

Oklahoma Aeronautics Commission

Capital Improvement Program

December 15, 2008



Proposed
Three Year Capital Improvement Program

Oklahoma Aeronautics Commission

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Capital Improvement Program

FY 2009 - FY 2011

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EXECUTIVE SUMMARY

The Oklahoma Aeronautics Commission (Commission) assists with the development of a statewide system of airports, encourages aeronautical safety and development, and coordinates activities with the Federal Aviation Administration (FAA) to develop a national system of civil aviation.

The Commission's Capital Improvement Program (CIP) is a guide to planning and programming of State and Federal funds on airport development that work towards the goals of the Oklahoma Airport System Plan (OASP). The OASP is a long-term view of the network of airports needed to serve the state. The OASP identifies airports by functional classification, service level, and by design standard. The CIP allows the FAA, Commission, and airport sponsors to anticipate airport needs and accommodate changes in project scope, cost, and schedule based on multi-year planning.

Inclusion of a project in the CIP is an indication to the sponsor that the project is under consideration for future funding; however, it is NOT a commitment for future funding.

Justification is required for projects in the CIP in keeping with FAA guidelines, Commission Regulations, Policies and Procedures, and the OASP. Some projects listed in this document may not be implemented due to funding restrictions or lack of justification.

The CIP is based on anticipated funding levels that were determined from historic state and federal allocations for airport development in the State of Oklahoma. Once the actual funding levels are established, project implementation and funding will be adjusted.

The Commission welcomes your comments on this document and our CIP process. Please contact the Commission at the following address:

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Preface

Annually, the Commission prepares and adopts a three-year Capital Improvement Program (CIP). The CIP is the guide for programming federal and state funds for airport development consistent with the Oklahoma Airport System Plan (OASP). The challenge of strategic programming is the identification and sequencing of the big rock projects and the selection of smaller projects that can be funded in the same fiscal year. Big rock projects are typically very expensive and require federal state apportionment, federal discretionary funding, federal non-primary entitlement funding, and State funding.

Oklahoma Airport System Plan

The goal of the OASP is to identify a system of aviation facilities that will meet national and state needs for safety, capacity and access, and to develop an airport improvement program that will enable each system facility to perform its system role. The OASP includes 114 publicly owned airports with 100 of these airports included in the National Plan of Integrated Airport Systems (NPIAS).

Definition of "Big Rock Projects"

A big rock project is a project that results in a significant upgrade to the capability of a system airport, is a high cost project that is needed to sustain the capability of a regional business airport, or is a new airport. Examples of big rock projects are a runway extension, construction of parallel taxiway, runway reconstruction or overlay, acquisition of land for a runway extension or runway safety area, installation of approach lighting systems, installation of a localizer or a glide slope, or other project typically requiring multi-year and multi-source financing such as the Bartlesville Butler Creek relocation project, the R. L. Jones Jr. storm water project and the Stillwater runway extension project. Due to cost, only two or three big rock projects can be underway at any one time.

Sequencing of Big Rock Projects

The sequencing of the big rock projects is critical to the continued orderly development of the Oklahoma airport system. In the programming process, the big rock projects are selected first and other less costly projects are selected second. Obviously, some balance between big rock and less costly projects must be achieved.

Project Selection Criteria

Complete projects currently identified in Commission's three-year CIP

Pavement Management Program (visual inspection converted into a numerical pavement condition)

Oklahoma Airport System Plan and Commission Goals

FAA National Priority System (numerical rating system)

- ⊙ Biased towards based aircraft and operations
- ⊙ Does not consider economic impact
- ⊙ Does not consider geographical coverage

Annual Airport Development Funding

Planned State Apportionment from FAA = \$4,300,000

Planned Discretionary funding from FAA = \$5,000,000

Planned State Funding from State Dedicated Sources = \$ 2,700,000

Annual Total for Programming = **\$12,000,000**

Note: This document is based on anticipated funding levels that were determined from historic state and federal allocations for airport development in the State of Oklahoma. Once the actual funding levels are established, project implementation and funding will be adjusted.

Summary FY 2009 - 2011

Airport	Project Description	FY 2009	FY 2010	FY 2011	Total
Altus - Quartz Mountain	Install medium intensity taxiway lights and lighted signage, construct apron, and construct perimeter fence and motorized gate.	\$ 621,579			\$ 621,579
Alva Regional	Relocate and extend runway 17/35.	\$ 3,314,760	\$ 2,432,749		\$ 5,747,509
Ardmore Municipal	Rehabilitate the connecting taxiways to runway 13/31.	\$ 555,556			\$ 555,556
Bartlesville Municipal	Concrete overlay 4,500 ft. of runway 17/35.	\$ 3,450,000			\$ 3,450,000
Claremore Regional	Seal coat runway 17/35 and main apron.	\$ 529,825			\$ 529,825
Durant - Eaker Field	Construct new terminal building.	\$ 550,000			\$ 550,000
Durant - Eaker Field	Reconstruct parallel taxiway system, improve RSA, relocate rwy edge lights and update ALP.	\$ 3,590,508	\$ 2,128,655		\$ 5,719,163
Enid - Woodring	Seal coat runway 12/30 and parallel taxiway system.	\$ 416,667			\$ 416,667
Grove	Install taxiway lights and upgrade electrical equipment.	\$ 350,000			\$ 350,000
Guthrie - Edmond	Construct a new taxilane north of taxiway Delta for hangars.	\$ 244,444			\$ 244,444
Guthrie - Edmond	Acquire land for future hangar development and update the Airport Layout Plan.	\$ 416,667			\$ 416,667
Guthrie - Edmond	Site preparatiaion and taxilane construction for hangar development.			\$ 906,433	\$ 906,433
Guthrie - Edmond	Acquire land for future runway safety area and control land in the runway protection zone			\$ 637,427	\$ 637,427
Guymon Regional	Seal coat runway 18/36	\$ 435,673			\$ 435,673
Idabel - McCurtain County	Construct a parallel taxiway system and improve the runway safety area.		\$ 157,895	\$ 754,386	\$ 912,281
Ketchum -South Grand Lake Regional	Construct taxilanes in hangar area.	\$ 388,889			\$ 388,889
McAlester Regional	Improve Runway Safety area.		\$ 157,895	\$ 690,058	\$ 847,953
Miami Municipal	Acquire RPZ land.	\$ 38,889			\$ 38,889
Miami Municipal	Engineering report to overlay runway 17/35 and extend parallel taxiway system.	\$ 30,000			\$ 30,000
Muskogee -Davis Field	Remove deteriorated concrete shoulders along runway 4/22.		\$ 695,906		\$ 695,906
Muskogee -Davis Field	Construct new terminal building.			\$ 550,000	\$ 550,000
Muskogee -Davis Field	Overlay parallel taxiway system to runway 13/31.			\$ 157,895	\$ 157,895
Norman - Max Westheimer	Install PAPI's on runway 17/35 and runway 3/21.	\$ 590,585			\$ 590,585
Okmulgee Regional	Reconstruct the parallel taxiway system and taxilane.	\$ 263,158	\$ 2,169,591	\$ 1,976,959	\$ 4,409,708

Summary FY 2009 - 2011

Airport	Project Description	FY 2009	FY 2010	FY 2011	Total
Pauls Valley Regional	Improve Runway Safety area and replace airfield drainage system.		\$ 157,895	\$ 1,327,485	\$ 1,485,380
Ponca City	Realign parallel taxiway system.	\$ 4,029,240			\$ 4,029,240
Shawnee Regional	Construct new terminal building.	\$ 550,000			\$ 550,000
Shawnee Regional	Develop preliminary engineering report to rehabilitate runway 17/35 and realign parallel taxiway.	\$ 66,667			\$ 66,667
Shawnee Regional	Realign parallel taxiway system and rehabilitate runway 17/35.	\$ 363,562	\$ 2,193,333	\$ 3,380,117	\$ 5,937,012
Stillwater Regional	Reconfigure center section of the parallel taxiway.		\$ 1,369,859		\$ 1,369,859
Stillwater Regional	Rehabilitate approximately 2,400 ft. or runway 17/35 located south of runway 4/22.			\$ 1,859,649	\$ 1,859,649
Tahlequah Regional	Realign center section of the parallel taxiway system.	\$ 649,123			\$ 649,123
Tulsa - Richard L. Jones	Rehabilitate taxiway and taxilanes in east hangar area.		\$ 1,178,363		\$ 1,178,363
Weatherford - Thomas P. Stafford	Conduct environmental assessment for runway extension and runway widening	\$ 44,444			\$ 44,444
Weatherford - Thomas P. Stafford	Extend runway 17 end and widen parallel taxiway.	\$ 1,172,515	\$ 959,064		\$ 2,131,579
OKC- Wiley Post	Reconstruct taxiway C and C1.	\$ 157,895	\$ 2,023,392		\$ 2,181,287
OKC- Wiley Post	Install an Instrument Landing System.	\$ 2,867,851			\$ 2,867,851
OKC- Wiley Post	Install lighted signage.	\$ 155,556			\$ 155,556
OKC- Wiley Post	Acquire RPZ land.	\$ 210,526			\$ 210,526
State of Oklahoma	System Planning	\$ 421,053	\$ 421,053	\$ 421,053	\$ 1,263,158
Statewide	Development or improvement of LPV approaches.			\$ 950,000	\$ 950,000
TOTAL		\$ 26,475,628	\$ 16,045,648	\$ 13,611,462	\$ 56,132,739

