilities: Site A is near existing infrastructure used for the terminal building. Existing water connection is approximately 250’ NW of the site. A sanitary sewer connection is approximately 135’ SW and will require relocation of 330’ of the existing sewer line. Underground electric will span approximately 480’ to the Site A location.

Airfield Lighting Connection to Vault: Site A will have a hard-wired connection to the airfield lighting vault.

5.1.3.10 Safety Assessment

A safety Assessment was conducted during the Siting Assessment Panel conducted on March 4th and 5th, 2025. Site A was ranked 1st among the preferred sites.

5.1.3.11 Operational Requirements

a. ATCT Orientation: The cab was rotated 30 degrees clockwise from a line drawn perpendicular to Runway 4/22 through the center of the cab. See Appendix E for a graphic depiction.
b. Weather: No unusual impacts.
c. Look-down Angle: No unusual impacts.
d. Look-up Angle: ATCS observed A/C disappearing above the cab roof. This was mitigated by walking in the cab to gain a better perspective.
e. Look-Across Angle: The hold short line at the approach end of RWY 22 was obscured due to a static aircraft located at the Historic Air Museum (HAM). With binoculars, the view of the approach end of Runway 22 is acceptable.
f. Access: A paved roadway leading from the passenger terminal will allow access to the site.
g. Non-Movement Areas: Ramp area near the existing tower is identified as an area of focus. ATM deemed the ramp area surrounding the aircraft museum acceptable.
h. Cab Size Evaluation: Sufficient for up to 5 positions.
i. Rotating Beacon: Will move from the top of the existing tower to the top of the new ATCT.
j. Hold Short Lines: No impacts identified.
k. Construction: Construction of the tower will not affect LOS from the current tower.

5.1.3.12 Economic Considerations

Site A is the least expensive site evaluated for building and site development construction costs at **$11,714,091.87.**

5.1.3.13 Environmental Considerations

TYR is a sponsor-owned facility, and a Phase 1 Environmental Site assessment is not required at this time.

5-3 SUMMARY OF SITE A – TERMINAL AREA

Site A has been assessed from an ATCS eye level of 620 feet MSL (80 feet AGL) and is the same height as our other preferred site. This site is deemed suitable due to its unobstructed views of all current and future runways, related taxiways, and general aviation aprons. It offers a clear vantage point of all existing and expected future movement areas.

The key point for TYR is the approach end of Runway 22, which is the furthest point at the airport from our Site A location with an elevation of 543 feet above Mean Sea Level (MSL). An eye height of 80 feet Above Ground Level (AGL) meets the Line of Sight (LOS) requirement.

Site A is positioned on the west side of the airfield, around 500 feet north of the terminal. Situated approximately 713 feet away from the centerline of Runway 17-35, it stands back about 313 feet from the parallel Taxiway Uniform. Access to utilities is readily available from the existing infrastructure in the vicinity. This location offers unobstructed views of the airfield, with the farthest point being the approach end to Runway 22, providing primarily a southeasterly perspective of the airfield.

This site will not pose any obstruction to the existing Air Traffic Control Tower (ATCT) during its construction, as it is located on the opposite side of the airfield. Views of the airfield will primarily be

towards the north and east. Additionally, there will be no adverse impact on observing airport traffic patterns from Site A.

5-4 SITE B - FUTURE DEVELOPMENT

5.2.1 **Description**

Located in a grassed area in the southeast quadrant of the airfield. Site B is approximately 866 feet southeast of its closest runway centerline for Runway 4 – 22.

The existing terrain is flat concerning the surrounding area at an elevation of 528 feet MSL. The airport elevation is 539 feet MSL which is the airport reference point depicted on the ALP. The ATCT cab was evaluated at an eye height of 608 feet MSL (80 feet AGL). The overall height estimated to the tops of the antennas is estimated at 638 feet MSL (110 feet AGL).

The distance to the key point on the airfield is 4,127 feet to the approach end of Runway 31. The Air Traffic Control Specialist (ATCS) will primarily have views to the north of Runway 04 – 22, to the west of Runway 17 – 35, and to the east of Runway 13 – 31. Lines of sight to all runways, taxiways, and existing, and future development areas will be clear and unobstructed from this site and elevation.

5.2.2 Site Reference Data

Site B is located at Lat. 32° 21’ 01.767” N; Long. 095° 24’ 04.636” W; Eye 80’ AGL.

5.2.3 Siting Criteria

5.2.3.1 TERPS

A preliminary TERPS evaluation was conducted for this study by this consultant as included in Appendix F. Findings were confirmed by the FAA Central Service Area Flight Procedures Office during the FAA

7460-1 Notice of Proposed Construction or Alteration process for Site B. A Not-to-Exceed (NEH) height of 638 MSL was not exceeded.

5.2.3.2 FAR Part 77

The ATCT at Site B is 1,304 from the runway centerline for Runway 18 – 36. The existing 7:1 surface for this runway has 47 feet of clearance before it penetrates. Site B penetrates the 7:1 surface for Runway 4 – 22 by 19 feet. This is based on a precision approach for Runway 4 – 22 and a visual approach for Runway 18 – 36, and runway elevations of 536 MSL and 542 MSL. For a chart detailing the findings, see Appendix F.

5.2.3.3 Impacts to Communications, Navigation, and Surveillance Equipment

FAA 7460 determinations were received, and as a result, the airport was notified that Site B is at the maximum limits of the Not-to-exceed height minimums.

5.2.3.4 Visual Performance

The LOS Angle of Incidence The distance was calculated from the proposed eye level of 80 feet Above Ground Level (608 feet MSL). From Site B, the Line of Sight (LOS) extends to the airport high point, which is the approach end of Runway 13 at 4,127 feet at an elevation of 515 MSL. An eye level of 80 feet Above Ground Level meets the FAA Angle of Incidence criteria, ensuring visibility over current and future obstacles (as per the Airport Layout Plan) and allowing for functional spaces within the building beneath the control cab. This height was inputted into the FAA Visibility Tool, resulting in a Passing outcome (refer to Appendix H). The FAA uses the average distance from the cab floor to the ATCS's eye as 5 feet. When the 5 feet is subtracted from the eye height at Site B, a cab floor height of 75 feet AGL (603 feet MSL) is the result.

Object Discrimination is the metric that determines how well an object, the size of a Dodge Caravan or Cessna 172 can be identified from the proposed site and height. Site B at the 608-foot MSL eye height produced passing results (see Appendix H).

2-Point Lateral Discrimination is the analysis that quantifies the impact of tower height on the ability to laterally separate 2 critical points of the airport surface operations. A minimum of 8 minutes separation between objects is required, such as an aircraft on a parallel taxiway to one on the runway end ready for take-off. All instances of 2-point lateral discrimination from Site B exceed the minimum separation.

Panoramic Views from Computer Simulation.

Digital still image files were taken during the VISTA Safety Assessment. They depict a sequential panoramic, 360-degree view from the control cab at site B at the 608-foot MSL (80 ft AGL) eye height. It should also be noted that the existing and future (ALP) buildings and pavement are depicted in the simulation. The panoramic computer screenshots are presented in Appendix D.

5.2.3.5 Sunlight/Daylight

At the VISTA Siting Panel, the TYR ATM assessed this phenomenon. After evaluating factors such as sun glare off natural and manmade surfaces, thermal distortion, etc. It was concluded that these issues were either nonexistent or not cause for concern.

5.2.3.6 Artificial Lighting

No impacts to night-time ground and airborne operations caused by airport lighting, background clutter, and municipal and industrial lighting were identified by TYR ATM. No visibility issues with artificial lighting have been detected for Site B.

5.2.3.7 Security

The FAA Office of Infrastructure Protection issued updated security measures for FSL-1A facilities, of which Contract Towers are included. The FAA AXF Guidance Memorandum dated March 7, 2019, provides specific implementation guidance for the minimum level of physical security at Sponsor-owned and Sponsor-leased Contract Towers. Site B will comply with that guidance, including but not necessarily limited to fencing, lighting, main door, cab door, and gate access control with cab-monitored camera and intercom, keypads or card swipe entry devices at doors, and warning signage.

5.2.3.8 Rotating Beacon and Weather Sensor

The Airport Rotating Beacon is located on the roof of the existing tower. It is planned to be relocated to the roof of the new ATCT. Automated Weather Observation System (AWOS) location criteria maintain that the sensors should be clear of all structures over 20 feet tall within 500 feet. The TYR AWOS is owned and maintained by TYR and is located mid-field in a grassed area. It is over 2,000 feet away from Site B so there will be no weather sensor impacts. A clear LOS exists between the AWOS or backup sensors and Site B if data is to be transmitted via the UHF modem.

5.2.3.9 Infrastructure

KSA, the TYR General consultant, has provided a narrative regarding access and infrastructure. Their report depicting access and utility extensions to Site B is in Appendix L.

Access: Site B will require the construction of a 2170’ access drive that will span from Pleasant Retreat Rd to the parking area for the tower.

Utilities: Water, sewer, gas, and electric services are all to be connected to establish infrastructure located on Pleasant Retreat Rd.

Airfield Lighting Connection to Vault: Site B will utilize a UHF modem connection to the electrical vault for airfield lighting controls.

5.2.3.10 Safety Assessment

A safety Assessment was conducted during the Siting Assessment Panel conducted on March 4th and 5th, 2025. Site A was ranked 2nd among the preferred sites.

5.2.3.11 Operational Requirements

a) ATCT Orientation: The cab was rotated 10 degrees clockwise from a line drawn perpendicular to Runway 4/22 through the center of the cab. See Appendix E for a graphic depiction.
b) Weather: No unusual impacts.
c) Look-down Angle: No unusual impacts.
d) Look-up Angle: ATCS observed A/C disappearing above the cab roof. This was mitigated by walking in the cab to gain a better perspective. Altering the traffic patterns was also mentioned as a possible mitigation as well.
e) Look-Across Angle: Clear views observed.
f) Access: A paved roadway to be constructed from Pleasant Retreat Rd. allows access to the site.

g) Non-Movement Areas: No issues identified.

h) Cab Size Evaluation: Sufficient for up to 4 positions.

i) Rotating Beacon: Will move from the top of the existing tower to the top of the new ATCT.

j) Hold Short Lines: No impacts identified.

k) Construction: Construction of the tower will not affect LOS from the current tower.

5.1.3.12 Economic Considerations

Site B is the most expensive site for building and site development construction costs at **$14,564,202.59.**

5.1.3.13 Environmental Considerations

TYR is a sponsor-owned facility, and a Phase 1 Environmental Site assessment is not required at this time.

5-5 SUMMARY FOR SITE B – FUTURE DEVELOPMENT

Site B was evaluated at an ATCS eye height of 80 feet AGL (608 MSL) and situated in the undeveloped midfield of the airport. The existing ATCT is on the opposite side of the Runway 04 – 22 and Runway 13 – 31 intersection. This site is suitable with no obstructed views to all existing and future runways, associated taxiways, and other future airport developments. It is the closest proposed site to both runway intersections.

Site B is located midfield, about 3,332 feet south of the existing ATCT. It is set back approximately 866 feet from its closest runway centerline for Runway 04 – 22. It is just outside of the existing and future Runway Visibility Zone (RVZ). Access and utilities will need to be established in the area, as this location is currently barren. This site has clear views of the airfield, with the key point being 4,127 feet away from the approach end of Runway 13. Views of the airfield will be mostly north and west.

6 SITING ASSESSMENT

The preferred sites have been evaluated, in this report, under FAA Order 6480.4C, Chapter 9, Alternate Siting Process and the VISTA Process for Contract Towers. They have undergone a Safety Assessment per the FAA Safety Management System (SMS), which is an objective identification of potential safety hazards and methods of removal or mitigation. Potential Hazards and Mitigation have been discussed and evaluated at the Safety Assessment Panel held at the Tyler Pounds Regional Airport (TYR) on March 4 & 5, 2025

7 FINAL SITE RECOMMENDATION AND APPROVAL

ATCT Site Recommendation
TYR Airport Traffic Control Tower
Tyler Pounds Regional Airport

This Agreement is made by and between ATO Terminal Program Operations and the Terminal Area Office, collectively known as the "Parties." The purpose of this agreement is to address the siting requirements for the new TYR ATCT.

Section 1 — The parties agree that the siting requirements must be as follows:

Article 1: The location of the ATCT (NAD 1983 datum), hereinafter referred to as **Site A**

Latitude: **N 32° 21' 08.56"**

Longitude: **W 95° 24' 28.09"**

Article 2: The ***Air Traffic Control Specialist*** **(ATCS)** eye height used in the computer simulation and panoramic photographs for this agreement is 620 feet Mean Sea Level (MSL) or 80 feet AGL, based on a 540 feet MSL site elevation.

Article 3: The total ATCT height, including antennae and all other obstructions, will be approximately 650 feet MSL or 110 feet AGL, assuming 35 35-foot floor height level to the top of the structure and a 540-feet-MSL MSL site elevation.

Article 4: The parties are in general concurrence with the assumptions documented in the final site selection report.

Section 2: The Airport Sponsor agrees to notify the assigned ***Technical Operations Engineering Services*** (Terminal) project engineer of any proposed, planned, or envisioned projects that would be constructed on airport property that could impact the LOS from the recommended ATCT sites.

Section 3: This agreement does not constitute a waiver of any right guaranteed by law, rule, regulation, or contract on behalf of any party. The Approval Authorities (signatures at the beginning of this report) unanimously agree with the choice of **Site A** for the new ***Airport Traffic Control Tower*** **(ATCT)** at the Tyler Pounds Regional Airport.

8 CAB SIZE AND ORIENTATION

The cab size will be an octagon of approximately ***500 SF*** to the windowsills and ***440 SF*** after the stairwell is subtracted. Cab orientation is shown in Appendix E.

9 SUPPLEMENTAL INFORMATION

9-1 APPENDICES A-K

Appendix A – Airport Concurrence Letter

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CITY OF TYLER
Tyler Pounds Regional Airport
700 Skyway Blvd., Suite 201
Tyler, TX 75704

Ph: (903) 531-9825
Fax: (903) 531-9843

Airport Concurrence Form

Replace Airport Traffic Control Tower

Tyler Pounds Regional Airport (TYR)

Tyler, Texas

The City of Tyler, acting as Sponsor for the Tyler Pounds Regional Airport, writes this letter to establish concurrence with the siting requirements and impacts of a new Airport Traffic Control Tower (ATCT) to permanently establish VFR Air Traffic Service at the Tyler Pounds Regional Airport. This signed document is intended to satisfy the FAA national policy regarding written confirmation from the Airport owner/operator stating that the TYR airport user community has been advised about the new ATCT and the impacts that the project would have on their operations.

Section 1. The siting requirements are as follows:

1)The center point location for the new ATCT (NAD-83) is identified as **Site A**:

Lat. 32° 21' 08.56" N
Long. 95° 24' 28.09" W

2)The overall maximum ATCT height (air terminals) will be **650' MSL (110' AGL).**

3) The ATCT controller eye height used for evaluating line-of-sight is **620' MSL (80' AGL).**

4) The exact location of the ATCT is subject to moving no more than 25 feet within the boundaries of the approved site to efficiently accommodate access, utilities, and parking.

5) The exact ATCT height is subject to and in accordance with Official Airspace Approval per FAA Form 7460-1 and FAA TERPS analysis and NASWATCH Report. The Airspace Final Determination dated July 14, 2025 and is referenced as ASN

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CITY OF TYLER
Tyler Pounds Regional Airport
700 Skyway Blvd., Suite 201
Tyler, TX 75704

Ph: (903) 531-9825
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2025-ASW-3661-NRA found no objections with subsequent provisions.

6) Sunrise, sunset, fog, snow, rain, look-down angle, ramp lighting, glare, industrial discharge, and other issues that can adversely affect the controllers' view from the ATCT sight has been considered.

Section 2. The impacts that may result from the proposed construction of a new ATCT at
Site A

1) As determined by the FAA Flight Procedures Team (FPT), at 651'MSL (4D), TYR RNAV (GPS) RWY 13 AMDT 3A, increase LNAV/VNAV DA from 820 to 862, NEH 635 AMSL, W/1A, No IFR Effect, increase LNAV MDA from 900 to 960, NEH 635 AMSL, W/2C, 900 to 920, NEH 650 MSL.

2) Marking and lighting of the ATCT structure will be in accordance with the FAA's ASN 2025-ASW-3661-NRA determination letter dated **July 14, 2025**.

3) No other impacts.

Section 3. The submission of this signed document constitutes concurrence and adherence to FAA construction policy concerning appropriate public notification of the airport community regarding the intent to permanently commission the ATCT and any impacts therein concerning the use of the airport. The submission of this document does not waive the requirement of public comment as defined in the National Environmental Policy Act, the Council on Environmental Quality regulations implementing NEPA (Title 40 of the United States Code of Federal Regulations, Parts 1500-1517), and other statutes, orders, directives, or policy concerning environmental assessment and alternatives.

Sincerely,

Steve Thompson
Airport Director
Tyler Pounds Regional Airport (TYR)

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Appendix B – Cost Estimate

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Comparative Cost Estimate			Date Prepared: 4/25/25				Estimate Type	
Airport Name: Advanced Requirments Definition for potential replacement of the IAG ATCT							ROM (Ad Hoc)	
Location: Tyler , Texas			**LOC ID/Site: KTYR/Site A**				X Estimate	
Preparing Organization: Pond & Company			**Estimator/Engineer Contact**:KSA				Controlled (Planning Phase)	
Class of Work: Construction of New ATCT							IGCE (Procurement Phase)	
Item	**Quantity**		**Material Cost - $**		**Equipment & Labor Cost - $**			
	Unit of Measure	Number of Units	Per Unit	Total	Per Unit	Total	**Total Cost - $**	
Construction								
Tower Shaft (110 FT AGL)	ft	0						
	ft	105	$100,000.00	$10,500,000.00				$11,000,000.00
Contractor QC Program	LS	1	$10,000.00	$10,000.00				$10,000.00
Stormwater Pollution Prevention Plan	LS	1	$7,500.00	$7,500.00				$7,500.00
Installation & Removal of Silt Fence	LF	500	$4.00	$2,000.00				$2,000.00
Rock Construction Exit	EA	1	$7,500.00	$7,500.00				$7,500.00
Mobilization	LS	1	$56,449.95	$56,449.95				$56,449.95
Unclassified Excavation / Embankment-in Place	CY	250	$25.00	$6,250.00				$6,250.00
Undercut and Remove Unsuitable Subgrade	CY	63	$40.00	$2,520.00				$2,520.00
Lime (6%)	TON	16	$200.00	$3,200.00				$3,200.00
Lime Treated Subgrade	SY	767	$10.00	$7,670.00				$7,670.00
8" Crushed Aggregate Base Course	SY	738	$25.00	$18,450.00				$18,450.00
7" Concreate Pavement	SY	709	$180.00	$127,620.00				$127,620.00
Pavement markings & Barricades	LS	1	$5,000.00	$5,000.00				$5,000.00
8' Chainlink Security Fence W/ Barbed Wire	LF	415	$35.00	$14,525.00				$14,525.00
Exsisting Fence Removal	LF	72	$10.00	$720.00				$720.00
24" Automatic Vehicular Gate	EA	1	$30,000.00	$30,000.00				$30,000.00
Site Drainage & Structures	LS	1	$10,000.00	$10,000.00				$10,000.00
Seeding	SY	683	$1.50	$1,024.50				$1,024.50
Topsoiling	CY	76	$20.00	$1,520.00				$1,520.00
8" PVC Sewer Main	LF	410	$100.00	$41,000.00				$41,000.00
Remove Exsisting 12" PVC Sewer Main	LF	330	$40.00	$13,200.00				$13,200.00
48" Dia. San. Sewer Manhole	EA	1	$6,000.00	$6,000.00				$6,000.00
8" PVC Water Main	LF	400	$125.00	$50,000.00				$50,000.00
Gas Line	LF	410	$150.00	$61,500.00				$61,500.00
Site Electrical (3Phase)	LF	482	$150.00	$72,300.00				$72,300.00
112.5 KVA Transformer	LS	1	$65,000.00	$65,000.00				$65,000.00
15% Contingencies								$93,142.42
						Subtotal		**$11,714,091.87**

Comparative Cost Estimate			Date Prepared: 4/25/25				Estimate Type	
Airport Name: Advanced Requirments Definition for potential replacement of the IAG ATCT							ROM (Ad Hoc)	
Location: Tyler , Texas			**LOC ID/Site: KTYR/Site B**				X Estimate	
Preparing Organization: Pond & Company			**Estimator/Engineer Contact**:KSA				Controlled (Planning Phase)	
Class of Work: Construction of New ATCT							IGCE (Procurement Phase)	
Item	**Quantity**		**Material Cost - $**		**Equipment & Labor Cost - $**		**Total Cost - $**	
	Unit of Measure	Number of Units	Per Unit	Total	Per Unit	Total		
Construction								
Tower Shaft (110 FT AGL)	ft	0						
	ft	105	$100,000.00	$10,500,000.00				$11,000,000.00
Contractor QC Program	LS	1	$10,000.00	$10,000.00				$10,000.00
Stormwater Pollution Prevention Plan	LS	1	$7,500.00	$7,500.00				$7,500.00
Installation & Removal of Silt Fence	LF	5,000	$4.00	$20,000.00				$20,000.00
Rock Construction Exit	EA	1	$7,500.00	$7,500.00				$7,500.00
Mobilization	LS	1	$281,300.60	$281,300.60				$281,300.60
Clearing & Grubbing	AC	2	$2,500.00	$5,000.00				$5,000.00
Unclassified Excavation / Embankment-in Place	CY	750	$25.00	$18,750.00				$18,750.00
Undercut and Remove Unsuitable Subgrade	CY	188	$40.00	$7,520.00				$7,520.00
Lime (6%)	TON	142	$200.00	$28,400.00				$28,400.00
Lime Treated Subgrade	SY	6857	$10.00	$68,570.00				$68,570.00
8" Crushed Aggregate Base Course	SY	6593	$25.00	$164,825.00				$164,825.00
7" Concreate Pavement	SY	6339	$180.00	$1,141,020.00				$1,141,020.00
Pavement markings & Barricades	LS	1	$2,500.00	$2,500.00				$2,500.00
8' Chainlink Security Fence W/ Barbed Wire	LF	475	$35.00	$16,625.00				$16,625.00
24" Automatic Vehicular Gate	EA	1	$30,000.00	$30,000.00				$30,000.00
Site Drainage & Structures	LS	1	$10,000.00	$10,000.00				$10,000.00
Seeding	SY	1454	$1.50	$2,181.00				$2,181.00
Topsoiling	CY	162	$20.00	$3,240.00				$3,240.00
8" PVC Sewer Main	LF	2225	$100.00	$278,125.00				$222,500.00
48" Dia. San. Sewer Manhole	EA	6	$6,000.00	$36,000.00				$36,000.00
8" PVC Water Main	LF	2225	$125.00	$278,125.00				$278,125.00
Gas Line	LF	2225	$150.00	$333,750.00				$333,750.00
Site Electrical (3Phase)	LF	2260	$150.00	$339,000.00				$339,000.00
112.5 KVA Transformer	LS	1	$65,000.00	$65,000.00				$65,000.00
15% Contingencies								$464,895.99
						Subtotal		**$14,564,202.60**

Appendix C – All Sites Evaluated (Potentials & Preferred)

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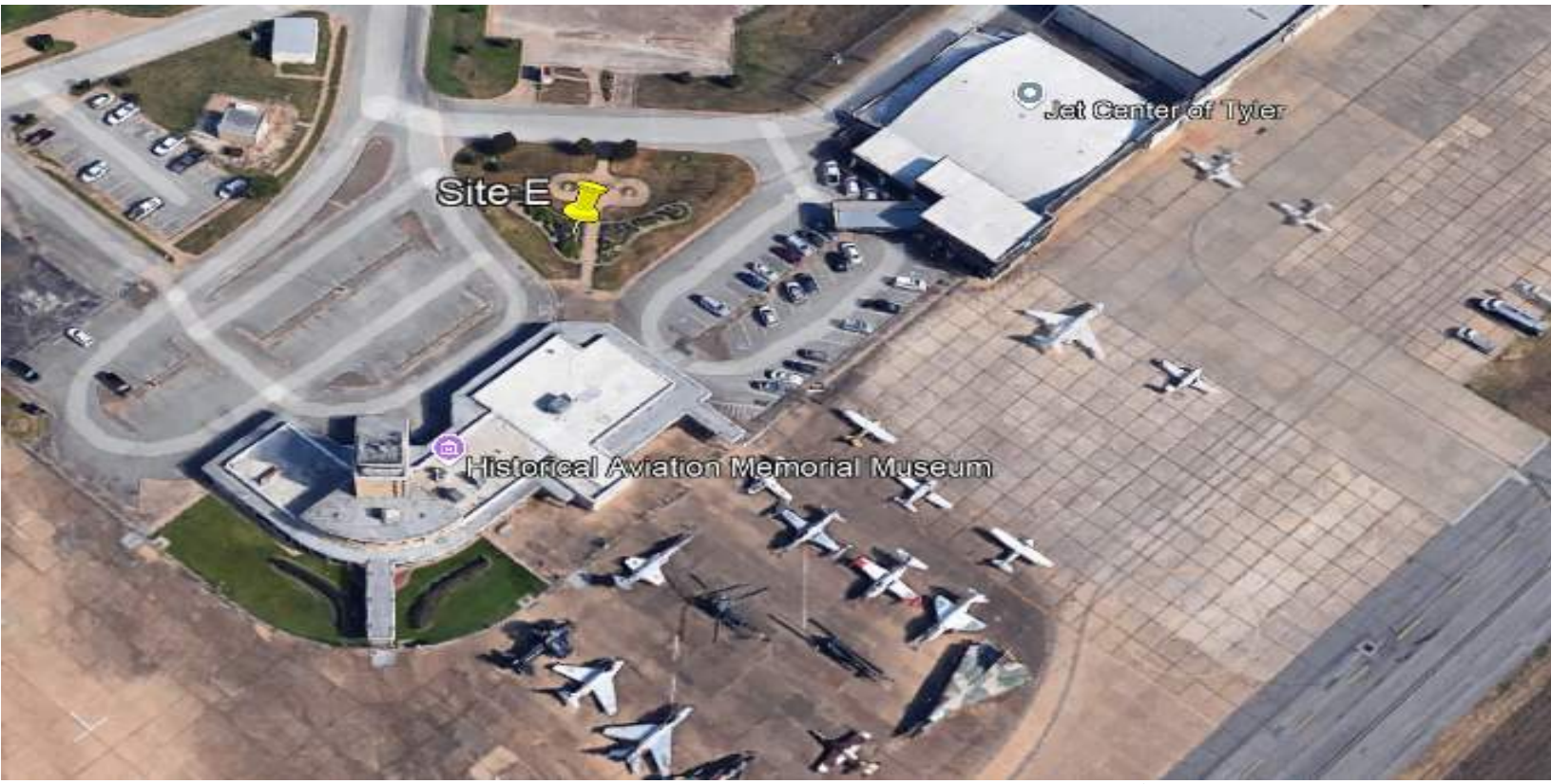
All Sites Considered

Sites Eliminated

North

North


Jet Center of Tyler
Site E
Historcal Aviation Memorial Museum

North


Site F
31

North

4.3 Site D - South Side (Non-Viable during Siting Assessment)

4.3.1 Description

Site D is situated next to the airport passenger terminal, towards the south, at about 1035 feet from the nearest runway centerline for Runway 4 – 22. Access and utilities can be obtained from the existing infrastructure of the terminal area nearby. This location offers unobstructed views of the airfield, with the farthest point being 6463 feet away at the approach end of Runway 22. Controllers will primarily have views of the airfield to the east. It is roughly 3289 feet southwest of the airport's AWOS weather sensors.

The current terrain is level with an elevation of 553 feet above mean sea level (MSL). This is 14 feet higher than the elevation of the TYR airport reference point at 539 feet MSL. The Air Traffic Control Tower (ATCT) cab was assessed at an eye level of 623 feet MSL (70 feet AGL). The total estimated height to the top of the antennas is approximately 653 feet MSL (100 feet AGL).

This site is the tallest of the 3 proposed sites. Lines of sight to all runways, taxiways, as well as existing and future airport developments will be unobstructed from this site and height.

4.3.2 Site Reference Data

Site D is located at Lat. 32° 20’ 58.47” N; Long. 095° 24’ 40.19” W; Eye 70’ AGL.

4.3.3 Siting Criteria

4.3.3.1 TERPS

4.3.3.2 FAR PART 77

The ATCT at Site D is 1,752 feet from Runway 18 – 36 centerlines. The existing 7:1 surface for this runway has 70 feet of clearance before it penetrates. Site D penetrates the 7:1 surface for Runway 4 – 22 by 30 feet. This is based on the precision approach for Runway 4 – 22 and the visual approach for Runway 18 – 36, and runway elevations of 543 MSL and 545 MSL.

4.3.3.3 Impacts to Communications, Navigation, and Surveillance Equipment

Not applicable due to the removal of Site D.

4.3.3.4 Visual Performance

The Line-of-Sight (LOS) Angle of Incidence The distance was calculated from the proposed eye level of 70 feet above ground level (AGL) or 623 feet (MSL) with the ground elevation of 553 feet MSL at site D. The Line of Sight (LOS) extends to the airport key point which is the airport's high point, the approach end of Runway 31 5,662 feet away from Site D. Ground elevations of key points in this analysis were determined through a recent field survey. A minimum eye level of 70 feet AGL meets the FAA Angle of Incidence requirements, ensuring visibility over current and future obstacles and allowing for functional spaces below the cab in the building. This height was inputted into the FAA Visibility Tool, resulting in a Passing outcome (refer to Appendix H).

The FAA uses the average distance from the cab floor to the ATCS's eye as 5 feet. When the 5 feet is subtracted from the eye height at Site D, a cab floor height is 65 feet AGL (618 feet MSL) is the result.

Object Discrimination is the metric that determines how well an object the size of a Dodge Caravan or a Cessna 172 can be identified from the proposed site and height. Site D at 623 feet MSL eye height produced Passing results (see Appendix H).

2-Point Lateral Discrimination is the analysis that quantifies the impact of the tower height on the ability to laterally separate two critical points of the airport surface operations. A minimum of 8 minutes separation between objects is required such as an aircraft on a parallel taxiway from one on the runway end ready for take-off. All instances of 2-point Lateral Discrimination from Site D exceed the minimum separation.

Panoramic Views from Computer Simulation

4.3.3.5 Sunlight/Daylight

N/A Site D was deemed non-viable on day 1 of assessment.

4.3.3.6 Artificial Lighting

N/A Site D was deemed non-viable on day 1 of assessment.

4.3.3.7 Security

The FAA Office of Infrastructure Protection issued updated security measures for FSL-1A facilities of which Contract Towers are included. The FAA AXF Guidance Memorandum dated March 7, 2019, provides specific implementation guidance for the minimum level of physical security at Sponsor-owned and Sponsor-leased Contract Towers. Site D will comply with that guidance including but not necessarily limited to fencing, lighting, main door, cab door, and gate access control with cab monitored camera and intercom, keypads or card swipe entry devices at doors, and warning signage.

4.3.3.8 Rotating Beacon and Weather Sensor

The Airport Rotating Beacon is located on the roof of the existing tower. It is planned to be relocated to the roof of the new ATCT. Automated Weather Observation System (AWOS) location criteria maintain that the sensors should be clear of all structures over 20 feet tall within 500 feet. The TYR AWOS is owned and maintained by TYR and is located mid-field in a grassed area. It is over 3000 feet away from Site D so there will be no weather sensor impacts. A clear line-of-sight exists between the AWOS or backup sensors and Site B if data is to be transmitted via the UHF modem.

4.3.3.9 Infrastructure

Not applicable due to the removal of Site D.

4.3.3.10 Safety Assessment

Site D was deemed non-viable on day 1 of assessment.

4.3.3.11 Operational Requirements

a) ATCT Orientation:
b) Weather:
c) Look-down Angle:
d) Look-up Angle:
e) Look-Across Angle:
f) Access:
g) Non-Movement Areas:
h) Cab Size Evaluation:
i) Rotating Beacon:
j) Hold Short Lines:
k) Construction:

4.1.3.12 Economic Considerations

Site D economic considerations include developing the area, which currently is an open field just south of the passenger terminal. Estimated cost for the construction of the tower is approximately $10,000,000.00

4.1.3.13 Environmental Considerations

Not applicable due to the removal of Site D.

4.3.4 Summary for Site D – South Side

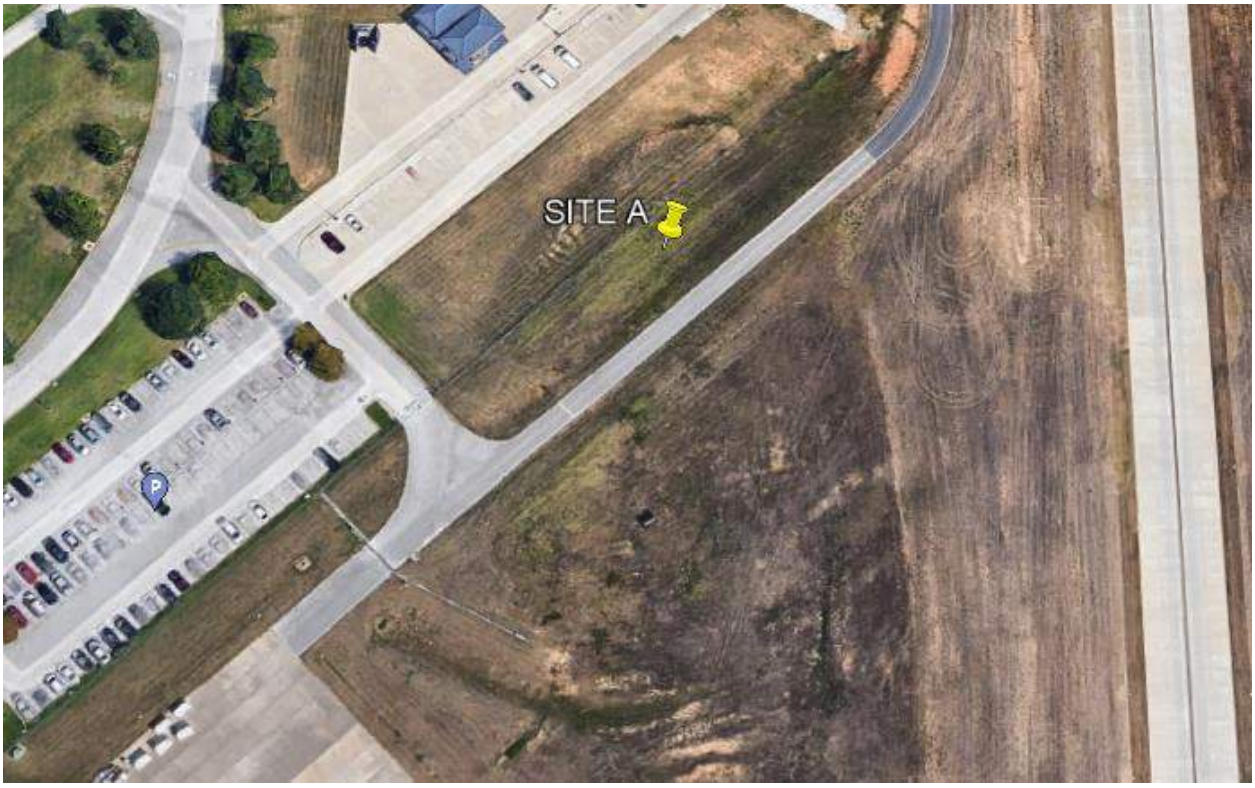
Site D was assessed with an Air Traffic Control Specialist (ATCS) eye level of 623 feet above mean sea level (MSL) or 70 feet above ground level (AGL). Among the three proposed sites, it is the tallest and the southernmost location considered. The key point for Site D is approximately 5,662 feet to the northeast at the approach end of Runway 31. This site offers unobstructed views of all current and future runways, associated taxiways, and general aviation aircraft aprons.

Site D is located approximately 600 feet south of the passenger terminal. It's set back nearly 1035 feet from Runway 4 – 22 centerlines to the east. With 1,752 feet separating Site D from Runway 17 – 35 centerlines to the north. Access and utilities are close by connecting to the established infrastructure of the terminal.

