



Oklahoma Aeronautics Commission

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NEWS RELEASE

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Commission Approves Three-Year Plan for Airport Improvements

OKLAHOMA CITY – A proposed three-year plan that allocates federal and state funds to help improve Oklahoma’s public airports was formally approved by the Oklahoma Aeronautics Commission recently.

The Three-Year Capital Improvement Program provides funding to Oklahoma airports for various capital needs, such as runway maintenance and construction; installation of navigational aids; land purchases; and installation and repair of airfield lights and signage.

Through the program, more than \$48 million in federal and state funds have been identified for 20 proposed projects across the state during fiscal years 2008 through 2010.

“Our airports are indispensable to the economic well being of our local communities,” Commission director Victor Bird said. “Each of the projects included in the CIP are worthy endeavors that deserve consideration, insofar as making sure our airports are safe, efficient and meet the needs of everyday aviation enthusiasts and the businesses that use those airports to transport commerce throughout the state.”

With the exception of Alva Regional Airport, Bird said that all of the other airports listed in the CIP are jet capable, meaning their runways are at least 5,000 feet in length and are able to accommodate corporate jets. He said making Alva’s runway jet capable is also included in the CIP and that many of the corporate jets that fly in and out of those airports belong to companies that provide jobs on which those communities depend.

A priority for the three-year CIP is to target several pavement-related projects, most notably in **Durant**, **Okmulgee** and **Shawnee**. Eaker Field in **Durant** would receive \$5.3 million to realign and reconstruct a parallel taxiway to its main runway, while **Okmulgee** Regional Airport is set to receive \$2.7 million to realign and rehabilitate its taxiway system. Nearly \$2.5 million would also go toward the rehabilitation of the runway at **Shawnee** Regional Airport. Additional funds will also be needed at both the **Okmulgee** and **Shawnee** airports in 2011 to complete their individual projects.

Aviation officials note that \$280 million worth of airport projects are actually needed across the state. However, the CIP is constrained to the amounts of federal and state funds the Commission will receive during the next three years.

Officials anticipate spending about \$12 million of state funds through the CIP during the next three years. A majority of those funds—approximately \$8.0 million—have been designated for FY 2008 projects, including \$2.5 million to install an instrument landing system at **Oklahoma City**’s Wiley Post Airport and \$2.4 million for a concrete overlay at **Bartlesville** Municipal Airport.

Other proposed projects on the list include:

- \$1.9 million to realign and reconstruct the parallel taxiway, rehabilitate taxilanes and aprons, and update the airport layout plan at **Ada** Municipal Airport.
- \$5.8 million to relocate and extend the runway at **Alva** Regional Airport.
- \$2.1 million to acquire land around **Guthrie-Edmond** Regional Airport for airport development and runway approaches.
- \$2.3 million to rehabilitate one of the runways and the asphalt portion of the general aviation ramp located on the northeast portion of the University of Oklahoma's Max Westheimer Airport in **Norman**.
- \$5.6 million to strengthen or rehabilitate taxiways, install taxiway lights and extend the taxiway at **Oklahoma City's** Wiley Post Airport.
- \$6.9 million to construct a parallel taxiway at **Ponca City** Regional Airport.
- \$1.2 million to rehabilitate airfield pavements at **Tulsa's** Richard L. Jones Jr. Airport.
- \$1.1 million to reconfigure the apron and taxiway at **Stillwater** Regional Airport.
- \$1.2 million to relocate a hangar to accommodate aircraft parking at **Weatherford's** Thomas P. Stafford Airport.

The CIP is a guide to planning and programming of state and federal funds on airport development that works toward the goals of the Oklahoma Airport System Plan, a long-term view of the network of airports needed to adequately serve the state. The CIP allows the Federal Aviation Administration, Commission and airport sponsors to anticipate airport needs and accommodate changes in project scope, cost and schedule based on multi-year planning.

A project included in the CIP is not guaranteed future funding. Rather, it is an indication to the airport sponsor, which is typically the municipality where the airport is located, that its project is under consideration for future funding.

Funding for the CIP may come from several sources, including federal state apportionment and discretionary funds, federal non-primary entitlement funds, Commission grants and other sources such as excise tax dedications and registration fees. Airport sponsors are required to contribute local matches toward their airport projects. The amount of the local matches currently range from 5 percent for federal grants to 10 percent for state grants.

The Oklahoma Aeronautics Commission's mission is to promote aviation, which includes fostering the growth of the aerospace industry and ensuring that the needs of commerce and communities across Oklahoma are met by the state's 114 public airports.