Summary of Funding Totals				
	FY 2009	FY 2010	FY 2011	
Commission	\$5,524,311	\$2,876,053	\$1,996,053	\$10,396,416
State Apportionment	\$4,317,300	\$4,117,000	\$4,317,000	\$12,751,300
Federal Discretionary	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000
Non-Primary Entitlement	\$3,281,366	\$2,994,859	\$1,350,000	\$7,626,225
Sponsors	\$2,405,422	\$1,057,737	\$948,409	\$4,411,569
State Excise Tax Program	\$5,947,229			\$5,947,229
Totals	\$26,475,628	\$16,045,648	\$13,611,462	\$56,132,739

Altus/Quartz Mountain Regional Business Airport

Project Description

The Overall Development Objectives (ODO) of the proposed project is to install medium intensity taxiway lights and lighted signage, construct apron, and construct perimeter fence and motorized gate.

FY 2008: Design only grant.

FY 2009: Construction phase.

Project Justification

The replacement of old medium intensity lights and installation of guidance signs will increase pilot awareness and provide safer aircraft ground operations at night. Construction of the north apron extension will improve the entrance to the existing T-hangars and provide pavement for planned new corporate hangars. The constructing of a 6 ft. chainlink perimeter fence with motorized gate will allow better control to the airside and reduce incursions by pedestrians, vehicles, and wildlife.

Airport Information

- Regional Business Airport
- Based Aircraft: 62
- Runway 17/35: 5,501' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards - Taxiway lights = 45
- NPS: Capacity - Construct apron = 53.9
- NPS: Standards - Perimeter fencing = 41.4
- OASP Goals: Safety and standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission				\$0
State Apportionment				\$0
Discretionary	\$440,500			\$440,500
Non-Primary Entitlement	\$150,000			\$150,000
Sponsor	\$31,079			\$31,079
Total	\$621,579			\$621,579

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Alva Regional
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is - extend runway 17/35. The proposed project will relocate and extend runway 17/35 400 ft west, narrow and extend existing runway to serve as a taxiway, construct new connecting taxiways, develop approaches for the relocated runway and update the ALP.

FY 2008: Design only grant.

FY 2009: First phase of construction activities....

FY 2010: Second phase of construction activities....

Project Justification

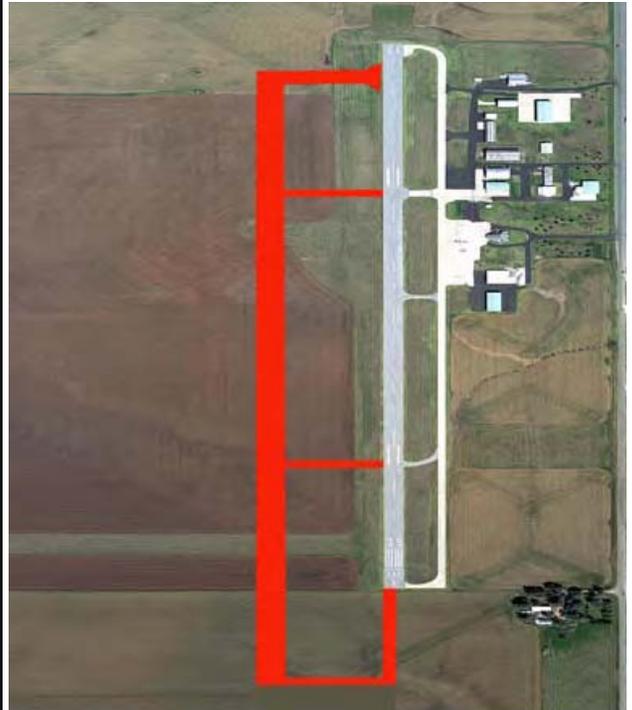
This project fulfills an important Commission goal – i.e., to construct jet-capable runways at all of Oklahoma’s regional business airports that meet FAA’s aviation demand criteria. Also, the project addresses a significant safety and standards deficiency in the existing facility. The existing runway to taxiway separation distance of 187 ft does not meet FAA design standards that require a separation distance of 240 ft. The airport’s current geometry does not permit the parallel taxiway to be relocated east to provide the standard separation distance. Hence, it is proposed to relocate the runway 400 ft. west and use the existing runway as the parallel taxiway.

Airport Information

- Regional Business Airport
- Based Aircraft: 41
- Runway 17/35: 4,386' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Extend runway = 46.5
- OASP Goals: Safety, Jet capable runways at regional business airports



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$400,000	\$200,000		\$600,000
State Apportionment	\$1,317,300	\$1,150,000		\$2,467,300
Discretionary	\$1,259,500	\$800,000		\$2,059,500
Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor	\$187,960	\$132,749		\$320,709
Total	\$3,314,760	\$2,432,749		\$5,747,509

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the above project.

Ardmore Municipal
Regional Business Airport

Project Description

The Overall Development Objectives (ODO) is to rehabilitate the connecting taxiways to runway 13/31. The project consists of crack filling and sealing the pavements using FAA's Engineering Brief 35A (thermoplastic microsurfacing).

FY 2009: This project will be completed through a maintenance agreement between the Commission and airport sponsor.

Project Justification

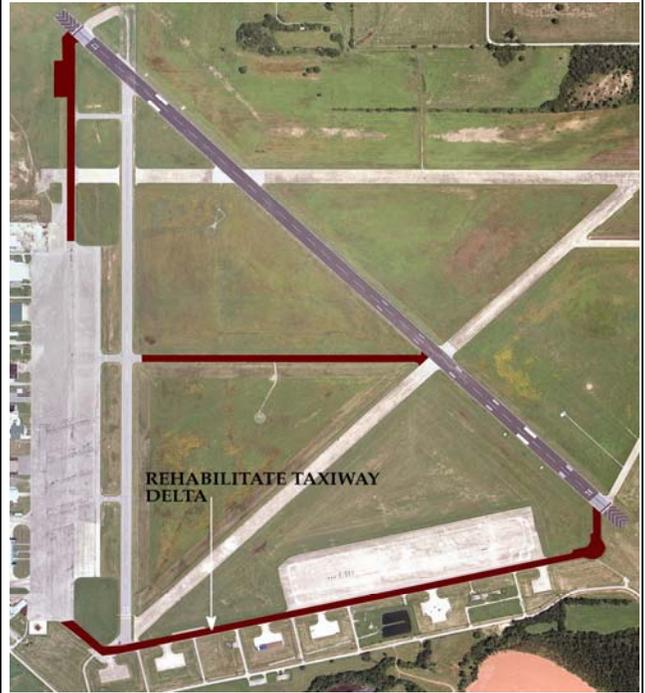
Taxiways Bravo and Delta are experiencing deterioration due to environment conditions. The taxiways are exhibiting an excessive amount of low severity longitudinal and transverse cracks and is generating FOD. Currently, the primary runway that taxiways Bravo and Delta serves is closed and being reconstructed and extended. Therefore, the period that runway 13/31 is closed is the most opportune time to work on taxiways Bravo and Delta. The taxiways are a composite pavement with asphalt on top of the original concrete pavement. Microsurfacing the pavement will greatly reduce the generation of FOD and prevent surface water from entering into the pavement structure.

Airport Information

- Regional Business Airport
- Control Tower
- Based Aircraft: 12
- Runway 13/31: 9,000' x 150'
- Runway 17/35: 5,350' x 75'
- ILS 31 end (instrument landing system)
- MASLR at 31 end (medium intensity approach lighting system)

Selection Criteria

- Pavement Management: (estimated at less than 50)
- NPS: Rehabilitate Pavement = 65.6
- OASP Goals: Maintain airside pavement PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$500,000			\$500,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$55,556			\$55,556
Total	\$555,556			\$555,556

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Bartlesville Municipal
Regional Business Airport

Project Description

The Overall Development Objective (ODO) is to rehabilitate approximately 4,500' of runway 17/35. The project consists of placing a concrete overlay on top of the existing pavement structure.