PREFERRED SITES

SITE A TERMINAL AREA

North ↑



SITE B FUTURE DEVELOPMENT

North ↑

Appendix D – Panoramic Views (3D Model Screenshots)

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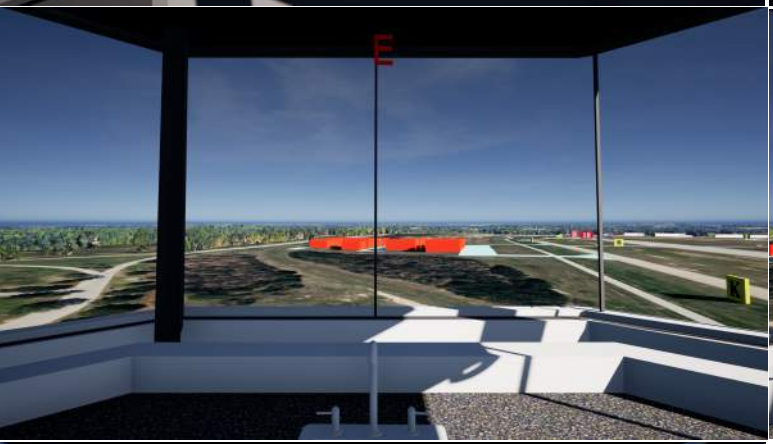
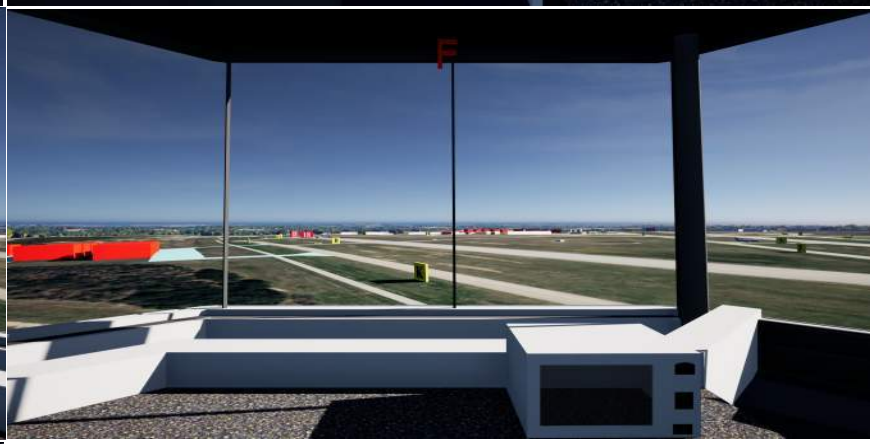
Site A


Resume
Save
Load
Model
Reset
Quit
Main Menu
Print W Menu
Print Screen
Location
Locat.
Cab
Posit.
Air Mvt
Taxi
Enviro
Map
Site A
Latitude: 32°21'8.56"
Longitude: -95°24'28.09"
GR Elevation: 540.7
CF Height: 75.0 '
Height at Eye Level: 80.0 '
Height at Roof: 89.0 '
Top of Antenna: 110.0 '
Rotation: 30.0°
Tower Orientation
1'
5'
10'
Shift Location
Panel A
Height
Up
Down
Tower Rotation
1°
5°
Clockwise
Counterclockwise
SCALE
1 : 1
A
LC
Data attribution

Site A

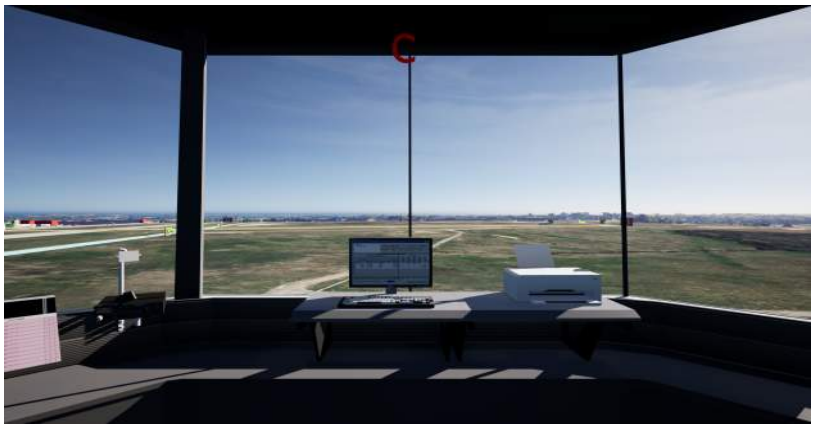


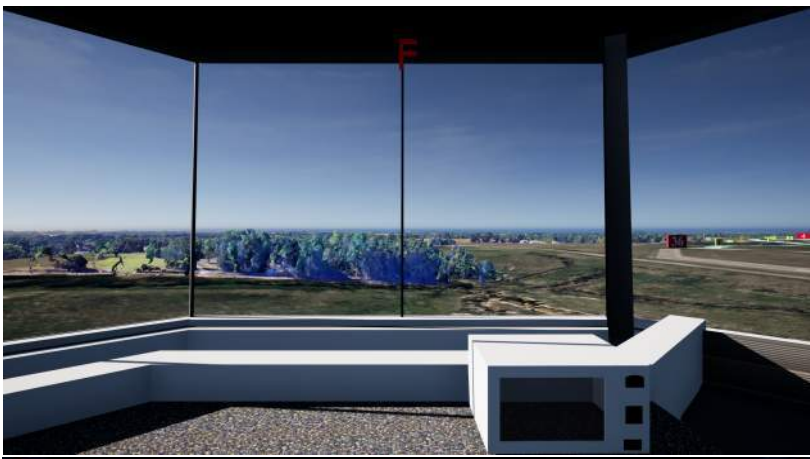


Site B


Resume
Save
Load
Model
Reset
Quit
Main Menu
Print W Menu
Print Screen
Location
Locat.
Cab
Posit.
Air Mvt
Taxi
Enviro
Map
Site B
Latitude: 32°21'1.767"
Longitude: -95°24'4.636"
GR Elevation: 528.2
CF Height: 75.0 '
Height at Eye Level: 80.0 '
Height at Roof: 89.0 '
Top of Antenna: 110.0 '
Rotation: 10.0°
Tower Orientation
1'
5'
10'
Shift Location
Panel A
Height
Up
Down
Tower Rotation
1°
5°
Clockwise
Counterclockwise
SCALE
1 : 1
A
G
LC
Data attribution

Site B





Appendix E – Drawings (Airport Layout Plan, Cab Layout, Orientation, Building Profile)

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DRAWING LEGEND

ITEM	EXISTING
AIRPORT PROPERTY LINE	
AIRPORT SECURITY FENCE	X
AIRPORT REFERENCE POINT (ARP)	
BUILDINGS	
AIRFIELD PAVEMENT	
PAVED ROADS	
RUNWAY PROTECTION ZONE (RPZ)	RPZ(e) RPZ(e)
BUILDING RESTRICTION LINE (BRL) (35')	BRL
RUNWAY SAFETY AREA (RSA)	RSA(e)
RUNWAY OBJECT FREE ZONE (ROFZ)	OFZ(e)
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA(e)
RUNWAY VISIBILITY ZONE (RVZ)	RVZ(e)
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
AIRPORT ROTATING BEACON	
LIGHTED WIND CONE	
SEGMENTED CIRCLE	
PRECISION APPROACH PATH INDICATOR (PAPI)	
HOLDINGS AND SIGNS	
RUNWAY END THRESHOLD LIGHTS	
PRIMARY/SECONDARY AIRPORT CONTROL STATION (PACS/SACS)	

AIRPORT SPONSOR

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

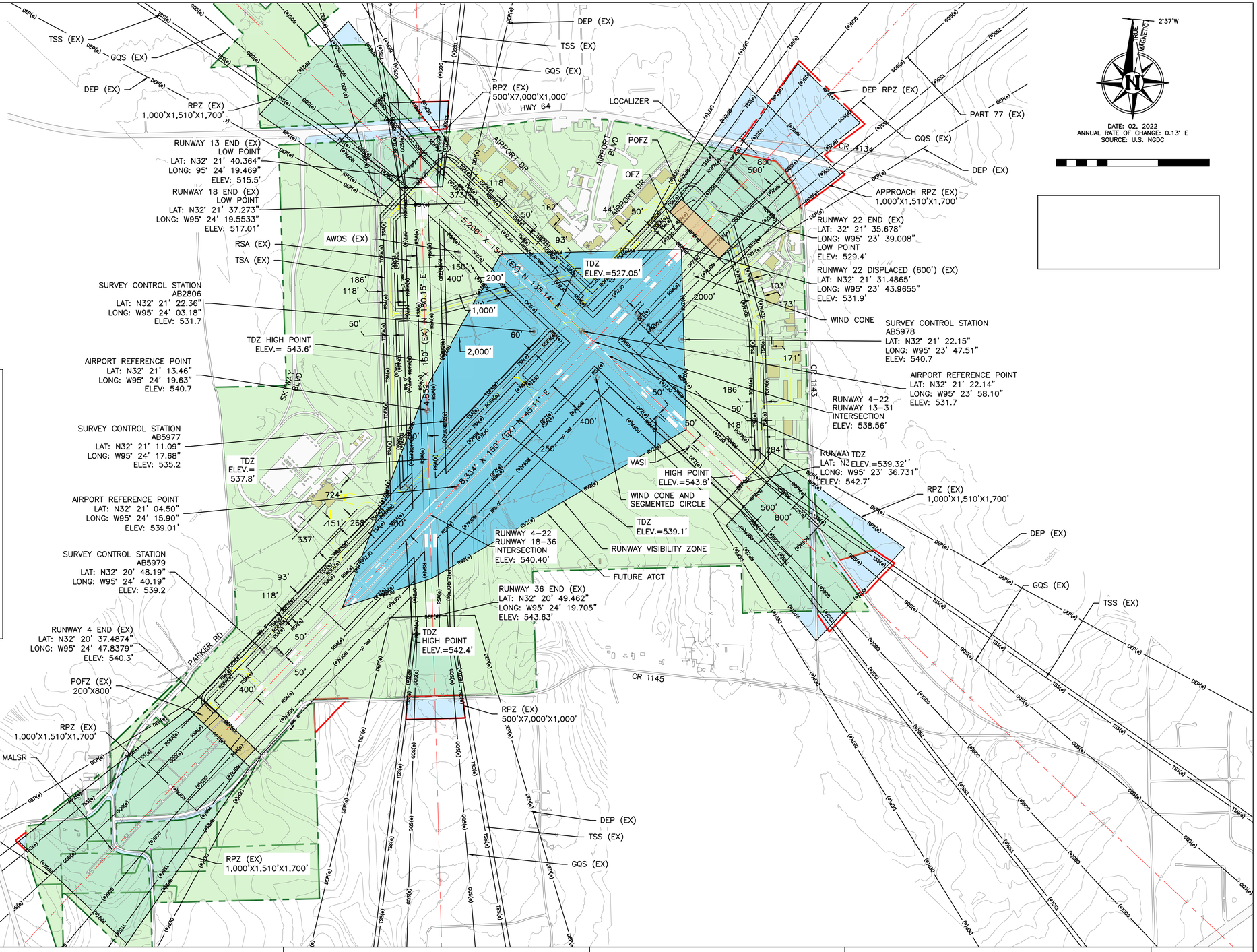
TITLE, AIRPORT SPONSORS REPRESENTATIVE

SIGNATURE DATE

DESIGNED BY

SIGNATURE DATE

FAA APPROVAL DATE



DES: CM	ISSUE RECORD				
DR: CJM	NO.	BY	DATE	REVISION	
CH: MM					
APP: MM					

TYLER POUNDS REGIONAL AIRPORT
TYLER, TEXAS

AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN

AIP GRANT NO.	KSA JOB NO.	
3-48-0215-xx-2019	TYL.375	

DRAWING LEGEND

ITEM	ULTIMATE
AIRPORT PROPERTY LINE	
AIRPORT SECURITY FENCE	XX
AIRPORT REFERENCE POINT (ARP)	
EXISTING BUILDINGS	
ULTIMATE BUILDINGS	
AIRFIELD PAVEMENT	
EXISTING PAVED ROADS	
ULTIMATE PAVED ROADS	
RUNWAY PROTECTION ZONE (RPZ)	
PAVEMENT TO BE REMOVED	
BUILDING RESTRICTION LINE (BRL) (35')	BRL(ω)
RUNWAY SAFETY AREA (RSA)	RSA(ω)
RUNWAY OBJECT FREE ZONE (ROFZ)	OFZ(ω)
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA(ω)
RUNWAY VISIBILITY ZONE (RVZ)	RVZ
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
AIRPORT ROTATING BEACON	
LIGHTED WIND CONE	
SEGMENTED CIRCLE	
PRECISION APPROACH PATH INDICATOR (PAPI)	
HOLDINGS AND SIGNS	
RUNWAY END THRESHOLD LIGHTS	
PRIMARY/SECONDARY AIRPORT CONTROL STATION (PACS/SACS)	
AIR TRAFFIC CONTROL TOWER (ATCT)	

AIRPORT SPONSOR

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

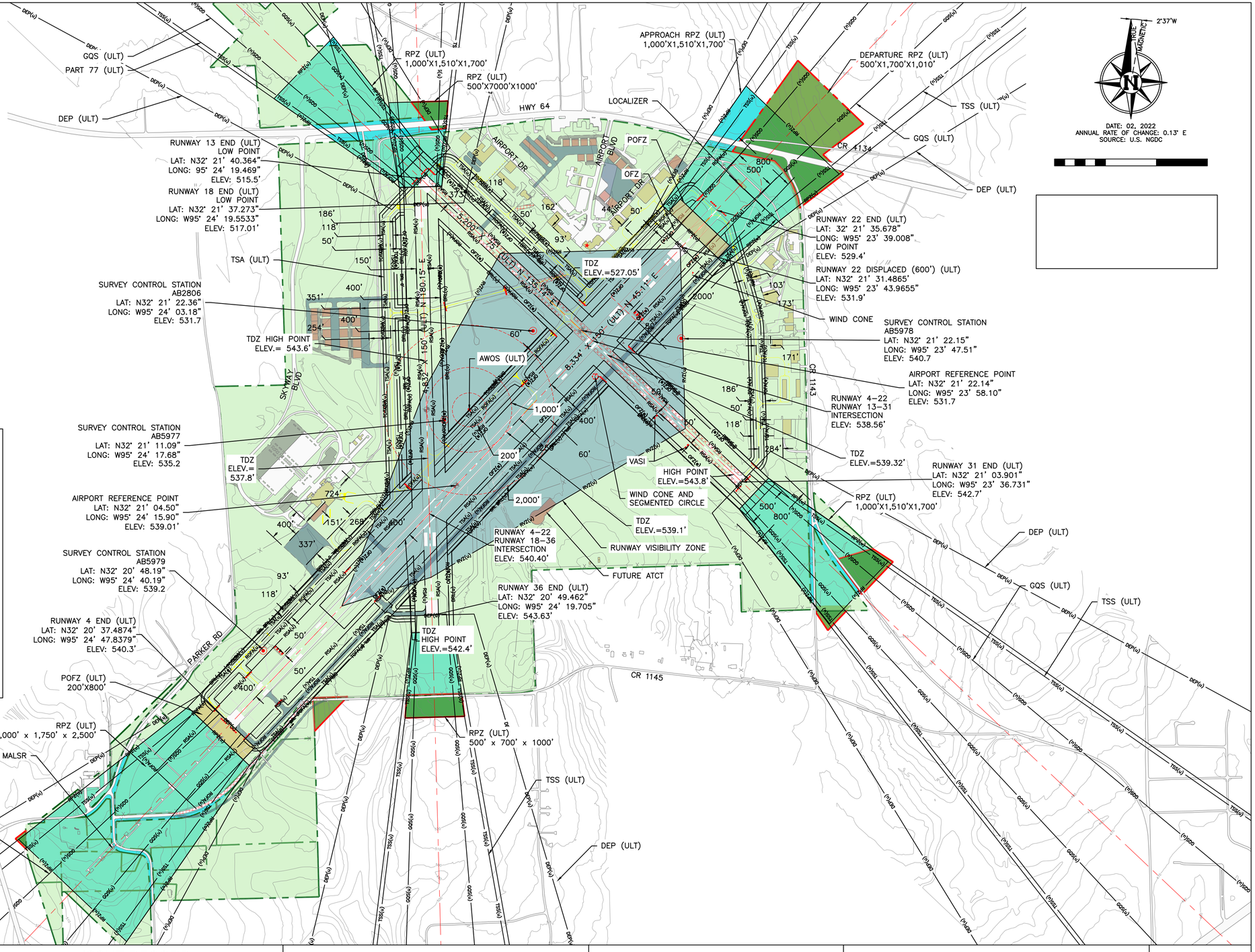
TITLE, AIRPORT SPONSORS REPRESENTATIVE

SIGNATURE DATE

DESIGNED BY

SIGNATURE DATE

FAA APPROVAL DATE



DES: CM	ISSUE RECORD			
DR: CJM	NO.	BY	DATE	REVISION
CH: MM				
APP: MM				

KSA

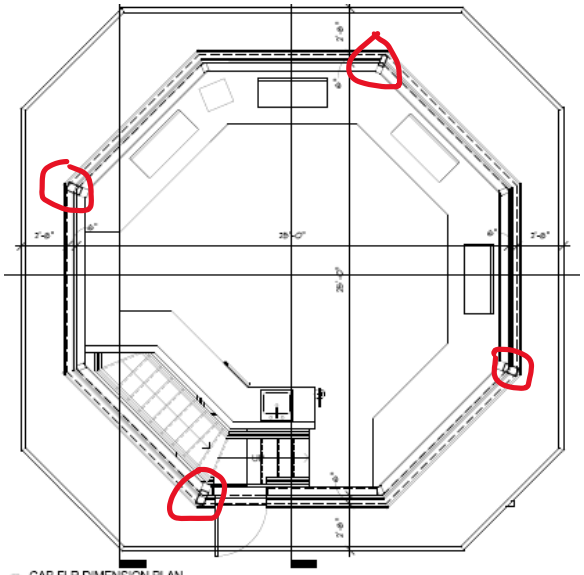
CITY OF TYLER — Tyler Pounds Regional Airport

TYLER POUNDS REGIONAL AIRPORT
TYLER, TEXAS

AIRPORT LAYOUT PLAN

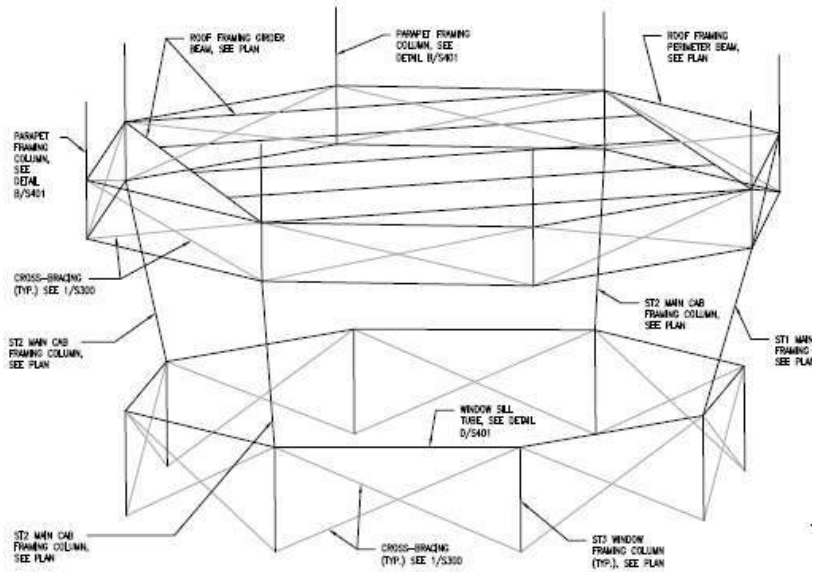
AIRPORT LAYOUT PLAN - FUTURE

AIP GRANT NO.	KSA JOB NO.	
3-48-0215-xx-2019	TYL.375	

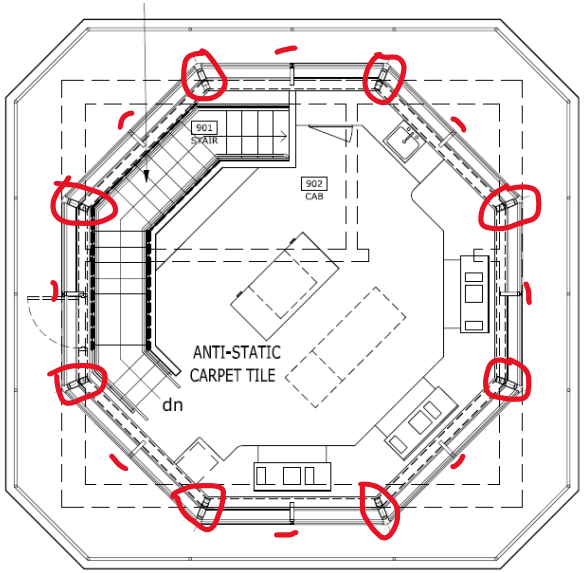


3 CAB FLR DIMENSION PLAN
1/4" = 1'-0"

COLUMNS

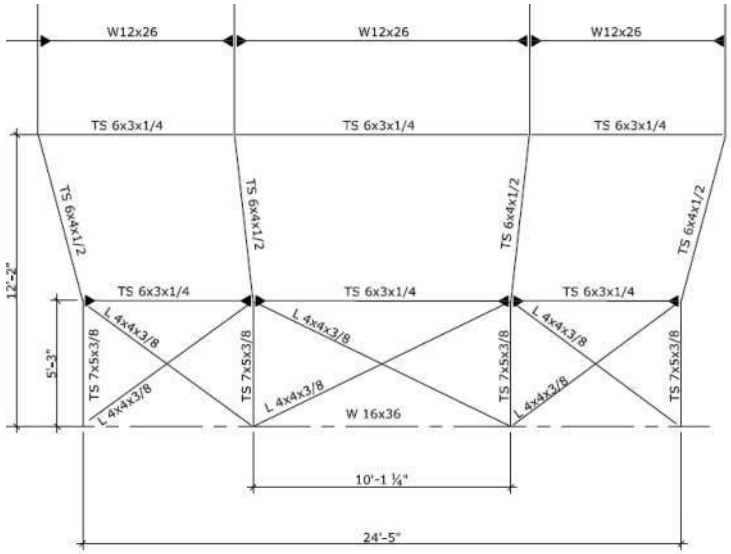


3 / S300 FRAMING ISOMETRIC
SCALE: 1/4"=1'-0"



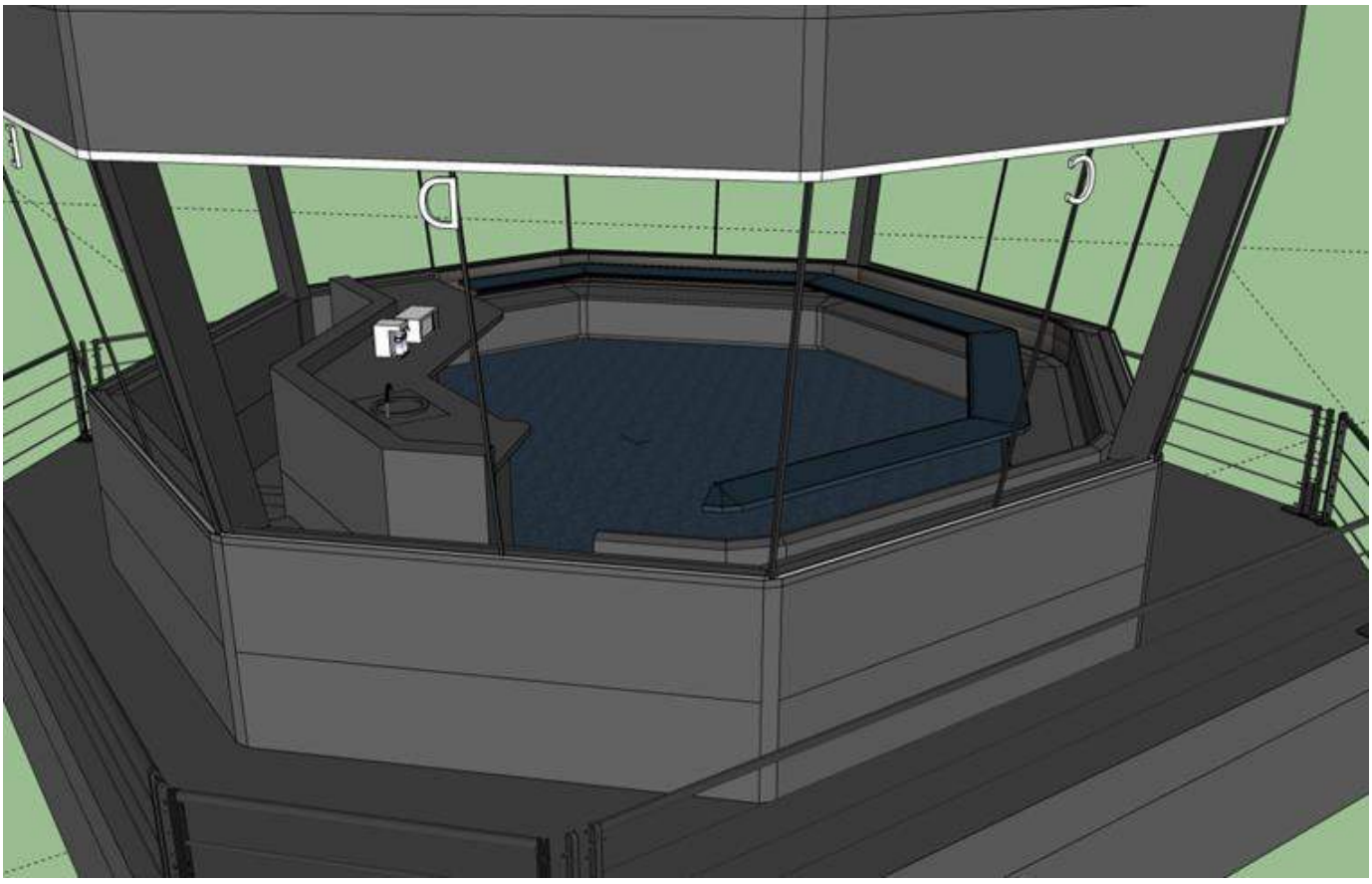
3 NINTH FLOOR FINISH PLAN
1/4" = 1'-0"

MUILLIONS



3 / S-300 FRAMING SECTION
SCALE: 1/4"=1'-0"
(1:48)

4-COLUMN CAB DESIGN – Conventional Consoles



4-COLUMN CAB DESIGN – Slatwall Consoles

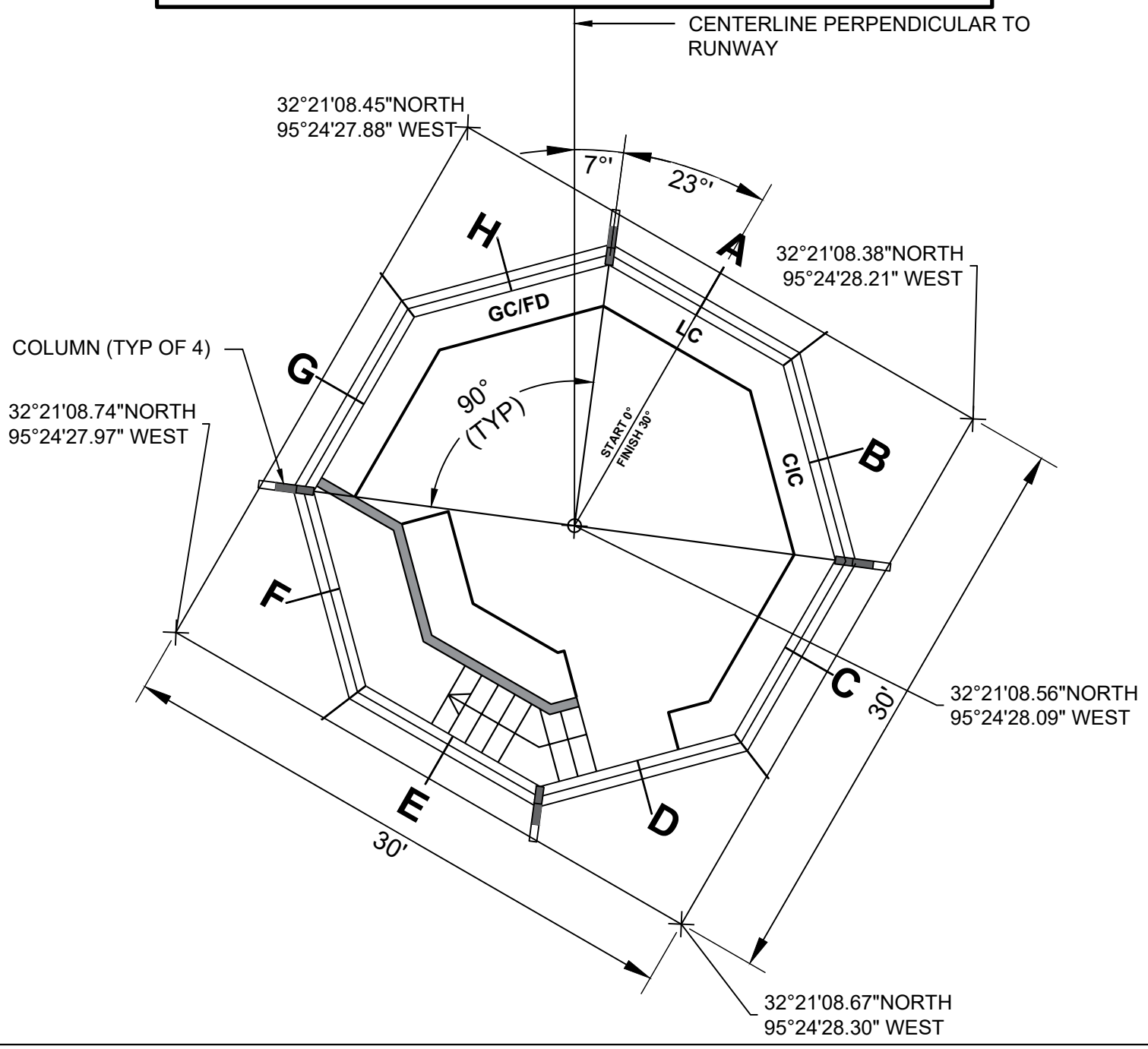
3D MODELS

TRADITIONAL CONSOLE

(TYR) TYLER POUNDS REGIONAL AIRPORT

TYLER, TEXAS

Control Positions/Cab Orientation



SITE A

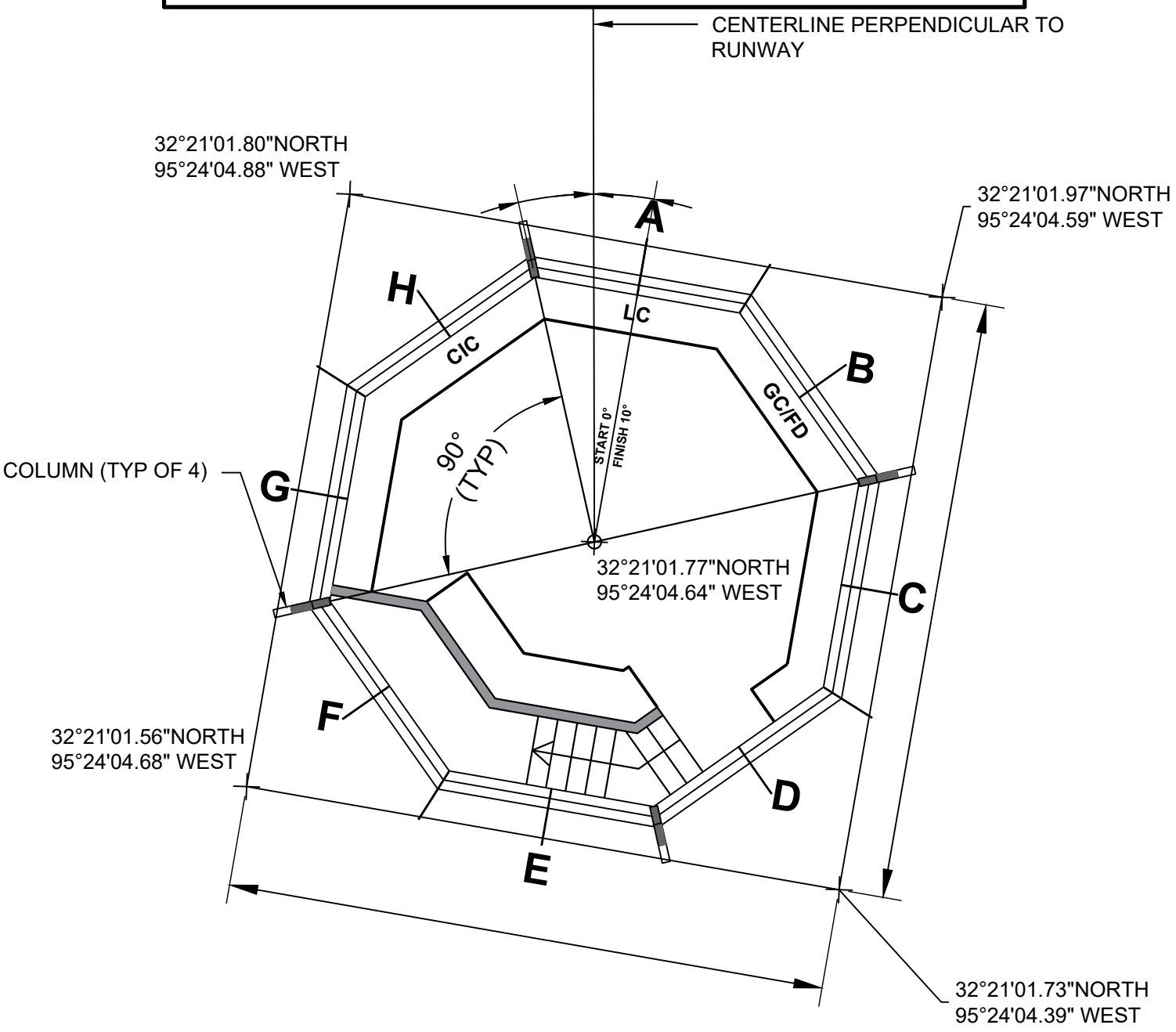
Columns, Left Stairs

04 MARCH 2025

(TYR) TYLER POUNDS REGIONAL AIRPORT

TYLER, TEXAS

Control Positions/Cab Orientation



SITE B

Columns, Left Stairs

04 MARCH 2025

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Appendix F – Obstruction Evals (TOPR/TERPS)/Airspace Analyses (iOE/AAA)/NAVAIDs

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Airspace Analysis
Tyler Pounds Regional Airport
Proposed New ATCT Locations

Summary Report

Three (3) proposed sites for a new Air Traffic Control Tower at the Tyler Pounds Regional Airport (KTYR), Tyler, TX, were provided to me by Pond & Company. I was asked to evaluate each site at a primary MSL elevation determined by Pond & Company. The MSL elevations were determined by adding 30 feet to the eye height AGL elevation which is standard practice for FAA contract air traffic control towers. The AGL elevation is then added to the ground elevation. The locations and elevations evaluated are as follows:

Proposed Elevations

SITE	AGL Height	Ground Elev.	MSL Elevation	Geodetic Coordinates
A	90.0’	540.7’	630.7’	32 21 08.56N-095 24 28.09W
B	80.0’	528.2’	608.2’	32 21 01.91N-095 24 04.71W
D	98.0’	553.4’	651.4’	32 20 58.47N-095 24 40.19W

Existing Instrument Approaches

Using the FAA Terminal Area Route Generation Evaluation & Traffic Simulation (TARGETS) Tool I have evaluated all of the currently published Instrument Approach Procedures and Departure Procedures at the Tyler Pounds Regional Airport using the site coordinates and MSL elevations provided to me by Pond & Company.

Proposed Control Tower Site D, at the proposed MSL elevation of 651.4 feet, does affect a currently published instrument approach procedure at the Tyler Pounds Regional Airport. The controlling procedure for Tower Site D is the RNAV (GPS) RWY 36 Instrument Approach Procedure. The Obstacle Clearance Surface for the LNAV/VNAV final approach segment is penetrated by 13.4 feet over the site. The effect of this 13.4 foot penetration can be mitigated by amending the instrument approach procedure as follows.
The RNAV (GPS) RWY 36 LNAV/VNAV Decision Altitude (DA) could be increased from 799 MSL to 813 MSL. The LNAV/VNAV portion of this procedure is likely not used very frequently because the LPV DA is slightly less at 794 MSL.
The No Exceed Height for ATCT Site D is 638 feet MSL.

Proposed Control Tower Site A, at the proposed MSL elevation of 630.7 feet, does not affect any currently published instrument approach at the Tyler Pounds Regional Airport. The controlling procedure for Tower Site A is the RNAV (GPS) RWY 13 Instrument Approach Procedure. The Obstacle Clearance Surface for the LNAV final approach segment has 19.3 feet of clearance over the site. The No Exceed Height for ATCT Site A is 650 feet MSL.

Proposed Control Tower Site B, at the proposed MSL elevation of 608.2 feet, does not affect any currently published instrument approach procedures at the Tyler Pounds Regional Airport. The controlling procedure for Tower Site B is the RNAV (GPS) RWY 31 Instrument Approach Procedure. The Obstacle Clearance Surface for the LNAV/VNAV final segment has 24.69 feet of clearance over the site. The No Exceed Height for ATCT Site B is 638.0 feet MSL.

Circling and Departure Minimums

Circling minimums were evaluated, and the proposed tower locations do not affect circling minimums at the airport.

Departure procedures were evaluated, and the proposed tower locations do not affect departure minimums or departure procedures at the airport.

John D. Mogul
Airspace Consultant

Federal Aviation Administration

« OE/AAA

Facility Circle Search

You may search about (center point):

Search radius:

- A specific OE Case: [ ] - [ ] - [ ] - OE — OE Case Number
- A specific NRA Case: [ ] - [ ] - [ ] - NRA — NRA Case Number
- A specific NR Case: [ ] - [ ] - [ ] - NR — NR Case Number
- A specific location: Latitude: 32 - 21 - 8.56 N; NAD 83; Longitude: 95 - 24 - 28.09 W

2 Nautical miles

SE: 540

AGL: 120

AMSL: 660

Search

Facility Search results:

19 Facilities were found for LOCATION: 32-21-08.56N / 95-24-28.09W (NAD83) SE: 540.0 AGL: 120.0 AMSL: 660.0

Facility	Facility Id	Apt ID	Latitude	Longitude	Ground Elev (FT)	Facility AGL(FT)	Vertical Angle (Degs)	Azimuth	Dist (FT)	Dist (NM)	Source
SWS	TYR	TYR	32-21-18.39N	95-24-11.26W	533.00	30.00	3.17	55.47	1,752.51	0.29	OEAAA
VOR/DME	TYR	TYR	32-21-21.12N	95-24-12.48W	537.20		3.81	46.53	1,845.56	0.3	NASR
Within 8NM if a wind turbine. Within 2,000ft											
GS/04	TYR	TYR	32-20-47.94N	95-24-43.64W	538.50		2.81	212.64	2,473.96	0.41	NASR
ASOS	TYR	TYR	32-21-31.33N	95-24-14.35W	522.00	30.00	2.39	27.12	2,585.46	0.43	OEAAA
RTR	TYRA	TYR	32-20-56.00N	95-23-57.98W	536.89	59.00	1.28	116.17	2,878.06	0.47	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
BUEC	TYR		32-20-55.97N	95-23-57.95W	538.00	59.00	1.25	116.2	2,881.71	0.47	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
RCO	TYR		32-20-55.68N	95-23-57.70W	538.00	59.00	1.24	116.53	2,913.95	0.48	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
RCAG	TYR	TYR	32-20-55.79N	95-23-57.63W	540.00	40.00	1.57	116.28	2,914.38	0.48	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
RTR	TYR	TYR	32-20-55.67N	95-23-57.69W	537.02	59.00	1.26	116.54	2,915.16	0.48	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
MALSR/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.92	208.35	3,568.17	0.59	NASR
PAPI/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.92	208.35	3,568.17	0.59	NASR
RTR	TYRZ	TYR	32-21-32.04N	95-23-56.58W	523.90	59.00	1.23	48.72	3,596.79	0.59	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
ATCT	TYR	TYR	32-21-32.03N	95-23-56.52W	520.00	90.00	0.80	48.78	3,600	0.59	OEAAA
Convex hull of 4000 ft. radius circles centered at the runway end points of the airport.											
VASI/31	TYR	TYR	32-21-03.90N	95-23-36.73W	542.30		1.52	96.1	4,430.98	0.73	NASR
PAPI/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.65	58.52	4,437.94	0.73	NASR
REIL/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.65	58.52	4,437.94	0.73	NASR
DME/04	TYR	TYR	32-21-40.94N	95-23-37.92W	529.40		1.38	52.74	5,406.45	0.89	NASR
LOC/04	TYR	TYR	32-21-38.54N	95-23-35.62W	519.80		1.48	56.04	5,426.15	0.89	NASR
Within the LOC protection area for large structures Within the LOC protection area for small structures											
ASR	GGG	GGG	32-17-32.74N	95-03-00.18W	573.00	76.00	0.01	101.07	112,651.14	18.54	OEAAA
Within 60NM if a wind turbine and smooth earth LOS exists.											