Project Justification

This portion of the runway was originally constructed in 1949 and was overlaid in 1972 and 1990. The Commission's pavement management system estimates the pavement condition index (PCI) of this portion of the runway as 31, i.e. a poor rating. Once pavement condition deteriorates to this level, major rehabilitation or reconstruction are the only alternatives available.

Project History

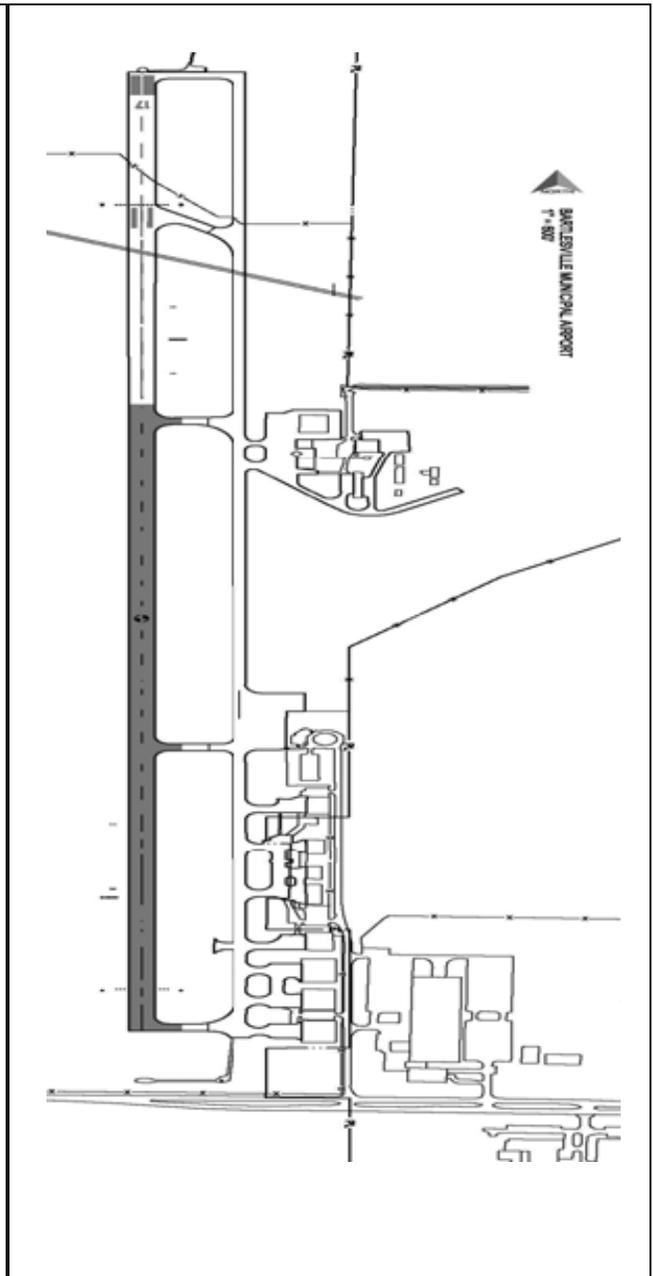
This project was programmed for funding in FY 2008. However, after bids were received, Conoco-Phillips requested the project be canceled. The total project cost of \$2,750,000 and was to be funded with \$1,900,000 of Phillips excise tax credits, \$350,000 from City's half-cent sales tax and a maximum of \$500,000 from the Commission. The FY 2008 actual bid for the project was \$3.5 M. It is expected that this project or a project with a thicker concrete overlay will be funded in the near future.

Airport Information

- Regional Business Airport
- Based Aircraft: 40
- Runway 17/35: 6,200' x 100'
- Localizer 17 end
- MALS 17 end (medium intensity approach lighting system)

Selection Criteria

- Pavement Management: PCI = 31
- NPS: Rehabilitate Pavement = 67.6
- OASP Goals: Maintain airside pavement PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$500,000			\$500,000
State Apportionment				
Discretionary				
Non-Primary Entitlement				
Sponsor	\$350,000			\$350,000
Excise Tax Program	\$1,900,000			\$0
Other	\$700,000			\$700,000
Total	\$3,450,000			\$3,450,000

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Claremore Regional Regional Business Airport

Proposed Description

The Overall Development Objective (ODO) is to rehabilitate runway 17/35 and the main apron. The project consists of crack filling and sealing the pavements using FAA's Engineering Brief 35A (microsurfacing).

FY 2009: Design and construct rehabilitation project.

Project Justification

Runway 17/35 and the terminal apron pavements are experiencing deterioration due to environment conditions. The runway and apron pavements exhibit an excessive amount of low, medium, and high severity longitudinal and transverse cracks and low severity raveling. The current PCI for runway 17/35 is 64, which is classified as fair. When the PCI is in the range from 55 to 70, it is expected that the pavement condition will rapidly deteriorate to a condition requiring a more costly rehabilitation technique. Currently, the pavement base is in good condition and filling the cracks and sealing the pavement will prevent water from infiltrating into the base causing it to fail prematurely. This rehabilitation will increase the PCI to over 90 and extend the life of the pavement.

Airport Information

- Regional Business Airport
- Based Aircraft: 51
- Runway 17/35: 5,200' x 75'

Selection Criteria

- Pavement Management: PCI = 64
- NPS: Rehabilitate Pavement = 63.9
 - OASP Goals: Maintain airside pavement PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$240,000			\$240,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement	\$250,000			\$250,000
Sponsor	\$39,825			\$39,825
Total	\$529,825			\$529,825

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Durant - Eaker Field

Regional Business Airport

Project Description

The Overall development objective (ODO) of the proposed project is – construct new terminal building. The work elements include constructing a new modern terminal building.

FY 2009: Design and construct new terminal building.

Project Justification

The existing terminal building is dated and showing signs of deterioration. The typical size for a new public terminal building is 3,750 square feet. A building of this size will accommodate a public reception area, a pilot flight planning and weather briefing area, an area for pilots to rest, men’s and women’s restrooms, an airport managers office, a training/conference room available for public use (kitchen area for food serving, but not cooking), etc. The City of Durant intends to construct a terminal building that will cost well over one (1) million dollars.

Airport Information

- Regional Business Airport
- Based Aircraft: 55
- Runway 17/35: 5,001' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Construct terminal building= xx
- OASP Goals: An appealing terminal building is a basic amenity for a regional business airport.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$275,000			\$275,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$275,000			\$275,000
Total	\$550,000			\$550,000

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the abpve project.

Durant - Eaker Field

Regional Business Airport

Project Description

The proposed project has two Overall Development Objectives (ODO). The first of these is the reconstruction of the parallel taxiway system to runway 17/35 and update of the airport layout plan. The second ODO of the proposed project is to improve the runway safety area (RWY 17/35) and relocate runway edge lights.

FY 2009: Implementation of Phase I of the construction activities for the project.

FY 2010: Implementation of phase II (completion) of the ODO including submission of the updated airport layout plan.

Project Justification

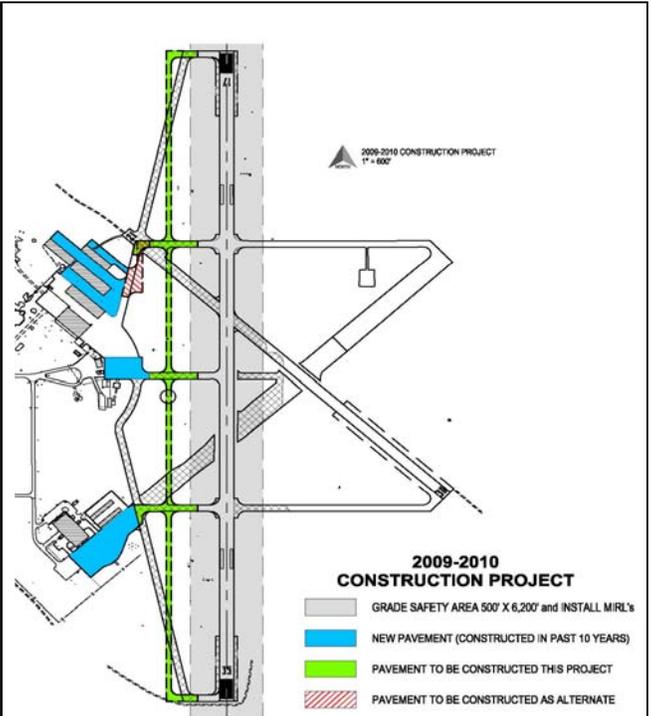
The taxiway pavements were originally constructed in 1943 using a geometry that is considered non-standard by current FAA standards. The Commission's pavement management system indicates that surface condition of the existing taxiway pavements has deteriorated beyond acceptable levels. It is proposed to reconstruct a full parallel taxiway system to runway 17/35 with a runway to taxiway separation distance of 400 ft for future precision approaches. Also, the obstructions in the safety areas beyond runway ends and non standard conditions along the runway will be improved to increase safety for the flying public.