Long Range Radar Search results:
0 Long Range Radar(s) were found for LOCATION: 32-21-08.56N / 95-24-28.09W (NAD83) SE: 540.0 AGL: 120.0 AMSL: 660.0

USAF Radar Search results:
1 Radar(s) were found for LOCATION: 32-21-08.56N / 95-24-28.09W (NAD83) SE: 540.0 AGL: 120.0 AMSL: 660.0

Radar	Latitude	Longitude	Radar Type	FAA ID	State	Source	Distance(FT)	Distance(NM)
Longview	32-17-32.78N	95-03-00.22W		GGG	TX	RADES	112,647	18.54

Facility Circle Search

You may search about (center point):

Search radius: 2 Nautical miles

- A specific OE Case: [ ] - [ ] - [ ] - OE — OE Case Number
- A specific NRA Case: [ ] - [ ] - [ ] - NRA — NRA Case Number
- A specific NR Case: [ ] - [ ] - [ ] - NR — NR Case Number
- A specific location: Latitude: 32 - 21 - 1.767 N — NAD 83 — SE: 528.2; AGL: 110; AMSL: 638.2
  Longitude: 95 - 24 - 4.636 W

Search

Facility Search results:
19 Facilities were found for LOCATION: 32-21-01.76N / 95-24-04.64W (NAD83) SE: 528.2 AGL: 110.0 AMSL: 638.2

Facility	Facility Id	Apt ID	Latitude	Longitude	Ground Elev (FT)	Facility AGL(FT)	Vertical Angle (Degs)	Azimuth	Dist (FT)	Dist (NM)	Source
RTR	TYRA	TYR	32-20-56.00N	95-23-57.98W	536.89	59.00	2.97	135.59	815.92	0.13	OEAAA
Within 1,000ft											
BUEC	TYR		32-20-55.97N	95-23-57.95W	538.00	59.00	2.88	135.61	819.89	0.13	OEAAA
Within 1,000ft											
RCAG	TYR	TYR	32-20-55.79N	95-23-57.63W	540.00	40.00	3.91	135.14	852.12	0.14	OEAAA
Within 1,000ft											
RCO	TYR		32-20-55.68N	95-23-57.70W	538.00	59.00	2.76	135.95	855.85	0.14	OEAAA
Within 1,000ft											
RTR	TYR	TYR	32-20-55.67N	95-23-57.69W	537.02	59.00	2.82	135.96	857.17	0.14	OEAAA
Within 1,000ft											
SWS	TYR	TYR	32-21-18.39N	95-24-11.26W	533.00	30.00	2.43	341.31	1,773.45	0.29	OEAAA
VOR/DME	TYR	TYR	32-21-21.12N	95-24-12.48W	537.20		2.80	341.03	2,068.49	0.34	NASR
Within 2,000ft-1NM above 1 degree Within 8NM if a wind turbine.											
VASI/31	TYR	TYR	32-21-03.90N	95-23-36.73W	542.30		2.28	84.85	2,403.59	0.4	NASR
ASOS	TYR	TYR	32-21-31.33N	95-24-14.35W	522.00	30.00	1.59	344.42	3,101.72	0.51	OEAAA
RTR	TYRZ	TYR	32-21-32.04N	95-23-56.58W	523.90	59.00	1.01	12.73	3,136.52	0.52	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
ATCT	TYR	TYR	32-21-32.03N	95-23-56.52W	520.00	90.00	0.52	12.82	3,136.67	0.52	OEAAA
Convex hull of 4000 ft. radius circles centered at the runway end points of the airport.											
PAPI/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.75	30.55	3,487.86	0.57	NASR
REIL/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.75	30.55	3,487.86	0.57	NASR
GS/04	TYR	TYR	32-20-47.94N	95-24-43.64W	538.50		1.57	247.35	3,626.15	0.6	NASR
PAPI/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.26	236.5	4,444.99	0.73	NASR
MALSR/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.26	236.5	4,444.99	0.73	NASR
LOC/04	TYR	TYR	32-21-38.54N	95-23-35.62W	519.80		1.52	33.81	4,473.45	0.74	NASR
Within the LOC protection area for large structures Within the LOC protection area for small structures											
DME/04	TYR	TYR	32-21-40.94N	95-23-37.92W	529.40		1.36	30.06	4,574.54	0.75	NASR
ASR	GGG	GGG	32-17-32.74N	95-03-00.18W	573.00	76.00	-0.01	100.92	110,545.11	18.19	OEAAA
Within 60NM if a wind turbine and smooth earth LOS exists.											

Long Range Radar Search results:
0 Long Range Radar(s) were found for LOCATION: 32-21-01.76N / 95-24-04.64W (NAD83) SE: 528.2 AGL: 110.0 AMSL: 638.2

USAF Radar Search results:
1 Radar(s) were found for LOCATION: 32-21-01.76N / 95-24-04.64W (NAD83) SE: 528.2 AGL: 110.0 AMSL: 638.2

Radar	Latitude	Longitude	Radar Type	FAA ID	State	Source	Distance(FT)	Distance(NM)
Longview	32-17-32.78N	95-03-00.22W		GGG	TX	RADES	110,541	18.19

	SITE A	SITE B	SITE D
Tyler Pounds Rgnl (TYR) Tyler, TX	SITE ELEVATION: 541' MSL	SITE ELEVATION: 529' MSL	SITE ELEVATION: 554' MSL
RESULTS ARE BASED ON A 1A SURVEY ACCURACY	120' AGL TWR HEIGHT	110' AGL TWR HEIGHT	128' AGL TWR HEIGHT
PROPOSED TOP OF TOWER MSL HEIGHT	**661'**	**639'**	**682'**
INSTRUMENT APPROACH PROCEDURE	MAX MSL/AGL TWR HEIGHT	MAX MSL/AGL TWR HEIGHT	MAX MSL/AGL TWR HEIGHT
ILS or LOC RWY 4 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 4 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 13 (NEH)	627' MSL / 86' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 18 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 22 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 31 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 36 (NEH)	632' MSL / 91' AGL	632' MSL / 103' AGL	646' MSL / 92' AGL
VOR RWY 4 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
VOR RWY 31 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL

Airport: TYR	Site A	Site B	Site D	Existing Tower
Part 77 Obstructions				
I. Obstacle Free Zones (OFZ Checks): Must be avoided				
Impacts OFZ	✓	✓	✓	✓
II. Part 77.9 Notice Required Checks: File notice if affects found				
77.9a structure is below 200 ft AGL	✓	✓	✓	✓
77.9b				
RWY 04/22	116	92	137	65
RWY 13/31	102	79	108	108
RWY 18/36	113	91	130	68
III. Part 77.17 Obstruction Standard Checks				
77.17(a)(1) Structure below 499 AGL	✓	✓	✓	✓
77.17(a)(2) Structure below 200 AGL	✓	✓	✓	✓
77.17(a)(3) TERPS Surfaces at Airport				
ILS/LOC RWY 04	✓	✓	✓	✓
RNAV (GPS) RWY 04	✓	✓	✓	✓
RNAV (GPS) RWY 13 LNAV/VNAV	2	✓	✓	✓
RNAV (GPS) RWY 13 LNAV	20	✓	✓	✓
RNAV (GPS) RWY 18	✓	✓	✓	✓
RNAV (GPS) RWY 22	✓	✓	✓	✓
RNAV (GPS) RWY 31	✓	✓	✓	✓
RNAV (GPS) RWY 36	✓	✓	44	✓
VOR RWY 04	✓	✓	✓	✓
VOR RWY 31	✓	✓	✓	✓
Diverse Departure RWY 04	✓	✓	✓	✓
Diverse Departure RWY 13	✓	✓	✓	✓
Diverse Departure RWY 18	✓	✓	✓	✓
Diverse Departure RWY 22	✓	✓	✓	✓
Diverse Departure RWY 31	✓	✓	✓	✓
Diverse Departure RWY 36	✓	✓	✓	✓
Circling Approach	✓	✓	20	✓
77.17(a)(4) En Route Obstacle Clearance Area	✓	✓	✓	✓
IV. Part 77.19 Imaginary Surface Checks				
77.19(a) Inner Horizontal Surface	✓	✓	✓	✓
77.19(b) Conical Surface	✓	✓	✓	✓
77.19(c) Primary Surface	✓	✓	✓	✓
77.19(d) Approach Surface	✓	✓	✓	✓
77.19(e) Transitional Surface				
RWY 04/22	50	50	68	34
RWY 13/31	✓	✓	✓	42
RWY 18/36	60	✓	✓	✓

Key

Pass

Caution: violates but likely accepted with mitigations

Fail: Unlikely to be accepted

Notes:

Numerical values indicate the number of feet by which the surface, area, or requirement is exceeded

Extent of Yellow or Red graphically indicates magnitude of exceedance

Data bars are scaled across sites, within each requirement

All analyses in this document are initial "quick-looks" and subject to further discussion and review.

Federal Aviation Administration
10101 Hillwood Parkway
Federal Aviation Administration
Fort Worth, TX 76177

Rodney Clark

July 14, 2025

TO:
Tyler Pounds Regional Airport
Attn: Steve Thompson
700 Skyway Blvd. Suite 201
Tyler, TX 75704
smthompson@tylertexas.com

CC:
KSA Engineers, Inc.
Attn: Jeremy Bostock
8866 Synergy Drive
McKinney, TX 75070
jbostock@ksaeng.com

RE: *(See attached Table 1 for referenced case(s))*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2025-ASW-3657-NRA		TYLER,TX	32-21-08.67N	95-24-28.30W	108	651
2025-ASW-3658-NRA		TYLER,TX	32-21-08.74N	95-24-27.97W	108	651
2025-ASW-3659-NRA		TYLER,TX	32-21-08.45N	95-24-27.88W	108	651
2025-ASW-3660-NRA		TYLER,TX	32-21-08.38N	95-24-28.21W	108	651
2025-ASW-3661-NRA		TYLER,TX	32-21-08.56N	95-24-28.09W	108	651

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.
The AOC must create and/or log into their OE/AAA account and select “Search Archives”. The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC’s account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Name	Email	Phone
Stephen Thompson	smthompson@tylertexas.com	(903) 531-9825

Description: This project includes the construction of a new Air Traffic Control Tower at Tyler Pounds Regional Airport. This submission consists of the center point and 4 corners of Tower Site A. Top of Tower elevation is the top of antennas and air terminals as shown in the attached exhibit. Cab floor elevation=616.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

As a condition to this Determination, the structure is marked and/or lighted in accordance with (Buildings, Structures, Antennas, etc.) Chapters 4 and 5 of Advisory Circular 70/7460-1M Change 1, Obstruction Marking and Lighting.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

FLIGHT PROCEDURES:
3657
At 651' MSL (4D), TYLER POUNDS RGNL (TYR) TYLER, TX. RNAV (GPS) RWY 13 AMDT 3A, increase LNAV/VNAV DA from 820 to 862, NEH 635 AMSL, W/1A, No IFR Effect, increase LNAV MDA from 900 to 960, NEH 635 AMSL, W/2C, 900 to 920, NEH 650 MSL. Please provide the proposed runway engineering data (for the building/runway project to the FAA via the Airport Data and Information Portal (ADIP) site (https://adip.faa.gov/agis/public/#/public) at least 18 months prior to the expected opening of the runway, so that the amendment of IFPs can be accomplished to coincide with the planned runway opening date. Please provide the complete facility data for any new/relocated NAVAIDs to the FAA via the ADIP site at least 18 months prior to the expected facility commissioning, so that new IFPs can be accomplished and scheduled for flight inspection to coincide with the planned commissioning date. Based on the type of landing minimums desired, a new airport/obstacle survey that meets the criteria for runways with Vertical Guidance (VG) or Non-Vertical Guidance (NVG) outlined in AC 150/5300-18B must be accomplished and validated by the FAA GIS and ADIP offices prior to the beginning of any IFP development. This study does not constitute a formal request for IFP amendments. A formal request for IFP amendments must be submitted by airport management or official airport representative via the Aeronautical Information Services (AIS) IFP request website at (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/) prior to any procedure development. Upon receiving the request, the validation and prioritization process will begin, and a chart date assigned. Please contact Tom Inkman at the CFPT at andre.l.marsh@faa.gov to assist with procedure amendment coordination.

3658
At 651' MSL (4D), TYLER POUNDS RGNL (TYR) TYLER, TX. RNAV (GPS) RWY 13 AMDT 3A, increase LNAV/VNAV DA from 820 to 862, NEH 635 AMSL, W/1A, No IFR Effect, increase LNAV MDA from 900 to 960, NEH 635 AMSL, W/2C, 900 to 920, NEH 650 MSL. Please provide the proposed runway engineering data (for the building/runway project to the FAA via the Airport Data and Information Portal (ADIP) site (https://adip.faa.gov/agis/public/#/public) at least 18 months prior to the expected opening of the runway, so that the amendment of IFPs can be accomplished to coincide with the planned runway opening date. Please provide the complete facility data for any new/relocated NAVAIDs to the FAA via the ADIP site at least 18 months prior to the expected facility commissioning, so that new IFPs can be accomplished and scheduled for flight inspection to coincide with the planned commissioning date. Based on the type of landing minimums desired, a new airport/obstacle survey that meets the criteria for runways with Vertical Guidance (VG) or Non-Vertical Guidance (NVG) outlined in AC 150/5300-18B must be accomplished and validated by the FAA GIS and ADIP offices prior to the beginning of any IFP development. This study does not constitute a formal request for IFP amendments. A formal request for IFP amendments must be submitted by airport management or official airport representative via the Aeronautical Information Services (AIS) IFP request website at (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/) prior to any procedure development. Upon receiving the request, the validation and prioritization process will begin, and a chart date assigned. Please contact Tom Inkman at the CFPT at andre.l.marsh@faa.gov to assist with procedure amendment coordination.

3659

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For current Advisory Circulars go to www.oeaaa.faa.gov

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on 09/13/2023.

This determination expires on January 14, 2027 unless:
(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Roman Piñon 1-817-222-5613 roman.pinon@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-3657-NRA.

Roman Piñon
ADO
Signature Control No: 652326443-669943372

Federal Aviation Administration
10101 Hillwood Parkway
Federal Aviation Administration
Fort Worth, TX 76177

Rodney Clark

July 14, 2025

TO:
Tyler Pounds Regional Airport
Attn: Steve Thompson
700 Skyway Blvd. Suite 201
Tyler, TX 75704
smthompson@tylertexas.com

CC:
KSA Engineers, Inc.
Attn: Jeremy Bostock
8866 Synergy Drive
McKinney, TX 75070
jbostock@ksaeng.com

RE: *(See attached Table 1 for referenced case(s))*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2025-ASW-3662-NRA		TYLER,TX	32-21-01.80N	95-24-04.59W	110	638
2025-ASW-3663-NRA		TYLER,TX	32-21-01.97N	95-24-04.59W	110	638
2025-ASW-3664-NRA		TYLER,TX	32-21-01.73N	95-24-04.39W	110	638
2025-ASW-3665-NRA		TYLER,TX	32-21-01.56N	95-24-04.68W	110	638
2025-ASW-3666-NRA		TYLER,TX	32-21-01.77N	95-24-04.64W	110	638

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.
The AOC must create and/or log into their OE/AAA account and select “Search Archives”. The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC’s account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Name	Email	Phone
Stephen Thompson	smthompson@tylertexas.com	(903) 531-9825

Description: This project includes the construction of a new Air Traffic Control Tower at Wiley Post Airport. This submission consists of the center point and 4 corners of Tower Site B. Top of Tower elevation is the top of antennas and air terminals as shown in the attached exhibit. Cab floor elevation=603.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

As a condition to this Determination, the structure is marked and/or lighted in accordance with (Buildings, Structures, Antennas, etc.) Chapters 4 and 5 of Advisory Circular 70/7460-1M Change 1, Obstruction Marking and Lighting.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

FLIGHT PROCEDURES:
3662
At 638' MSL (4D), TYLER POUNDS RGNL (TYR) TYLER, TX RNAV (GPS) RWY 36 AMDT 1A, increase LNAV/VNAV DA from 799 to 849, NEH 637 AMSL, WITH 1A, No IFR Effect. Please provide the proposed runway engineering data (for the building/runway project to the FAA via the Airport Data and Information Portal (ADIP) site (https://adip.faa.gov/agis/public/#/public) at least 18 months prior to the expected opening of the runway, so that the amendment of IFPs can be accomplished to coincide with the planned runway opening date. Please provide the complete facility data for any new/relocated NAVAIDs to the FAA via the ADIP site at least 18 months prior to the expected facility commissioning, so that new IFPs can be accomplished and scheduled for flight inspection to coincide with the planned commissioning date. Based on the type of landing minimums desired, a new airport/obstacle survey that meets the criteria for runways with Vertical Guidance (VG) or Non-Vertical Guidance (NVG) outlined in AC 150/5300-18B must be accomplished and validated by the FAA GIS and ADIP offices prior to the beginning of any IFP development. This study does not constitute a formal request for IFP amendments. A formal request for IFP amendments must be submitted by airport management or official airport representative via the Aeronautical Information Services (AIS) IFP request website at (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/) prior to any procedure development. Upon receiving the request, the validation and prioritization process will begin, and a chart date assigned. Please contact Tom Inkman at the CFPT at andre.l.marsh@faa.gov to assist with procedure amendment coordination.

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If you have any questions concerning this determination contact Roman Piñon 1-817-222-5613 roman.pinon@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-3662-NRA.

Roman Piñon
ADO
Signature Control No: 652327695-669943614

Appendix G – Air Traffic Control Visibility Analysis Tool (ATCVAT)

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Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (http://www.hf.faa.gov/visibility) was used to assess the human performance metrics[1].

Air Traffic Control Tower: **TYR Site A SA**
Light Level: **Sunlight Clouds**
Ground Turbulence: **Medium**
Target Object: **Dodge Caravan**, target orientation: **Front View**
Observer Eye Height: **80**
Vertical Elevation Change Between Observer and Key Point (feet): **91**
Ground Elevation at Tower (MSL): **540**
Ground Elevation at Key Point (MSL): **529**
Tower to Key Point Distance: **5047** (feet) **1.54** (km) **Approach end to Runway 22**
Visibility Range: **10**(Miles) **16.09** (km)

1. Object Discrimination Analysis Results

Criteria	Threshold	Tower Results	Pass/Fail
probability(detection)	95.5%	99.5%	Pass
probability(recognition)	11.5%	52.5%	Pass

2. Line of Sight (LOS) Angle of Incidence

Threshold	Tower Results	Pass/Fail
0.8 degrees or 48 minutes	1.03degrees	PASS: Change in elevation between observer and key point should be no less than 70 feet.

[1]Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (http://www.hf.faa.gov/visibility) was used to assess the human performance metrics[1].

Air Traffic Control Tower: **TYR Site B SA**
Light Level: **Sunlight Clouds**
Ground Turbulence: **Medium**
Target Object: **Dodge Caravan**, target orientation: **Front View**
Observer Eye Height: **80**
Vertical Elevation Change Between Observer and Key Point (feet): **93**
Ground Elevation at Tower (MSL): **528**
Ground Elevation at Key Point (MSL): **515**
Tower to Key Point Distance: **4127** (feet) **1.26** (km)
Visibility Range: **10**(Miles) **16.09** (km)

1. Object Discrimination Analysis Results

Criteria	Threshold	Tower Results	Pass/Fail
probability(detection)	95.5%	99.8%	Pass
probability(recognition)	11.5%	71.9%	Pass

2. Line of Sight (LOS) Angle of Incidence

Threshold	Tower Results	Pass/Fail
0.8 degrees or 48 minutes	1.29degrees	PASS: Change in elevation between observer and key point should be no less than 57 feet.

[1]Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

Appendix H – Servicing Security Element

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Appendix G. Security Requirements for Sponsor-Owned or Sponsor-Leased Federal Contract Towers (FCT)

G-1. Purpose. Sponsor-owned/leased Federal Contract Towers are air traffic control towers not owned by the FAA but "sponsored" by another entity, typically an airport authority, and are designated facility security level (FSL) 1A facilities under this order. Security countermeasures for these facilities will use the FSL 1 criteria in chapter 4 unless adjusted in Table G-1 below. FAA-owned/leased FCTs are considered FSL 1 facilities and the criteria in chapter 4 apply without adjustment.

G-2. Adjusted Security Countermeasures. Table G-1 lists chapter 4 LOP baseline countermeasures that are adjusted for sponsor-owned or sponsor-leased FCTs.

Table G-1. Adjusted Security Countermeasures for Sponsor-Owned/Leased FCTs

Security Countermeasure	Reference	See:
Identification of a Federal Facility	Table 4-1-1 and paragraph 4-1-2	G-3
Pedestrian Access to Site	Table 4-1-1 and paragraph 4-1-4	G-4
Regulatory Signage	Table 4-3-1 and paragraph 4-3-3	G-5
Employee Access Control	Table 4-3-1 and paragraph 4-3-4	G-6
Visitor Access Controls	Table 4-3-1 and paragraph 4-3-5	G-7
Facility Security Plan	Table 4-6-1 and paragraph 4-6-9	G-8
Occupant Emergency Plan Testing	Table 4-6-1 and paragraph 4-6-10	G-9
Availability of Emergency Plans and Documentation	Table 4-6-1 and paragraph 4-6-11	G-10
Protection of Construction Information	Table 4-6-1 and paragraph 4-6-12	G-11

G-3. Identification of a Federal Facility. "US property" signs are not required.

G-4. Pedestrian Access to Site. The use of fence standards prescribed in chapter 4 are not required. The FCT requirement is a 6-foot chain link or ornamental fence with no special security (e.g., barbed wire or outriggers) additions.

G-5. Regulatory Signage. Required signs are limited to "No Weapons" and "Restricted"/ "Closed" Area (as applicable) signs. Sponsor owned/leased FCTs cannot request signs through the Logistics Center Support System (see paragraph 4-3-3). Locally produced signs are authorized.

G-6. Employee Access Control. Facility managers may allow unescorted entry to personnel who do not possess FAA ID consistent with operational requirements. When doing so, the FM must restrict access to non-sensitive areas and, when not possible, provide some oversight or controls over the person's activities. Personnel allowed access under these provisions must still be entered on a Visitors Register (see paragraph G-7).

G-7. Visitor Access Controls. Unless exempted under paragraph G-6, visitor access controls in paragraph 4-3-5 apply. Visitors and those exempted under paragraph G-6 will be recorded on a Visitors Register.

G-8. Facility Security Plan (FSP). An FSP is not required.

G-9. Occupant Emergency Plan (OEP) Testing. Associated OEP testing and an FRB are not required.

G-10. Availability of Emergency Plans and Documentation. See paragraphs G-8 and G-9.

G-11. Protection of Construction Information. There are no requirements or special measures that apply.

SITING REPORT
AIRPORT TRAFFIC CONTROL TOWER (ATCT)
NEW BRAUNFELS NATIONAL AIRPORT (BAZ)
NEW BRAUNFELS, TEXAS

AXF Guidance Memorandum	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **Office of Security and Hazardous Materials** Office of Infrastructure Protection - AXF	**AXF-2019-T-03**
SUBJ: INFORMATION: Updated Security Measures for Sponsor-Owned or Sponsor-Leased Federal Contract Towers (FCT)		**Date: March 7, 2019**

1. **Purpose:** This Guidance Memorandum provides updated security measures in a revised Risk Assessment Tool (RAT) to use when conducting security assessments at sponsor-owned or sponsor-leased FCTs, Facility Security Level (FSL) -1A facilities.

2. **Background**: Collaborating with the FCT Program Office, the ATO Strategic Planning Office, and the Office of the Chief Counsel (AGC), AXF identified practical and contract-compliant security measures to apply at sponsor-owned or sponsor-leased FCTs. The attached RAT reflects these security requirements.

3. **Guidance**: Assessment activity at FSL 1A sponsor-owned or sponsor-leased FCTs is currently deferred until otherwise directed by AXF-1. Servicing Security Elements (SSEs) are to use the attached RAT for FSL-1A facilities when assessment activity resumes. Although there are differences between FAA Order 1600.69C and the attached RAT, the security measures identified in the RAT will supersede those in the order. The next update to FAA Order 1600.69 will incorporate these changes in security requirements.

Government (FAA)-owned or government (FAA)-leased FCTs will continue to follow the requirements in FAA Order 1600.69C identified for FSL-1 facilities. FCTs located on military bases or those staffed by a military entity are exempt from FAA facility security requirements. They will apply the physical security requirements of their military command.

Any open security findings in FSRS-1 referencing requirements not found in the attached RAT will be administratively closed by AXF-100.

Patricia A. Pausch

Patricia A. Pausch
Director, Office of Infrastructure Protection, AXF-1

FCT Sponsor-Owned or Sponsor-Leased Security Requirements
FSL 1A Facility

ISC - Category	MASTER RAT: FCT FSL 1A Sponsor-Owned/Leased Security Requirements	FAA Order 1600.69C Reference	Findings are examples. N/A for reqts clarity.
SITE	Does the facility have the required perimeter fencing? FCT FSL 1A facilities may use a non-standard, minimum 6-foot high security fence, unless the tower is within the operations area or part of the terminal building, in which case no fence is required.	FAA Order 1600.69C, Chapter 4, Paragraph 4-1-8.	The facility does not have a fence that meets requirements.
SITE	Are the fence and gates in good condition and not in need of repair?	FAA Order 1600.69C, Chapter 4, Paragraph 4-1-8.	Fence and gates are in poor condition and must be repaired.
SITE	Does the fence have a 20-foot clear zone on the outside of the fence?	FAA Order 1600.69C Chapter 4. Paragraph 4-1-8c.	The fence does not have a 20-foot clear zone on the outside of the fence.
SITE	Does the fence have a 20-foot buffer zone from the fence inward?	FAA Order 1600.69C, Chapter 4, Paragraph 4-1-6.	The fence does not have a 20-foot buffer zone from the fence inward.
SITE	Are gates secured at all times?	FAA Order 1600.69C Chapter 4, Paragraph 4-1-8b(7).	Gates are not secured at all times.
SITE	Does the gate (vehicle and pedestrian) construction maintain the structural integrity of the fence?	FAA Order 1600.69C Chapter 4, Paragraph 4-1-8 b(6).	Gate construction does not maintain the structural integrity of the fence.
SITE	Are gates locked using either the FAA standard locking system or other commercially available locks as long as they are BHMA grade 1 locking system equivalent.	FAA Order 1600.69C Chapter 4, Paragraph 4-1-8 b(7).	The gate does not have the FAA standard locking system or a BHMA grade 1 locking system installed.
SITE	Does the facility have security lighting that provide sufficient illumination (not less than 0.5 FC) in the area surrounding the base of the ATCT?	FAA Order 1600.69C, Chapter 4, Paragraph 4-1-9 and Table 4-1-1.	The facility does not have security lighting that provides sufficient illumination in the area surrounding the base of the ATCT.
SITE	Does the facility have security lighting that provide sufficient illumination (not less than 0.8 FC) in the parking area if parking is not adjacent to the facility?	FAA Order 1600.69C, Chapter 4, Paragraph 4-1-9 and Table 4-1-1.	The facility does not have security lighting that provides sufficient illumination in the parking area, as required.
SITE	Are "No Weapons" signs posted at all building entry points to all staffed facilities? FCT FSL 1A facilities can use locally produced signs in lieu of FAA-issued signs.	FAA Order 1600.69C Chapter 4. Paragraph 4-1-7b(2) and Table 4-1-2.	"No Weapons" signs are not posted at all building entry points at all staffed facilities.
SITE	Are "Restricted Area" signs posted, where required? FCT FSL 1A facilities can use locally produced signs in lieu of FAA-issued signs.	FAA Order 160.69C, Chapter 4, Paragraph 4-1-7.b.(6) and Table 4-1-2.	"Restricted Area" signs are not posted where required.
SITE	Are exterior critical operational areas secured to prevent unauthorized access?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-6a and Tables 4-1-1 and 4-3-1.	There are no physical controls in place preventing unauthorized access to exterior critical operational areas.
ENTRY	Are all exterior doors and critical interior doors through which the Facility Manager restricts access kept locked unless there are dedicated personnel providing access control?	FAA Order 1600.69C Chapter 4. Paragraph 4-1-11a.	Exterior doors and critical interior doors restricting access are not secured at all times.

FCT Sponsor-Owned or Sponsor-Leased Security Requirements
FSL 1A Facility

ISC - Category	MASTER RAT: FCT FSL 1A Sponsor-Owned/Leased Security Requirements	FAA Order 1600.69C Reference	Findings are examples. N/A for reqts clarity.
ENTRY	Are mechanical push-button key pads or hard coded electronic keypads used for access control at facility perimeter equipped with either an FAA standard locking system that is used when the facility is unoccupied.	FAA Order 1600.69C Chapter 4, Paragraph 4-1-12e.	Mechanical push-key button or hard coded electronic keypads used for access control are not equipped with an FAA standard or BHMA grade 1 locking system.
ENTRY	Are visitor doors equipped with functioning Entry Control Video (ECV) (Video and Intercom) and remote release capability?	FAA Order 1600.69C Chapter 4, Paragraph 4-3-5b and 4-3-5b(1).	Doors with remote release capability controlling visitor access do not have ECV or the screening equipment is not functioning properly.
ENTRY	Are the number of access doors utilized for ingress and egress kept to a minimum to support operations?	FAA Order 1600.69C Chapter 4, Paragraph 4-1-11a.	There are an excessive number of access doors utilized for ingress and egress.
ENTRY	Is the facility using either the FAA standard or a BHMA grade 1 locking system?	FAA Order 1600.69C Chapter 4, Paragraph 4-1-12.	The facility is not using the FAA standard or a BHMA grade 1 locking system.
ENTRY	Has a Key Control Officer (KCO) been appointed in writing?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9a.	The KCO is not appointed in writing.
ENTRY	Does the KCO maintain a record of the total number of keys and cores, number issued and number on hand?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9b.	There is no accurate record of the total number of keys, cores, number issued, and number of keys on hand.
ENTRY	Has the annual key and core inventory been conducted?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9d.	The annual key and core inventories are not being conducted.
ENTRY	Are unissued keys maintained in a locked container?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9c.	Unissued keys are not stored in a locked container.
ENTRY	Are the quantity of keys, cards, or combinations kept to a minimum and issued only to persons who need them for official duties?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9c.	Keys are not being issued based on operational need.
ENTRY	Are keys retrieved by the issuing authority from personnel who leave, transfer, or retire?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9c(1).	Keys are not being retrieved from personnel who leave, transfer, or retire.
OPS/ADM	Are cipher lock codes and other combinations/codes changed and documented, as required?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9 b(6).	Security combination/codes are not changed or documented, as required.
ENTRY	Are lost keys reported to the SSE as required?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-9 f(1).	Lost keys are not reported to the SSE.
ENTRY	Is only authorized agency photo I.D. media utilized at the facility, or other approved ID media being displayed? FCT personnel at FSL 1A facilities with fewer than 10 personnel assigned to the facility are not required to wear ID media unless required by local security procedures; however, they must have it in their possession.	FAA Order 1600.69C, Chapter 4, Paragraph 4-2-8a,b,c.	Personnel at the facility do not display or do not have in their possession authorized agency photo ID, or other approved ID media, as required.
INTERIOR	Does the facility limit unescorted access to critical operational areas to only those personnel that need it to perform their duties?	FAA Order 1600.69C, Chapter 4, Paragraph 4-4-6 .	The facility is not limiting unescorted access to critical areas to only those personnel who need it to perform their duties.

FCT Sponsor-Owned or Sponsor-Leased Security Requirements
FSL 1A Facility

ISC - Category	MASTER RAT: FCT FSL 1A Sponsor-Owned/Leased Security Requirements	FAA Order 1600.69C Reference	Findings are examples. N/A for reqts clarity.
INTERIOR	Is access to critical administrative areas controlled?	FAA Order 1600.69C, Chapter 4, Paragraph 4-4-6b.	The facility does not control access to critical administrative areas.
INTERIOR	Are interior critical operational areas secured to prevent unauthorized access, except when occupied?	FAA Order 1600.69C, Chapter 4. Paragraph 4-4-6a and Tables 4-1-1 and 4-3-1.	Interior doors leading to critical areas are not secured at all times.
ENTRY	Are visitors being escorted, as required.	FAA Order 1600.69C Chapter 4, Paragraph 4-2-9a.	Visitors are not being escorted, as required.
ENTRY	Are all visitors logged in on the DOT/FAA Visitor Register (FAA Form 1600.8) or electronic equivalent?	FAA Order 1600.69C Chapter 4, Paragraph 4-2-9b.	A record of visitors are not being kept, as required.
OPS/ADM	Have the facilities reported any loss or theft of ID media?	FAA Order 1600.69C Chapter 4, Paragraph 4-2-8d(5).	Incident reports of loss or theft of ID media are not reported to the SSE.
INTERIOR	Are facility personnel protecting Sensitive Unclassified Information (SUI) such as Privacy Act, Sensitive Security Information (SSI), and For Official Use Only (FOUO) as required?	FAA Order 1600.75, Chapter 3, Appendix D and Appendix E, FAA Order 1280.1B, Chapter 3, Paragraph 1j. and FAA Order 1600.69C Chapter 4, Paragraph 4-4-4b & b(1)(4).	Personnel are not protecting Sensitive Unclassified Information (SUI) such as Privacy Act, SSI and FOUO.
OPS/ADM	Has the Facility Manager established procedures for the receipt and distribution of security threat and intelligence awareness information?	FAA Order 1600.69C, Chapter 4, Paragraph 4-4-8.	The facility has not established procedures for the receipt and distribution of security threats and intelligence awareness information.
INTERIOR	Are there adequate security measures for high value materials? (There is no FSP requirement so the SSE will determine compliance by speaking with the FM)	FAA Order 1600.69C Chapter 4. Paragraph 4-4-10a(2)b,c.	There are insufficient protective measures in place for high value materials.
OPS/ADM	Has all incidents of loss, theft, fraud, or damage been properly reported?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-11.	All instances of known loss, theft, fraud, or damage have not been reported to the SSE.
OPS/ADM	Has the facility implemented adequate theft prevention measures to include removal of property from the facility? (There is no FSP requirement so the SSE will determine compliance by speaking with the FM)	FAA Order 1600.69C Chapter 4, Paragraph 4-4-10a,b.	There are no theft prevention measures or procedures for removal of property from the facility.
OPS/ADM	Is the facility accredited?	FAA Order 1600.69C Chapter 3, Paragraph 3-6.	The facility is not accredited.
OPS/ADM	Have annual security education and awareness briefings been conducted, as required to all personnel at facility?	FAA Order 1600.69C Chapter 4, Paragraph 4-4-5b(3).	Annual security education and awareness briefings have not been conducted to all personnel at facility.
OPS/ADM	Have contractor background checks been conducted as required?	FAA Order 1600.72A, Chapter 1, Paragraph 10g.	Contractor checks have not been conducted as required.
OPS/ADM	Is the facility updating the SSE on the progress and/or closure of all open findings?	FAA Order 1600.69C Chapter 3, Paragraph 3-4e(1).	The facility is not complying with the reporting response timeline.

Appendix I – Meeting Minutes

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TYLER POUNDS REGIONAL AIRPORT
ATCT SITE SELECTION-KICKOFF MEETING
NOTES – 12/19/2023

AGENDA

INTRODUCTIONS
OBJECTIVE
PHYSICAL SITING CONSTRAINTS
INITIAL SITES OBSERVATIONS
SCHEDULE

TYR / KSA MTG NOTES

- The reimbursable agreement is still outstanding, TYR has initiated the process waiting to hear back from the FAA.
- The Phase 1 environmental assessment, as mandated by VISTA, has been excluded from the current scope of work. TYR management acknowledges that Phase 1 ESAs are essential for the final siting report to obtain FAA signatures.
- Tower location near the existing tower will require CATEX if selected to move forward as a preferred site.
- Airport Management expressed a desire to obtain all new equipment for the new tower once erected. Coordination with FAA on discarding old equipment to take place.
- Sites A, B, and D were chosen to move forward as the airport's preferred sites.
- Site C has been eliminated from consideration due to its location being designated as an airport revenue-generating facility.
- Site E has been partially eliminated due to its significant height, as it is notably the tallest among the considered sites.
- Site F was eliminated because Site B in the same general area was selected to move forward.

Tyler Pounds Regional Airport
Tyler, TX
Kickoff Meeting
1/22/2025

Purpose: Introduce the Virtual Immersive Siting Tower Assessment (VISTA) siting process and plan and coordinate future siting activities.

Participants:

Aaron Southerland (Flight Standards)
Bryan Wallace
Candice Mea (ADO)
Carl Craig (ATC Req)
Charles Erickson
Chris Johnson (ATC Req)
Cody Owenby (POND)
Cynthia Diep
Dean Jentes (TYR OPS)
Devin Drebenstedt
Doug Hardwick (Tech Ops)
Floyd Munroe (ATM)
Gary Nielsen
Jaclynn Lewis
James McKenzie (KSA Engineers)
Jeff Fischer
JoAnn Bell (Tech Ops)
John Carr
Jonathan Taylor (POND)
Kim Ledford (NC)
Missy Nelson
Morgane Coleman (POND)
Roman Pinon (ADO)
Scott Mann
Stephanie Griffith (POND)
Steve Thompson (TYR Airport Director)
Thomas Inkman (TERPS)
Tony Greco

1. Introductions
2. Proposed Schedule:
   - ALP Date: Received
   - Pre-Site Data Due: Received
   - Model Validation Date: 2/20/2025.
   - Siting and Assessment Date: 3/4-5/2025
3. Kim Ledford covered the presentation and schedule.
4. K. Ledford covered that the data requirements have been met and the ALP has been received.
5. Cody Owenby covered the airport conference room space requirements and needed resources.
6. The tower does have STARS. No NEXRAD Radar.
7. The rotating beacon is on top of the current tower. It will be moved to the new tower. The airport is considering using the existing tower as a historical location.
8. The aircraft at this airport is predominantly small GA, some jet aircraft, and some occasional military cargo aircraft. There are frequent helicopter operations. Areas of concern are Jet Center ramp on Taxiway Foxtrot and Johnson Aviation ramp on Taxiway Alpha. Pattern altitudes are 1,500 feet AGL for conventional aircraft, 2,000 ft AGL for high performance aircraft and helicopters will use 1,000 and 1,500 ft AGL.
9. The tower operating hours are from 6:30am – 9:30pm local time.
10. The tower has five operating positions, LC, GC, FD/CD combined with GC, CIC and a coordinator, The coordinator console is no longer used as a coordinator position.
11. This is contract facility (RVA) with a PATCO Representative.

12. There are no known environmental concerns near the pre-sites on this airport.

13. The tower will be a 440sf cab, occupied shaft, the choice of Slatwall or Traditional Equipment console, and the choice of Mullions or Columns.

14. There are currently 3 pre-sites, A (1 acre), B and D (2 acres each). Sites A and D have road and utility access. Site B is in an undeveloped area, but will have access in place prior to construction, if this is the recommended site. All three sites are on the Area of Operations (AOA) and outside of the Runway Visibility Zone (RVZ).

15. There is one Hotspot, and it is located at the intersection of Taxiway Kilo and Taxiway K2 at the approach end of Runway 18 and Runway 13.

16. C. Owenby stated that the VR Kit will be brought to the airport with him. Control personnel must be available during set-up and become familiar before the siting with the 3-D operation. An airport or IT technical person should be available to assist in the set-up with Wi-Fi or Ethernet. VR set up:

    - Conference room with unobstructed available area of 10 feet x 10 feet.
    - Ethernet connection to airport LAN.
    - Open port to make available Zoom conferencing and to allow remote access to laptop (*confer with local IT*).
    - Power outlet(s).
    - If there is a large screen monitor in conference room, a 10-foot HDMI cable can be provided so any local participants may view the meeting.
    - If others are attending the in person, participants MUST have a speaker/mic headset if they are to be co-located in the conference room with the person in the VR headset.

Action Items:

1. Steve Thompson and Johnathan Taylor will discuss future sites and developments that may require moving one or more pre-sites.

2. Thomas Inkman will reassess the TERPs for the possibility of a CAT II on Runway 4 in the future.

Tyler Pounds Regional Airport (TYR)
Tyler, TX
VISTA Model Validation Meeting Minutes
2/27/25

Purpose: Allow the Airport Sponsor, Air Traffic Manager (ATM), Lead Engineer, and 3-D Modeler to verify that the VISTA 3-D model accurately displays the current Airport Layout Plan (ALP) and pre-sites.

Presentation. Attached to minutes.

Model Validation: The model was deemed accurate by the Airport Sponsor and ATM.

Participants:

Aaron Klein (Acting TYR ATM)
Andrew Tamanaha (ADO)
Bill Dever
Chris Johnson (ATC Req)
Cody Owenby (POND)
Dean Jentes (Airport Sponsor)
Eric Johnson (NATCA)
James Bunting
James McKenzie (KSA Eng)
Joe Sims (SMF)
John Carr (SMF)
Keith Nevel
Kim Ledford (NC)
Morgane Coleman (POND)
Son Hua (Elec Eng)
Stephanie Griffith (POND)
Tony Greco
Victoria Wilpitz (FAA Lead Eng)

1. **Schedule:** The Siting and Safety Assessment is scheduled for 3/4th and 5th /25.

2. **3-D Model:** The entire 3-D model was reviewed and scanned from one runway end to the next end, pointing out critical areas – Hold Short Lines (HSL), runway ends, intersections, tree lines, planned building structures, taxi-lanes future pavement, future runway extensions, existing buildings, roadway and parking, areas to be removed, etc.