Airport Information

- Regional Business Airport
- Based Aircraft: 55
- Runway 17/35: 5,001' x 75'

Selection Criteria

- Pavement Management: PCI = 76
- NPS: Rehabilitate taxiway = 63.6
- OASP Goals: Desired taxiway geometry for regional



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$400,000	\$400,000		\$800,000
State Apportionment	\$1,200,000	\$600,000		\$1,800,000
Discretionary	\$1,300,000	\$850,000		\$2,150,000
Non-Primary Entitlement	\$488,760	\$150,000		\$638,760
Sponsor	\$201,748	\$128,655		\$330,403
Total	\$3,590,508	\$2,128,655		\$5,719,163

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Enid - Enidwoodring

Regional Business Airport

Project Description

The Overall Development Objective is to rehabilitate runway 12/30 pavement and parallel taxiway system. The project consists of crack filling and sealing the pavements using FAA's Engineering Brief 35A (thermoplastic microsurfacing).

FY 2009: This project will be completed by way of a maintenance agreement between the Commission and airport sponsor.

Project Justification

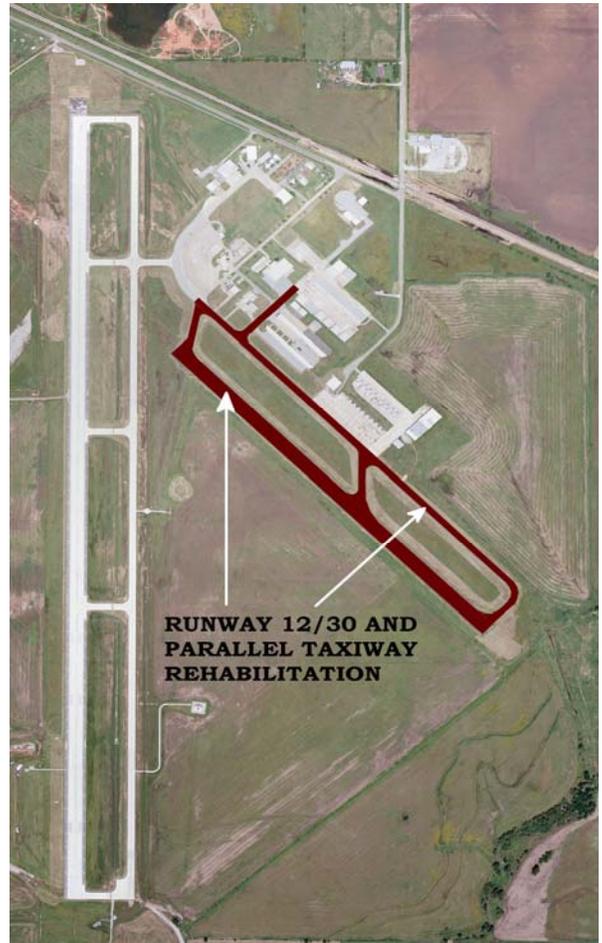
The Pavement Condition Index (PCI) rating of runway 12/30 is 27 which is categorized as very poor. No structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic using the runway. Distresses observed include block cracking, raveling (low severity to high severity), Longitudinal and transverse cracking (low to high severity) and patching. The pavement has a high foreign object debris (FOD) potential due to the loss of asphalt binder from aging, oxidation, and weathering. FOD can cause damage through direct contact with airplanes, such as by cutting airplane tires or being ingested into engines, or as a result of being thrown by jet blast and damaging airplanes or injuring people. Microsurfacing the pavement will greatly reduce the FOD potential, fill the cracks, and seal the pavement. Filling the cracks and sealing the pavement will prevent water from infiltrating into the base material causing it to fail prematurely.

Airport Information

- Regional Business Airport
- Based Aircraft: 73
- Runway 17/35: 6,249'x 100'
- Runway 12/30: 3,151'x 108'

Selection Criteria

- Pavement Management: PCI = 27
- NPS: Rehabilitate Pavement = 65.6
- OASP Goals: Airfield pavements PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$375,000			\$375,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$41,667			\$41,667
Total	\$416,667			\$416,667

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Grove Municipal
Regional Business Airport

Project Description

The Overall Development Objective is to install medium intensity taxiway lights along the existing parallel taxiway system and upgrade electrical equipment.

FY 2009: Design and install medium intensity taxiway lights.

Project Justification

Grove Municipal is a busy airport with 63 based aircraft. Runway 18/36 has a full parallel taxiway without taxiway lights. Installing medium intensity taxiway edge lights will improve situational awareness of pilots and therefore provide improved safety for taxiing aircraft. This project is being funded with recovered funds from Grand Lake Regional Airport.

Airport Information

- Regional Business Airport
- Based Aircraft: 66
- Runway 18/36: 5,200' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Rehabilitate taxiway = 45
- OASP Goals: OASP recommend amenity for RB.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$315,000			\$315,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$35,000			\$35,000
Total	\$350,000			\$350,000

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Guthrie - Edmond

Regional Business Airport

Project Description

The Overall Development Objective is to construct a new taxiway north of taxiway Delta. The installation of utilities and/or private use aprons are not eligible for public funding. However, fire fighting water is eligible to meet city code.

FY 2009: Design and construct.

Project Justification

The Guthrie-Edmond Regional Airport (GERA) has approximately 40 corporations/businesses/individuals on its hangar waiting list. This project will provide taxiways and public use aprons for at least six (6) new corporate hangars. By allowing several large corporations and businesses to lease large parcels of land the airport will become more self sufficient.

Airport Information

- Regional Business Airport
- Based Aircraft: 102
- Runway 16/34: 5,001" x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 48.6
- OASP Goals:



Funding	FY 2009	FY 2010	FY 2011	Total
Commission				\$0
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$24,444			\$24,444
Excise Tax Dedication	\$220,000			\$220,000
Total	\$244,444			\$244,444

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Guthrie - Edmond

Regional Business Airport

Project Description

The Overall Development Objective is to acquire land for future hangar development and update property map of the Airport Layout Plan.

FY 2009: Acquire land in accordance with FAA guidelines.

Project Justification

The Guthrie-Edmond Regional Airport has approximately 60 corporations/businesses/individuals on its hangar waiting list. There is a limited amount of usable land for aviation development around the airport. This land acquisition will facilitate the future growth of this airport. The development of more hangar areas will enable the airport to become more self sufficient.

Airport Information

- Regional Business Airport
- Based Aircraft: 102
- Runway 16/34: 5,001' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 39.9
- OASP Goals:



Commission				\$0
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$41,667			\$41,667
Excise Tax Program	\$375,000			\$375,000
Total	\$416,667			\$416,667

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Guthrie - Edmond

Regional Business Airport

Project Description

The Overall Development Objective is conduct site preparatiaion and taxilane construction for hangar development.

FY 2011: Complete earthwork for future hangar development and construct taxilanes into hangar area.

Project Justification

The Guthrie-Edmond Regional Airport has approximately 60 corporations/businesses/individuals on its hangar waiting list. There is a limited amount of usable land for aviation development around the airport. The improvement to this land will facilitate the future growth of this airport. The development of more hangar areas will enable the airport to become more self sufficient.

Airport Information

- Regional Business Airport
- Based Aircraft: 102
- Runway 16/34: 5,001' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 39.9
- OASP Goals:



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$200,000	\$200,000
State Apportionment			\$500,000	\$500,000
Discretionary				\$0
Non-Primary Entitlement			\$150,000	\$150,000
Sponsor			\$56,433	\$56,433
Total			\$906,433	\$906,433

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the abpve project.

Guthrie - Edmond

Regional Business Airport

Project Description

The Overall Development Objective is to improve the runway safety area and protect the runway approach end. The proposed project will acquire land for future runway safety area and control land in the runway protection zone either fee simple or avigation easement.

FY 2011: Acquire land in accordance with FAA guidelines. Acquire RSA and road relocation land for future construction and RPZ land for control on non-compatible use prevention.