3. **Pre-Sites:** The Airport Director and the ATM provided the following three pre-sites for review: Site A, Site B, and Site D. Cab heights from the .8 lookdown: Site A – 55 ft. floor AGL, Site B – 45 ft. floor AGL, and Site D – 63 ft. floor AGL.

4. **Equipment Shipment/Conference Room Setup:**

   A. Cody Owenby will have the 3-D VR equipment on site for the siting and will make sure everything is running properly.

   B. One half hour before siting C. Owenby will turn everything on and make sure it is up and running for the siting. IT support will need to be present to make sure they will be open internet public access.

5. **ALP Aerial View and Colors:** C. Owenby presented an aerial view of the airport/model and the colors (blue – future runways, pavement areas, and parking areas; pink – existing buildings; red – future buildings; brown – removed or to be removed structures; green – future roads or parking areas; dark green – proposed embankments; dark blue – future runway end markers; red – existing runway end markers, yellow – taxiway markers; gold – Runway Visual Zone (RVZ). C. Owenby provided views of the airport pre-site locations from Site A, Site B, Site D, and from the existing tower.

6. **Existing Cab:** J. Fischer scanned from the existing cab. The cab height is approximately 60 to 70 ft. floor level AGL, an appraisal is being completed. Aaron Klein and Dean Jentes confirmed that the model is accurate.

7. **Site A:** C. Owenby scanned the airport from inside the cab of Site A.

A. Cab height: 55 ft. AGL floor, 60 ft. AGL eye level.

B. Orientation: South from Panel A.

C. C. Owenby scanned the airport for model accuracy from Site A and Aaron Klein and Dean Jentes confirmed that the model is accurate.

8. **Site B:** C. Owenby scanned the airport from inside the cab of Site B.

A. Cab height: 45 ft. AGL floor, 50 ft. AGL eye level.

B. Orientation: North from Panel A.

C. C. Owenby scanned the airport for model accuracy from Site B and Aaron Klein and Dean Jentes confirmed that the model is accurate.

9. **Site D:** C. Owenby scanned the airport from inside the cab of Site D.

A. Cab height: 63 ft. AGL floor, 68 ft. AGL eye level.

B. Orientation: South/Southeast from Panel A.

C. C. Owenby scanned the airport for model accuracy from Site D and Aaron Klein and Dean Jentes confirmed that the model is accurate.

10. **Airport Information:**

A. The tower has five positions, LC, GC, CD, FD, CIC.

B. The rotating beacon is on top of the existing tower and will be moved to the top of the new tower.

C. Site B was moved approximately 15 feet to place the site outside of the RVZ. The updated latitude/longitude is 32°21’1.767” N/95°24’4.636” W.

E. The tower operating hours are from 6:30am to 9:30pm local time, year round.

F. There are RVA contract controllers working at this tower, and they are part of the PATCO union.

G. The tower does have STARS.

H. There is one hotspot, and it is located at the complex intersection of Taxiway Kilo and K2 and the approach ends of Runways 13/18.

Actions:

1. C. Owenby will verify the existing tower cab height.

2. K. Ledford will get the Validation Memorandum signed by all parties on the day of the siting.

3. K. Ledford will send off for the new TERPS/TOPR for Site B.

4. Johnathan Taylor will update the Site Comparison Chart will Site B’s new latitude/longitude.

Tyler Pounds Regional Airport (TYR)
Tyler, TX
VISTA Model Validation Meeting Minutes
2/27/25

Tyler Pounds Regional Airport (TYR)
Tyler, Texas
Siting Assessment Meeting Minutes
March 4–5, 2025

Federal Aviation Administration (FAA) representatives of the Central Service Area (CSA) and Tyler Pounds Regional Airport (TYR) participated in the siting activities at TYR located in Tyler, Texas, on 03/04/2025 and 03/05/2025. The team followed the Final Draft Order 6480.4C, Siting Airport Traffic Control Towers, authorized by the Memorandum, dated August 29, 2024.

National Coordinator (NC): Kimberly Ledford

Safety Risk Management (SRM) Panel Facilitator: John Carr

Participants: See Attachment 1.

Purpose of Meeting: To determine the optimum height, cab size, and location of a replacement Airport Traffic Control Tower (ATCT).

Agenda

a. Introductions
b. Airport Layout Plan (ALP) Overview
c. Assessment of Preferred Sites – Control Personnel
d. Safety Risk Management (SRM) Panel Assessment
e. Recommended Site
f. Actions

1. Overview of Airport Model and Preferred Sites

a. An overview of the airport model was provided to all participants, to include identification of aircraft movement and definitions of colors:

- Light Blue – Future Runways/Pavement Areas/Parking Areas
- Pink – Existing Buildings
- Red – Future Buildings
- Brown – Removed/To Be Removed Structures
- Green – Future Roads/Parking Areas
- Dark Green – Proposed Embankments
- Dark Blue Markers – Future Runway End Markers
- Red Markers – Existing Runway End Markers
- Yellow Markers – Taxiway Markers

- Yellow Lines – Hold Short Lines (HSLs)
- Gold Lines – Runway Visual Zone (RVZ)

b. Pre-Sites Summary: Site A, Site B, and Site D. Site C, Site E, and Site F were eliminated prior to the siting.

Figure 1. TYR Overview with Original Pre-Sites

2. Siting Assessment Issues and/or Notes:

- The year-round operating hours for the TYR tower are 0630 to 2130 Central Standard Time (CST).
- TYR has a Standard Terminal Automation Replacement System (STARS).
- TYR is staffed by Robinson Aviation (RVA) contract air traffic controllers, and they are part of the Professional Air Traffic Controllers Organization (PATCO) union.
- TYR has one hotspot that is located at the intersection of Taxiway (TWY) Kilo, Taxilane K2, and the approach ends of Runway (RWY) 13 and RWY 18.

3. Preferred Site Assessment by the Air Traffic Control Team: See Attachment 2.

4. **Recommended Site:** The recommended site is Site A (see Attachment 2 for details and Attachment 3 for the site comparison chart). Site A was selected over the other sites due to the following advantages:

   - The Site A location on the airfield gives ATC the ability to see things that are important now, as well as things that will be important in the future.
   - Site A provides ATC with the much-improved ability to see traffic patterns and the hotspot.
   - Site A has existing infrastructure.
   - Site A is close to the airport administration offices.
   - Site A has good access to the tower.

5. **Site Rankings (Order of Preference):** Site A and then Site B.

6. **Post-Siting Actions:** See Attachment 10.

Attachment 1 – Participant List

Aaron Klein (PATCO Representative/TYR ATC)
Andrew Tamanaha
Andre Marsh
Bill Dever
Bryan Bourgoin
Bryan Wallace
Carl Craig
Chris Johnson
Cody Owenby
Cynthia Diep
Dean Jentes (TYR Operations Manager)
Doug Hardwick
Eric Johnson (NATCA)
Evan Jagielo
Floyd Munroe (TYR ATM)
Gary Nielsen
James Bunting
James McKenzie
JoAnn Bell
Joe Sims
John Carr (SRM Panel Facilitator)
Johnathan Taylor
Keith Nevel
Kimberly Ledford (NC)
Lillie Smith
Mario Parra
Morgane Coleman
Rita Moore
Roman Pinon
Scott Mann
Stephanie Griffith
Steve Thompson (TYR Airport Manager)
Thomas Inkman
Tony Greco
Victoria Wilpitz (Project Engineering Lead)
Walter Parker III

Attachment 2 – Sites Assessed

NOTE: During the siting assessment, the cab can be rotated, and the controller can take a step back and/or move their head to look around columns and mullions to achieve the best operational line of sight. Refer to the Safety Risk Management Document (SRMD) for details.

1. Site A (Recommended Site)

A. Reference Location: Centrally located with bias towards southwest end of the airfield; north of the passenger terminal.

B. Airport Quadrant: Southwest

C. ATCT Orientation: South/Southeast from Local Control (LC)

D. Acreage: 1 acre

E. Cab Size Evaluation: A 440-sf cab is large enough and configured to fit all approved positions and accommodate controller movement during consolidated/slow traffic periods with additional space for expansion, if needed.

F. Console Discussion: The ATCT will have slat-wall consoles.

G. Utilities: Close proximity to utilities (Site A is near the new terminal).

H. Access: Close proximity to roads (Site A is near the new terminal).

I. Rotating Beacon: The rotating beacon is on top of the existing tower and will be moved to the top of the new tower.

J. Position Locations:

- LC – Panel A
- Ground Control (GC)/Flight Data (FD)/Clearance Delivery (CD) – Panel H
- Controller-In-Charge (CIC) – Panel B

K. Stair Location/Orientation: Left Ingress/Egress

L. No Effect Height: Not to Exceed Height (NEH) of 86 ft. AGL Top of Tower (TOT) – If this is exceeded, the LNAV/VNAV would have to be increased.

M. Cab Height: 55 ft. AGL cab floor; Cab Rotation: 0 degrees

N. Column Assessment: 55 ft. AGL cab floor; Cab Rotation: 0 degrees

NOTE: ATC indicated that they could take a step back and/or move their head left or right to achieve an operational line of sight.

The cab was rotated from 0 degrees to 30 degrees to obtain the best LOS.

(1) Unobstructed View (All runways and any other takeoff/landing areas; consider air traffic in the vicinity of the airport):

- LC: TYR ATC noted that all HSLs and runway ends can be seen, but runway ends are flat. The tower was moved up from 55 ft. AGL cab floor to 75 ft. AGL cab floor and the runway ends are no longer flat, TWY Kilo is visible, and the increased height allowed for the mitigation of the view crossing directly through the glideslope tower.

- GC: TYR ATC stated that the HSLs and aircraft at runway ends look good.

(2) Visibility Analysis (Allow for viewing all taxiways and controlled movement areas; must include the evaluation of both moving and parked aircraft):

(a) Look-Down Angle:

- LC: TYR ATC stated the view is good at 75 ft. AGL cab floor.

- GC: TYR ATC verified that the view is good.

(b) Look Across LOS:

- LC: TYR ATC stated the hold short for the approach end of RWY 22 may be obscured due to static aircraft from the Historic Air Museum (HAM). With binoculars, the view of the approach end of RWY 22 was acceptable.

NOTE: HAM has moved the static aircraft in the past for airshows and etc.

- GC: TYR ATC confirmed the view across the airfield is good.

(c) Look-Up Angle:

- LC: TYR ATC stated that aircraft disappeared over the cab, but controllers can walk in the cab to keep aircraft in sight. Additionally, TYR has STARS. TYR ATC confirmed that pattern traffic can be worked in this configuration.

- GC: TYR ATC stated that aircraft disappeared over the cab, but controllers can walk in the cab to keep aircraft in sight. Additionally, TYR has STARS. TYR ATC confirmed that pattern traffic can be worked in this configuration.

NOTE: Patterns obscured – Left pattern for RWY 4; right pattern for RWY 22. If this site is selected, these patterns would shift to RWY 22 left traffic and RWY 4 right traffic which are the traffic patterns that are currently used.

Column Final Selection: Cab Height: 75 ft. AGL cab floor; Cab Rotation: 30 degrees.

O. Mullion Assessment: 75 ft. AGL cab floor; Cab Rotation: 30 degrees

NOTE: ATC indicated that they could take a step back and/or move their head left or right to achieve an operational line of sight.

(1) Unobstructed View (All runways and any other takeoff/landing areas; consider air traffic in the vicinity of the airport):

- LC: TYR ATC stated the hotspot is clearly visible and the view is good.
- GC: TYR ATC indicated the view of HSLs, runway ends, aircraft lined up at intersections is good.

(2) Visibility Analysis (Allow for viewing all taxiways and controlled movement areas; must include the evaluation of both moving and parked aircraft):

(a) Look-Down Angle:

- LC: TYR ATC confirmed the view is good.
- GC: TYR ATC stated the view is good.

(b) Look Across LOS:

- LC: TYR ATC stated the view across the airfield is good.
- GC: TYR ATC noted the view is good.

(c) Look-Up Angle:

- LC: TYR ATC stated the view up into pattern traffic is good.
- GC: TYR ATC stated the view of pattern traffic is good.

Mullion Final Selection: Cab Height: 75 ft. AGL cab floor; Cab Rotation: 30 degrees.

P. 2-Point Lateral Discrimination: TYR ATC was able to discriminate aircraft between runways/taxiways.

Q. Construction: No construction issues are expected.

R. Weather: No weather issues are expected at Site A.

S. Advantages:

- Site A is in a central location on the airport.
- Site A offers the best vantage point for parking and access.
- Site A offers the best view of the traffic pattern in respect to most used runways.
- Site A is not in an isolated location.
- The construction of Site A would be the lowest cost.
- Site A is away from traffic during airshows and fly-ins.
- Site A has existing infrastructure (e.g., utilities, parking).
- Proximity to airport administration offices.

T. Disadvantages:

- Not as centrally located as the existing tower.
- West side patterns are impeded for RWY 04/22.
- Access to Site A will coincide with the airport general traffic and may result in congestion.
- Land, but this is not a major issue.

U. **Safety Risk Management Panel:** A safety analysis was conducted on Site A. The SRM Panel Facilitator will provide the final safety analysis to the stakeholders.

V. Preference (Columns or Mullions): Columns

2. Site B

A. Reference Location: Southern portion of the fenced area of the airport; north of the Remote Transmitter Receiver (RTR); equidistance between the approach end of RWY 36 and RWY 31.

B. Airport Quadrant: Southwest/Southeast (South Central)

C. ATCT Orientation: Northwest from LC

D. Acreage: 1 acre

E. Cab Size Evaluation: A 440-sf cab is large enough and configured to fit all approved positions and accommodate controller movement during consolidated/slow traffic periods with additional space for expansion, if needed.

F. Console Discussion: The ATCT will have slat-wall consoles.

G. Utilities: Nearby and can be brought in.

H. Access: Nearby and can be brought in.

I. Rotating Beacon: The rotating beacon is on top of the existing tower and will be moved to the top of the new tower.

J. Position Locations:

- LC – Panel A
- GC/FD/CD – Panel B
- CIC – Panel H

K. Stair Location/Orientation: Left Ingress/Egress

L. No Effect Height: NEH of 103 ft. AGL TOT

M. Cab Height: 55 ft. AGL cab floor; Cab Rotation: 0 degrees

N. Mullion Assessment: Starting at 55 ft. AGL cab floor; Cab Rotation: 0 degrees

NOTE: ATC indicated that they could take a step back and/or move their head left or right to achieve an operational line of sight.

The cab was rotated from 0 degrees 355 degrees.

(1) Unobstructed View (All runways and any other takeoff/landing areas; consider air traffic in the vicinity of the airport):

- LC: TYR ATC stated that it is difficult to see TWY Juliet and TWY Foxtrot. The height was raised from 55 ft. AGL cab floor to 75 ft. AGL cab floor and the cab was rotated from 0 degrees to 355 degrees to make the runway ends less flat. ATC noted that all HSLs, runway ends, intersections, and aircraft lined up on final are visible.

- GC: TYR ATC confirmed that the view is good; RWY 22 can be seen clearly with controller's head movement.

(2) Visibility Analysis (Allow for viewing all taxiways and controlled movement areas; must include the evaluation of both moving and parked aircraft):

(a) Look-Down Angle:

- LC: TYR ATC stated the view looks good.

- GC: TYR ATC stated the view of ground operations looks great.

(b) Look Across LOS:

- LC: TYR ATC noted the view across the airfield is good.

- GC: TYR ATC verified the view across the field is good.

(c) Look-Up Angle:

- LC: TYR ATC stated left traffic for RWY 22 and RWY 31, and right traffic for RWY 36 and RWY 4 are blocked by the top of the tower. Referring to STARS, controller movement (moving to the back of the sink), and changing the traffic patterns can help and are potential mitigations.

- GC: TYR ATC identified the same issues as previously mentioned: Left traffic for RWY 22 and RWY 31, and right traffic for RWY 36 and RWY 4 are blocked by the top of the tower. Referring to STARS, controller movement (moving to the back of the sink), and changing the traffic patterns can help and are potential mitigations.

Mullion Final Selection: Cab Height: 75 ft. AGL cab floor; Cab Rotation: 355 degrees.

O. Column Assessment: Starting at 75 ft. AGL cab floor; Cab Rotation: 355 degrees

NOTE: ATC indicated that they could take a step back and/or move their head left or right to achieve an operational line of sight.

(1) Unobstructed View (All runways and any other takeoff/landing areas; consider air traffic in the vicinity of the airport):

- GC: TYR ATC noted that there was some minor blockage of the view for the approach end of RWY 22; the cab was rotated from 355 degrees to 10 degrees and the blockage was resolved. View is good.

- LC: TYR ATC specified that the view looks good. After rotating to 10 degrees, the view was improved.

(2) Visibility Analysis (Allow for viewing all taxiways and controlled movement areas; must include the evaluation of both moving and parked aircraft):

(a) Look-Down Angle:

- GC: TYR ATC stated the view is good.

- LC: TYR ATC confirmed that the view looks good.

(b) Look Across LOS:

- GC: TYR ATC confirmed the view across the airfield is good.

- LC: TYR ATC stated the view across the field looks good.

(c) Look-Up Angle:

- GC: TYR ATC identified the same issues as previously mentioned: Left traffic for RWY 22 and RWY 31, and right traffic for RWY 36 and RWY 4 are blocked by the top of the tower. Referring to STARS, controller movement (moving to the back of the sink), and changing the traffic patterns can help and are potential mitigations.

- LC: TYR ATC identified the same issues as previously mentioned: Left traffic for RWY 22 and RWY 31, and right traffic for RWY 36 and RWY 4 are blocked by the top of the tower. Referring to STARS, controller movement (moving to the back of the sink), and changing the traffic patterns can help and are potential mitigations.

Column Final Selection: Cab Height: 75 ft. AGL cab floor; Cab Rotation: 10 degrees.

P. 2-Point Lateral Discrimination: TYR ATC was able to discriminate aircraft between runways/taxiways.

Q. Construction: No construction issues are expected.

R. Weather: No weather issues are expected at Site B.

S. Advantages:

- Two Fixed-Based Operator (FBO) ramps (northern ramp on airfield) can be seen more clearly than at Site A.
- Better perspective of ramps on east side of airfield (though this is not a high-traffic area).
- Site B would spur additional development on this side of the airport (currently this is an unused side of the airport).
- Since the Site B land area is not developed, there is a lot of available space.

T. Disadvantages:

- Isolation – distance from the rest of the airport.
- The most used leg of the VFR traffic pattern would go over the top of the tower.
- Approach/arrival end of runways is behind the tower – orientation not ideal.
- Distance from administration and other tenants (~15-minute drive).
- Lack of infrastructure.

U. **Safety Risk Management Panel:** A safety analysis was conducted on Site B. The SRM Panel Facilitator will provide the final safety analysis to the stakeholders.

V. Preference (Columns or Mullions): Columns

3. Site D (Non-Viable)

Site D is non-viable due to height requirements and airport commitments to remove future buildings and restrict hangar development. The height of this tower may interfere with ILS and exceeds the NEH and the site is the furthest from the approach end of RWY 22.

Attachment 3 – Site Comparison Chart

Item Description	Site A	Site B
Recommended Site:	X	#2
Latitude	32°21'8.56"N	32°21'1.767"N
Longitude	95°24'28.09"W	95°24'4.636"W
Reference Location	Centrally located, N of passenger terminal, SW portion of the airfield	Equal distance between approach ends of runways 31/36, North of the RTR, Southern portion of the fenced area of the airport.
Airport Quadrant	SW	SW/SE (South Central)
Square Acreage	1 acre	1 acre
Cab Orientation	S/SE from panel A	NW from panel A
Cab Size	440SF	440SF
Control Positions Location [Respect to CAB Ref Points by control position (i.e., LC, LC2, GC, FD, SUPE/CIC, Other)]	Panel A: LC Panel B: CIC Panel C: Panel D: Panel H: GC/FD/CD	Panel A: LC Panel B: GC/FD/CD Panel C: Panel D: Panel H: CIC
Stairs	Left Egress/Ingress	Left Egress/Ingress
TERPS No Effect Height (NEH)	86’ AGL Top of Tower	103’ AGL Top of Tower
Cab Floor Level (AGL)	75’	75’
Cab Floor Level (AMSL)	615’	603’
Eye-Level (AGL) *	80’	80’
Eye-Level (AMSL)	620’	608’
Top of Tower (AGL)	110’	110’
Top of Tower (AMSL)	650’	638’
Estimated Ground Level at Tower *	540.7	528.2
Ground Elevation at Key Point (Threshold Elev) *	529’	515’

Tyler Pounds Regional Airport (TYR)
Tyler, Texas
Siting Assessment Meeting Minutes
March 4–5, 2025

Item Description	Site A	Site B
Tower to Key Point Distance (Farthest RWY distance) (RWY Threshold) *	5047’ (RW 22)	4127’ (RW 13)
Columns		
Interior (Mullions)		
Perimeter (Columns)	Preferred	Preferred
Cab Rotation (Start/Final)	Columns: 0/30	Columns: 355/10
	Mullions: 30/30	Mullions: 0/355
2-Point Lateral Discrimination (Deg)	Pass	Pass
Line of Sight Angle of Incidence (.8 lookdown)	.81 degrees/ 55’ AGL cab floor	.81 degrees/ 40’ AGL cab floor
Object Discrimination		
Minivan – Front View	☒ Pass ☐ Fail	☒ Pass ☐ Fail
Minivan – Side View	☒ Pass ☐ Fail	☒ Pass ☐ Fail
14 CFR Part 77 Impacts	TBD	TBD
ATCT Potential Impacts to Future & Existing NAVAIDs	TBD	TBD
Equipment Configuration	☒ Slat-Wall ☐ Traditional	☒ Slat-Wall ☐ Traditional
Access to ATCT Site (Yes or No)	Yes. Roads and utilities are nearby.	No. Roads and Utilities would need to be brought in.
Rotating Beacon	On top of existing tower, will be moved to the top of the new tower.	On top of existing tower, will be moved to the top of the new tower.
TOPR Issues	See Attached.	See Attached.

Tyler Pounds Regional Airport (TYR)
Tyler, Texas
Siting Assessment Meeting Minutes
March 4–5, 2025

Item Description	Site A	Site B
Airspace – Lat/Longs (4 corners)	C1: 32 21’ 08.45N 95 24’ 27.88W C2: 32 21’ 08.38N 95 24’ 28.21W C3: 32 21’ 08.67N 95 24’ 28.30W C4: 32 21’ 08.74N 95 24’ 27.97W	C1:32 21’ 01.80N 95 24 04.88W C2:32 21’ 01.97N 95 24’ 04.59W C3: 32 21 01.73N 95 24’ 04.39W C4: 32 21’ 01.56N 95 24 04.68W
4-Corners Images		

* **Human Factors**

Attachment 4 – Site Location Aerial View

Attachment 5 – Human Factors Analysis

Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (http://www.hf.faa.gov/visibility) was used to assess the human performance metrics[1].

Air Traffic Control Tower: **TYR Site A**
Light Level: **Sunlight Clouds**
Ground Turbulence: **Medium**
Target Object: **Dodge Caravan**, target orientation: **Front View**
Observer Eye Height: **80**
Vertical Elevation Change Between Observer and Key Point (feet): **91**
Ground Elevation at Tower (MSL): **540**
Ground Elevation at Key Point (MSL): **529**
Tower to Key Point Distance: **5047** (feet) **1.54** (km)
Visibility Range: **10**(Miles) **16.09** (km)

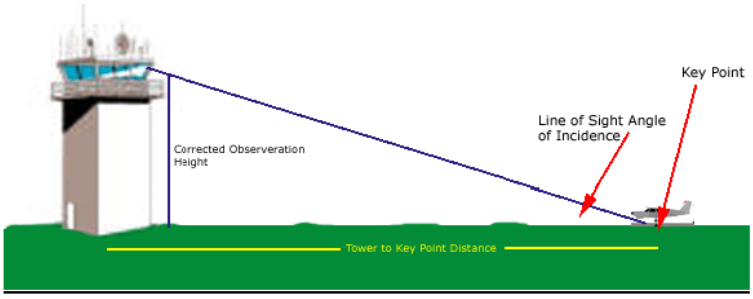
1. Object Discrimination Analysis Results

Criteria	Threshold	Tower Results	Pass/Fail
probability(detection)	95.5%	99.5%	Pass
probability(recognition)	11.5%	52.5%	Pass

2. Line of Sight (LOS) Angle of Incidence

Threshold	Tower Results	Pass/Fail
0.8 degrees or 48 minutes	1.03degrees	PASS: Change in elevation between observer and key point should be no less than 70 feet.

[1]Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.



[1]Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (http://www.hf.faa.gov/visibility) was used to assess the human performance metrics[1].

Air Traffic Control Tower: **TYR Site B**
Light Level: **Sunlight Clouds**
Ground Turbulence: **Medium**
Target Object: **Dodge Caravan**, target orientation: **Front View**
Observer Eye Height: **80**
Vertical Elevation Change Between Observer and Key Point (feet): **93**
Ground Elevation at Tower (MSL): **528**
Ground Elevation at Key Point (MSL): **515**
Tower to Key Point Distance: **4127** (feet) **1.26** (km)
Visibility Range: **10**(Miles) **16.09** (km)

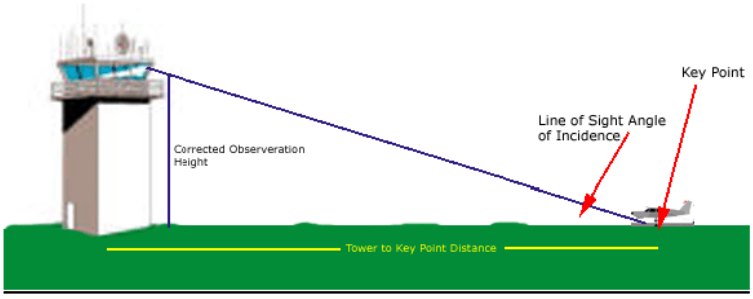
1. Object Discrimination Analysis Results

Criteria	Threshold	Tower Results	Pass/Fail
probability(detection)	95.5%	99.8%	Pass
probability(recognition)	11.5%	71.9%	Pass

2. Line of Sight (LOS) Angle of Incidence

Threshold	Tower Results	Pass/Fail
0.8 degrees or 48 minutes	1.29degrees	PASS: Change in elevation between observer and key point should be no less than 57 feet.

[1]Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.



[1]Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

Attachment 6 – Preliminary Terminal Instrument Procedures (TERPS) Analysis

The max allowable NEHs are in orange. The effect to the procedures driving the NEH values are below.

- Site A would require the RNAV (GPS) RWY 13 LNAV/VNAV landing minimums be increased to 822’ from 820’.

- Site B would require the RNAV (GPS) RWY 36 LNAV/VNAV landing minimums be increased to 800’ from 799’. Moving Site B location by 15 ft. to the south, using the same elevations, would have no different IFR effect(s) than previously noted

- Site D would require the RNAV (GPS) RWY 36 LNAV/VNAV landing minimums be increased to 843’ from 799’. Also, this site at 128’ AGL would become the CAT A circling controlling obstacle, which would require an increase to the CAT A circling minima to 1000’ from 980’, so that impact would affect all procedure at TYR.

Tyler Pounds Rgnl (TYR) Tyler, TX	SITE ELEVATION: 541' MSL	SITE ELEVATION: 529' MSL	SITE ELEVATION: 554' MSL
RESULTS ARE BASED ON A 1A SURVEY ACCURACY	120' AGL TWR HEIGHT	110' AGL TWR HEIGHT	128' AGL TWR HEIGHT
PROPOSED TOP OF TOWER MSL HEIGHT	**661'**	**639'**	**682'**
INSTRUMENT APPROACH PROCEDURE	MAX MSL/AGL TWR HEIGHT	MAX MSL/AGL TWR HEIGHT	MAX MSL/AGL TWR HEIGHT
ILS or LOC RWY 4 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 4 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 13 (NEH)	627' MSL / 86' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 18 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 22 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 31 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
RNAV (GPS) RWY 36 (NEH)	632' MSL / 91' AGL	632' MSL / 103' AGL	646' MSL / 92' AGL
VOR RWY 4 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
VOR RWY 31 (NEH)	661' MSL / 120' AGL	639' MSL / 110' AGL	668' MSL / 114' AGL
Max Allowable NEH Values			

Attachment 7 – Technical Operations Preliminary Review (TOPR)

1/13/25, 12:02 PM Facility Circle Search

Federal Aviation Administration

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TYR Site A TOPR

Facility Circle Search

You may search about (center point):

Search radius: 2 Nautical miles

- A specific OE Case: - - OE OE Case Number
- A specific NRA Case: - - NRA NRA Case Number
- A specific NR Case: - - NR NR Case Number
- A specific location: Latitude: 32 - 21 - 8.56 N NAD 83 Longitude: 95 - 24 - 28.09 W SE: 540 AGL: 120 AMSL: 660

Search

Facility Search results:

19 Facilities were found for LOCATION: 32-21-08.56N / 95-24-28.09W (NAD83) SE: 540.0 AGL: 120.0 AMSL: 660.0

Facility	Facility Id	Apt ID	Latitude	Longitude	Ground Elev (FT)	Facility AGL(FT)	Vertical Angle (Degs)	Azimuth	Dist (FT)	Dist (NM)	Source
SWS	TYR	TYR	32-21-18.39N	95-24-11.26W	533.00	30.00	3.17	55.47	1,752.51	0.29	OEAAA
VOR/DME	TYR	TYR	32-21-21.12N	95-24-12.48W	537.20		3.81	46.53	1,845.56	0.3	NASR
Within 8NM if a wind turbine. Within 2,000ft											
GS/04	TYR	TYR	32-20-47.94N	95-24-43.64W	538.50		2.81	212.64	2,473.96	0.41	NASR
ASOS	TYR	TYR	32-21-31.33N	95-24-14.35W	522.00	30.00	2.39	27.12	2,585.46	0.43	OEAAA
RTR	TYRA	TYR	32-20-56.00N	95-23-57.98W	536.89	59.00	1.28	116.17	2,878.06	0.47	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
BUEC	TYR		32-20-55.97N	95-23-57.95W	538.00	59.00	1.25	116.2	2,881.71	0.47	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
RCO	TYR		32-20-55.68N	95-23-57.70W	538.00	59.00	1.24	116.53	2,913.95	0.48	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
RCAG	TYR	TYR	32-20-55.79N	95-23-57.63W	540.00	40.00	1.57	116.28	2,914.38	0.48	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
RTR	TYR	TYR	32-20-55.67N	95-23-57.69W	537.02	59.00	1.26	116.54	2,915.16	0.48	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
MALSR/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.92	208.35	3,568.17	0.59	NASR
PAPI/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.92	208.35	3,568.17	0.59	NASR
RTR	TYRZ	TYR	32-21-32.04N	95-23-56.58W	523.90	59.00	1.23	48.72	3,596.79	0.59	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
ATCT	TYR	TYR	32-21-32.03N	95-23-56.52W	520.00	90.00	0.80	48.78	3,600	0.59	OEAAA
Convex hull of 4000 ft. radius circles centered at the runway end points of the airport.											
VASI/31	TYR	TYR	32-21-03.90N	95-23-36.73W	542.30		1.52	96.1	4,430.98	0.73	NASR
PAPI/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.65	58.52	4,437.94	0.73	NASR
REIL/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.65	58.52	4,437.94	0.73	NASR
DME/04	TYR	TYR	32-21-40.94N	95-23-37.92W	529.40		1.38	52.74	5,406.45	0.89	NASR
LOC/04	TYR	TYR	32-21-38.54N	95-23-35.62W	519.80		1.48	56.04	5,426.15	0.89	NASR
Within the LOC protection area for large structures Within the LOC protection area for small structures											
ASR	GGG	GGG	32-17-32.74N	95-03-00.18W	573.00	76.00	0.01	101.07	112,651.14	18.54	OEAAA
Within 60NM if a wind turbine and smooth earth LOS exists.											

https://oeaaa.faa.gov/oeaaa/NasWatchSearch.jsp 1/2

Long Range Radar Search results:
0 Long Range Radar(s) were found for LOCATION: 32-21-08.56N / 95-24-28.09W (NAD83) SE: 540.0 AGL: 120.0 AMSL: 660.0

USAF Radar Search results:
1 Radar(s) were found for LOCATION: 32-21-08.56N / 95-24-28.09W (NAD83) SE: 540.0 AGL: 120.0 AMSL: 660.0

Radar	Latitude	Longitude	Radar Type	FAA ID	State	Source	Distance(FT)	Distance(NM)
Longview	32-17-32.78N	95-03-00.22W		GGG	TX	RADES	112,647	18.54

Federal Aviation Administration

« OE/AAA

TYR Site B TOPR

Facility Circle Search

You may search about (center point):

Search radius: 2 Nautical miles

- A specific OE Case: - - - OE OE Case Number
- A specific NRA Case: - - - NRA NRA Case Number
- A specific NR Case: - - - NR NR Case Number
- A specific location: Latitude: 32 - 21 - 1.767 N NAD 83 SE: 528.2 AGL: 110 AMSL: 638.2
  Longitude: 95 - 24 - 4.636 W

Search

Facility Search results:
19 Facilities were found for LOCATION: 32-21-01.76N / 95-24-04.64W (NAD83) SE: 528.2 AGL: 110.0 AMSL: 638.2

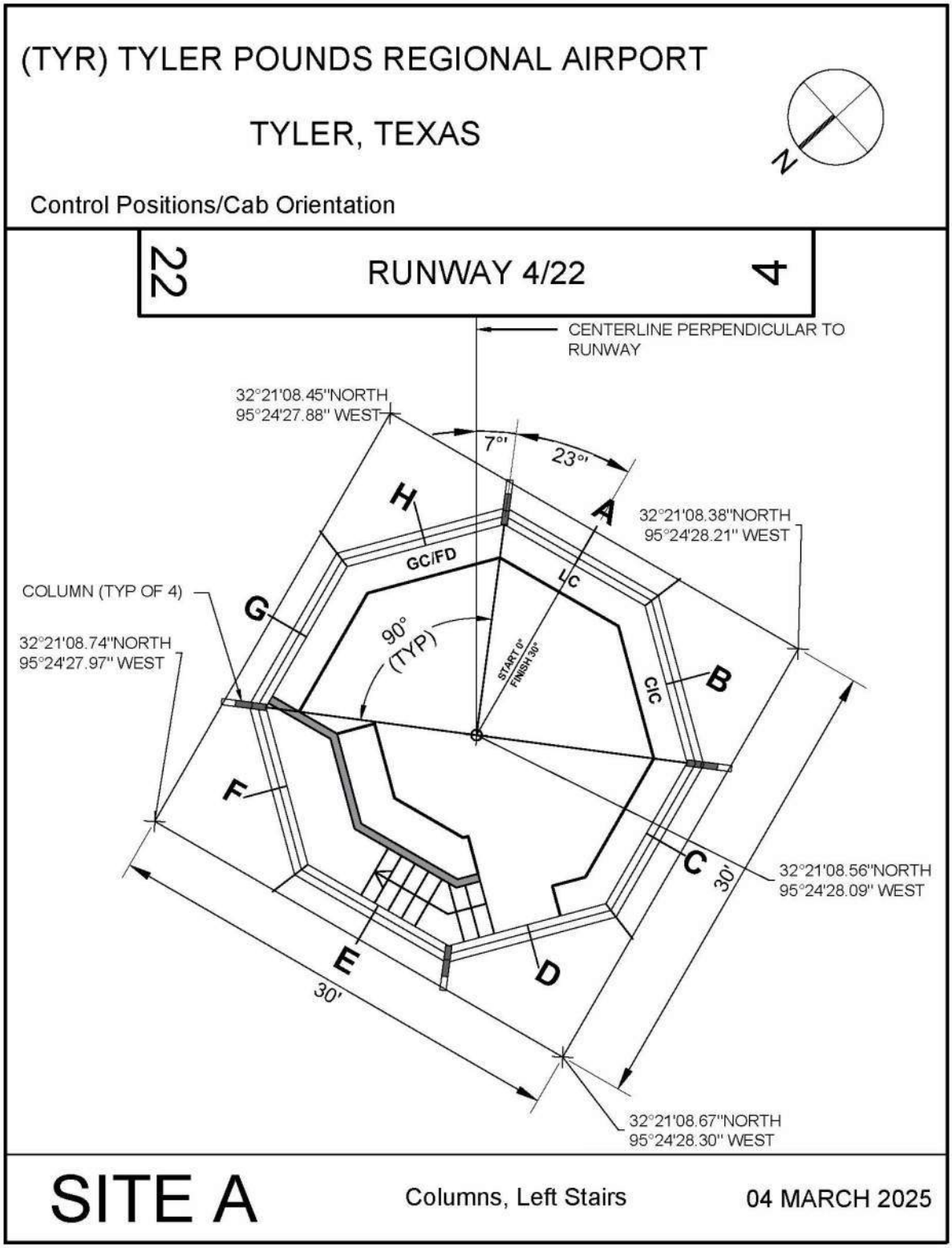
Facility	Facility Id	Apt ID	Latitude	Longitude	Ground Elev (FT)	Facility AGL(FT)	Vertical Angle (Degs)	Azimuth	Dist (FT)	Dist (NM)	Source
RTR	TYRA	TYR	32-20-56.00N	95-23-57.98W	536.89	59.00	2.97	135.59	815.92	0.13	OEAAA
Within 1,000ft											
BUEC	TYR		32-20-55.97N	95-23-57.95W	538.00	59.00	2.88	135.61	819.89	0.13	OEAAA
Within 1,000ft											
RCAG	TYR	TYR	32-20-55.79N	95-23-57.63W	540.00	40.00	3.91	135.14	852.12	0.14	OEAAA
Within 1,000ft											
RCO	TYR		32-20-55.68N	95-23-57.70W	538.00	59.00	2.76	135.95	855.85	0.14	OEAAA
Within 1,000ft											
RTR	TYR	TYR	32-20-55.67N	95-23-57.69W	537.02	59.00	2.82	135.96	857.17	0.14	OEAAA
Within 1,000ft											
SWS	TYR	TYR	32-21-18.39N	95-24-11.26W	533.00	30.00	2.43	341.31	1,773.45	0.29	OEAAA
VOR/DME	TYR	TYR	32-21-21.12N	95-24-12.48W	537.20		2.80	341.03	2,068.49	0.34	NASR
Within 2,000ft-1NM above 1 degree Within 8NM if a wind turbine.											
VASI/31	TYR	TYR	32-21-03.90N	95-23-36.73W	542.30		2.28	84.85	2,403.59	0.4	NASR
ASOS	TYR	TYR	32-21-31.33N	95-24-14.35W	522.00	30.00	1.59	344.42	3,101.72	0.51	OEAAA
RTR	TYRZ	TYR	32-21-32.04N	95-23-56.58W	523.90	59.00	1.01	12.73	3,136.52	0.52	OEAAA
Within 1,000ft-2.5NM above 0.25 degrees											
ATCT	TYR	TYR	32-21-32.03N	95-23-56.52W	520.00	90.00	0.52	12.82	3,136.67	0.52	OEAAA
Convex hull of 4000 ft. radius circles centered at the runway end points of the airport.											
PAPI/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.75	30.55	3,487.86	0.57	NASR
REIL/22	TYR	TYR	32-21-31.48N	95-23-43.96W	531.90		1.75	30.55	3,487.86	0.57	NASR
GS/04	TYR	TYR	32-20-47.94N	95-24-43.64W	538.50		1.57	247.35	3,626.15	0.6	NASR
PAPI/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.26	236.5	4,444.99	0.73	NASR
MALSR/04	TYR	TYR	32-20-37.48N	95-24-47.84W	540.30		1.26	236.5	4,444.99	0.73	NASR
LOC/04	TYR	TYR	32-21-38.54N	95-23-35.62W	519.80		1.52	33.81	4,473.45	0.74	NASR
Within the LOC protection area for large structures Within the LOC protection area for small structures											
DME/04	TYR	TYR	32-21-40.94N	95-23-37.92W	529.40		1.36	30.06	4,574.54	0.75	NASR
ASR	GGG	GGG	32-17-32.74N	95-03-00.18W	573.00	76.00	-0.01	100.92	110,545.11	18.19	OEAAA
Within 60NM if a wind turbine and smooth earth LOS exists.											