Project Justification

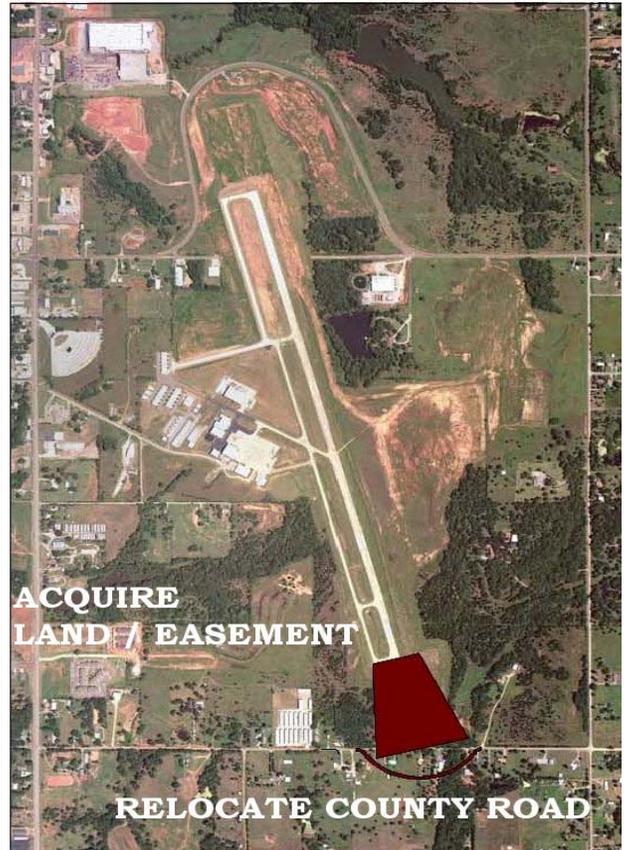
The future airport reference code for this airport is C II. The runway safety area for a C II airport is 1,000 ft. beyond the runway end. This project will provide the required runway safety area and protect the airport from non-compatible land use in the RPZ.

Airport Information

- Regional Business Airport
- Based Aircraft: 102
- Runway 16/34: 5,001' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 43.5
- OASP Goals: Safety and Standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$100,000	\$100,000
State Apportionment			\$350,000	\$350,000
Discretionary				\$0
Non-Primary Entitlement			\$150,000	\$150,000
Sponsor			\$37,427	\$37,427
Total			\$637,427	\$637,427

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Guymon

Regional Business Airport

Project Description

The Overall Development Objective is to rehabilitate runway 18/36 pavement. The project consists of crack filling and sealing the pavements using FAA's Engineering Brief 35A (thermoplastic microsurfacing).

Project Justification

The last PCI inspection of the airport pavements was in 2003 (soon after reconstruction of the runway). The Airport Board has indicated that the pavement has developed wide longitudinal cracks that would permit infiltration of water into the pavement base. If this situation is not corrected, this could lead to premature failure of the pavement. In FY 2010, it is proposed that the sponsor will dedicate two years of NPE funds and the State will provide the remaining funds needed to micro-surface the airport pavements.

Airport Information

- Regional Business Airport
- Based Aircraft: 36
- Runway 17/35: 5,900'x 100'

Selection Criteria

- Pavement Management: PCI = 90
- NPS: Rehabilitate Pavement = 68
- OASP Goals: Airfield pavements PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$250,000			\$250,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement	\$150,000			\$150,000
Sponsor	\$35,673			\$35,673
Total	\$435,673			\$435,673

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Idabel- McCurtain County
Regional Business Airport

Project Description

The Overall Development Objectives are: (a) construct a parallel taxiway system for runway 02/20 and (b) improve the runway safety areas.

Project Justification

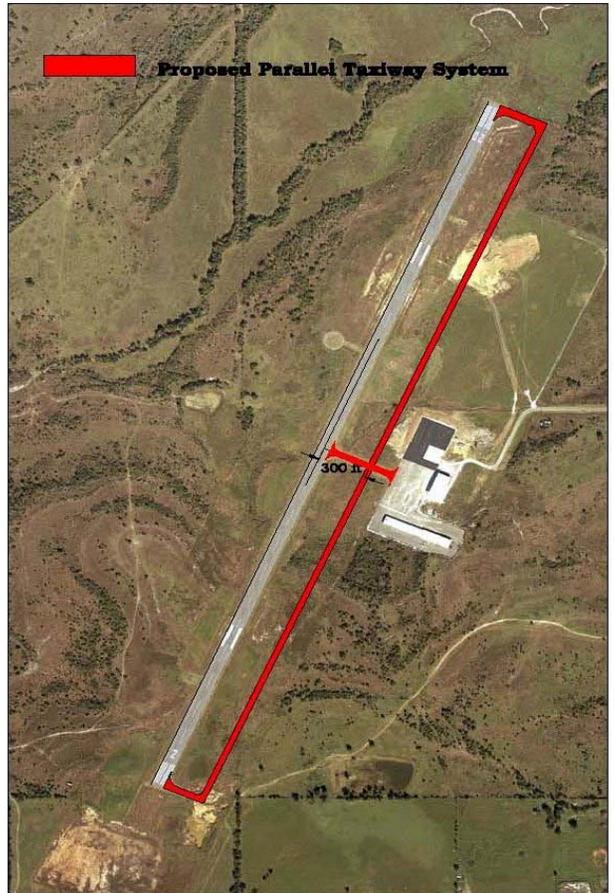
The Commission's system plan recommends full parallel taxiways at regional business airports. Currently, aircraft must use the runway for back taxiing and that results in a safety and capacity concern. Therefore, a parallel taxiway will improve the safety of the flying public. Also, the runway safety areas beyond the runway end does not meet FAA standards. The airport sponsor request to use county employees and equipment to complete much of the earthwork in non critical areas as its matching funds..

Airport Information

- Regional Business Airport
- Based Aircraft: 18
- Runway 02/20: 5,000' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 47.1
- OASP Goals: Basic amenity for an RB airport



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$300,000	\$300,000
State Apportionment			\$250,000	\$250,000
Discretionary				\$0
Non-Primary Entitlement		\$150,000	\$150,000	\$300,000
Sponsor		\$7,895	\$54,386	\$62,281
Total		\$157,895	\$754,386	\$912,281

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Ketchum - Sourt Grand Lake Regional District Airport

Project Description

The Overall Development Objectives (ODO) of the proposed project is to construct taxilanes in the new hangar area.

FY 2009:Design and construct taxilane.

Project Justification

The construction of taxilanes in the hangar area will provide access to hangars that are currently under construction. This project is being funded with State funds that were recovered from Grand Lake Regional Airport. Also, \$799,000 of federal funds recovered from Grand Lake Regional Airport are being expended on land acquisition, medium intensity taxiway light, and taxilane construction and grading and drainage.

Airport Information

- District Airport
- Based Aircraft: airport under construction
- Runway18/36: 4,744' x 60'

Selection Criteria

- Pavement Management: PCI = N/A
- NPS: Capacity: Construct taxiway = 47.1
- OASP Goals: N/A



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$350,000			\$350,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$38,889			\$38,889
Total	\$388,889			\$388,889

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

McAlester Regional
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is – improve runway safety area. The proposed project will address safety area deficiencies at both ends of RWY 01/19 end by constructing appropriate earth embankments to meet FAA standards. The project will also remove an earth obstruction north of the terminal apron.

FY 2010: The project will begin in this fiscal year with a design only grant.

FY 2011: The construction phase begins and will be completed.

Project Justification

It is the goal of both FAA and the Commission to improve runway safety area standards at airports especially at airports with jet traffic. In line with this goal, the proposed project will improve runway safety area at both ends of runway 01/19. Also, from the high national priority system rating (91.5), merits of the project. The proposed project will include the construction of an earth embankment to comply with FAA’s standards for surface gradient in runway safety areas. An earth obstruction north of the terminal apron is also proposed to be removed as part of the project. This project will greatly improve the safety of the airport.

Airport Information

- Regional Business Airport
- Based Aircraft: 41
- Runway 01/19: 5,602’ x 100’

Selection Criteria

- Pavement Management: N/A
- NPS: Safety and Standards = 91.5
- OASP Goals: Improve safety areas
- In-Active Grants: N/A



Funding	FY 2009	FY 2010	#REF!	Total
Commission			\$100,000	\$100,000
State Apportionment			\$100,000	\$100,000
Discretionary			\$300,000	\$300,000
Non-Primary Entitlement		\$150,000	\$150,000	\$300,000
Sponsor		\$7,895	\$40,058	\$47,953
Total		\$157,895	\$690,058	\$847,953

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the abpve project.

Miami Municipal

Regional Business Airport

DESCRIPTION
 The Overall Development Objective of the proposed project is to acquire land for control of RPZ land.

FY 2009: Acquire land in accordance with FAA guidelines.

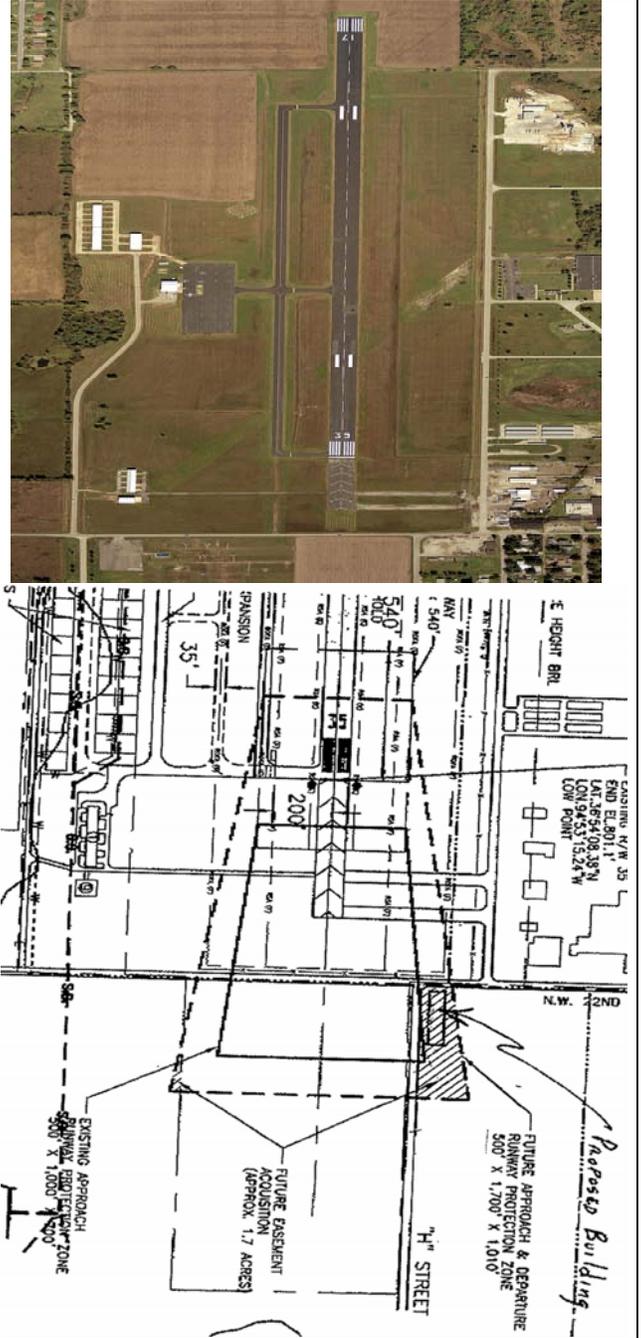
Project Justification
 This project will protect the airport from non-compatible land use in the RPZ.

Airport Information

- Regional Business Airport
- Based Aircraft: 29
- Runway 17/35: 5,020' x 100'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 42
- OASP Goals: Safety and Standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$35,000			\$35,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$3,889			\$3,889
Total	\$38,889			\$38,889

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Miami Municipal Regional Business Airport

Project Description

The Overall Development Objective of the proposed project is to conduct a preliminary engineering study for the rehabilitation of runway 17/35 and extend the parallel taxiway system at runway 17 end.

FY 2009: The Commission staff will obtain and collect information and develop preliminary engineering report.

Project Justification

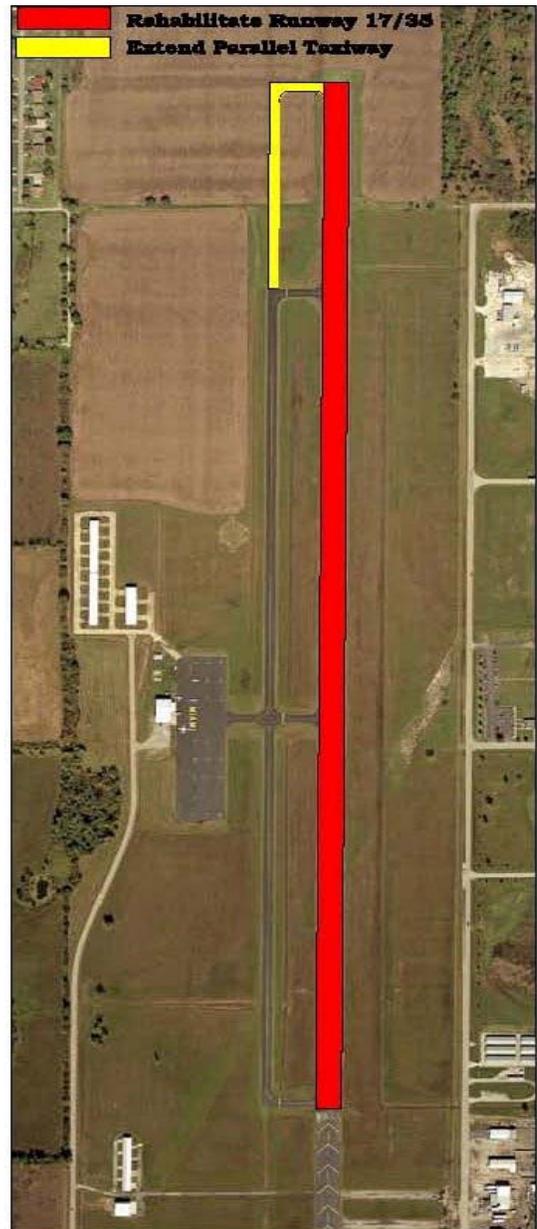
The Commission's pavement management system forecasts a PCI rating of 67 for runway 17/35 for year 2009. Since the current PCI rating of all pavements is close to 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it will be more cost effective to rehabilitate these pavements than to let them deteriorate such that they will need to be reconstructed. Also, the Commission's System Plan recommends a full parallel taxiway at regional business airports.

Airport Information

- Regional Business Airport
- Based Aircraft: 29
- Runway 17/35: 5,020' x 100'

Selection Criteria

- Pavement Management: PCI = 67
- NPS Runway: Rehabilitate Pavement = 69.9
- NPS Taxiway: Standards = 47.1
- OASP Goals: Airside pavement > 65 and parallel taxiway.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$30,000			\$30,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor				\$0
Total	\$30,000			\$30,000

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Muskogee - Davis Field

Regional Business Airport

Project Description

The Overall Development Objective is to remove foreign object debris (FOD) generating material along the crosswind runway 04/22. The work item will consist of removing approximately 35 ft. of shoulders along each side of runway 04/22 and grading the safety area to meet standards.

Project Justification

The pavements at Davis Field were constructed in 1956 with 10 inches of PCC. The shoulders of runway 04/22 have deteriorated to the condition that generates a high amount of FOD onto the runway. FOD can cause damage through direct contact with airplanes, such as by cutting airplane tires or being ingested into engines, or as a result of being thrown by jet blast and damaging airplanes or injuring people. The potential for generating FOD will be reduced by the removal of the paved shoulders.

Airport Information

- Regional Business Airport
- Based Aircraft: 59
- Runway 13/31: 7,200 x 150'
- Runway 04/22: 4,498' x 75'
- Runway 18/36: 1,900' x 60'
- MALS (medium intensity approach lighting system)

Selection Criteria

- Pavement Management:
- NPS: Standards = 48.6
- OASP Goals:

What is it?

High severity durability cracking. D-cracking in a concrete slab is a progressive structural deterioration of the concrete beginning in certain types of susceptible coarse aggregate, caused by repeated freezing and thawing after absorbing moisture. Generally, it takes several years to progress upward to the top of the slab where it first becomes visible as a series of small cracks, often preceded and accompanied by dark discoloration of the concrete surface.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission		\$200,000		\$200,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement		\$450,000		\$450,000
Sponsor		\$45,906		\$45,906
Total		\$695,906		\$695,906

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Muskogee - Davis Field

Regional Business Airport

Project Description

The Overall Development Objective of the proposed project is to construct a new terminal building.

Project Justification

The existing terminal building is dated and showing signs of deterioration. The typical size for a new public terminal building is 3,750 square feet. A building of this size will accommodate a public reception area, a pilot flight planning and weather briefing area, an area for pilots to rest, men’s and women’s restrooms, an airport managers office, a training/conference room available for public use (kitchen area for food serving, but not cooking), etc.

Airport Information

- Regional Business Airport
- Based Aircraft: 59
- Runway 13/31: 7,200 x 150'
- Runway 04/22: 4,498' x 75'
- Runway 18/36: 1,900' x 60'
- MALS (medium intensity approach lighting system)

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 32
- OASP Goals: An appealing terminal building is a basic amenity for a regional business airport.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$275,000	\$275,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor			\$275,000	\$275,000
Total			\$550,000	\$550,000

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Muskogee - Davis Field

Regional Business Airport

Project Description

The Overall Development Objective is to rehabilitate the parallel taxiway to runway 13/31. The project will consist of an asphalt overlay.