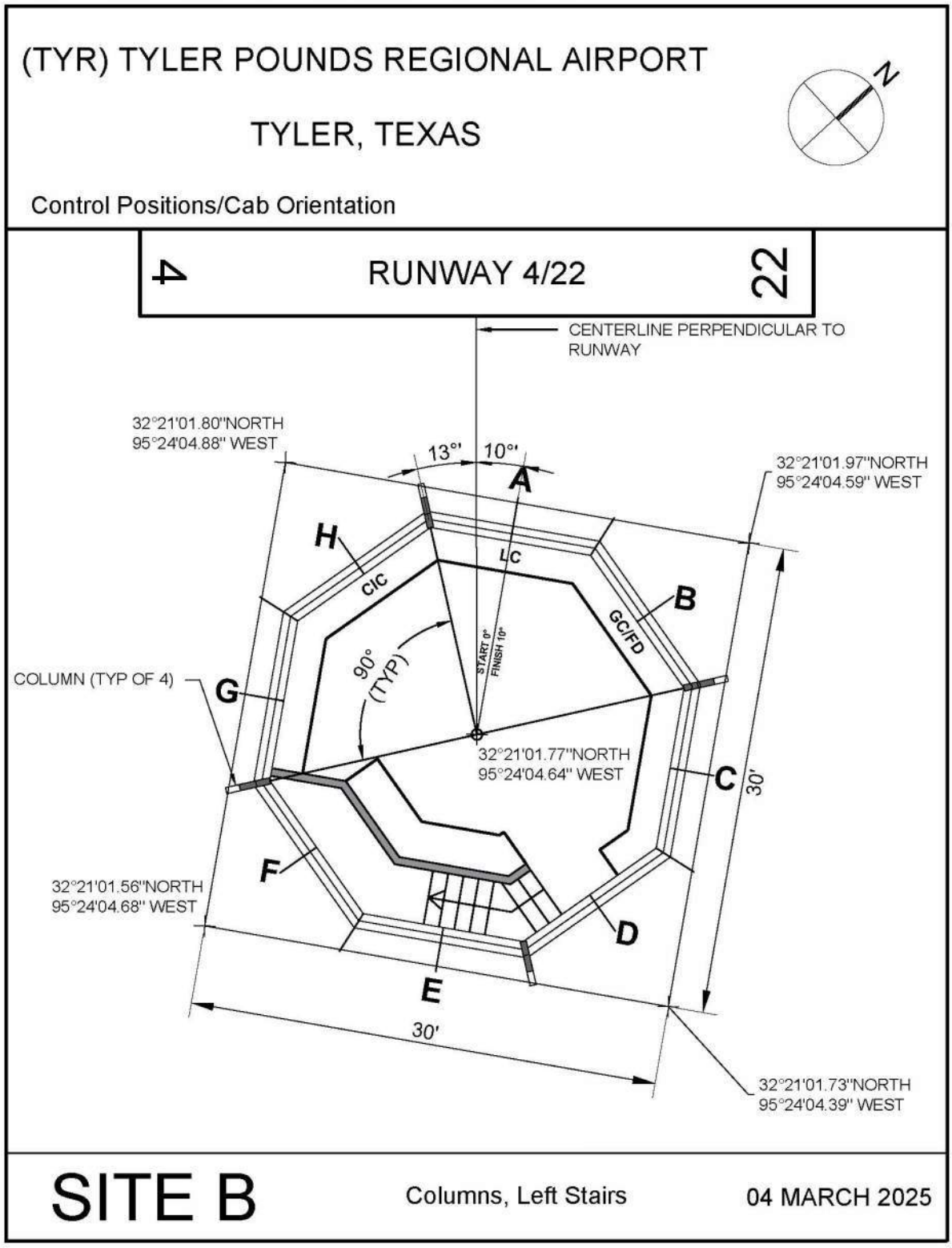
Long Range Radar Search results:
0 Long Range Radar(s) were found for LOCATION: 32-21-01.76N / 95-24-04.64W (NAD83) SE: 528.2 AGL: 110.0 AMSL: 638.2

USAF Radar Search results:
1 Radar(s) were found for LOCATION: 32-21-01.76N / 95-24-04.64W (NAD83) SE: 528.2 AGL: 110.0 AMSL: 638.2

Radar	Latitude	Longitude	Radar Type	FAA ID	State	Source	Distance(FT)	Distance(NM)
Longview	32-17-32.78N	95-03-00.22W		GGG	TX	RADES	110,541	18.19

Attachment 8 – Controller Positions/Cab Orientation Drawing




(TYR) TYLER POUNDS REGIONAL AIRPORT
TYLER, TEXAS
N
Control Positions/Cab Orientation
4
RUNWAY 4/22
22
CENTERLINE PERPENDICULAR TO RUNWAY
32°21'01.80"NORTH
95°24'04.88" WEST
13°
10°
A
32°21'01.97"NORTH
95°24'04.59" WEST
H
CIC
LC
B
GC/FD
START 0°
FINISH 10°
90° (TYP)
COLUMN (TYP OF 4)
G
32°21'01.77"NORTH
95°24'04.64" WEST
C
30'
F
32°21'01.56"NORTH
95°24'04.68" WEST
D
E
30'
32°21'01.73"NORTH
95°24'04.39" WEST
SITE B
Columns, Left Stairs
04 MARCH 2025

Attachment 9 – Memo of Record

Memo of Record

Tyler Pounds Regional Airport (TYR) Recommended Site

for a new

Airport Traffic Control Tower (ATCT)

The team members below concur with the following Recommended Site: **Site A**

With this order of preference:

Site A Lat/Long/Height: 32°21'08.56" N/95°24'28.09" W/ 75ft AGL Cab Floor

Site B Lat/Long/Height: 32°21'01.91" N/95°24'04.71" W/ 75ft AGL Cab Floor

Aaron Klein

Aaron Klein 3/5/25
TYR PATCO

Stephen Thompson

Steve Thompson 3/5/25
Airport Sponsor

Kim Ledford

Kim Ledford 3/5/25
Terminal Facilities National Coordinator

Victoria Wilpitz

Victoria Wilpitz 3/5/25
Lead Engineer

Attachment 10 – Post-Siting Action Items – TYR, 03/04/2025 and 03/05/2025

Item	Action	POC	Due Date	Comments
1	**Meeting Minutes**	National Coordinator/ Terminal Facilities Technical Writer	2 weeks after the Siting Assessment	Develop meeting minutes and distribute to all participants.
2	**Memo of Record for Recommended Site**	National Coordinator/ Terminal Facilities Technical Writer	Last day of the Siting Assessment	Initiate the Memo of Record on the Recommended Site on the last day of the siting and obtain signatures.
3	**Initiate Safety Assessment**	Safety Facilitator	To meet Siting Report date: **8/20/25;** **Internal QC date is 6/20/25**	Send the initial draft of the Safety Assessment to the Team.
4	**Initiate Phase I ESA**	(1) Airport Sponsor for FCTs/NFCTs conducted via reimbursable agreement. Sponsor (2)	Initiate within 2 weeks of completion of the Siting Assessment	A Phase I ESA is not required for sponsor-owned towers.
5	**7460's**	Airport Sponsor for sitings conducted via reimbursable agreement.	Submit within 2 weeks of completion of the Siting Assessment	Submit FAA Form 7460's for a feasibility study on all preferred sites via the OE/AAA website.

Item	Action	POC	Due Date	Comments
6	**Initiate Siting Report**	Airport Sponsor (unless otherwise indicated in a reimbursable agreement).	To meet Siting Report date: **8/20/25;** **Internal QC date is 6/20/25**	**Sponsor** – The Airport Sponsor is responsible for development of the Siting Report, which includes the SRM Document authored by the ATCT Siting SMS Facilitator. If the Airport Sponsor developed the model, the Airport Sponsor must include, in the siting report, a signed and sealed letter from a PLS or PE certifying the model is developed in accordance with the required accuracy (within ±6 inches vertical/±1 feet horizontal), as well as the signature of the engineer and the appropriate seal. The Airport Sponsor will deliver the draft of the siting report to all participants. After the Airport Sponsor has resolved all comments, the Airport Sponsor should submit the final draft of the report to the Terminal Facilities Siting Team no later than 5 months after the siting assessment.
7	**Service Area Coordination & Issue Resolution**	Terminal Facilities Siting Team	On-going	All team members are tasked to resolve issues within their area of expertise identified during the siting. The Terminal Engineering – Lead Project Engineer will provide the follow-up coordination, as needed.
8	**Siting Report Approval**	Terminal Facilities Siting Team/Program Implementation Manager (PIM)	The Terminal Facilities Siting Team will coordinate Siting Report approval, with the assistance of the PIM, six (6) months after the Siting Assessment	(1) The PIM will brief the siting report to the Service Area Director of Air Traffic Operations and Service Area Director of Technical Operations for their concurrence. (2) The Terminal Facilities Siting Team will brief the siting report to the Director of Facilities & Engineering Services for their concurrence.
9	**Issue Final Siting Report and SRM Document**	Terminal Facilities Technical Writer	TBD	After approval, the Siting Report will be posted on an electronic document management system.

Item	Action	POC	Due Date	Comments
10	**Update Airport Layout Plan**	Airport Manager	Within 60 days after the Siting Assessment	The Airport Sponsor **must identify the recommended site on the current ALP** to ensure protection of the LOS, and subsequently notify the National Coordinator via e-mail once this action is complete.
11	**Update Aeronautical Study**	Technical Operations – Facilities & Engineering Services Airport Sponsor	TBD by the Lead Engineer	Technical Operations – Facilities & Engineering Services will resubmit FAA Form 7460-1 to update the aeronautical study to protect the LOS of the recommended site. **Sponsor** – The Airport Sponsor will resubmit FAA Form 7460-1 to update the aeronautical study to protect the LOS of the recommended site.
12	**Siting Hazard Analysis**	Lead Engineer/ National Coordinator Airport Sponsor	TBD by the Lead Engineer	**FAA.** The **Lead Engineer** will notify the National Coordinator to coordinate siting hazard analysis before the design phase, construction phase, and facility commissioning. This is necessary due to the potential delays between ATCT siting and facility commissioning. Siting hazard analyses are conducted to verify that the site has not been compromised and hazard mitigation strategies are in place. **Sponsor.** The Airport Sponsor will coordinate a siting hazard analysis before the design phase, construction phase, and facility commissioning. This is necessary due to the potential delays between ATCT siting and facility commissioning. Siting hazard analyses are conducted to verify that the site has not been compromised and hazard mitigation strategies are in place.

Item	Action	POC	Due Date	Comments
13	**Provide RDWB-Validated Equipment and Positions**	Terminal Facilities Planning David Hafer- David.W.Hafer@faa.gov Kevin Miles- Kevin.D.Miles@faa.gov	TBD by Terminal Facilities Planning	Terminal Planning shall provide to Terminal Facilities DEI Requirements Document Workbook (RDWB) Lead National Coordinator a list of equipment and cab controller positions that have been validated per the RDWB for the project. This list shall be used for the tower cab model. Send data to the Electronics Engineer
14	**Review/Modify Controller Positions and Equipment Placement During Design Phase**	Lead Engineer/ Electronics Engineer	Design Phase	Provide air traffic controllers the opportunity to review/modify controller positions and equipment placement during the design phase. This can be accomplished using 3-D/VR, as available.
15	**Siting Report Renewal Process**	National Coordinator	18 months after the Siting and Safety Assessment	The National Coordinator will coordinate with the core stakeholders to renew the siting report results. This includes the following: **a.** Determining if there are any changes to the ALP that will impact the tower sites. **b.** Resubmit the FAA Form 7460-1 as appropriate. **c.** Prepare a memo of record to confirm the validation of the siting report. The memo will be uploaded to an electronic document management system.

Appendix J – Safety Risk Management Document

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EXECUTIVE SUMMARY

Title: Tyler Pounds Regional Airport (TYR) Airport Traffic Control Tower (ATCT) Siting Safety Risk Management Document with Hazards

Change Proponent Organization: TYR, TCFW

SRM Document Type: Operations (OPS)

Tyler Pounds Regional Airport is three miles west of Tyler, Texas. The airport is owned and operated by the city of Tyler. The airport is used by commercial, general aviation, flight schools, and corporate aircraft.

The city of Tyler proposes building a new Federal Contract Tower (FCT) to replace the existing ATCT. Sites A and B represented the preferred site candidates. Following the siting activity at each, a Safety Assessment was conducted on the two sites. The site orientations and safety assessments were performed using the Safety Risk Management (SRM) process as defined in the Federal Aviation Administration (FAA) Air Traffic Organization (ATO) Safety Management System (SMS) Manual dated December 2022. The Siting and Safety Risk Management Facilitators followed the SMS Manual and FAA Order (FAAO) 6480.4C, Siting Airport Traffic Control Towers, authorized by memorandum dated August 29, 2024.

A Safety Risk Management Panel (SRM) Panel met at TYR and virtually via Zoom on 03/4/2025 and 03/5/2025 to assess the potential change and determine if this change to the National Airspace System (NAS) has the potential to introduce hazards that could affect the safe provision of air traffic communication, navigation, or surveillance services. The new ATCT siting attendees included personnel representing the TYR Air Traffic Manager (ATM), TYR FCT, Professional Air Traffic Controllers Organization (PATCO), Tyler Pounds Regional Airport administration, the FAA Central Service Area (CSA), Airports District Office, Air Traffic Requirements representatives, the Airport Director, the Virtual Immersive Siting Tower Assessment (VISTA) team, and other stakeholders.

During the safety assessment, the panel identified three hazards associated with Site B. After further analysis, the panel determined that Sites A and B represent locations, elevations, and configurations that do not introduce new hazards into the NAS, nor elevate any existing safety issues to hazards. The panel concluded that each of the preferred sites represents an acceptable level of risk as defined in the FAA Air Traffic Organization Safety Management System Manual.

SAFETY RISK MANAGEMENT DOCUMENT SIGNATURES

Title: Tyler Pounds Regional Airport (TYR) New ATCT Siting Safety Risk Management Document Without Hazards

Concurrence:	John Carr, SRM Facilitator, AJW-213	Date
Approval:	Fran Scalley, General Manager	Date
Risk Acceptance:	Floyd Munroe, Air Traffic Manager, TYR	Date
Concurrence:	NA Directory of Policy and Performance AJI-3	NA Date

CURRENT SYSTEM

TYR is three miles west of Tyler, Texas, and has three runways: Runway (RWY) 4/22 (8,334 X 150 ft.), RWY 13/31 (5,198 X 150 ft.), and RWY 18/36 (4,832 X 150 ft.). The airport is used by commercial, general aviation, flight schools, and corporate aircraft. During calendar year 2024 aircraft activity totaled 34,356 operations.

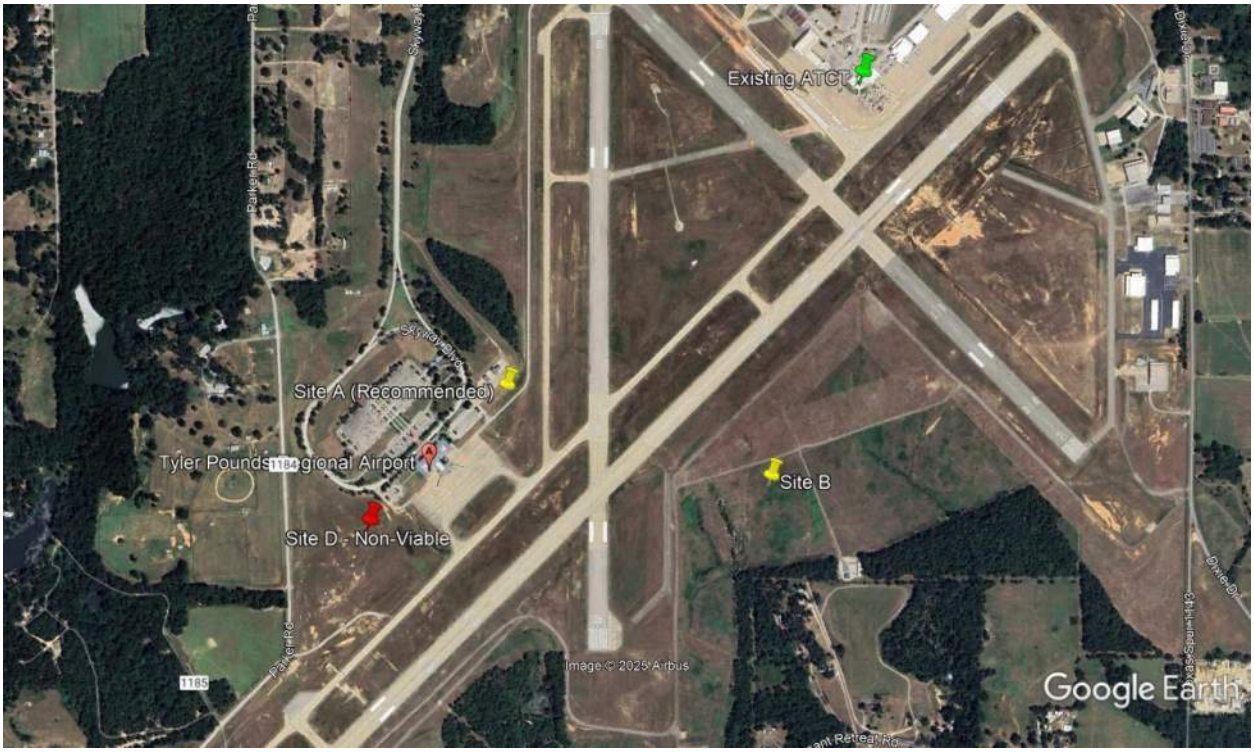
The existing FCT is approximately 60 feet tall to the cab floor, with a cab interior of roughly 200 sq. ft., commissioned in 1977. The FCT operates with contract air traffic controllers and functions daily from 6:30 AM to 9:30 PM. The TYR FCT has four control positions:

- Local Control (LC)
- Ground Control (GC)
- Flight Data/Clearance Delivery (FD/CD)
- Controller In Charge (CIC)

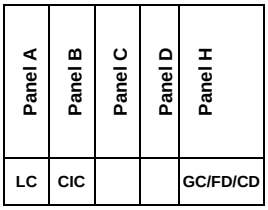
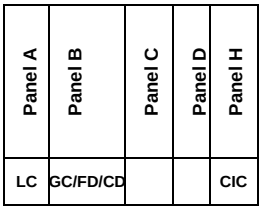
DESCRIPTION OF CHANGE

A replacement ATCT will be built at one of the preferred sites (depicted below). The proposed new structure will be a contractor-designed ATCT with an 8-sided, 440 sq. ft. cab.

The SRM Panel will determine whether any of the preferred sites for TYR introduce hazards into the NAS. SRM Panel attendees participated in the siting activities for the proposed new TYR FCT and in the SRM Panel to generate a safety assessment of the three sites.



DESCRIPTION OF THE PREFERRED SITES

Item Description	Site A	Site B
Recommended Site:	X	2
Latitude	32°21'8.56"N	32°21'1.767"N
Longitude	95°24'28.09"W	95°24'4.636"W
Reference Location	Centrally located; North of passenger terminal; Southwest (SW) portion of the airfield	Equal distance between approach ends of Runways 31 & 36; North of the RTR; Southern portion of the fenced area of the airport.
Airport Quadrant	SW	SW/SE South Central
Square Acreage	1 acre	1 acre
Cab Orientation	South/Southeast (SE) from Panel A	Northwest from Panel A
Cab Size	440SF	440SF
Control Positions Location [Respect to CAB Ref Points by control position (i.e., LC, LC2, GC, FD, SUPE/CIC, Other)]		
Stairs	Left Egress/Ingress	Left Egress/Ingress
TERPS No Effect Height (NEH)	86’ Above Ground Level (AGL) Top of Tower	103’ AGL Top of Tower
Cab Floor Level (AGL)	75’	75’
Cab Floor Level (AMSL)	615’	603’
Eye-Level (AGL) *	80’	80’
Eye-Level (AMSL)	620’	608’
Top of Tower (AGL)	110’	110’
Top of Tower (AMSL)	650’	638’
Estimated Ground Level at Tower *	540.7	528.2

Item Description	Site A	Site B
Ground Elevation at Key Point (Threshold Elev) *	529’	515’
Tower to Key Point Distance (Farthest RWY distance) (RWY Threshold) *	5047’ (RW 22)	4127’ (RW 13)
Columns		
Interior (Mullions)		
Perimeter (Columns)	Preferred	Preferred
Cab Rotation (Start/Final)	Columns: 0/30	Columns: 355/10
	Mullions: 30/30	Mullions: 0/355
2-Point Lateral Discrimination (Deg)	Pass	Pass
Line of Sight Angle of Incidence (.8 lookdown)	.81 degrees/ 55’ AGL cab floor	.81 degrees/ 40’ AGL cab floor
Object Discrimination		
Minivan – Front View	☒ Pass ☐ Fail	☒ Pass ☐ Fail
Minivan – Side View	☒ Pass ☐ Fail	☒ Pass ☐ Fail
14 CFR Part 77 Impacts	TBD	TBD
ATCT Potential Impacts to Future & Existing NAVAIDs	TBD	TBD
Equipment Configuration	☒ Slatwall ☐ Traditional	☒ Slatwall ☐ Traditional
Access to ATCT Site (Yes or No)	Yes, Roads and Utilities are nearby	No, Roads and Utilities would need to be brought in.
Rotating Beacon	On top of the existing tower, it will be moved to the top of the new tower.	On top of the existing tower, it will be moved to the top of the new tower.
TOPR Issues	See Attached	See Attached

HAZARD IDENTIFICATION AND RISK DETERMINATION

A new ATCT siting activity followed by an SRM Panel was held on 03/4/2025 and 03/5/2025, at TYR and via Zoom. After completing siting activities, the SRM Panel conducted a viable site safety analysis on the proposed NAS change based on the SRM process defined by the ATO SMS Manual, dated December 2022. Procedures as outlined in the FAAO 6480.4C, Appendix H were followed during the safety analysis to determine if the preferred sites introduced any hazards to the NAS, and to ensure any potential hazards were mitigated as described in the SMS Manual.

The SRM Panel evaluated the proposed sites in coordination with TYR management for best visibility with minimal Line of Sight (LOS) issues. The safety assessment encompassed analysis and evaluation of the orientation of the ATCT cab to the field, and examined LOS issues including look-up, look-down, unobstructed, object discrimination, and two-point lateral discrimination views of the field. The assessment also included placement, analysis and an evaluation of mullions and columns, and stairwell location for optimal field visibility.

Columns and mullions are necessary load-bearing components of any new ATCT, and these structures provide required utility pathways for conduit connecting safety-critical equipment on the tower roof. All parties to the VISTA Siting and Safety Assessment process understand that terminal air traffic controllers receive on the job training (OJT) by Certified Professional Controllers (CPCs) during their training and certification process to take steps forward, back, left, or right and to move their head left, right, up, or down to obtain, maintain, or re-acquire an operational LOS.

The assessment also included views of each of the preferred sites from the existing ATCT, to determine whether construction at the new sites might introduce hazards or worsen current issues.

SRM Panel members used the Virtual Reality (VR) model to scan the airport, the airspace, and the surrounding terrain while standing inside a “virtual tower” at each of the preferred Sites. The VR technology allowed for panel members to look at the airport in every direction to the horizon scanning up, down, left, or right from multiple locations within the proposed structures. The VR model allows for changing atmospherics, weather, lighting, and other variable phenomena. SRM Panel members used the Virtual Reality (VR) model to scan each of the preferred sites from multiple proposed control locations. Construction activity anticipated for the preferred sites does not require reduced aircraft airfield access, aircraft routing around construction work areas, or closed airfield surfaces.

The SRM Panel conducted an in-depth analysis of each site’s LOS, and SRM Panel attendees analyzed each hazard. Attendees had the opportunity to identify and discuss any potential hazards, their causes, their effects, their predicted severity, and their predicted likelihood.

The panel was able to populate the virtual reality model with aircraft taxing, departing, arriving, and operating in any of the runway patterns to ascertain LOS issues, and SRM Panel attendees observed taxi routes, and aircraft transitioning from non-movement areas to the movement areas and the various runway entry points and hangar lanes. SRM Panel attendees also discussed manmade lighting and atmospheric interference with respect to the operational impact of glare and shadows.

The Panel's deliberations included discussions of the current system state and known controls within FAAO 7110.65AA, Air Traffic Control, and FAAO 7210.3DD, Facility Operation and Administration. This ensured a thorough review of controls in place for local operations.

Site A has the best overall visibility of the evaluated sites. Its location and height provide views of all runway ends, movement areas, and aircraft parking, including the aviation museum ramp. Site B also has an excellent view of the aircraft and movement areas. It has minor visibility problems with aircraft on downwind and base leg patterns during winter sunsets for RWY 4, and conversely visibility challenges on base leg to RWY 13 & RWY 18 during summer sunsets. Finally, the Site B roofline obscures a small portion of the left traffic pattern to RWYs 22, 36, 31 and 4. Positive control is maintained throughout the pattern procedures.

The SRM facilitator solicited all panel attendees for any safety issues, concerns, or questions regarding the safety assessment process and findings. The SRM Panel identified three medium-risk hazards at Site B. The panel determined no mitigations were necessary for the level of risk, as determined by the SMS Manual.

TYR Hazard Analysis Worksheet/Monitoring Plan

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
TYR-B-1		Roof blocks controllers LOS	0630-2130 All Weather All traffic All configurations	JO 7110.65, JO 7210.3, SOP, LOAs, STARS, ATIS, CA/MSAW, surface memory aid, controller training, controller intervention, ATC scanning, frequency monitoring, operational supervision, NOTAMs, charts, AIM, outreach, CRM, daily briefings/notes	JO 7110.65: Chap. 2, Sec. 1, 2-1-1, 2-1-2, 2-1-4, 2-1-26; Sec. 4, 6; 9, 10; Chap. 3, Sec. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11; Chap. 4, 5; JO 7110.65 - Chap. 10, 11; JO 7210.3: Part 1, Chap. 2, Sec. 1, 2-1-2, Sec. 2, 2-2-3, 2-2-11, Sec. 6, 2-6-1, 2-6-2, 2-6-3; Chap. 3, 4 Sec. 3; Part 3, Chap.10, Sec. 1, 10-1-2, 10-2-1, 10.3-12; Sec. 6, Part 5, Chap. 18

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rationale	Initial Risk
Controller loss of situational awareness	3: Major	Severity Tables, subject matter expertise, available data, frequency of use, local knowledge/experience	C: Remote	Likelihood Tables, daily occurrence, frequency of use, discussion	3C: Medium

Safety Requirement Description	Planned for Implementation?	Organization Responsible for Implementing Safety Requirements	POC
NA	NA	NA	NA

Predicted Residual Risk	Predicted Residual Risk Rationale
3C: Medium	No change from Predicted Initial Risk

Safety Performance Target
N/A

Safety Performance Target Monitoring Plan				
Monitoring Activity	**Monitoring Start Date**	**Reporting Frequency**	**Reporting Duration**	**Monitoring POC**
Review MORs	TBD	TBD	TBD	TYR ATM

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
TYR-B-2	Line of sight to RWY 4 traffic blocked	Winter sunset	0630-2130 VFR Weather All traffic All configurations Winter months evening	JO 7110.65, JO 7210.3, SOP, LOAs, STARS, ATIS, CA/MSAW, surface memory aid, controller training, controller intervention, ATC scanning, frequency monitoring, operational supervision, NOTAMs, charts, AIM, outreach, CRM, daily briefings/notes	JO 7110.65: Chap. 2, Sec. 1, 2-1-1, 2-1-2, 2-1-4, 2-1-26; Sec. 4, 6; 9, 10; Chap. 3, Sec. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11; Chap. 4, 5; JO 7110.65 - Chap. 10, 11; JO 7210.3: Part 1, Chap. 2, Sec. 1, 2-1-2, Sec. 2, 2-2-3, 2-2-11, Sec. 6, 2-6-1, 2-6-2, 2-6-3; Chap. 3, 4 Sec. 3; Part 3, Chap.10, Sec. 1, 10-1-2, 10-2-1, 10.3-12; Sec. 6, Part 5, Chap. 18

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rationale	Initial Risk
Controller loss of situational awareness	4: Minor	Severity Tables, subject matter expertise, available data, frequency of use, local knowledge/experience	C: Remote	Daily occurrence during winter months, weather permitting	4C: Medium

Safety Requirement Description	Planned for Implementation?	Organization Responsible for Implementing Safety Requirements	POC
NA	NA	NA	NA

Predicted Residual Risk	Predicted Residual Risk Rationale
4C: Medium	No change from the predicted Initial Risk

Safety Performance Target
N/A

Safety Performance Target Monitoring Plan				
Monitoring Activity	**Monitoring Start Date**	**Reporting Frequency**	**Reporting Duration**	**Monitoring POC**
Review MORs	TBD	TBD	TBD	TYR ATM

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
TYR-B-3	Line of sight blocked on Base leg to RWY 13 and RWY 18	Summer sunset	0630-2130 VFR weather All traffic All configurations Summer evening	JO 7110.65, JO 7210.3, SOP, LOAs, STARS, ATIS, CA/MSAW, surface memory aid, controller training, controller intervention, ATC scanning, frequency monitoring, operational supervision, NOTAMs, charts, AIM, outreach, CRM, daily briefings/notes	JO 7110.65: Chap. 2, Sec. 1, 2-1-1, 2-1-2, 2-1-4, 2-1-26; Sec. 4, 6; 9, 10; Chap. 3, Sec. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11; Chap. 4, 5; JO 7110.65 - Chap. 10, 11; JO 7210.3: Part 1, Chap. 2, Sec. 1, 2-1-2, Sec. 2, 2-2-3, 2-2-11, Sec. 6, 2-6-1, 2-6-2, 2-6-3; Chap. 3, 4 Sec. 3; Part 3, Chap.10, Sec. 1, 10-1-2, 10-2-1, 10.3-12; Sec. 6, Part 5, Chap. 18

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rationale	Initial Risk
Controller loss of situational awareness	3: Major	Severity Tables, subject matter expertise, available data, frequency of use, local knowledge/experience	C: Remote	Daily occurrence during summer months weather permitting	3C: Medium

Safety Requirement Description	Planned for Implementation?	Organization Responsible for Implementing Safety Requirements	POC
NA	NA	NA	NA

Predicted Residual Risk	Predicted Residual Risk Rationale
3C: Medium	No change from the predicted Initial Risk

Safety Performance Target
N/A

Safety Performance Target Monitoring Plan				
Monitoring Activity	**Monitoring Start Date**	**Reporting Frequency**	**Reporting Duration**	**Monitoring POC**
Review MORs	TBD	TBD	TBD	TYR ATM

SRM Panel Attendees

The SRM panel convened in person at TYR and via Zoom on 03/4 - 5/2025 to perform a thorough safety risk examination. This table lists the panel attendees.

Name	Position/Facility/ Organization	SRM Panel Role	Email
JoAnn Bell	Airway Transportation Systems Specialist	SME	Joann.s.bell@faa.gov
Bryan Bourgoin	Leidos Task Order Manager	Observer	Bryan.ctr.bourgoin@faa.gov
James Bunting	Airways Transportation Systems Specialist	SME	James.bunting@faa.gov
John Carr	Safety Risk Management Facilitator	Facilitation Team	John.s-ctr.carr@faa.gov
Morgane Coleman	Virtual Reality Specialist	SME	Morgane.coleman@pondco.com
Carl Craig	Program Implementation Team	SME	Carl.ctr.craig@faa.gov
Bill Dever	ATCS	Observer	William.f.dever@faa.gov
Cynthia Diep	General Engineer	SME	Cynthia.diep@faa.gov
Tony Greco	Engineering Planner	SME	Anthony.f-ctr.greco@faa.gov
Stephanie Griffith	Virtual Reality Modeler-Pond	SME	Stephanie.griffith@pondco.com
Doug Hardwick	Supervisory Airway Transportation Systems Specialist	SME	Doug.hardwick@faa.gov
Thomas Inkman	Terminal Instrument Procedures (TERPS)	SME	Thomas.inkman@faa.gov
Evan Jagielo	Electronics Engineer	SME	Evan.jagielo@faa.gov
Dean Jentes	TYR Operations Manager	Panel Member	djentes@tylertexas.com
Chris Johnson	Air Traffic Control Specialist	SME	Chris.johnson@faa.gov
Eric Johnson	National Air Traffic Controllers Association (NATCA)	SME	ejohnson@natca.org
Aaron Kline	(PATCO)	Panel Member	Aaron.ctr.kline@faa.gov
Kimberly Ledford	National Coordinator	Facilitation Team	Kimberly.d-ctr.ledford@faa.gov
Kendall Mann	National Coordinator (NC)	Facilitation Team	Kendall.s-ctr.mann@faa.gov
Andre Marsh	Aeronautical Information Specialist	SME	Andre.l.marsh@faa.gov
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SMTS2025042700193 Signature Page

Project :

P-7115 - Tyler Pounds Regional Airport (TYR) ATCT Siting Safety Risk Management Document with Hazards

SRM Document :

D-10158 - SMTS2025042700193 - Tyler Pounds Regional Airport Airport Traffic Control Tower Siting SRMDH (OPS)

Concurrer	Signature	Date
John S-CTR Carr	**signed** *John S-CTR Carr*	**27-Apr-20**

Approver	Signature	Date
Francis Scalley	**signed** *Francis Scalley*	**20-May-2(**

Risk Acceptor	Signature	Date
Floyd CTR Munroe	**signed** *Floyd CTR Munroe*	**27-Apr-20**

An asterisk(*) beside a user name indicates that they are not currently an active user in the SMTS system.
A caret(^) beside a user name indicates that their access request is pending.

SRM Document Change Log - SMTS2025042700193 - Tyler Pounds Regional Airport Airport Traffic Control Tower Siting SRMDH

Show notification entries

Show 50 entries

Search:

Change

P-7115 - SMTS2025042700193

SRM Document Finalized
All Signatures Obtained
Risks Were Accepted

P-7115 - SMTS2025042700193

SRM Document Signed:
Approved by Francis Scalley

P-7115 - SMTS2025042700193

All Approvers have signed

P-7115 - SMTS2025042700193

SRMd Signatory notification sent to: Francis Scalley.

P-7115 - SMTS2025042700193

SRM Document Signatures edited:
'Roland Ratliff' removed as Risk Acceptor
'Francis Scalley' added as Approver

P-7115 - SMTS2025042700193

SRMd Signatory notification sent to: Roland Ratliff.

P-7115 - SMTS2025042700193

SRM Document Signatures edited:
'Tommy Graham' removed as Approver
'Roland Ratliff' added as Risk Acceptor

P-7115 - SMTS2025042700193

P-7115 - SMTS2025042700193

P-7115 - SMTS2025042700193

SRMd Signatory notification sent to: Tommy Graham.

P-7115 - SMTS2025042700193

SRM Document Signed:
Risk Accepted by Floyd CTR Munroe

P-7115 - SMTS2025042700193

All Risk Acceptors have signed

P-7115 - SMTS2025042700193

SRM Document Signed:
Concurrence by John S-CTR Carr

P-7115 - SMTS2025042700193

All Concurrers have signed

P-7115 - SMTS2025042700193 - Hazard: TYR-B-3

P-7115 - SMTS2025042700193 - Hazard: TYR-B-2

P-7115 - SMTS2025042700193 - Hazard: TYR-B-1

Hazard Finalized

P-7115 - SMTS2025042700193

Initiated SRM Document Signature Process
SRMd Signatory notification sent to: John S-CTR Carr, Tommy Graham, Floyd CTR Munroe

P-7115 - SMTS2025042700193

Attachment added: File - TYR SRMDH FINAL 04-24-25.docx

P-7115 - SMTS2025042700193

Attachments Removed:
File : TYR SRMDH FINAL 04-24-25.docx

P-7115 - SMTS2025042700193

SRM Document Signatures edited:
'John S-CTR Carr' added as Concurrer
'Tommy Graham' added as Approver
'Floyd CTR Munroe' added as Risk Acceptor

P-7115 - SMTS2025042700193

Attachment added: File - TYR SRMDH FINAL 04-24-25.docx

P-7115 - SMTS2025042700193 - Hazard: TYR-B-3

Hazard added:
Hazard Identifier : TYR-B-3
Hazard Description : Line of sight blocked on Base leg to RWY 13 and RWY 18

Change
Initial Risk : 3/C - Medium - Major Severity / Remote Likelihood Predicted Residual Risk : 3/C - Medium - Major Severity / Remote Likelihood Added SRM Document D-10158
P-7115 - *SMTS2025042700193* - Hazard: *TYR-B-2* Hazard added: Hazard Identifier : TYR-B-2 Hazard Description : Line of sight to RWY 4 traffic blocked Initial Risk : 4/C - Medium - Minor Severity / Remote Likelihood Predicted Residual Risk : 4/C - Medium - Minor Severity / Remote Likelihood Added SRM Document D-10158
P-7115 - *SMTS2025042700193* - Hazard: *TYR-B-1* Hazard added: Hazard Identifier : TYR-B-1 Hazard Description : Line of sight for left traffic RWY 22, left traffic RWY 31, right traffic RWY 36, right traffic RWY 4 blocked by roof Initial Risk : 3/C - Medium - Major Severity / Remote Likelihood Predicted Residual Risk : 3/C - Medium - Major Severity / Remote Likelihood Added SRM Document D-10158
P-7115 - *SMTS2025042700193* SRM Document added: Title : Tyler Pounds Regional Airport Airport Traffic Control Tower Siting SRMDH Risk Accepting Organization : Technical Operations - TYLER/WACO SSC (ATO : AJW : AJWC : AJWCS : WCS3DAL : WCS35TYR) Were Hazards Identified set to 'Yes'

Showing 1 to 22 of 22 entries

Previous 1 Next

Very long entries may be truncated

An asterisk(*) beside a user name indicates that they are not currently an active user in the SMTS system.
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Appendix K – Access & Utilities Infrastructure

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TYLER POUNDS REGIONAL AIRPORT (TYR)
CITY OF TYLER
TYLER, TEXAS

SITE SELECTION MEMORANDUM
FOR
NEW AIR TRAFFIC CONTROL TOWER

KSA Project No. 102170

April 2025

Prepared by:

8866 Synergy Dr.
McKinney, TX 75070
Phone (972) 542-2995
TBPE Firm Reg. No. F-1356

TABLE OF CONTENTS

Tyler Pounds Regional Airport
New ATCT Site Selection Memorandum
March 2025

I. PROJECT BACKGROUND

This memorandum presents KSA's engineering analysis of three potential sites for the new air traffic control tower (ATCT) at Tyler Pounds Regional Airport (TYR). These sites were initially selected by Airport staff as potential ATCT locations. The purpose of this memorandum is to document the selected sites and provide engineering analysis, including preliminary layouts and sitework cost estimates of each site to assist the Airport and FAA in selecting the ATCT location. The Overall Site Map is included on the next page and descriptions of each site follow.

SITE LOCATION TABLE			
SITE	LATITUDE	LONGITUDE	EXISTING ELEVATION
SITE A	N32°21'08.56"	W95°24'28.09"	545.00
SITE B	N32°21'01.77"	W95°24'04.64"	528.20

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LATEST REVISION: 4/10/2025

KSA JOB NUMBER: 102170

TYLER POUNDS REGIONAL AIRPORT
AIR TRAFFIC CONTROL TOWER SITE SELECTION
TYLER, TEXAS

OVERALL SITE MAP

\\ksa.net\Gateway\Projects\102170\008 CAD\10 Exhibits\02 Civil\01 Site Study\01 DWGs\102170-C-EXHBT-ATCT.dwg : TERMINAL EXHIBIT

II. SITE A

Site Location and Access:

Site A is located northeast of the existing terminal building and directly north of the airport vehicular perimeter road. Refer to the overall site map drawing within this document for additional location information. This site has direct access to an existing roadway and will require the construction of an 85’ access drive to reach the required parking area for the tower. Site A connects directly across from the existing terminal parking lot. See Tower Site A drawings included in this document.