FY 2011: Design only.

Project Justification

The pavements at Davis Field were constructed in 1956 with 10 inches of PCC. The current PCI rating for the parallel taxiway system is 47 for 2009. The current PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration). The pavement distresses observed during the visual PCI inspection include low to medium durability cracking, linear cracking, scaling, settlement, and joint seal damage. Constructing an asphalt overlay in the near term will prevent the pavement condition from deteriorating to a condition that requires a more costly rehabilitation.

Airport Information

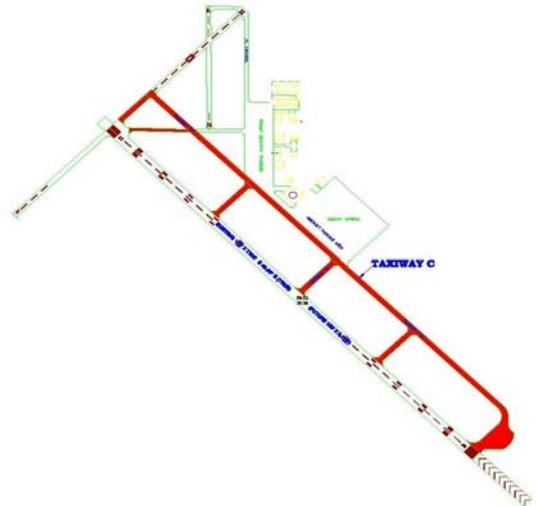
- Regional Business Airport
- Based Aircraft: 59
- Runway 13/31: 7,200 x 150'
- Runway 04/22: 4,498' x 75'
- Runway 18/36: 1,900' x 60'
- MALS (medium intensity approach lighting system)

Selection Criteria

- Pavement Management: PCI = 47
- NPS: Rehabilitate Pavement = 69.9
- OASP Goals: Maintain airside pavement PCI > 65

What is it?

Low severity durability cracking. D-cracking in a concrete slab is a progressive structural deterioration of the concrete beginning in certain types of susceptible coarse aggregate, caused by repeated freezing and thawing after absorbing moisture. Generally, it takes several years to progress upward to the top of the slab where it first becomes visible as a series of small cracks, often preceded and accompanied by dark discoloration of the concrete surface.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission				
State Apportionment				
Discretionary				
Non-Primary Entitlement			\$150,000	\$150,000
Sponsor			\$7,895	\$7,895
Total			\$157,895	\$157,895

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Norman - Max Westheimer

Regional Business Airport

Project Description

The Overall Development Objective is to install vertical/visual approach guidance indicators on runway 17/35 and runway 03/21, improve existing segmented circle, and install a supplemental wind cone at 17 end.

FY 2009: Design and install approach guidance indicators, segmented circle, and supplemental wind cone.

Project Justification

The existing VAGIs are not functioning and will be replaced with new 4-box PAPIs on runway 17/35 and runway 03/3. The new PAPIs will provide vertical/visual guidance to aircraft on approach. The PAPIs and supplemental wind cone will improve safety by providing visual guidance to pilots during less than desirable conditions. This project is being funded with \$171,163 of Excise Tax Dedication funds.

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 95
- Runway 17/35: 5,200 x 100'
- Runway 3/21: 4,747' x 100'
- ILS 35 end (instrument landing system) 35 end
- MALS 35 end (medium intensity approach lighting system)

Selection Criteria

- Pavement Management: N/A
- NPS: Statutory Emphasis = Supplemental Wind Cone 74
NPS: Standards = Vertical/Visual Guidance 49.5
- OASP Goals: Basic amenity for a regional business airport.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$218,258			\$218,258
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement	\$150,000			\$150,000
Sponsor	\$51,164			\$51,164
Excise Tax Program	\$171,163			\$171,163
Total	\$590,585			\$590,585

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Okmulgee Regional Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to reconstruct the parallel taxiway and taxiway into the hangar area. The proposed project will reconstruct and realign approximately 5,000 ft. of the parallel taxiway system to runway 18/36. The project will also include reconstruction of taxiways into the hangar area, improve the runway safety areas to meet FAA standards and update the Airport Layout Plan.

FY 2009: NPE funded design only grant for realignment of the taxiway, reconstruction of the taxiway to hangar area, and RSA improvements.

FY 2010: Improve RSA, remove closed runway pavements, and construct center portion of parallel taxiway.

FY 2011: Complete parallel taxiway and taxiway to hangars.

Project Justification

Currently, the taxiway pavement condition index is 27 (extremely poor condition) and exhibits extensive D-cracking. The current geometrics of the parallel taxiway is shaped like a bow. Therefore, based on FAA's current geometric design standards and the poor condition of the pavement, it is proposed to reconstruct and re-align the taxiway pavements to provide a full-parallel taxiway to runway 17/35.

Airport Information

- Regional Business Airport
- Based Aircraft: 19
- Runway 18/36: 5,150' x 100'

Selection Criteria

- Pavement Management: PCI = 27
- NPS: Rehabilitate pavement = 63.6
- OASP Goals: Maintain airside pavement PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission		\$200,000	\$200,000	\$400,000
State Apportionment		\$550,000	\$517,000	\$1,067,000
Discretionary		\$1,000,000	\$1,000,000	\$2,000,000
Non-Primary Entitlement	\$250,000	\$300,000	\$150,000	\$700,000
Sponsor	\$13,158	\$119,591	\$109,959	\$242,708
Total	\$263,158	\$2,169,591	\$1,976,959	\$4,409,708

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Pauls Valley Regional Business Airport

Project Description

The Overall Development Objective of the proposed project is to improve the runway safety area. The project consists of removing and replacing the existing corrugated metal pipe and structures with reinforced concrete pipe. Where pipe is located under pavement a section of pavement will be removed and replaced.

FY 2010: Design only.

FY 2011: Construct airport drainage system.

Project Justification

The existing infield drainage system is over 70 years old and consists of corrugated metal pipe that has begun to fail and has created sink holes in the runway safety area. The majority of the sink holes revealed that the existing corrugated metal drainage pipes have rusted through and the surrounding soil is washing down into the drainage system resulting in sink holes. It has been documented that no less than twelve (12) sink holes ranging in size from three feet across to over twenty feet across and all depths greater than six feet exist on the airfield.

Replacing the drainage system will improve drainage throughout the facility, provide greater safety and utilization of the airport, and protect aircraft and surface vehicles from possible damage that could be incurred from sink holes and broken pavement created as a result of the sink holes.

Airport Information

- Regional Business Airport
- Based Aircraft: 30
- Runway 17/35: 5,000 x 100'
- Runway 12/30: 3,500' x 150'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = RSA Improvements = 91.5
- OASP Goals: Safety and Standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$200,000	\$200,000
State Apportionment			\$400,000	\$400,000
Discretionary			\$500,000	\$500,000
Non-Primary Entitlement		\$150,000	\$150,000	\$300,000
Sponsor		\$7,895	\$77,485	\$85,380
Total		\$157,895	\$1,327,485	\$1,485,380

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Ponca City Regional
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to realign the parallel taxiway. It will also include a) reconstruction and reconfiguration of the main apron, b) reconstruction of FBO apron (airport property), and c) installation of taxiway signage.

FY 2007: Design only grant to design project scope.

FY 2008: Phase I has been funded (\$2,607,900) and consists of the realignment of the taxiway north of the main apron.

FY 2009: Phase II of the project will complete the parallel taxiway system reconstruction, reconstruction and reconfiguration of the terminal apron, reconstruction of FBO apron and installation of taxiway signage will be completed.

Project Justification

The current geometrics of the airport provide the standard runway to taxiway separation distance of 400 ft for only the North 2000 ft of the parallel taxiway. The remaining taxiway pavement (about 5200 ft) separation distance is non-standard (about 275 ft). It is therefore proposed to realign the entire taxiway to provide the standard, safe runway to taxiway separation distance. This realignment will cause most of the aircraft parking space to fall inside of the taxiway object free areas. Due to this, it is proposed to construct additional aircraft parking aprons and access aprons as required to meet FAA standards. Conoco-Phillips has daily passenger flights into and out of this airport.

Airport Information

- Regional Business Airport
- Based Aircraft: 70
- Runway 17/35: 7,201 x 150'
- ILS runway 17 end
- MALSR runway 17 end

Selection Criteria

- Pavement Management: PCI = N/A
- NPS: Rehabilitate taxiway = 47.1
- OASP Goals: Safety and Standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$500,000			\$500,000
State Apportionment	\$1,350,000			\$1,350,000
Discretionary	\$1,800,000			\$1,800,000
Non-Primary Entitlement	\$150,000			\$150,000
Sponsor	\$229,240			\$229,240
Total	\$4,029,240			\$4,029,240

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the abpve project.