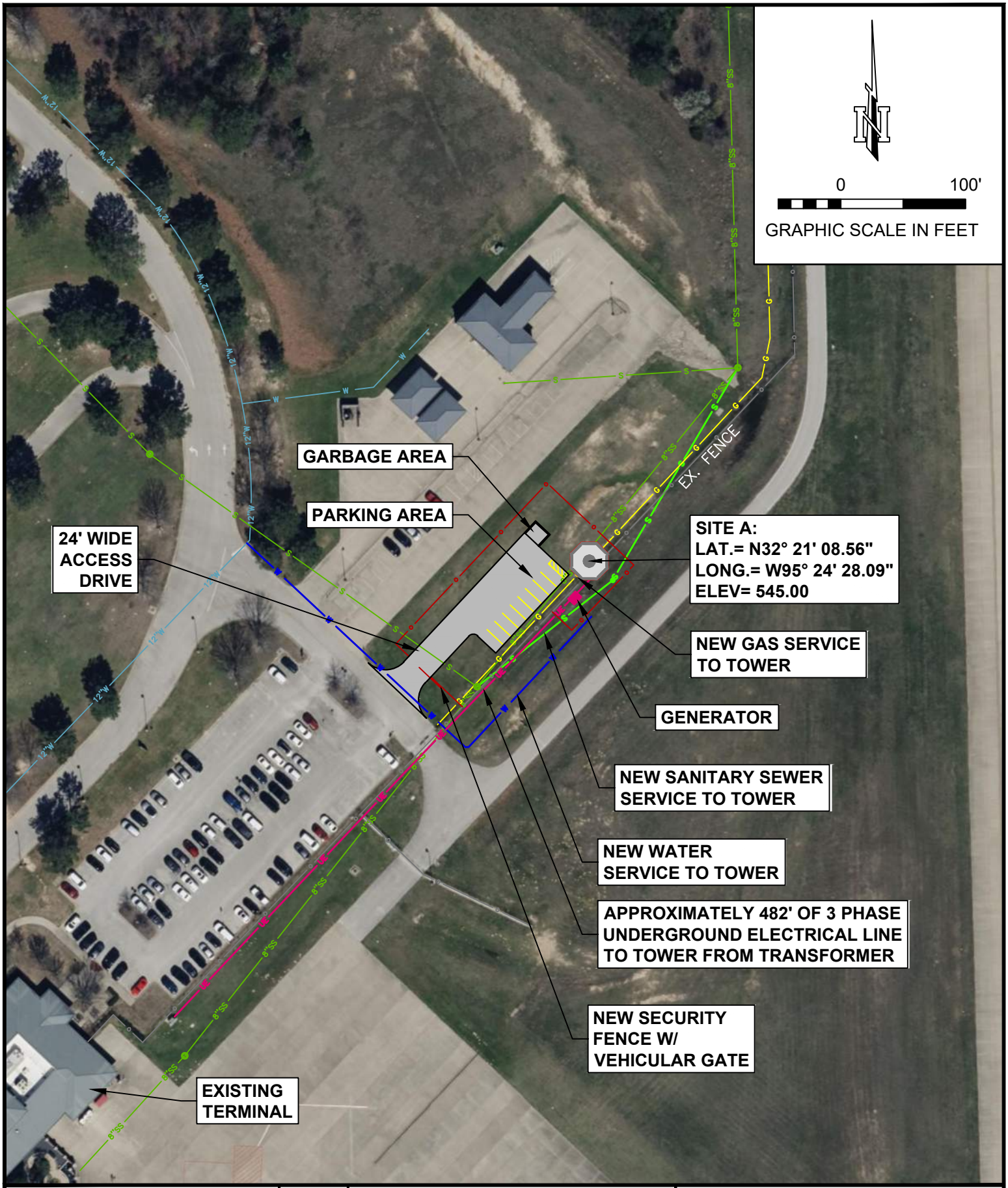
Site Security:

Site A is located on the existing AOA fence. This AOA fence will be adjusted to accommodate the ATCT site. Additional non-AOA fence will secure the ATCT site. The Site A site plan includes installation of an automatic vehicle.

Utilities:

Site A is near existing utility infrastructure used for the terminal building, adjacent to Skyway Boulevard. The existing water connection is approximately 250’ northwest of the site, and the sanitary sewer connection is approximately 135’ to the southwest and will require the relocation of approximately 330’ of existing sanitary sewer line. Utilities include water, sanitary sewer, gas, telephone, and underground electrical lines. Underground electric will be approximately 480’ of 3-phase cabling.

Site A will have a hard-wired connection to the electrical vault for airfield lighting controls.



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LATEST REVISION: 3/3/2025

KSA JOB NUMBER: 102170

TYLER POUNDS REGIONAL AIRPORT
AIR TRAFFIC CONTROL TOWER SITE SELECTION
TYLER, TEXAS

SITE A

\\ksa.net\Gateway\Projects\102170\008 CAD\10 Exhibits\02 Civil\01 Site Study\01 DWGs\102170-C-EXHBT-ATCT.dwg : SITE A

III. SITE B

Site Location and Access:

Site B is located approximately 1,290’ east of the Runway 4/22 and Runway 18/36 intersection, and 2,150’ north of Pleasant Retreat Rd. Refer to the overall site map drawing within this document for additional location information. This site will require the construction of a 2,170’ access drive to be constructed off Pleasant Retreat Rd. to reach the required parking area for the tower. See the Site B Layout drawing included in this document.

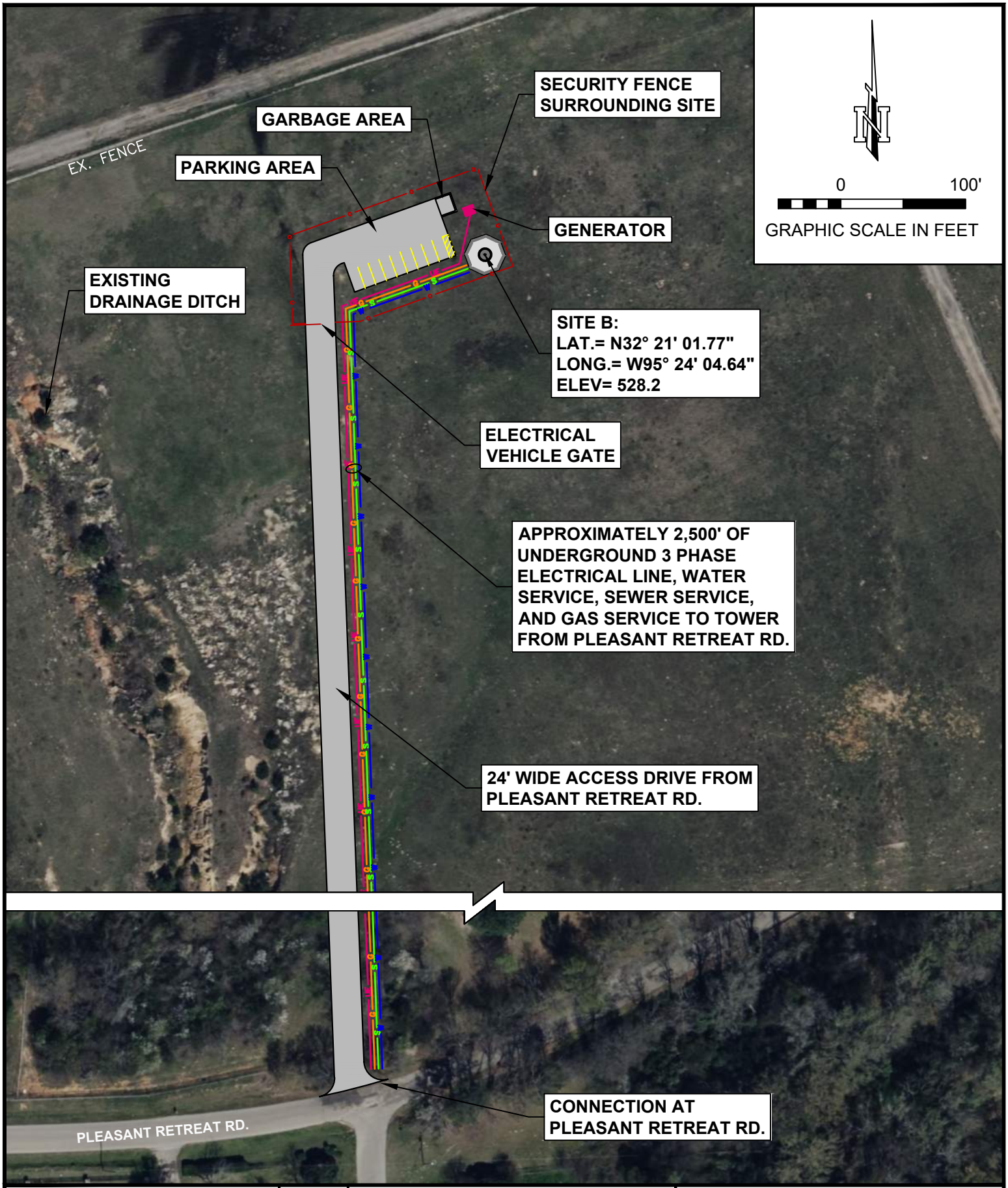
Site Security:

Site B tower location is entirely outside of the existing AOA fence. Therefore, new security fencing will be constructed to encompass the parking area and tower location. In addition, an automatic vehicle gate will be installed to isolate the tower site.

Utilities:

Site B is located north of Pleasant Retreat Rd. with access for water, sewer, gas, and electrical services to be constructed along the new access drive and connect to the necessary services along Pleasant Retreat Rd. Connection to existing electrical can be pulled from power running along Pleasant Retreat Rd. south of the site. Underground electric will be 3-phase cabling.

Site B will utilize a UHF modem connection to the electrical vault for airfield lighting controls.



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KSA JOB NUMBER: 102170

TYLER POUNDS REGIONAL AIRPORT
AIR TRAFFIC CONTROL TOWER SITE SELECTION
TYLER, TEXAS

SITE B

\\ksa.net\Gateway\Projects\102170\008 CAD\10 Exhibits\02 Civil\01 Site Study\01 DWGs\102170-C-EXHBT-ATCT.dwg : SITE B

IV. ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

The following table is a summary of the Engineer's Opinions of Probable Construction Cost developed for each site. Detailed estimates are found on the following pages. Estimated costs include 15% contingency to account for unknown factors at the conceptual stage of the project.

Site A	$714,092
Site B	$3,564,203

Tyler Pounds Regional Airport
Air Traffic Control Tower - Site Layout OPCCs
KSA Project No. 102170
Opinion of Probable Construction Costs
April 11, 2025

Item No.	Description	Units	Estimated Quantities		Estimated Unit Price	Subtotal
Tower Site A						
1.01 - A	Contractor Quality Control Program	LS	1	$	10,000.00	$10,000.00
1.02 - A	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$	7,500.00	$7,500.00
1.03 - A	Installation and Removal of Silt Fence	LF	500	$	4.00	$2,000.00
1.04 - A	Rock Construction Exit	EA	1	$	7,500.00	$7,500.00
1.05 - A	Mobilization	LS	1	$	56,449.95	$56,449.95
1.06 - A	Unclassified Excavation / Embankment-In Place	CY	250	$	25.00	$6,250.00
1.07 - A	Undercut and Remove Unsuitable Subgrade	CY	63	$	40.00	$2,520.00
1.08 - A	Lime (6%)	TON	16	$	200.00	$3,200.00
1.09 - A	Lime Treated Subgrade	SY	767	$	10.00	$7,670.00
1.10 - A	8" Crushed Aggregate Base Course	SY	738	$	25.00	$18,450.00
1.11 - A	7" Concrete Pavement	SY	709	$	180.00	$127,620.00
1.12 - A	Pavement Markings and Barricades	LS	1	$	5,000.00	$5,000.00
1.13 - A	8' Chainlink Security Fence with Barbed Wire	LF	415	$	35.00	$14,525.00
1.14 - A	Existing Fence Removal	LF	72	$	10.00	$720.00
1.15 - A	24' Automatic Vehicular Gate	EA	1	$	30,000.00	$30,000.00
1.16 - A	Site Drainage and Structures	LS	1	$	10,000.00	$10,000.00
1.17 - A	Seeding	SY	683	$	1.50	$1,024.50
1.18 - A	Topsoiling	CY	76	$	20.00	$1,520.00
1.19 - A	8" PVC Sewer Main	LF	410	$	100.00	$41,000.00
1.20 - A	Remove Existing 12" PVC Sewer Main	LF	330	$	40.00	$13,200.00
1.21 - A	48" Dia. San. Sewer Manhole	EA	1	$	6,000.00	$6,000.00
1.22 - A	8" PVC Water Main	LF	400	$	125.00	$50,000.00
1.23 - A	Gas Line	LF	410	$	150.00	$61,500.00
1.24 - A	Site Electrical (3 Phase)	LF	482	$	150.00	$72,300.00
1.25 - A	112.5 KVA Transformer	LS	1	$	65,000.00	$65,000.00
					Subtotal:	**$620,949.45**
					15% Contingencies:	**$93,142.42**
					Total w/ Contingencies:	**$714,091.87**

Item No.	Description	Units	Estimated Quantities		Estimated Unit Price	Subtotal
Tower Site B						
1.01 - B	Contractor Quality Control Program	LS	1	$	10,000.00	$10,000.00
1.02 - B	Storm Water Pollution Prevention Plan (SWPPP)	LS	1	$	7,500.00	$7,500.00
1.03 - B	Installation and Removal of Silt Fence	LF	5,000	$	4.00	$20,000.00
1.04 - B	Rock Construction Exit	EA	1	$	7,500.00	$7,500.00
1.05 - B	Mobilization	LS	1	$	281,300.60	$281,300.60
1.06 - B	Clearing and Grubbing	AC	2	$	2,500.00	$5,000.00
1.07 - B	Unclassified Excavation / Embankment-In Place	CY	750	$	25.00	$18,750.00
1.08 - B	Undercut and Remove Unsuitable Subgrade	CY	188	$	40.00	$7,520.00
1.09 - B	Lime (6%)	TON	142	$	200.00	$28,400.00
1.10 - B	Lime Treated Subgrade	SY	6,857	$	10.00	$68,570.00
1.11 - B	8" Crushed Aggregate Base Course	SY	6,593	$	25.00	$164,825.00
1.12 - B	7" Concrete Pavement	SY	6,339	$	180.00	$1,141,020.00
1.13 - B	Pavement Markings and Barricades	LS	1	$	2,500.00	$2,500.00
1.14 - B	8' Chainlink Security Fence with Barbed Wire	LF	475	$	35.00	$16,625.00
1.15 - B	24' Automatic Vehicular Gate	EA	1	$	30,000.00	$30,000.00
1.16 - B	Site Drainage and Structures	LS	1	$	10,000.00	$10,000.00
1.17 - B	Seeding	SY	1,454	$	1.50	$2,181.00
1.18 - B	Topsoiling	CY	162	$	20.00	$3,240.00
1.19 - B	8" PVC Sewer Main	LF	2,225	$	100.00	$222,500.00
1.20 - B	48" Dia. San. Sewer Manhole	EA	6	$	6,000.00	$36,000.00
1.21 - B	8" PVC Water Main	LF	2,225	$	125.00	$278,125.00
1.22 - B	Gas Line	LF	2,225	$	150.00	$333,750.00
1.23 - B	Site Electrical (3 Phase)	LF	2,260	$	150.00	$339,000.00
1.24 - B	112.5 KVA Transformer	LS	1	$	65,000.00	$65,000.00
					Subtotal:	**$3,099,306.60**
					15% Contingencies:	**$464,895.99**
					Total w/ Contingencies:	**$3,564,202.59**

*Cost Estimates based on preliminary design estimates and are subject to change

APPENDIX B – THREATENED AND ENDANGERED SPECIES ASSESSMENT

November 25, 2025 Project Number: 050537.00

Threatened and Endangered Species Habitat Suitability Assessment
Tyler Pounds ATCT Relocation
Smith County, Texas

Prepared for:
KSA Engineers, Inc.
140 E. Tyler Street, Suite 600
Longview, TX 75601

Prepared by:
Sphere 3 Environmental, LLC
1501 Bill Owens Parkway
Longview, Texas 75604
903-297-4673

TABLE OF CONTENTS

LIST OF ATTACHMENTS

INTRODUCTION

Sphere 3 Environmental, LLC (Sphere 3) was retained to conduct an assessment of the proposed Tyler Pounds air traffic control tower (ATCT) Relocation in Smith County, Texas to determine if suitable habitat for federally listed threatened and endangered species is present within the proposed project area.

The proposed project covers a 1.6-acre tract of land located west of the airport runway, which will include the proposed Air Traffic Control Tower (ATCT), parking lot, and rights-of-way for water and electrical lines. A topographic map and aerial photographs of the project area are provided in Attachment A. Site photographs of the project area are provided in Attachment B.

PURPOSE

Sphere 3 conducted a habitat assessment to determine if suitable habitat for federally listed threatened or endangered species is present within the proposed project area. Impacts to threatened and endangered species are regulated under the Endangered Species Act of 1973.

METHODOLOGY

Sphere 3 began this investigation by obtaining and reviewing the United States Fish and Wildlife Service's (USFWS) threatened and endangered species list for the specific project area located within Smith County, Texas. The list of state threatened and endangered species with potential to occur in Smith County was also reviewed prior to surveys; however, these species are only addressed in this report if encountered during the field surveys.

Current, 2025 species occurrence data from the Texas Parks and Wildlife Department (TPWD) in Austin, Texas along with species descriptions from the TPWD and the USFWS were reviewed prior to the field investigation. According to the USFWS web-based Information, Planning, and Conservation System (IPaC) species list, the piping plover (*Charadrius melodus*) and the rufa red knot (*Calidris canutus rufa*) are listed as threatened and have ranges that include the project area in Smith County. No proposed or designated critical habitat exists within the project location.

The alligator snapping turtle (*Macrochelys temminckii*), Louisiana pigtoe (*Pleurobema riddellii*), and monarch butterfly (*Danaus plexippus*) are proposed for listing as threatened species in Smith County. The tricolored bat (*Perimyotis subflavus*) and Texas heelsplitter (*Potamilus amphichaenus*) are proposed for listing as endangered species in Smith County. Species listed as

proposed threatened or endangered are not protected by the take prohibitions of section 9 of the Endangered Species Act (ESA). However, under section 7(a)(4) of the ESA, federal agencies must confer with the USFWS if their action will jeopardize the continued existence of a proposed species.

The USFWS IPaC report states that potential impacts to the piping plover and the rufa red knot should only be considered for wind related projects that occur within the migratory route of those species (Attachment C). The proposed project is not a wind related project; therefore, these two avian species are not addressed further in this report.

Allysah Boyd, Sphere 3 Biologist, conducted a pedestrian survey on October 23, 2025, to document habitat types present within the project area. The proposed project area was photographed, mapped, and visually investigated for suitable habitat or signs of federally protected threatened or endangered species.

EXISTING CONDITIONS

Herbaceous Community

The proposed project area consists of a herbaceous community bordered by the airport terminal, service road, and parking areas. Species common to these communities include bermudagrass (*Cynodon dactylon*), yellow bluestem (*Bothriochloa ischaemum*), switchgrass (*Panicum virgatum*), sneezeweed (*Helenium amarum*), coastal sandbur (*Cenchrus spinifex*), spotted sandmat (*Chamaesyce maculata*), peppervine (*Nekemias arborea*), annual ragweed (*Ambrosia artemisiifolia*) and hogwort (*Croton capitatus*). Vegetation ranges from approximately 1 inch to 24 inches in height. Bare ground coverage within the recently mowed herbaceous community ranges from approximately 20 to 40 percent.

SPECIES DESCRIPTIONS AND HABITAT REQUIREMENTS

According to the USFWS web-based Information, Planning, and Conservation System (IPaC) species list, the piping plover (*Charadrius melodus*) and rufa red knot (*Calidris canutus rufa*) are listed as threatened and have ranges that include the project area.

The tricolored bat (*Perimyotis subflavus*) and Texas heelsplitter (*Potamilus amphichaenus*) are proposed for listing as an endangered species. The alligator snapping turtle (*Macrochelys temminckii*), Louisiana pigtoe (*Pleurobema riddellii*), and monarch butterfly (*Danaus plexippus*) are proposed for listing as threatened species in Smith County.

Species listed as proposed endangered, proposed threatened, and candidate are not protected by the take prohibitions of section 9 of the Endangered Species Act (ESA). However, under section 7(a)(4) of the ESA, federal agencies must confer with the USFWS if their action will jeopardize the continued existence of a proposed species.

Potential impacts to the piping plover and rufa red knot only need be assessed for wind energy projects; therefore, they are not addressed further in this report.

Information about the species addressed in the report is located in the table below.

Scientific Name	Common Name	Federal Status	Habitat Description
Perimyotis subflavus	Tricolored Bat	Proposed Endangered	Suitable habitat consists of live and dead leaf clusters of deciduous trees. TCB have also been seen roosting among pine needles, eastern red cedar and in artificial roosts. In the winter, the TCB hibernates in mines in caves. In the south where caves are sparse, TCB hibernate in culverts associated with roads.
Macrochelys temminckii	Alligator Snapping Turtle	Proposed Threatened	Suitable habitat includes large rivers, major tributaries, bayous, canals, swamps, lakes, ponds and oxbows. The alligator snapping turtle tends to select areas of structure (stumps, submerged trees and tree root masses), and a higher percentage of canopy cover than areas of open water.
Pleurobema riddellii	Louisiana Pigtoe	Proposed Threatened	Suitable habitat consists of medium to large rivers with moderate to slow current and stable sand, gravel, or sandy mud substrates. This species is typically found in areas with clean, well-oxygenated water and minimal siltation. The Louisiana pigtoe occurs in riffles and runs,

			though it may also inhabit deeper pools.
Potamilus amphichaenus	Texas Heelsplitter	Proposed Endangered	Texas heelsplitters are found in the Trinity, Neches and Sabine Rivers with firm mud, sand or finer gravel bottom substrates in still to moderate flows and occasionally associated with fallen timber. Texas heelsplitters are also able to tolerate man-made impoundments and have been found in east Texas reservoirs.
Danaus plexippus	Monarch Butterfly	Proposed Threatened	Monarch butterflies require nectar and milkweed resources year-round. During breeding and migration, migratory populations require diverse nectar resources, which are fed on throughout their migration routes and breeding grounds.

POTENTIAL EFFECTS DETERMINATION

According to the USFWS IPaC report, no critical habitat is present within the project area for any of the listed species. Based on TPWD data, there are no recorded species occurrences within the project area. The Texas Ecological Services Field Office Determination Key (Attachment D) determined the proposed Action will have "No Effect" on the following species:

Tricolored Bat

According to the USFWS IPaC report, no critical habitat has been designated for this species. Based on TPWD data, there are no recorded species occurrences within the project area.

Tricolored bats typically roost in foliage or clusters of dead leaves in trees during the summer months and hibernate in caves, mines, or underground structures during the winter months. No suitable habitat necessary for this species is present within the project area.

It is Sphere 3's opinion that any proposed construction within the project area will have no effect on this species.

Alligator Snapping Turtle

According to the USFWS IPaC report, no critical habitat has been designated for this species. Based on TPWD data, there are no recorded species occurrences within the project area.

There were no rivers, tributaries, lakes, or ponds present in the project area; therefore, suitable habitat is not present within the project area.

Louisiana Pigtoe

According to the USFWS IPaC report, there is proposed critical habitat for this species. However, the project area does not overlap the proposed critical habitat. Based on TPWD data, there are no recorded species occurrences within the project area.

There were no rivers, tributaries, lakes, or ponds present in the project area; therefore, suitable habitat is not present within the project area.

Texas Heelsplitter

According to the USFWS IPaC report, there is proposed critical habitat for this species. However, the project area does not overlap the proposed critical habitat. Based on TPWD data, there are no recorded species occurrences within the project area.

There were no rivers, tributaries, lakes, or ponds present in the project area; therefore, suitable habitat is not present within the project area.

Monarch Butterfly

According to the USFWS IPaC report, there is proposed critical habitat for this species. However, the project area does not overlap the proposed critical habitat. Based on TPWD data, there are no recorded species occurrences within the project area.

Monarch butterflies require a diversity of blooming nectar resources, which they feed on throughout their migration routes and breeding grounds, along with embedded milkweeds for both oviposition and larval feeding. No milkweeds, which are necessary for the reproduction of this species, were identified within the project area.

It is Sphere 3's opinion that any proposed construction within the project area will have no effect on this species.

SUMMARY

Sphere 3 investigated the proposed Tyler Pounds ATCT Relocation project area for suitable habitat and potential presence of federally protected threatened or endangered species.

Based on the results of the field investigation, the IPaC determination key, and our interpretation of the best available data, Sphere 3 concludes construction will have no effect on the remainder of the federally listed species assessed in this report.

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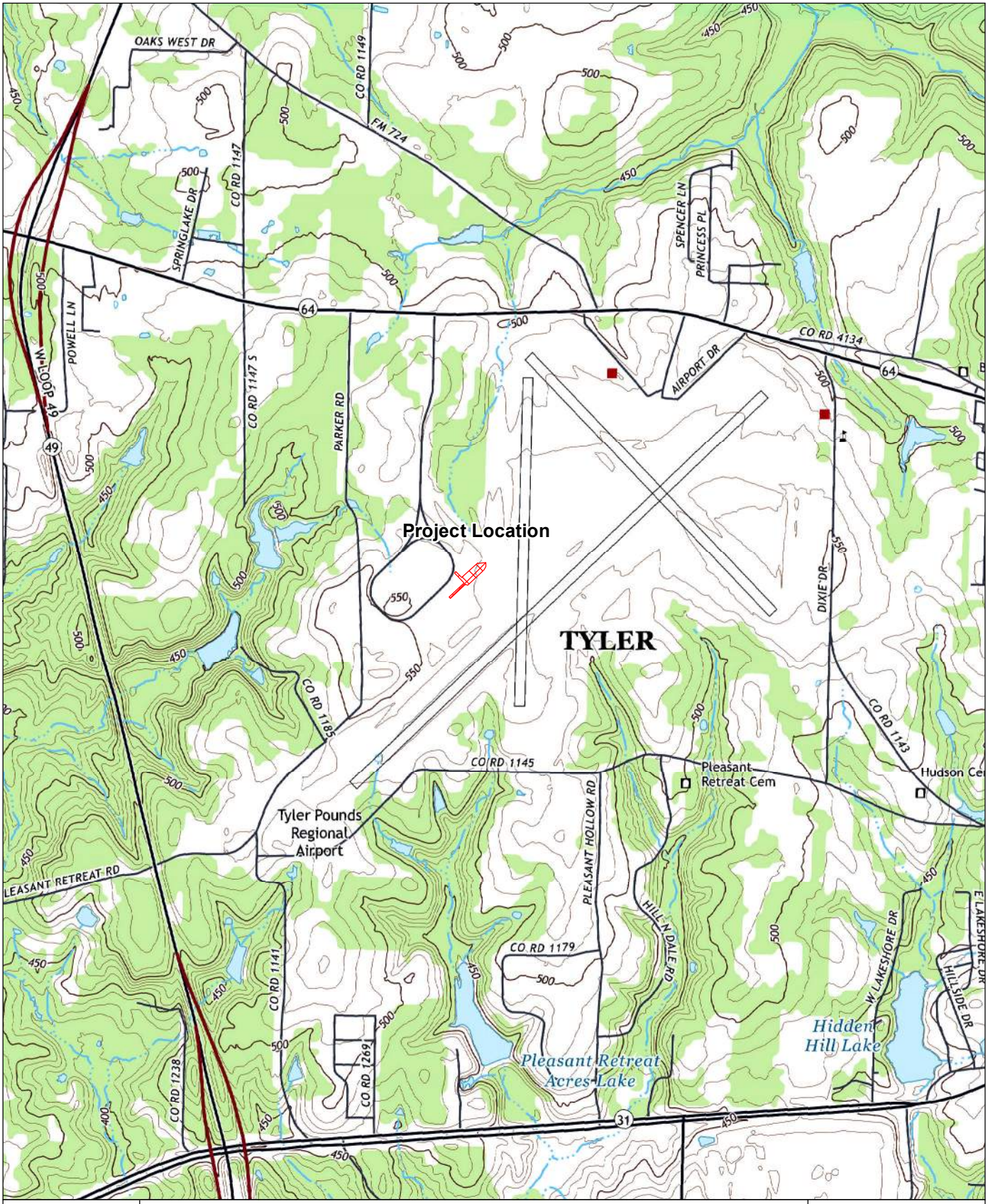
Attachment A:

Figures



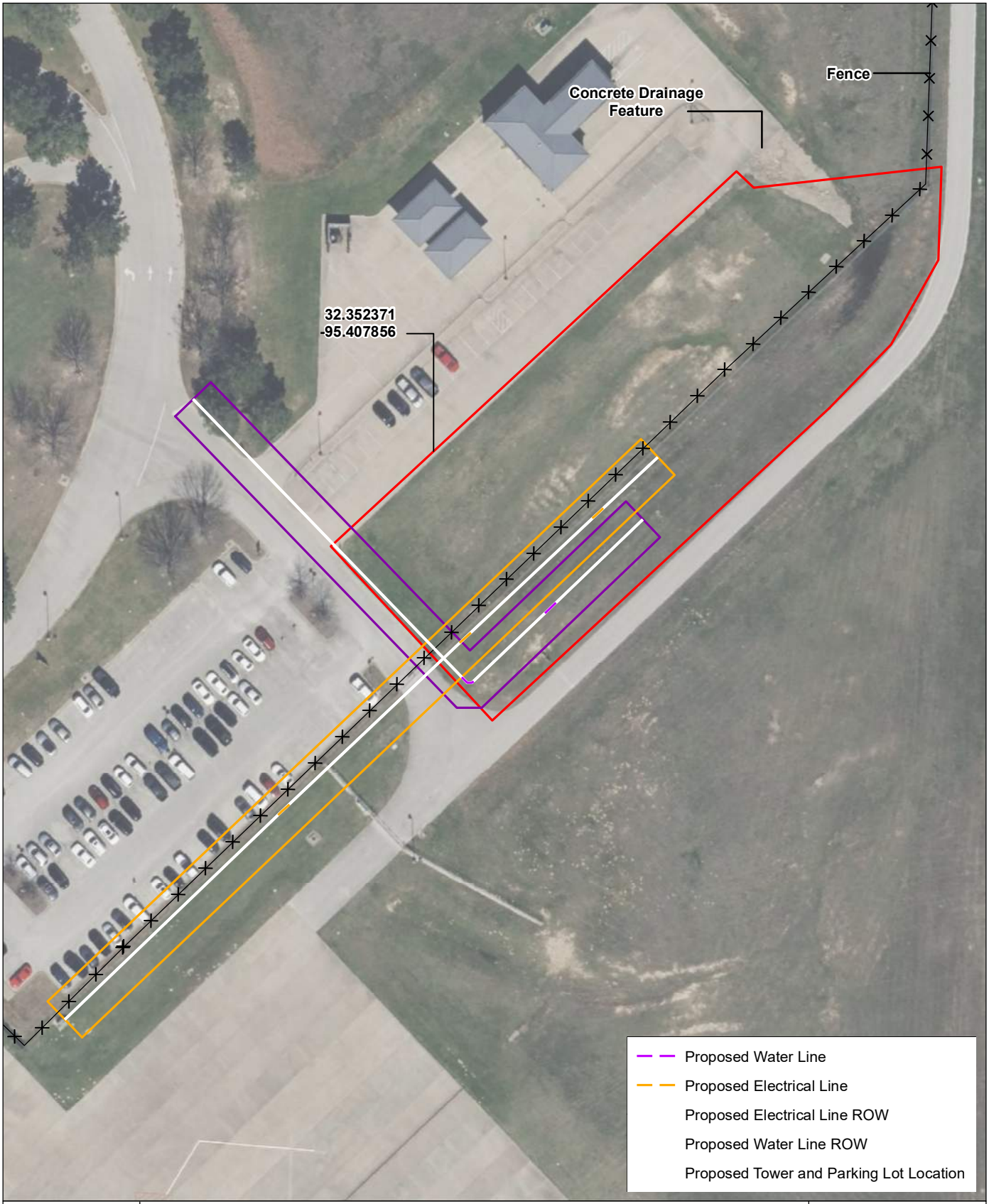
N
W E
S

Figure 1
Topographic Features of the Tyler Pounds ATCT Relocation
in Smith County, TX

Feet
0 1,000 2,000 4,000 6,000 8,000

KSA Engineers Project Number: 050537.00	Date: 11/25/2025	Base Map: USGS 7.5 Minute Topographic Quadrangle: Chandler, TX (Published 2022)

SPHERE 3 ENVIRONMENTAL
1501 Bill Owens Parkway
Longview, TX 75604
Phone: (903) 297-4673
www.sphere3env.com



N
W E
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Figure 2
Aerial Photograph of theTyler Pounds ATCT Relocation
in Smith County, TX

Feet
0 50 100 200 300

KSA Engineers
Project Number: 050537.00

Date: 11/25/2025

Base Map: OnTerra WMS for Web Maps
Bing Aerial Imagery (Smith County, TX)

SPHERE 3 ENVIRONMENTAL
1501 Bill Owens Parkway
Longview, TX 75604
Phone: (903) 297-4673
www.sphere3env.com

Attachment B:

Project Photographs

Photograph: 1 **Date:** October 23, 2025 **Description:** View showing the southern portion of the herbaceous community within the proposed project area.	
Photograph: 2 **Date:** October 23, 2025 **Description:** View showing the northwestern portion of the herbaceous community within the proposed project area.	

Photograph: 3

Date:
October 23, 2025

Description:
View showing the northeastern portion of the herbaceous community within the proposed project area.

Photograph: 4

Date:
October 23, 2025

Description: View showing the concrete drainage feature within the proposed project area.

Attachment C:

USFWS IPaC Official T&E List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arlington Ecological Services Field Office
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
Phone: (817) 277-1100 Fax: (817) 277-1129
Email Address: arles@fws.gov

In Reply Refer To: 11/21/2025 17:26:34 UTC
Project Code: 2026-0013964
Project Name: Tyler Pounds ATCT Relocation

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, which may occur within the boundary of your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under section 7(a)(1) of the Act, Federal agencies are directed to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Under and 7(a)(2) and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether their actions may affect threatened and endangered species and/or designated critical habitat. A Federal action is an activity or program authorized, funded, or carried out, in whole or in part, by a Federal agency (50 CFR 402.02).

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For Federal actions other than major construction activities, the Service suggests that a biological evaluation (similar to a Biological Assessment) be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

After evaluating the potential effects of a proposed action on federally listed species, one of the following determinations should be made by the Federal agency:

1. *No effect* - the appropriate determination when a project, as proposed, is anticipated to have no effects to listed species or critical habitat. A "no effect" determination does not require section 7 consultation and no coordination or contact with the Service is necessary. However, the action agency should maintain a complete record of their evaluation, including the steps leading to the determination of affect, the qualified personnel conducting the evaluation, habitat conditions, site photographs, and any other related information.
2. *May affect, but is not likely to adversely affect* - the appropriate determination when a proposed action’s anticipated effects to listed species or critical habitat are insignificant, discountable, or completely beneficial. Insignificant effects relate to the size of the impact and should never reach the scale where "take" of a listed species occurs. Discountable effects are those extremely unlikely to occur. Based on best judgment, a person would not be able to meaningfully measure, detect, or evaluate insignificant effects, or expect discountable effects to occur. This determination requires written concurrence from the Service. A biological evaluation or other supporting information justifying this determination should be submitted with a request for written concurrence.
3. *May affect, is likely to adversely affect* - the appropriate determination if any adverse effect to listed species or critical habitat may occur as a consequence of the proposed action, and

the effect is not discountable or insignificant. This determination requires formal section 7 consultation.

The Service has performed up-front analysis for certain project types and species in your project area. These analyses have been compiled into *determination keys*, which allows an action agency, or its designated non-federal representative, to initiate a streamlined process for determining a proposed project's potential effects on federally listed species. The determination keys can be accessed through IPaC.

The Service recommends that candidate species, proposed species, and proposed critical habitat be addressed should consultation be necessary. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at: https://www.fws.gov/service/section-7-consultations

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (https://www.fws.gov/library/collections/bald-and-golden-eagle-management). Additionally, wind energy projects should follow the wind energy guidelines (https://www.fws.gov/media/land-based-wind-energy-guidelines) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation. The Federal Aviation Administration (FAA) released specifications for and made mandatory flashing L-810 lights on new towers 150-350 feet AGL, and the elimination of L-810 steady-burning side lights on towers above 350 feet AGL. While the FAA made these changes to reduce the number of migratory bird collisions (by as much as 70%), extinguishing steady-burning side lights also reduces maintenance costs to tower owners. For additional information concerning migratory birds and eagle conservation plans, please contact the Service's Migratory Bird Office at 505-248-7882.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in

the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

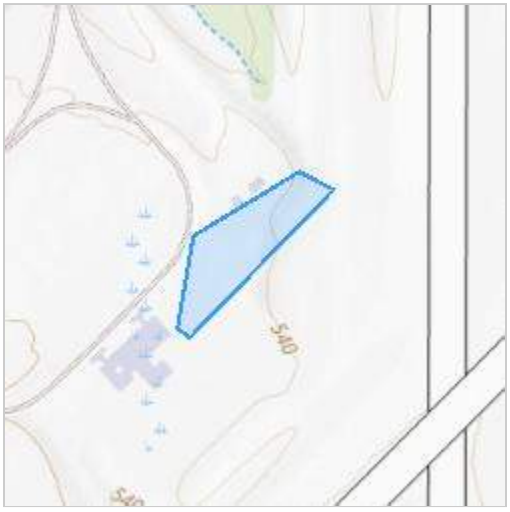
This species list is provided by:

Arlington Ecological Services Field Office
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
(817) 277-1100

PROJECT SUMMARY

Project Code: 2026-0013964
Project Name: Tyler Pounds ATCT Relocation
Project Type: Airport - Maintenance/Modification
Project Description: The proposed project consists of a 1.6-acre tract of land west of the airport runway.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@32.35215275,-95.40826633133025,14z



Counties: Smith County, Texas

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

CLAMS

NAME	STATUS
Louisiana Pigtoe *Pleurobema riddellii* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/10233	Proposed Threatened
Texas Heelsplitter *Potamilus amphichaenus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/299	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

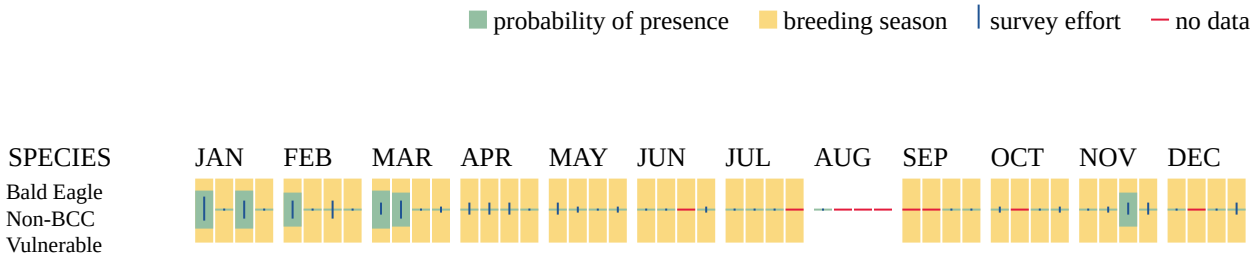
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

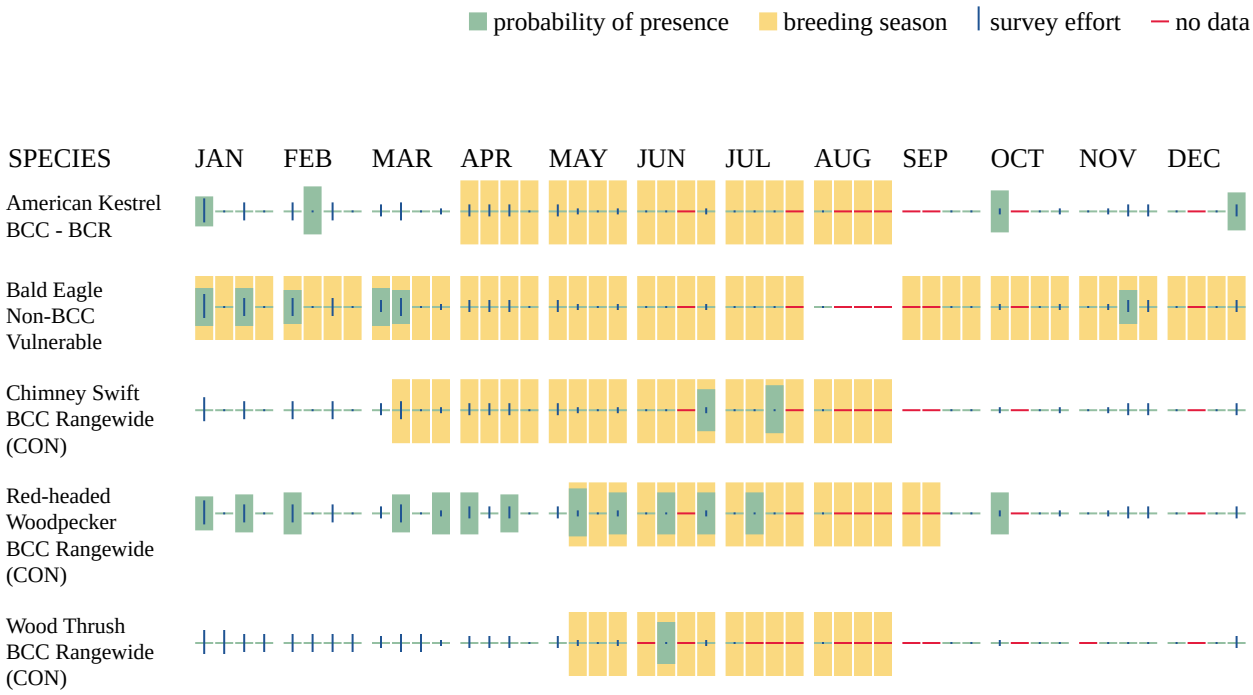
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Allysah Boyd
Address: 1501 Bill Owens Pkway. Longview, TX 75604
City: Longview
State: TX
Zip: 75604
Email boyd@sphere3env.com
Phone: 9032857240

Attachment D:

Texas Ecological Services Field Office Determination Key Letter

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arlington Ecological Services Field Office
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
Phone: (817) 277-1100 Fax: (817) 277-1129
Email Address: arles@fws.gov

In Reply Refer To: 11/21/2025 17:29:43 UTC
Project code: 2026-0013964
Project Name: Tyler Pounds ATCT Relocation

Subject: Technical Assistance letter for 'Tyler Pounds ATCT Relocation' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the Texas Ecological Services Field Office (ESFO) Determination Key (DKey) for project review and guidance for federally listed species.

Dear Allysah Boyd:

The U.S. Fish and Wildlife Service (Service) received on **November 21, 2025** your effects determination for the 'Tyler Pounds ATCT Relocation' (the Action) using the Texas ESFO DKey for project review and guidance for federally-listed species within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance of the Service's Texas ESFO DKey, you determined the proposed Action will have "No Effect" on the following species:

Species	Listing Status	Determination
Piping Plover (*Charadrius melodus*)	Threatened	No effect
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	No effect

Consultation Status

Thank you for informing the Service of your "No Effect" determinations for this project. No further consultation/coordination for this project is required for these species.

This letter only covers the listed species in the above table. The following species may also occur in the Action area:

- Alligator Snapping Turtle *Macrochelys temminckii* Proposed Threatened
- Louisiana Pigtoe *Pleurobema riddellii* Proposed Threatened

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Texas Heelsplitter *Potamilus amphichaenus* Proposed Endangered
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered

If you determine your project may affect additional listed or proposed listed species not covered by the Texas ESFO DKey, please contact our Fort Worth Sub-office at arles@fws.gov or your Service point of contact in the Fort Worth Sub-office to discuss methods to avoid or minimize potential adverse effects to those species.

Candidate species are not afforded protection under the ESA; however, we recommend they be considered in project planning and that conservation measures be implemented to avoid or minimize impacts to individuals or their habitat as much as possible.

The Service recommends that your agency contact the Texas ESFO or re-evaluate the Action in IPaC if: 1) the scope, timing, duration, or location of the Action changes, 2) new information reveals the Action may affect listed species or designated critical habitat, or 3) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Texas ESFO should take place before project changes are final or resources committed.

At Risk Species: The Service's responsibilities under the ESA include evaluating species that have been petitioned to be listed or are candidates for listing under the ESA. These "at risk" species are not afforded protection under the ESA; however, we continue to collect information on their status and potential threats in order to assess their biological status and address requirements under the ESA. For these reasons, we request any information on the status of these species (e.g., surveys) be provided to the Fort Worth Sub-office for consideration. This may also include any conservation measures implemented to avoid or reduce impacts to these species as a result of proposed actions. The proposed project falls within the range of the following at risk species:

Western chicken turtle (https://ecos.fws.gov/ecp/species/9903)
Bald and Golden Eagle Protection Act(BGEPA):

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Tyler Pounds ATCT Relocation

2. Description

The following description was provided for the project 'Tyler Pounds ATCT Relocation':

> The proposed project consists of a 1.6-acre tract of land west of the airport runway.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@32.35215275,-95.40826633133025,14z

QUALIFICATION INTERVIEW

1. Does the proposed project involve research or other actions that include the collection, capture, handling, or harassment of any individual federally listed threatened, endangered or proposed species?

   No

2. Does the proposed project involve the use of manned or unmanned aircraft (e.g., airplanes, helicopters, drones, balloons)?

   No

3. Is the action authorized, funded, or being carried out by a Federal agency?

   No

4. Is this a wind energy project ?

   No

5. Is this a solar energy project ?

   No

6. Does the project intersect the piping plover AOI?

   Automatically answered
   Yes

7. Does the project intersect the red knot AOI?

   Automatically answered
   Yes

8. Does the project intersect the peppered chub critical habitat?

   Automatically answered
   No

9. Does the project intersect the sharpnose shiner critical habitat?

   Automatically answered
   No

10. [Semantic] Does the project intersect the smalleye shiner critical habitat?

    Automatically answered
    No

11. [Semantic] Does the project intersect the black-capped vireo range?

    Automatically answered
    No

12. Do you want to evaluate project for bald eagle impacts?

    Yes

13. The bald eagle evaluation does **NOT** provide an effects determination, but concludes with a recommendation on the potential need for a permit for disturbance of bald eagle nests. Permit recommendations are included in the letter generated at the conclusion of this DKey. Do you wish to proceed?

    No

14. [Semantic] Does the project intersect the Texas screwstem range?

    Automatically answered
    No

15. [Semantic] Does the project intersect the western chicken turtle range?

    Automatically answered
    Yes

16. [Semantic] Does the project intersect the Kisatchie painted crayfish range?

    Automatically answered
    No

17. Do you have additional supporting documents you would like to upload to support your project review (e.g., Biological Evaluation, Habitat Assessment, Environmental Report, photos, maps, etc.)?

    No

IPAC USER CONTACT INFORMATION

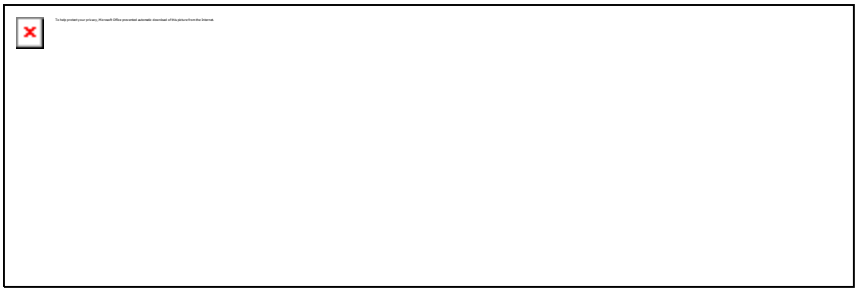
Agency: Private Entity
Name: Allysah Boyd
Address: 1501 Bill Owens Pkway. Longview, TX 75604
City: Longview
State: TX
Zip: 75604
Email boyd@sphere3env.com
Phone: 9032857240

APPENDIX C – CULTURAL RESOURCES INVESTIGATION REPORT

Elizabeth Burgess

From: Ponozzo, Kristi M (FAA) <Kristi.M.Ponozzo@faa.gov>
Sent: Wednesday, March 11, 2026 11:50 AM
To: Elizabeth Burgess
Subject: FW: TYR Control Tower Replacement Tiered EA

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Wednesday, March 11, 2026 6:59 AM
To: Ponozzo, Kristi M (FAA) <Kristi.M.Ponozzo@faa.gov>; reviews@thc.state.tx.us
Subject: TYR Control Tower Replacement Tiered EA



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202606127
Date: 03/11/2026
TYR Control Tower Replacement Tiered EA
700 Skyway Blvd
Tyler,TX 75704

Description: The City of Tyler is proposing to replace the existing Airport Traffic Control Tower (ATCT) at Tyler Pounds Regional Airport (TYR). The existing ATCT will remain in place and vacant as it sits on top

Dear Kristi Ponozzo :
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz, Marie Archambeault and Mindy Bonine, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- No historic properties are present or affected by the project as proposed. However, if historic properties are discovered or unanticipated effects on historic properties are found, work should cease in the immediate area; work can continue where no historic properties are present. Please contact the THC's History Programs Division at 512-463-5853 to consult on further actions that may be necessary to protect historic properties.

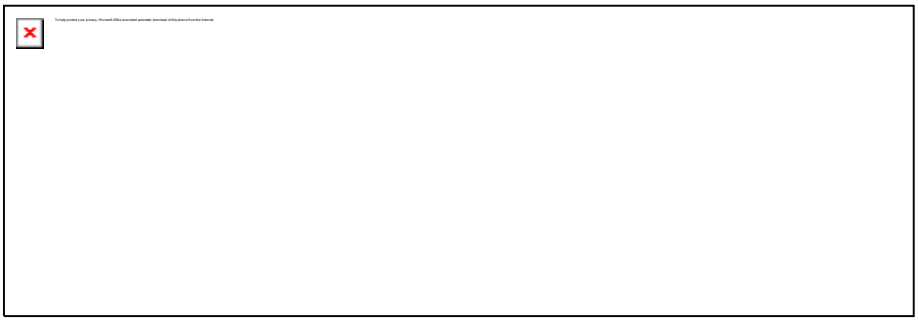
Archeology Comments

- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, marie.archambeault@thc.texas.gov, Mindy.Bonine@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,



for Joseph Bell, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

CULTURAL RESOURCES INVESTIGATION REPORT OF THE TYLER POUNDS REGIONAL AIRPORT AIR TRAFFIC CONTROL TOWER RELOCATION
SMITH COUNTY, TEXAS

Texas Antiquities Permit Number 32540

Prepared for:
Tyler Pounds Regional Airport
700 Skyway Boulevard
Tyler, Texas 75704
(903) 531-2343

Prepared by:
Sphere 3 Environmental, LLC
1501 Bill Owens Parkway
Longview, Texas 75604
903.297.4673

Principal Investigator:
James S. Belew, RPA

Authored by:
James S. Belew, RPA and Michael Ryan

November 2025

ABSTRACT

Sphere 3 Environmental, LLC (Sphere 3) conducted an intensive pedestrian cultural resources survey of approximately 0.64 hectares (1.58 acres) of land designated as the Area of Potential Effects (APE) in response to the proposed air traffic control tower relocation undertaking at the Tyler Pounds Regional Airport in Smith County, Texas. KSA Engineers, Inc. retained Sphere 3 to conduct a cultural resources survey of the proposed project location. The Texas Historical Commission issued Texas Antiquities Permit Number 32540 on behalf of the airport. Sphere 3's field crew, led by James S. Belew, RPA, Principal Investigator, conducted field investigations on October 23, 2025.

The cultural resources survey was conducted to identify properties eligible for inclusion in the National Register of Historic Places or listing as a State Antiquities Landmark. A total of 8 shovel tests were excavated across the project area. No archaeological sites or isolated finds were identified by the survey. All documents associated with this investigation were curated at the Texas Archeological Research Laboratory in Austin, Texas. Sphere 3 therefore recommends that construction of the proposed Tyler Pounds Regional Airport Air Traffic Control Tower Relocation project proceed as planned without further cultural resource investigations.

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INTRODUCTION

The Tyler Pounds Regional Airport is planning to construct a new air traffic control tower no more than 32.9 meters (m) (108 feet [ft]) tall, a parking lot, and install two associated buried utility lines. The project area or area of potential effect (APE) totals approximately 0.64 hectare (ha) (1.58 acre [ac]) and consists of a 0.5 ha (1.25 ac) open area for the tower and parking lot, 151 m (495 feet ft) of proposed electrical line within a 9.1 me (30 ft) right-of-way, and 117 m (385 ft) of proposed water line within a 9.1 m (30 ft) wide right-of-way on airport property in the City of Tyler, Smith County, Texas (Figures 1, 2, and 3). The maximum depth of proposed soil disturbance is 7.6 m (25 ft). Sphere 3 Environmental, LLC (Sphere 3) was retained by KSA Engineers, Inc. (KSA) to determine whether any cultural resources eligible for inclusion in the National Register of Historic Places (NHRP) and/or eligible for designation as a State Antiquities Landmark (SAL) will be adversely impacted by proposed construction activities at the project location. Federal involvement in the project was triggered by compliance with Federal Aviation Administration requirements.

A Texas Antiquities Permit was required because the Tyler Pounds Regional Airport is owned by the City of Tyler, Texas, which is considered a political subdivision of the State of Texas and therefore falls within the regulatory authority of the Texas Historical Commission (THC). The project is designed to comply with the Texas Antiquities Code, the National Historic Preservation Act of 1966 (Public Law [PL] 89-665), as amended in 1974 (PL 97-442), 1976 and 1980, and the National Environmental Policy Act of 1969 (PL 81-190, 83 Stat. 915, 42 USC 4321, 1970). These investigations are also designed to comply with the Council of Texas Archeologists (CTA) standards and guidelines.

To identify any historic and/or archaeological properties existing within the project area, Sphere 3 developed a scope of work for a Phase I intensive cultural resources survey. The THC accepted this proposed scope and issued Texas Antiquities Permit Number 32540 on behalf of the Tyler Pounds Regional Airport. Sphere 3 conducted the fieldwork on October 23, 2025. No inclement weather was encountered during the project. The work was carried out by a three-person crew consisting of Jay Belew, Principal Investigator; Michael Ryan, Field Director; and Allysah Boyd, Field Technician. The field documents and report will be permanently curated at the Texas Archeological Research Laboratory (TARL), University of Texas at Austin, located in Austin, Texas.

The project area was visually inspected by pedestrian survey at a maximum of 30 m (98.4 ft) transect intervals. A total of 8 shovel tests were excavated across the project area. No archaeological sites or isolated finds were identified by the survey. Sphere 3 recommends that construction of the proposed Tyler Pounds Regional Airport Air Traffic Control Tower Relocation project proceed as planned without further cultural resource investigations.

DEFINITION OF STUDY AREA

The project area consists of a 0.64 ha (1.58 ac) of nearly level upland terrace descending sharply to the north and east in the northeastern half of the 0.5 ha (1.25 ac) proposed tower and parking lot area. This upland area is drained by an ephemeral tributary of Black Fork Creek that flows generally northward (Figure 2). The project area lies within well maintained grass covered green space surrounded by airport parking, roads, and/or airport terminal building to the south and west

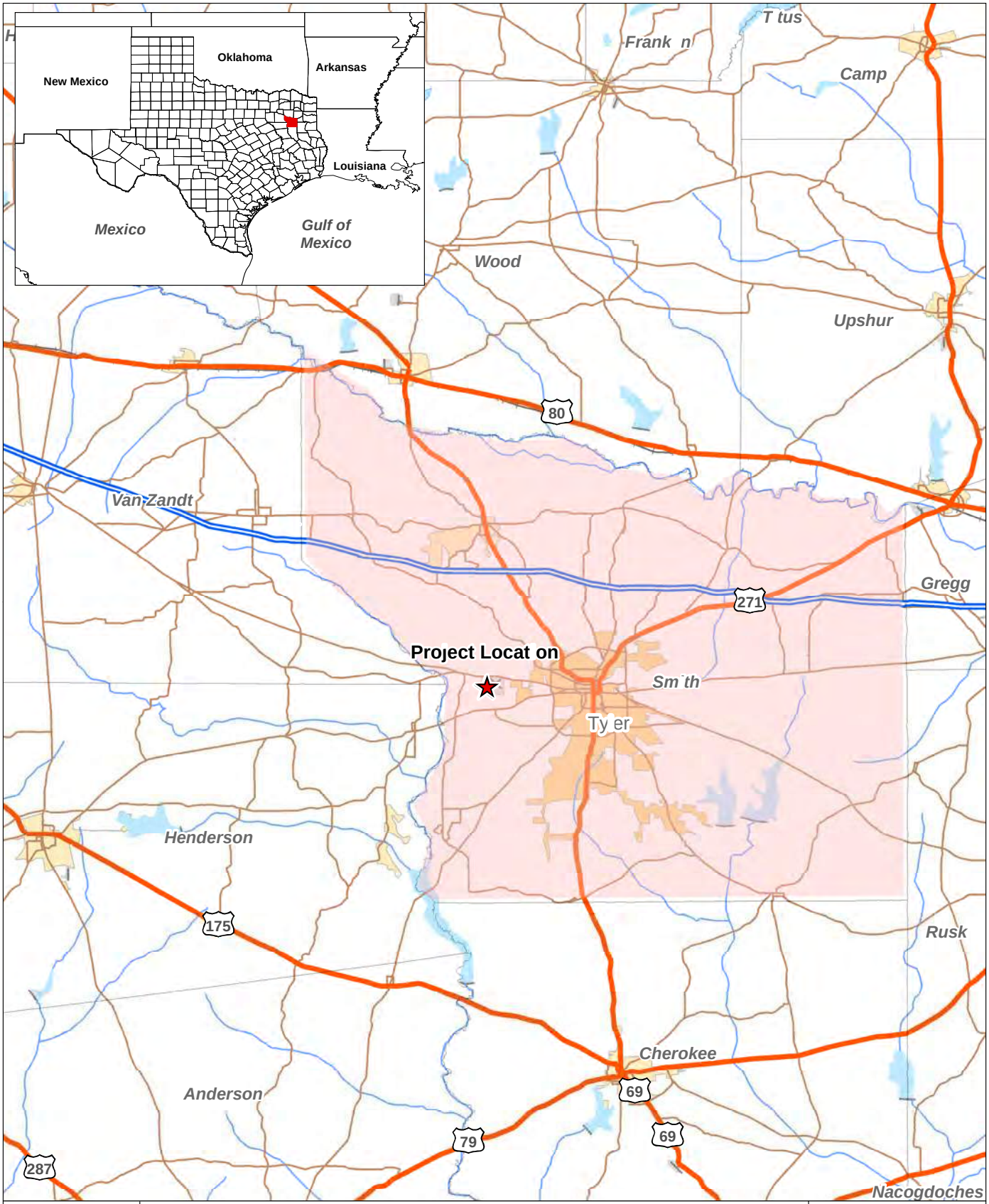

Figure 1
Vicinity Map of the Proposed Tyler Pounds Regional Airport Air Traffic Control Tower Relocation in Smith County, TX

N
W E
S

Kilometers
0 5 10 20 30 40 50 60

Miles
0 5 10 20 30 40

KSA Engineers, Inc. Project Number: 050537.00	Date: 10/31/2025	Coordinate System: NAD 1983 UTM Zone 15 North

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Longview, TX 75604
Phone: (903) 297-4673
www.sphere3env.com

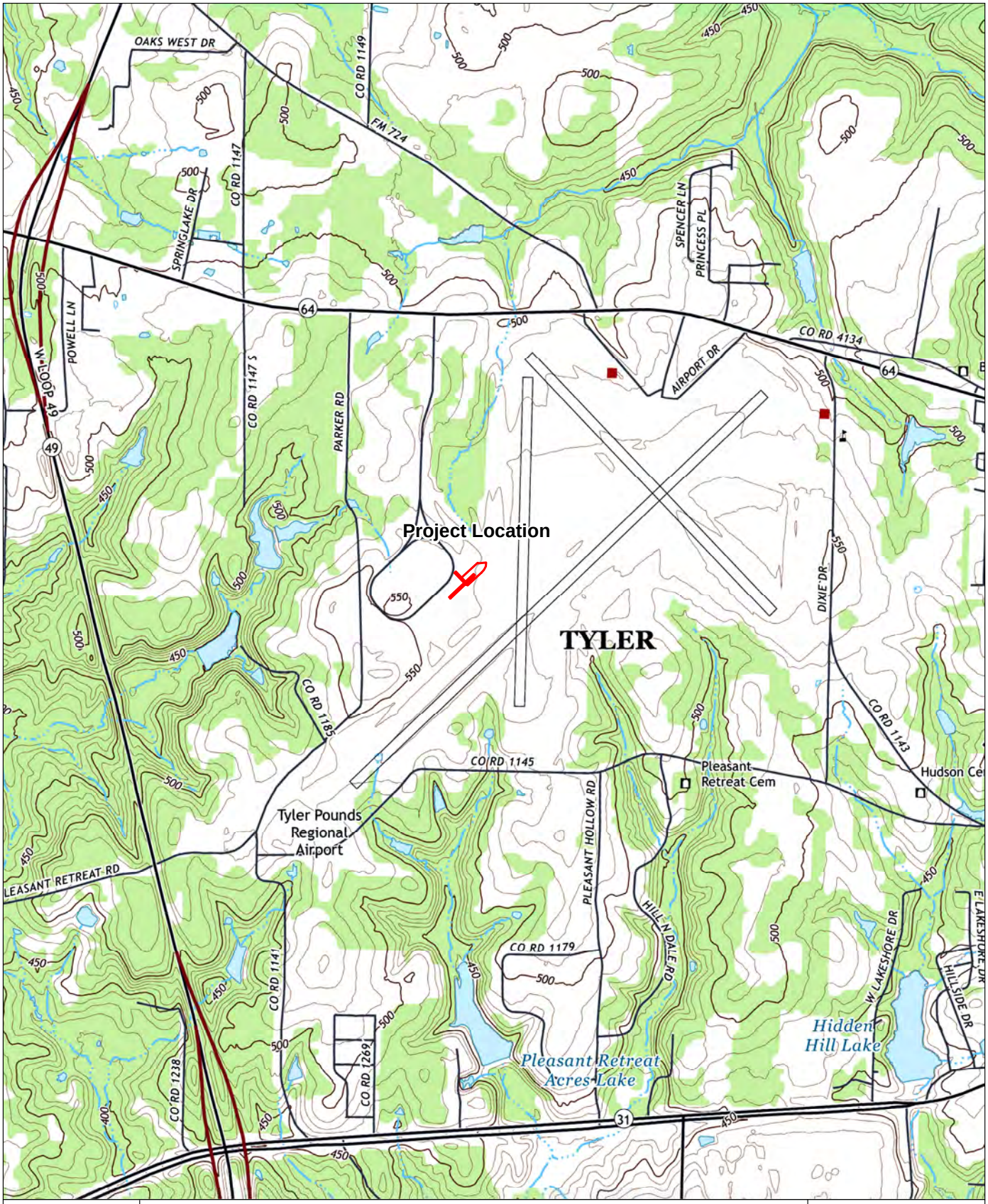

Figure 2
Topographic Features of the Proposed Tyler Pounds Regional Airport Traffic Control Tower Relocation in Smith County, TX

N W E S

Feet
0 1,000 2,000 4,000 6,000 8,000

KSA Engineers, Inc.
Project Number: 050537.00

Date: 10/31/2025

Base Map: USGS 7.5 Minute Topographic Quadrangle: Chandler, TX (Published 2022)

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N
W E
S

Figure 3
Aerial Photograph of the Proposed Tyler Pounds Regional Airport Air Traffic Control Tower Relocation in Smith County, TX

Feet
0 100 200 400 600 800 1,000
Meters
0 50 100 200 300

KSA Engineers, Inc.	Project Number: 050537.00	Date: 10/31/2025	Base Map: NRCS Geospatial Data Gateway 2024 NAIP Aerial Imagery (Smith County, TX)

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and the airport runways/taxiways to the north and east (Appendix B: Photographs 1 – 6). A small drainage channel begins in the central northern section of the 0.5 ha (1.25 ac) area and extends northeastward before exiting the project area to the north (Appendix B: Photographs 7 and 9). A paved drainage channel leads from the parking lot to the northwest of the proposed tower area and joins the small drainage extending northward beyond the project area (Appendix B: Photograph 8). The project area is in Tyler, Texas and is owned solely by the Tyler Pounds Regional Airport.

The project area lies within the Austroriparian biotic province, one of seven recognized by Blair (1950) and Dice (1943) for the state of Texas based on ecological associations of a relatively stable assemblage of plants and animals. This ecotone describes a region comprised of hardwoods and pines extending eastward to the Atlantic, the dominant species being loblolly pine (*Pinus taeda*). Vegetation within the project area consisted of mowed grass and taller brush in the northeastern corner of the proposed tower area.

According to the Natural Resources Conservation Service's Web Soil Survey, the project is located on one soil unit, Pits (Px). Pits soils are found on interfluves and are formed from loamy residuum weathered from sandstone and shale.

PREVIOUS INVESTIGATIONS

Based on a site file search of the Texas Archaeological Sites Atlas database and literature search and records review, the proposed project area will not impact any previously recorded archaeological sites, historic properties, or other recorded cultural resources. No previously conducted cultural resources surveys or historic properties listed on the NRHP were found to be mapped within one kilometer of the project area. Three previously recorded archaeological sites (41SM242, 41SM386, and 41SM387) were found to be mapped within one kilometer of the project area (Figure 4). These sites are described below:

- **Site 41SM242**, situated 415 m north of the project area, comprise above-ground remnants of the U.S. Army Airfield barracks dating to World War II. The THC has evaluated the site as "undetermined" as to NRHP eligibility.
- **Site 41SM386**, situated 987 m (3,238 ft) southeast of the project area, is an array of pushpiles in association with a depression, which may represent a culturally caused feature. Shovel testing revealed an asphalt shingle, mortar-covered sandstone blocks, curved (bottle) glass, including solarized shards, flat (windowpane) glass, stoneware, whiteware, cut nails, and miscellaneous thin metal. It was interpreted as either a domestic structure or a secondary deposition of unwanted materials. Research potential was recommended as low. The THC has evaluated the site as "ineligible" for inclusion in the NRHP.
- **Site 41SM387**, situated 832 m (2,730 ft) southeast of the project area, is a subsurface deposition of curved (vessel) glass, some being solarized (purple with Manganese prior to 1914), cut nails, wire nails, redware, whiteware, metal fragments possibly from a tobacco tin, corrugated metal, and a sandstone block. It was interpreted as either a domestic structure or a garbage dump. The THC has evaluated the site as "ineligible" for inclusion in the NRHP.

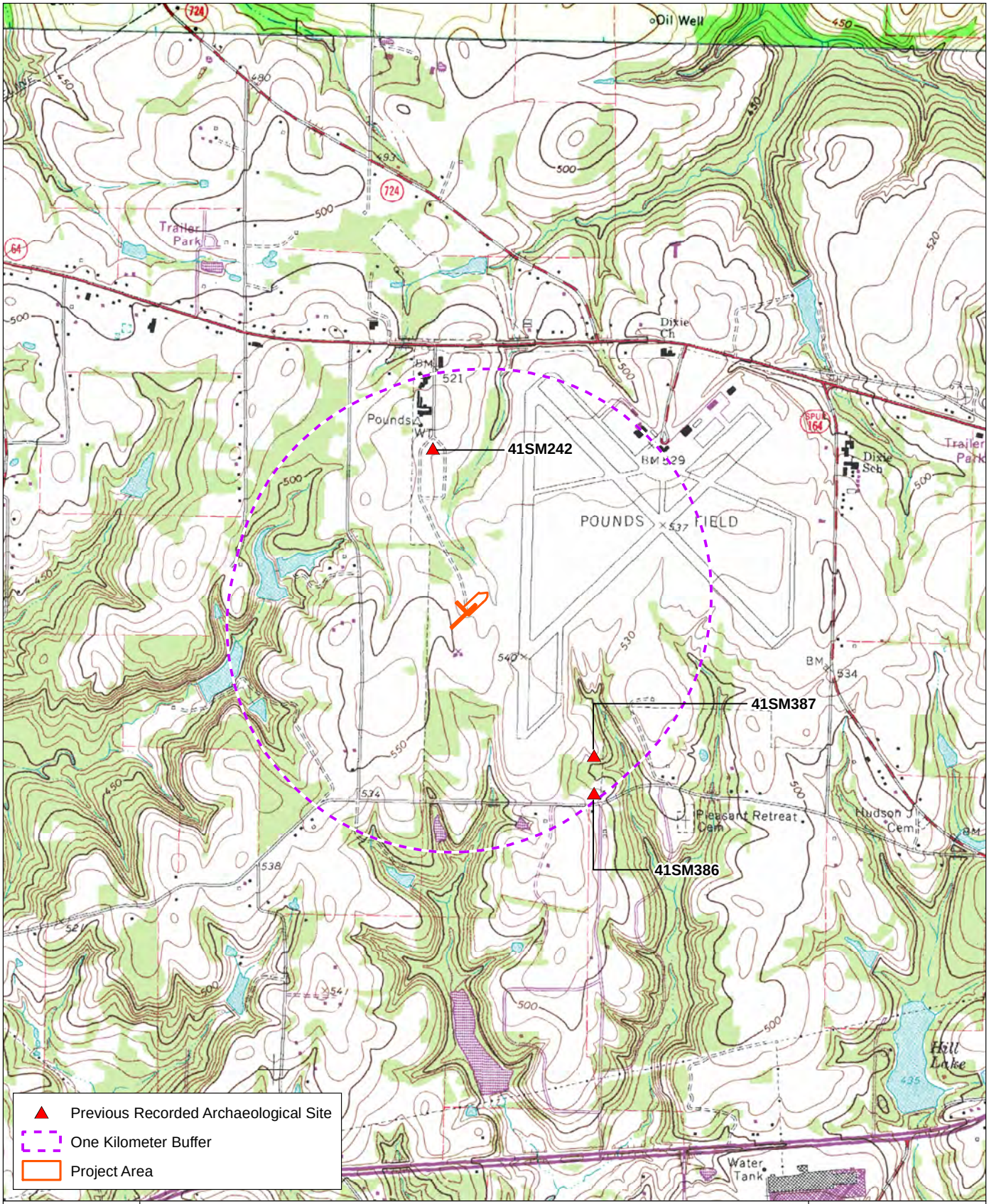

Figure 4
Previously Recorded Archaeological Sites
Within One Kilometer of the Project Area

N
W E
S

Feet
0 1,000 2,000 4,000 6,000 8,000
Meters
0 200 400 800 1,200 1,600 2,000 2,400

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KSA Engineers, Inc.
Project Number: 050537.00

Date: 10/31/2025

Base Map: USGS 7.5 Minute Topographic Quadrangle:
Chandler, TX (Published 1966, Photorevised 1973)

RESEARCH DESIGN

Sphere 3 performed all necessary cultural resources investigations in connection with the Tyler Pounds Regional Airport Air Traffic Control Tower Relocation project undertaking. These investigations were conducted to locate prehistoric and historic cultural resources sites within the property, delineate the vertical and horizontal extent of each site, and make preliminary evaluations of each site's integrity and potential for SAL designation and/or NRHP eligibility.

Prior to initiating the fieldwork, Sphere 3 acquired a Texas Antiquities Permit. Sphere 3 conducted a records search for SALs, Historic Markers, properties listed on or eligible for inclusion in the NRHP, previously recorded sites documented at TARL, as officially managed by THC, previous survey reports available online through the Texas Archeological Site Atlas. Topographic maps, aerial images, and Google Earth imagery from the past 78 years were analyzed for modern and historic impacts to the property.

The pedestrian cultural resources survey relied on both visual examination and shovel testing. The visual examination focused on areas with exposed soil surfaces (e.g., tire tracks, animal disturbances, etc.).

Shovel tests measuring 30 cm by 30 cm were excavated in 10 cm levels down to the clay substrate with the deepest test at 84 cm (33.1 in) below surface. The excavated matrix was screened through a 0.635 cm (0.25 in) wire mesh screen. Shovel test locations were recorded with a GPS capable of one meter (3.28 ft) accuracy. For each shovel test unit, notes were made in the shovel test form of soil color, texture, and extent of soil layers and of the maximum depth.

Upon finding an artifact, shovel tests were to be excavated solely within the project area boundaries at a maximum of 15 m (49.2 ft) intervals until the site limits could be delineated using surface features/artifacts or two consecutive negative shovel tests. Exceptions are: (1) If the project area boundary shall be reached before the second (or any) negative STs have been excavated, or (2) If a stream or other clearly recognized landform boundary forms a topographic limit to the site. Surface features were to be mapped with a GPS. Photos were to be taken of the site area. A soil profile was to be described from a positive shovel test on the site, and a State of Texas Archeological Site Data Form would be completed for each new site discovered. Sub-surface artifacts were to be collected by shovel test number and 10 cm (3.9 in) level. Shovel tests containing cultural materials were considered isolated finds, as long as: (1) no subsequent positive shovel tests were discovered during delineations, and (2) the original shovel test contained 3 or less artifacts from relatively undisturbed soils, and/or from an extremely disturbed soil from which no spatial or temporal context could be inferred (no matter how many cultural objects older than 50 years might be documented).

In the case of a historic site for which an unusual abundance of certain classes of non-diagnostic fragments of bottle glass, iron, brick, or other common material are found on the surface, only representative samples shall be required to be collected and curated in accordance with State Antiquities Permit guidelines. All diagnostic historic and other historic cultural objects recovered during investigations that do not meet these criteria, as well as all prehistoric cultural objects, were collected.

Following completion of the field survey, all collected artifacts were to be washed, cataloged, and analyzed to determine cultural affiliation. Site forms, artifacts, maps and photographs, along with documents containing other field data shall be curated at TARL in Austin, Texas.

RESULTS

This cultural resources investigation included an analysis of topographic maps and aerial imagery from the past 78 years followed by an intensive pedestrian survey. A total of 8 shovel tests were excavated within the project area. Soil profiles of all excavated shovel tests are found in Appendix A: Table 1. No archaeological sites or isolated finds were identified during the survey. Shovel test forms and other archival materials containing documentation comprising the Texas Antiquities Permit No. 32540 project shall be curated at TARL.

IMAGERY AND TOPOGRAPHIC ANALYSIS

Google Earth aerial imagery; historic aerial imagery from 1947 (Figure 5) and 1965 (Figure 6); and topographic maps from 1948 (Figure 7), and 1966 (Photorevised 1973) (Figure 8) illustrate the modern use of the project area and its immediate surroundings. By 1947, the airport had already been constructed with a runway east of the project area. No buildings or other structures have yet been constructed within the project area. The project area at this time appears to have been stripped of vegetation likely having been quarried for sand likely for use in construction activities. Little has changed by 1965, the proposed electrical line and water line remain stripped of vegetation; however, vegetation has begun to grow back within the 0.5 ha (1.25 ac) tower and parking lot area. No structures beyond the runway have been constructed in the immediate vicinity. The 1966/1973 topographic map exhibits the map symbol for a quarry south of the project area confirming that the ground disturbance observed on the 1947 and 1965 aerials was due at least in part to quarrying. The project area remains clear of any new structures on Google Earth aerial imagery from 1996. By the next available image, 2005, a parking lot, roads, and the terminal building have been constructed to the southwest of the project area. A road and/or taxiway has been constructed bordering the project area on the southeast and northeast sides. Little changes until 2013 in which the parking lot and two buildings bordering the project area to the northwest have been constructed. By this time the surrounding airport facilities have been constructed to their current configuration.

INTENSIVE PEDESTRIAN SURVEY SUPPORTED BY SHOVEL TESTING

Visual inspection was supported by shovel testing at set intervals, in accordance with CTA guidelines. The project area lies within a grassy, upland terrace descending steeply in the northeastern project area (Figure 9). The thick grass cover within the field reduced ground surface visibility to between 0 and 20 percent. A total of 8 shovel tests were excavated within the project area. Shovel testing encountered varying sandy soils in the upper layers, likely due to disturbance from sand quarrying and landscaping activities during construction of the airport. Six of the shovel tests were terminated at a similar mottled reddish sandy clay possibly representing underlaying undisturbed soil matrix (Appendix A: Table 1) (Appendix B: Photographs 10 and 11).

Figure 5
Historic 1947 Aerial Photograph of the Project Area

N
W E
S

Feet
0 500 1,000 2,000 3,000 4,000
Meters
0 100 200 400 600 800 1,000 1,200

KSA Engineers, Inc.
Project Number: 050537.00

Date: 10/31/2025

Base Map: USGS Earth Explorer
1947 Aerial Imagery (Kaufman County, TX)

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Longview, TX 75604
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Figure 6
Historic 1965 Aerial Photograph of the Project Area

N
W E
S

Feet
0 500 1,000 2,000 3,000 4,000
Meters
0 100 200 400 600 800 1,000 1,200

KSA Engineers, Inc.
Project Number: 050537.00

Date: 10/31/2025

Base Map: USGS Earth Explorer
1965 Aerial Imagery (Kaufman County, TX)

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1501 Bill Owens Parkway
Longview, TX 75604
Phone: (903) 297-4673
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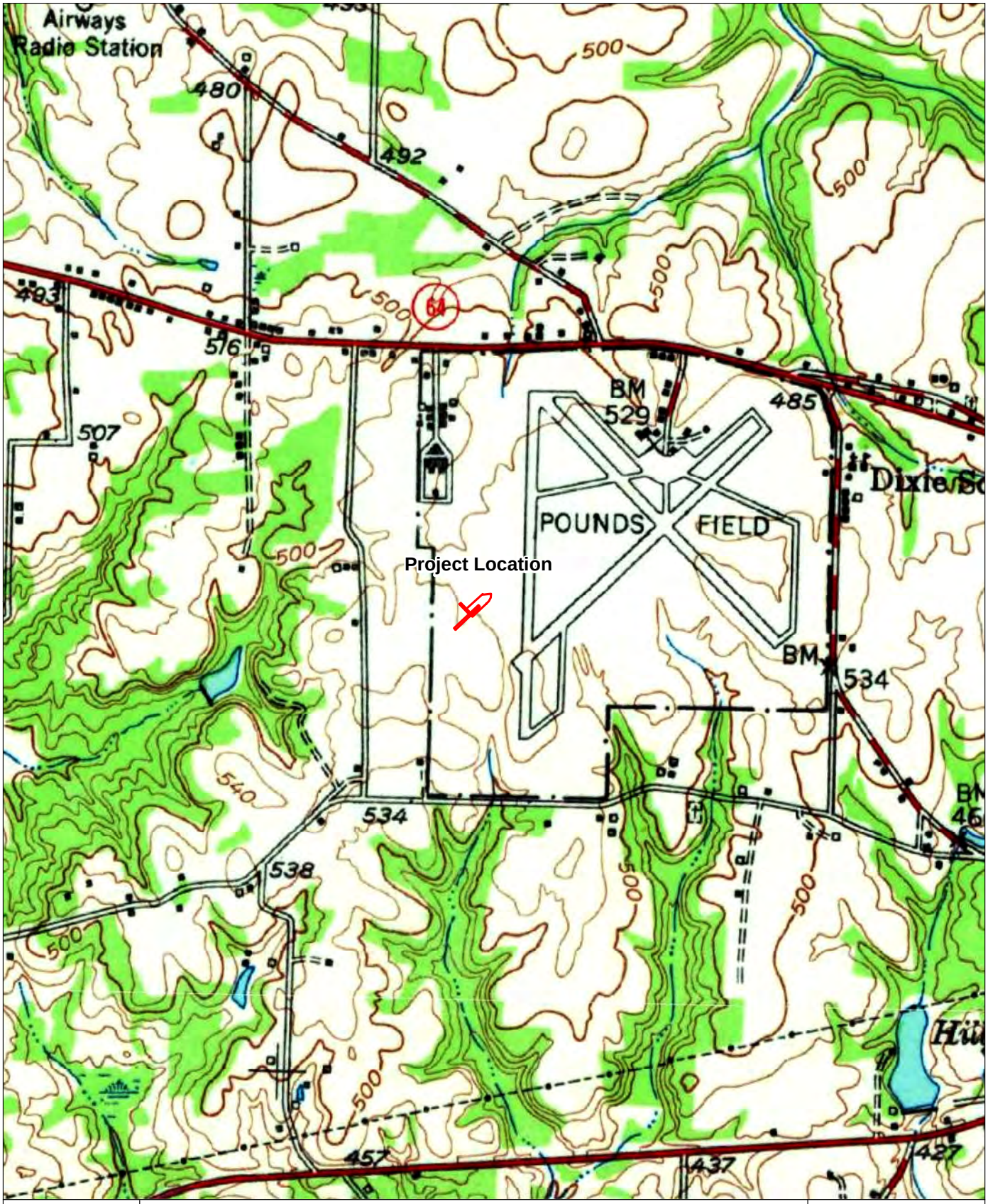

Figure 7
Historic Topographic Map of the Project Area - Published 1948

N
W E
S

Feet
0 1,000 2,000 4,000 6,000 8,000
Meters
0 200 400 800 1,200 1,600 2,000 2,400

KSA Engineers, Inc. Project Number: 050537.00	Date: 10/31/2025	Base Map: USGS 15 Minute Topographic Quadrangle: Tyler, TX (Published 1948)

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1501 Bill Owens Parkway
Longview, TX 75604
Phone: (903) 297-4673
www.sphere3env.com

Figure 8
Historic Topographic Map of the Project Area - Photorevised 1973

N W E S

Feet
0 1,000 2,000 4,000 6,000 8,000
Meters
0 200 400 800 1,200 1,600 2,000 2,400

KSA Engineers, Inc.
Project Number: 050537.00

Date: 10/31/2025

Base Map: USGS 7.5 Minute Topographic Quadrangle: Chandler, TX (Published 1966, Photorevised 1973)

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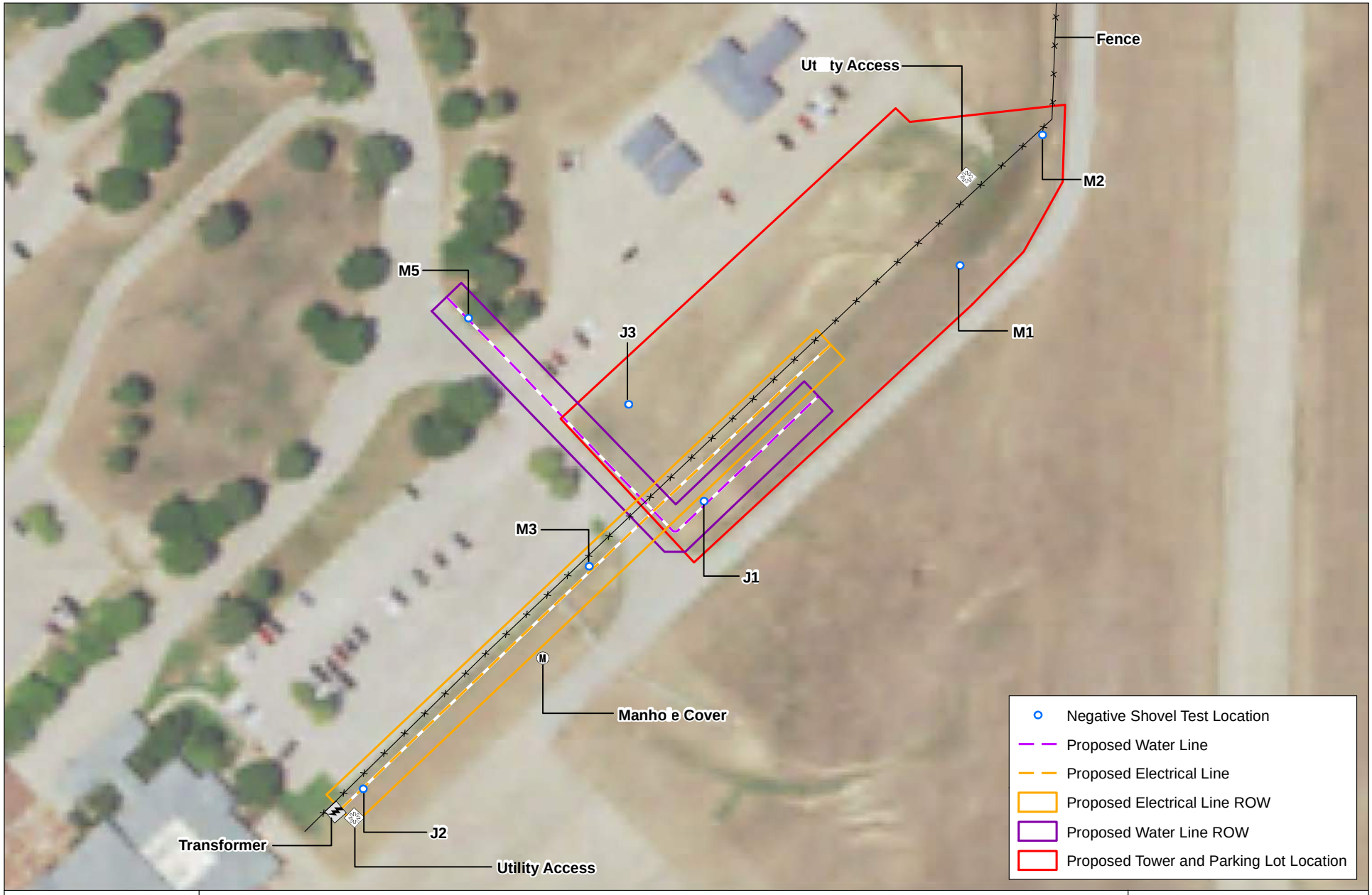

N
W E
S

Figure 9
Shovel Test Locations on the Tyler Pounds ATCT Relocation Project in Smith County, TX

Feet
0 100 200 400 600

Meters
0 25 50 100 150

KSA Engineers, Inc.	Project Number: 050537.00	Date: 10/31/2025	Base Map: NRCS Geospatial Data Gateway 2024 NAIP Aerial Imagery (Smith County, TX)

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www.sphere3env.com

SUMMARY AND RECOMMENDATIONS

In summary, approximately 0.64 ha (1.58 ac) was surveyed to assess for existing cultural resources in the proposed Tyler Pounds Regional Airport Air Traffic Control Tower Relocation project in Tyler, Smith County, Texas. The goal of the survey was to identify cultural resources and to make a preliminary evaluation of the documented cultural resources as to their eligibility for inclusion in the NRHP and their worthiness for being listed as a SAL.

The investigations conducted by Sphere 3 included an examination of previous archaeological and other cultural resources investigations within one kilometer of the project area, an analysis of aerial imagery and topographic maps over the past 78 years, and an intensive pedestrian archaeological survey supported by shovel testing. A total of 8 shovel tests were excavated.

No archaeological sites or isolated finds were identified during the survey. Accordingly, Sphere 3 recommends that the proposed work be permitted to proceed without further cultural resources requirements.

REFERENCES

Blair, W. Frank

1950 "The Biotic Provinces of Texas." *The Texas Journal of Science* 11(1):93-117.

Council of Texas Archeologists (CTA)

2020 *Guidelines (Performance, Curation, and Reports).* Volume, and summary sheet entitled, "Archeological Survey Standards for Texas." Council of Texas Archeologists and Texas Historical Commission, Archeology Division, Austin.

Dice, L. R.

1943 *The Biotic Provinces of North America.* University of Michigan Press, Ann Arbor.

Texas Historical Commission (THC)

2025 *Texas Archeological Site Atlas*. "Texsite," site file search at website https://atlas.thc.state.tx.us/. Maintained by Archeology Division, Copyright 1995-2008 Texas Historical Commission, Austin.

United States Department of Agriculture

2025 Natural Resources Conservation Service (NRCS) Web soil survey. Data downloaded from http://www.ftw.nrcs.usda.gov/ssur_data.html. Accessed online on October 1, 2025.

United States Department of the Interior, National Park Service, National Register of Historic Places (US-NRHP)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Revised for Internet 1995. Washington, D.C.

APPENDIX A:

TABLES

Appendix A: Table 1: Tyler Pounds Regional Airport Air Traffic Control Tower Relocation Shovel Test Log

Shovel Test Number	Landform	Depth of Soil Horizon (cm below surface)	Horizon Soil Type	Munsell Color	Presence of Cultural Resources ("positive"-one or more artifacts)
J1	Terrace	0-6	Sandy Loam	7.5YR4/2	Negative
		6-19	Sandy Clay w/Loam	5YR6/6	
		19-24	Sandy Loam	7.5YR7/3	
		24-43	Sandy Clay	10YR4/6 with 7.5YR8/2 and 7.5YR6/4 mottles	
		43-48	Sandy Clay	7.5YR5/1 with 7.5YR4/4 mottles	
J2	Terrace	0-8	Loamy Sand	7.5YR6/3	Negative
		8-38	Sandy Loam w/Clay	7.5YR7/3	
		38-79	Sandy Loam w/Clay	7.5YR4/2 with 2.5YR3/6 mottles	
		79-84	Sandy Clay Loam	10YR6/4 with 7.5YR4/6 and 7.5YR3/4 mottles	
J3	Terrace	0-6	Loamy Sand	7.5YR4/2	Negative
		6-19	Sandy Loam	7.5YR3/3	
		19-32	Sandy Loam w/Clay	2.5YR4/6 with 7.5YR6/4 mottles	
		32-38	Sand	10YR7/2	
		38-48	Sandy Clay Loam	2.5YR4/6 with 5YR6/6 and 7.5YR4/6 mottles	
		48-53	Sandy Clay	2.5YR5/8 with 5YR5/6 and 7.5YR5/4 mottles	
M1	Side Slope	0-10	Fine Sandy Loam	10YR4/4 with 10YR5/4 mottles	Negative
		10-30	Fine Sand	7.5YR5/6	
		30-50	Fine Sand	7.5YR5/6 with 7.5YR5/3 mottles	
		50-60	Fine Sand w/Clay	7.5YR5/6 with 2.5YR4/6 mottles	
		60-80	Sandy Clay	7.5YR5/6 with 2.5YR3/6 and 7.5YR5/2 mottles	
M2	Terrace	0-17	Fine Sandy Loam	7.5YR5/6	Negative
		17-40	Sandy Clay	2.5YR3/6 with 7.5YR5/2 mottles	
M3	Terrace	0-10	Sandy Loam	7.5YR4/2 with 7.5YR4/3 mottles	Negative
		10-21	Sandy Loam	7.5YR4/4	
		21-37	Sandy Clay Loam	7.5YR4/3 with 7.5YR5/6 mottles	
		37-46	Sandy Clay	7.5YR5/6 with 7.5YR5/4 and 2.5YR4/6 mottles	

Appendix A: Table 1: Tyler Pounds Regional Airport Air Traffic Control Tower Relocation Shovel Test Log

Shovel Test Number	Landform	Depth of Soil Horizon (cm below surface)	Horizon Soil Type	Munsell Color	Presence of Cultural Resources ("positive"-one or more artifacts)
M4	Shoulder	0-15	Fine Sandy Loam	7.5YR5/4	Negative
		15-27	Fine Sandy Loam	7.5YR5/2 with 7.5YR5/4 mottles	
		27-50	Sandy Loam	7.5YR5/6	
		50-58	Sandy Clay	7.5YR5/6 with 2.5YR3/6 and 7.5YR5/2 mottles	
M5	Terrace	0-7	Fine Sandy Loam	7.5YR4/3	Negative
		7-20	Fine Sandy Loam	7.5YR5/3	
		20-30	Sandy Clay Loam	7.5YR4/6 with 7.5YR5/3 mottles	
		30-31	Impenetrable Gravel	N/A	

APPENDIX B

PHOTOGRAPH LOG

Photograph #1 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View across portion of the flat upper terrace in the 0.5 ha (1.2 ac) open area south of the fence line that bisects the area. Facing northeast.	
Photograph #2 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View of portion of the flat upper terrace in the 0.5 ha (1.2 ac) open area south of the fence line highlighting steep slope to the east and north. Facing northeast.	
Photograph #3 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View of northeastern lower portion of the 0.5 ha (1.2 ac) open area south of the fence line facing uphill to southwest from near shovel test M2.	

Photograph #4 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View of proposed electrical line location extending southwest of the open area portion of the project area. Facing northeast from shovel test J2.	
Photograph #5 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View of the proposed waterline extending to the northwest from the open area portion of the project area. Facing southeast from near shovel test M5.	
Photograph #6 *Photo by Michael Ryan* Date: 10-23-2025 Direction: Facing East Subject: View of portion of the flat upper terrace in the 0.5 ha (1.2 ac) open area north of the fence line. Facing southwest from shovel test M4 highlighting drainage through central area that exits the project area to the north.	

Photograph #7 *Photo by Michael Ryan* Date: 10-23-2025 Subject: Concrete drainage extending to the southeast from the parking lot bordering the project area to the northwest. Facing east.	

Photograph #8 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View of small drainage extending north from the project area. The drainage from the parking lot joins this drainage just to the west of this photo. Facing north from near shovel test M2.	

Photograph #9 *Photo by Michael Ryan* Date: 10-23-2025 Subject: View of airport terminal building to the southwest of the project area. Facing southwest from near shovel test J2.	

Photograph #10 *Photo by Michael Ryan* Date: 10-23-2025 Subject: Photo of profile of shovel test M1 containing successive layers of disturbed sandy soils before terminating at mottled reddish sandy clay.	

Photograph #11 *Photo by Michael Ryan* Date: 10-23-2025 Subject: Photo of profile of shovel test M2 allowing for a closer view of the underlaying mottled reddish sandy clay layer.	

Kerri Smith

From: Kerri Smith
Sent: Monday, December 1, 2025 12:05 PM
To: Kerri Smith
Subject: FW: Tyler Pounds Regional Airport Air Traffic Control Tower Relocation

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Tuesday, November 25, 2025 3:37 PM
To: Mike Ryan <ryan@sphere3env.com>; reviews@thc.state.tx.us
Subject: Tyler Pounds Regional Airport Air Traffic Control Tower Relocation

TEXAS HISTORICAL COMMISSION
real places telling real stories

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202602194
Date: 11/25/2025
Tyler Pounds Regional Airport Air Traffic Control Tower Relocation (Permit 32540)
700 Skyway Blvd, Tyler, TX 75704
Tyler,TX 75704

Description: Sphere 3 is submitting the draft report for the Tyler Pounds Regional Airport Air Traffic Control Tower Replacement project. Project entailed the Phase I survey of 1.58 ac on airport property.

Dear Michael Ryan:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz and Marie Archambeault, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- THC/SHPO concurs with information provided.
- No historic properties are present or affected by the project as proposed. However, if historic properties are discovered or unanticipated effects on historic properties are found, work should

cease in the immediate area; work can continue where no historic properties are present. Please contact the THC's History Programs Division at 512-463-5853 to consult on further actions that may be necessary to protect historic properties.

Archeology Comments

- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided.
- This draft report is acceptable. To facilitate review and make project information and final reports available through the Texas Archeological Sites Atlas, we appreciate submission of tagged pdf copies of the final report including one restricted version with all site location information (if applicable), and one public version with all site location information redacted; an online abstract form submitted via the abstract tab on eTRAC; and survey area shapefiles submitted via the shapefile tab on eTRAC. For questions on how to submit these please visit our video training series at: https://www.youtube.com/playlist?list=PLONbbv2pt4cog5t6mCqZVaEAx3d0MkgQC Please note that these steps are required for projects conducted under a Texas Antiquities Permit.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, marie.archambeault@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

for Joseph Bell, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

APPENDIX D – WETLANDS AND OTHER WATERS OF THE UNITED STATES DELINEATION

November 25, 2025 Project Number: 050537.00

Wetlands and Other Waters of the United States Delineation
Tyler Pounds ATCT Relocation
Smith County, Texas

Prepared for:
KSA Engineers, Inc.
140 E. Tyler Street, Suite 600
Longview, TX 75601

Prepared by:
Sphere 3 Environmental, LLC
1501 Bill Owens Parkway
Longview, Texas 75604
903-297-4673

INTRODUCTION

Sphere 3 Environmental, LLC (Sphere 3) was retained by KSA Engineers, Inc. to conduct a wetlands and other waters of the United States delineation of the proposed Tyler Pounds air traffic control tower (ATCT) Relocation in Smith County, Texas. Allysah Boyd, Sphere 3 Biologist, conducted the wetland delineation on October 23, 2025.

The proposed project covers a 1.6-acre tract of land located west of the airport runway, which will include the proposed Air Traffic Control Tower (ATCT), parking lot, and rights-of-way for water and electrical lines. A topographic map and aerial photograph of the property are provided in Attachment A. Site photographs of the property are provided in Attachment B. Wetland delineation data sheets are provided in Attachment C.

A non-jurisdictional concrete drainage feature is present on the property. This feature is designed is designed solely to convey runoff from the parking lot, which then disperses as sheet flow. No wetlands or other waters of the United States were identified within the project area. No United States Army Corps of Engineers (USACE) permit is required for the proposed Tyler Pounds ATCT Relocation.

SURVEY METHODS

Wetland delineation was conducted in accordance with the three-parameter approach outlined in Technical Report 10-20, the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region* (Version 2.0). The three-parameter approach was utilized to assess the site's vegetation, soils, and hydrology to determine the presence or absence of wetlands. Dominant species include flora that cumulatively total 50 percent of the areal coverage and any other single species accounting for at least 20 percent areal coverage within the plot. The wetland indicator status of each species was determined using the *Great Plains Region: 2020 Regional Wetland Plant List* (USFWS 2020) accessed online at the USACE's NWPL – National Wetland Plant List website. Munsell Soil Color Charts (2000 Revised Washable Edition) were used to identify the hue and chroma of soil samples.

Sphere 3 utilized Trimble's mapping grade GeoXT Global Positioning System (GPS) to map wetlands, streams, project boundaries, and other important features of the project. After field data collection was completed, the GPS data was exported into ESRI's ArcGIS Geographic Information System for impact analysis and map production.

EXISTING CONDITIONS

According to the Natural Resources Conservation Service's Web Soil Survey the proposed Tyler Pounds ATCT Relocation is mapped as PX map unit, identified as "Pits". This map unit represents areas where the natural soil has been removed by excavation or other heavily altered landscapes.

Uplands

Upland 1 is a recently mowed area located in the southern portion of the proposed project area. Dominant vegetation includes an herbaceous stratum composed of Bermuda grass (*Cynodon dactylon*) and (*Helenium amarum*). No indicators of wetland hydrology or hydric soils are present.

Upland 2 is located in the northern portion of the proposed project area. Dominant vegetation includes an herbaceous stratum composed of Bermuda grass, yellow bluestem (*Bothriochloa ischaemum*) and switchgrass (*Panicum virgatum*). No indicators of wetland hydrology or hydric soils are present.

Upland 3 is located in the northern portion of the proposed project area. Dominant vegetation includes an herbaceous stratum composed of peppervine (*Nekemias arborea*) and annual ragweed (*Ambrosia artemisiifolia*). No indicators of wetland hydrology or hydric soils are present

Aquatic Features

A non-jurisdictional concrete drainage feature was observed within the northern portion of the project area. The structure collects sheet flow from the adjacent parking lot and disperses into the northern portion of the site. The feature is man-made and functions solely as a stormwater conveyance. It does not support hydrophytic vegetation or hydric soils, nor does it connect to any wetland or stream.

SUMMARY

Sphere 3 has completed a wetlands and other waters of the United States delineation on a 1.6-acre tract for the proposed Tyler Pounds ATCT Relocation. The investigation revealed no jurisdictional wetlands or other waters of the United States within the proposed project.

LITERATURE CITED

National Wetland Plant List, version 3.5 http://wetland-plants.usace.army.mil; U.S. Army Corps of Engineers Research and Development Center. Cold Regions Research and Engineering Laboratory, Hanover, NH.

Munsell Color X-Rite. 2000 Revised Washable Edition. *Munsell Soil Color Charts*. New Windsor, NY.

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey Version 3.4.0. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed November 21, 2025.

United States Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0),* ed. J. S. Wakeley, R. W. Lichvar, and C. V. Noble. ERDC/EL TR-10-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

United States Fish and Wildlife Service. 2021. National Wetlands Inventory website. United States Department of the Interior, Fish and Wildlife Service, Washington, D.C. https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper. Accessed November 21, 2025.

Attachment A:

Figures

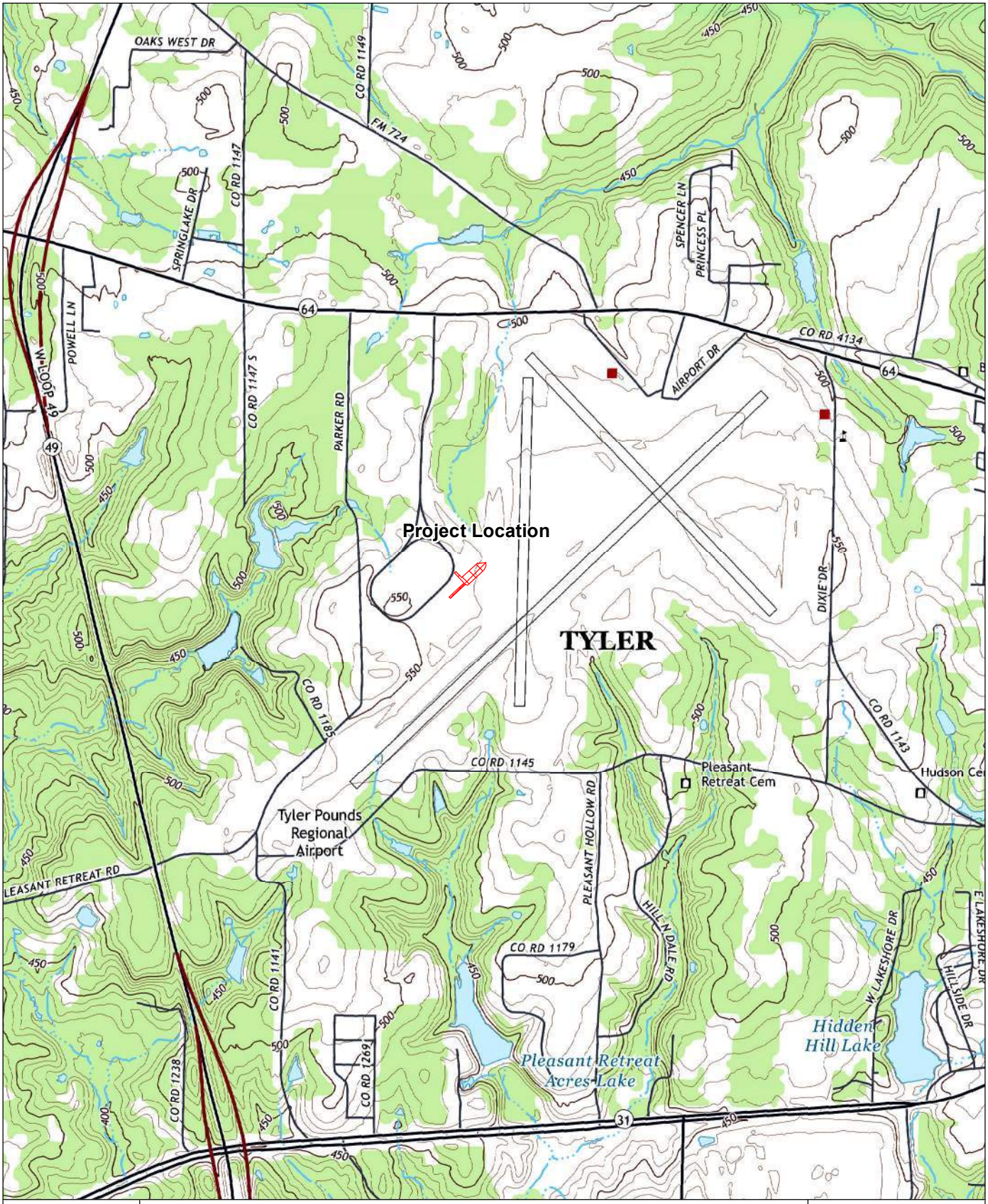


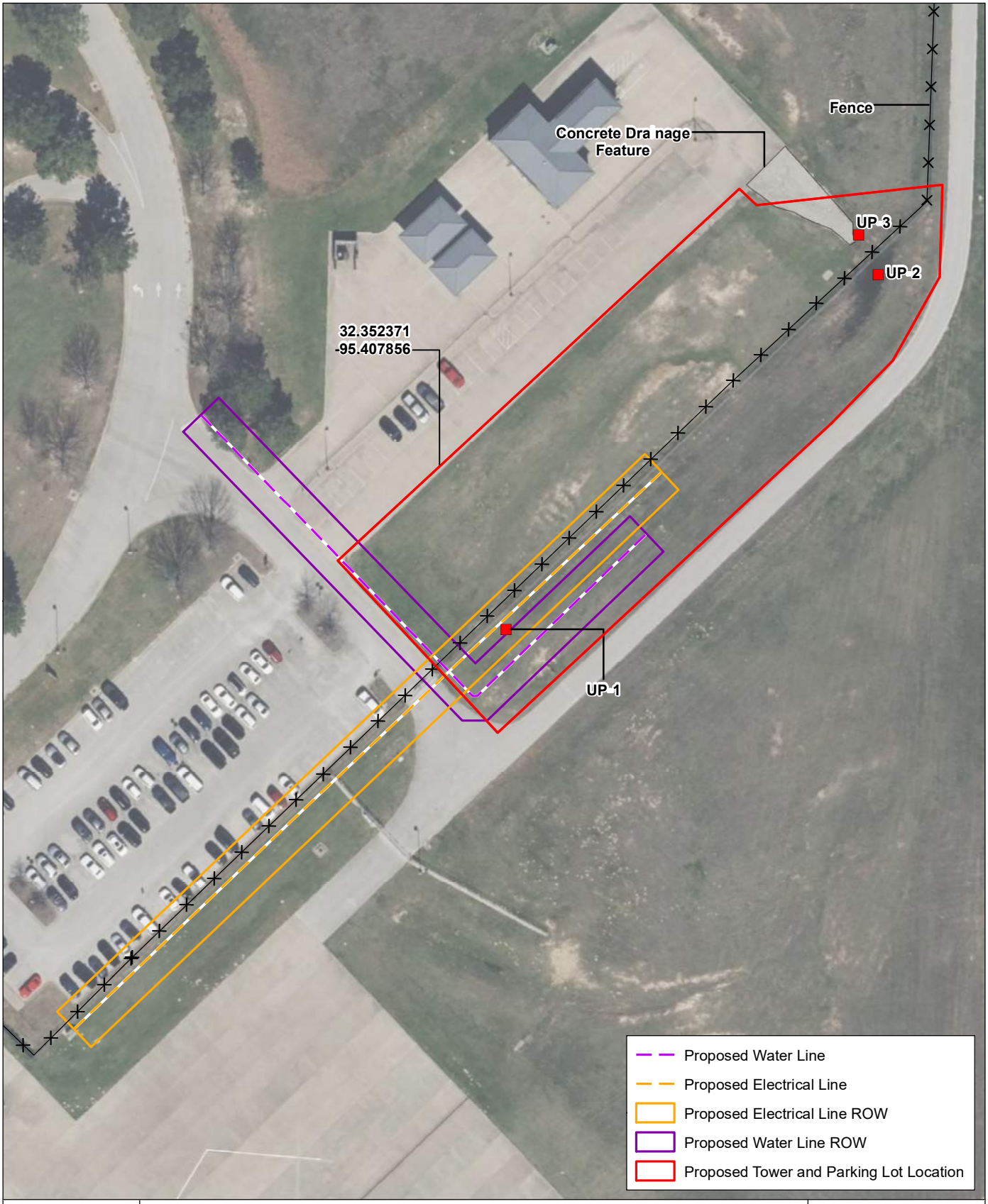
Figure 1
Topographic Features of the Tyler Pounds ATCT Relocation
in Smith County, TX

N
W E
S

Feet
0 1,000 2,000 4,000 6,000 8,000

KSA Engineers Project Number: 050537.00	Date: 11/25/2025	Base Map: USGS 7.5 Minute Topographic Quadrangle: Chandler, TX (Published 2022)

SPHERE 3 ENVIRONMENTAL
1501 Bill Owens Parkway
Longview, TX 75604
Phone: (903) 297-4673
www.sphere3env.com



N
W E
S

Figure 2
Aerial Photograph of theTyler Pounds ATCT Relocation
in Smith County, TX

0 50 100 200 300 Feet

KSA Engineers Project Number: 050537.00	Date: 11/25/2025	Base Map: OnTerra WMS for Web Maps Bing Aerial Imagery (Smith County, TX)

SPHERE 3 ENVIRONMENTAL
1501 Bill Owens Parkway
Longview, TX 75604
Phone: (903) 297-4673
www.sphere3env.com

Attachment B:

Site Photos

Photograph: 1 **Date:** October 23, 2025 **Description:** View showing Upland 1 in the southern portion of the proposed project area.	
Photograph: 2 **Date:** October 23, 2025 **Description:** View showing Upland 2 located in the lowest elevation within the proposed project area, downgradient of the concrete drainage feature.	

Photograph: 3

Date:
October 23, 2025

Description:
View showing Upland 3 located where the concrete drainage feature discharges.

Photograph: 4

Date:
October 23, 2025

Description:
View showing the non-jurisdictional concrete drainage feature.

Attachment C:

Data Sheets

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: Tyler Pounds ATCT Relocation City/County: Smith County Sampling Date: 10/23/2025

Applicant/Owner: Tyler Pounds Regional Airport State: Texas Sampling Point: UP1

Investigator(s): Allysah Boyd Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): None Slope (%): 1-3%

Subregion (LRR or MLRA): LRR-P Lat: 32.352095° Long: -95.408095° Datum: NAD83

Soil Map Unit Name: Px - Pits NWI classification: NWI Mapper Unavailable

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	
Wetland Hydrology Present?	Yes _____	No ✓	

Remarks:

None of the three required criteria are present. The sample area is not located within a wetland.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No ✓	Depth (inches): ---
Water Table Present?	Yes _____	No ✓	Depth (inches): ---
Saturation Present? (includes capillary fringe)	Yes _____	No ✓	Depth (inches): ---

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wetland hydrology is not present.

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: UP1

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		

50% of total cover: 20% of total cover:

Sapling Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		

50% of total cover: 20% of total cover:

Shrub Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		

50% of total cover: 20% of total cover:

Herb Stratum (Plot size: 15' x 15')			
1. *Cynodon dactylon*	25	Yes	FACU
2. *Helenium amarum*	15	Yes	FACU
3. *Cenchrus spinifex*	10	No	UPL
4. *Chamaesyce maculata*	10	No	FACU
5. *Croton capitatus*	5	No	UPL
6.			
7.			
8.			
9.			
10.			
11.			
	65 = Total Cover		

50% of total cover: 32.5 20% of total cover: 13

Woody Vine Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		

50% of total cover: 20% of total cover:

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ___ No ✓

Remarks: (If observed, list morphological adaptations below).

Hydrophytic vegetation is not present.

SOIL

Sampling Point: UP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-3"	10YR 6/3	100	---	---	---	---	S	Sand
3-6"	7.5YR 7/4	100	---	---	---	---	SL	Sandy loam

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

___ Histosol (A1)
___ Histic Epipedon (A2)
___ Black Histic (A3)
___ Hydrogen Sulfide (A4)
___ Stratified Layers (A5)
___ Organic Bodies (A6) **(LRR P, T, U)**
___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
___ Muck Presence (A8) **(LRR U)**
___ 1 cm Muck (A9) **(LRR P, T)**
___ Depleted Below Dark Surface (A11)
___ Thick Dark Surface (A12)
___ Coast Prairie Redox (A16) **(MLRA 150A)**
___ Sandy Mucky Mineral (S1) **(LRR O, S)**
___ Sandy Gleyed Matrix (S4)
___ Sandy Redox (S5)
___ Stripped Matrix (S6)
___ Dark Surface (S7) **(LRR P, S, T, U)**
___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
___ Thin Dark Surface (S9) **(LRR S, T, U)**
___ Loamy Mucky Mineral (F1) **(LRR O)**
___ Loamy Gleyed Matrix (F2)
___ Depleted Matrix (F3)
___ Redox Dark Surface (F6)
___ Depleted Dark Surface (F7)
___ Redox Depressions (F8)
___ Marl (F10) **(LRR U)**
___ Depleted Ochric (F11) **(MLRA 151)**
___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
___ Umbric Surface (F13) **(LRR P, T, U)**
___ Delta Ochric (F17) **(MLRA 151)**
___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

___ 1 cm Muck (A9) **(LRR O)**
___ 2 cm Muck (A10) **(LRR S)**
___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
___ Red Parent Material (TF2)
___ Very Shallow Dark Surface (TF12)
___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Compact Soil
Depth (inches): 6"

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil is not present.

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: Tyler Pounds ATCT Relocation City/County: Smith County Sampling Date: 10/23/2025

Applicant/Owner: Tyler Pounds Regional Airport State: Texas Sampling Point: UP2

Investigator(s): Allysah Boyd Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Toeslope Local relief (concave, convex, none): Concave Slope (%): 1-3%

Subregion (LRR or MLRA): LRR-P Lat: 32.352692° Long: -95.407352° Datum: NAD83

Soil Map Unit Name: Px - Pits NWI classification: NWI Mapper Unavailable

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	
Wetland Hydrology Present?	Yes _____	No ✓	

Remarks:

None of the three required criteria are present. The sample area is not located within a wetland.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No ✓	Depth (inches): ---
Water Table Present?	Yes _____	No ✓	Depth (inches): ---
Saturation Present? (includes capillary fringe)	Yes _____	No ✓	Depth (inches): ---

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wetland hydrology is not present.

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: UP2

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Shrub Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 15' x 15')			
1. *Cynodon dactylon*	25	Yes	FACU
2. *Bothriochloa ischaemum*	25	Yes	UPL
3. *Panicum virgatum*	15	Yes	FAC
4. *Cenchrus spinifex*	5	No	UPL
5. *Croton capitatus*	5	No	UPL
6.			
7.			
8.			
9.			
10.			
11.			
	75 = Total Cover		
50% of total cover: 37.5	20% of total cover: 15		
Woody Vine Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.33% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks: (If observed, list morphological adaptations below).

Hydrophytic vegetation is not present.

SOIL

Sampling Point: UP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2"	10YR 6/6	100	---	---	---	---	S	Sand
2-6"	10YR 6/6	70	---	---	---	---	SL	Sandy loam
2-6"	10YR 5/3	20	---	---	---	---	SL	Sandy loam
2-6"	5YR 5/8	10	---	---	---	---	SL	Sandy loam
6-11"	10YR 4/3	90	---	---	---	---	SL	Sandy loam
6-11"	10YR 5/6	10	---	---	---	---	SL	Sandy loam

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** _____ **No** ✓

Remarks:

Hydric soil is not present.

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: Tyler Pounds ATCT Relocation City/County: Smith County Sampling Date: 10/23/2025

Applicant/Owner: Tyler Pounds Regional Airport State: Texas Sampling Point: UP3

Investigator(s): Allysah Boyd Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Toeslope Local relief (concave, convex, none): Concave Slope (%): 0-2%

Subregion (LRR or MLRA): LRR-P Lat: 32.352759° Long: -95.407392° Datum: NAD83

Soil Map Unit Name: Px - Pits NWI classification: NWI Mapper Unavailable

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	
Wetland Hydrology Present?	Yes _____	No ✓	

Remarks:

None of the three required criteria are present. The sample area is not located within a wetland.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No ✓	Depth (inches): ---
Water Table Present?	Yes _____	No ✓	Depth (inches): ---
Saturation Present? (includes capillary fringe)	Yes _____	No ✓	Depth (inches): ---

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wetland hydrology is not present.

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: UP3

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Shrub Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 15' x 15')			
1. *Nekemias arborea*	25	Yes	FAC
2. *Ambrosia artemisiifolia*	25	Yes	FACU
3. *Croton capitatus*	10	No	UPL
4. *Bothriochloa ischaemum*	10	No	UPL
5. *Panicum virgatum*	5	No	FAC
6.			
7.			
8.			
9.			
10.			
11.			
	75 = Total Cover		
50% of total cover: 37.5	20% of total cover: 15		
Woody Vine Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

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Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks: (If observed, list morphological adaptations below).

Hydrophytic vegetation is not present.

SOIL

Sampling Point: UP3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-5"	10YR 6/4	80	---	---	---	---	S	Sand
0-5"	10YR 4/4	20	---	---	---	---	S	Sand

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

___ Histosol (A1)
___ Histic Epipedon (A2)
___ Black Histic (A3)
___ Hydrogen Sulfide (A4)
___ Stratified Layers (A5)
___ Organic Bodies (A6) **(LRR P, T, U)**
___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
___ Muck Presence (A8) **(LRR U)**
___ 1 cm Muck (A9) **(LRR P, T)**
___ Depleted Below Dark Surface (A11)
___ Thick Dark Surface (A12)
___ Coast Prairie Redox (A16) **(MLRA 150A)**
___ Sandy Mucky Mineral (S1) **(LRR O, S)**
___ Sandy Gleyed Matrix (S4)
___ Sandy Redox (S5)
___ Stripped Matrix (S6)
___ Dark Surface (S7) **(LRR P, S, T, U)**
___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
___ Thin Dark Surface (S9) **(LRR S, T, U)**
___ Loamy Mucky Mineral (F1) **(LRR O)**
___ Loamy Gleyed Matrix (F2)
___ Depleted Matrix (F3)
___ Redox Dark Surface (F6)
___ Depleted Dark Surface (F7)
___ Redox Depressions (F8)
___ Marl (F10) **(LRR U)**
___ Depleted Ochric (F11) **(MLRA 151)**
___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
___ Umbric Surface (F13) **(LRR P, T, U)**
___ Delta Ochric (F17) **(MLRA 151)**
___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

___ 1 cm Muck (A9) **(LRR O)**
___ 2 cm Muck (A10) **(LRR S)**
___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
___ Red Parent Material (TF2)
___ Very Shallow Dark Surface (TF12)
___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Concrete / Rocks

Depth (inches): 5"

Hydric Soil Present? **Yes** _____ **No** ✓

Remarks:

Hydric soil is not present.