Shawnee Regional Regional Business Airport

Project Description

The Overall development objective (ODO) of the proposed project is – construct new terminal building. The work elements of the ODO will include removing the existing building and constructing a new modern terminal building.

FY 2009: Design and construct new terminal building.

Project Justification

The existing terminal building is dated and showing signs of deterioration. It was originally constructed in 1953. The typical size for a new public terminal building is 3,750 square feet. A building of this size will accommodate a public reception area, a pilot flight planning and weather briefing area, an area for pilots to rest, men’s and women’s restrooms, an airport managers office, a training/conference room available for public use (kitchen area for food serving, but not cooking), etc.

Airport Information

- Regional Business Airport
- Based Aircraft: 70
- Runway 17/35: 7,201 x 150'
- ILS runway 17 end
- MALSR runway 17 end

Selection Criteria

- Pavement Management: NA
- NPS: Construct terminal building= 39.6
- OASP Goals: An appealing terminal building is a basic amenity for a regional business airport.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$275,000			\$275,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$275,000			\$275,000
Total	\$550,000			\$550,000

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Shawnee Regional
Regional Business Airport

Project Description

The Overall development objective (ODO) of the proposed project is to develop a preliminary engineering report for the realignment of the parallel taxiway, rehabilitate runway 17/35, and rehabilitation of the portion of taxiway that is not to be realigned.

FY 2009

Develop a preliminary engineering report. This project is a carryover from 2008.

Project Justification

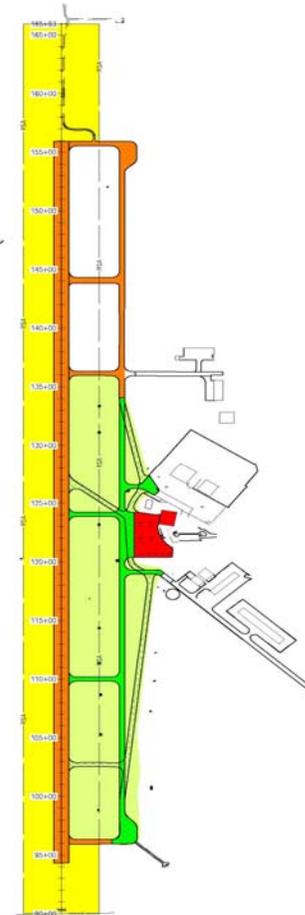
The runway and parallel taxiway pavements are in extremely distressed condition. The Commission's pavement management system estimates pavement condition index for the south 4200' of runway pavements at 57 and for taxiway pavement as 60. The low PCI values indicate that the pavements are experiencing accelerated deterioration. The taxiway geometry is non-standard and the current project will reconstruct a re-aligned full parallel taxiway.

Airport Information

- Regional Business Airport
- Based Aircraft: 70
- Runway 17/35: 5,600 x 100'
- ILS runway 17 end
- MALSR runway 17 end

Selection Criteria

- Pavement Management: PCI: RWY = 57; TWY = 60
- NPS: Rehabilitate runway pavements = 67.6
- OASP Goals: Safety and standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$60,000			\$60,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$6,667			\$6,667
Total	\$66,667			\$66,667

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Shawnee Regional Regional Business Airport

Project Description

The Overall development objective (ODO) of the proposed project is - rehabilitate runway 17/35 and realign a portion of the parallel taxiway system. The work elements will include an asphalt overlay of the runway and the north 1,300 ft of the parallel taxiway system, reconstruct and realign approximately 4,300 ft of the parallel taxiway system, improve runway safety area beyond runway 17 end and along the runway and update of the airport layout plan (ALP). All pavements will be designed to meet FAA standards and have a structural capacity to enable 5,000 annual operations of SW-30,000 lbs aircraft traffic.

FY 2009: Design only grant to complete an 80% design with detailed cost estimates.

FY 2010: Phase I, reconstruct and realign south 4,300 ft. of the parallel taxiway system and improve runway safety area eastside of runway.

FY 2011: Phase II, asphalt overlay runway and taxiway pavements, improve runway safety beyond runway end and westside of runway, and updated ALP.

Project Justification

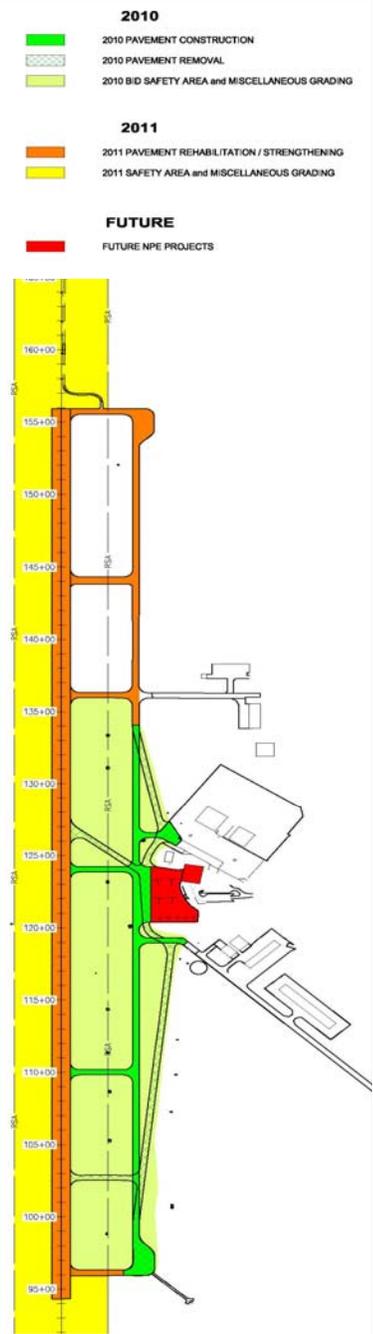
The runway and parallel taxiway pavements are in extremely distressed condition. The Commission's pavement management system estimates pavement condition index for the south 4,300' of runway pavements at 57 and for taxiway pavement as 60. The low PCI values indicate that the pavements are experiencing accelerated deterioration. The taxiway geometry is non-standard and the current project will reconstruct and re-aligned the parallel taxiway. Currently, there are seven (7) different pavement structures ranging in capacity from 23,000# to 30,000# that make up the runway and parallel taxiway system. This project will bring all airside pavement up to a one capacity.

Airport Information

- Regional Business Airport
- Based Aircraft: 70
- Runway 17/35: 5,600 x 100'
- ILS runway 17 end
- MALSR runway 17 end

Selection Criteria

- Pavement Management: PCI: RWY = 57; TWY = 60
- NPS: Rehabilitate runway pavements = 67.6
- OASP Goals: Maintain airside pavement PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$50,000	\$300,000	\$200,000	\$550,000
State Apportionment	\$50,000	\$617,000	\$1,350,000	\$2,017,000
Discretionary		\$1,000,000	\$1,500,000	\$2,500,000
Non-Primary Entitlement	\$242,606	\$150,000	\$150,000	\$542,606
Sponsor	\$20,956	\$126,333	\$180,117	\$327,406
Total	\$363,562	\$2,193,333	\$3,380,117	\$5,937,012

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Stillwater Regional Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) is to reconfigure the center section of the parallel taxiway system. The proposed project will construct a taxiway around the existing main apron.

FY 2008: A preliminary engineering report was funded with NPE funds by the airport sponsor.

FY 2009: The project design will be funded with NPE funds.

FY 2010: The construction phase begins and will be completed.

Project Justification

This is an innovative financing project. The project will be funded with 55% of State funds, 20% local funds and 25% NPE funds. The airport sponsor has reported receiving large jets during Big Twelve sporting events. The aircraft that have operated from the airport include - Airbus 319 and Airbus 321, McDonnell Douglas MD-80, Boeing 727, Boeing 737 and Boeing 757. The sponsor has reported difficulty in aircraft movement and aircraft parking for Big-12 sporting events.

It is proposed to reconfigure the center section of the parallel taxiway at Stillwater Regional Airport. This will allow aircraft to taxi around the main apron while large air carrier aircraft and jet aircraft air park on the apron during periods of peak operation. The taxiway needs to be constructed to eliminate mixing of large air carrier aircraft and small aircraft on the main apron.

Airport Information

- Regional Business Airport
- Based Aircraft: 79
- Control Tower 139 airport
- Part 139 airport
- ILS at runway 17 end
- MALSR at runway 17 end
- Runway 17/35: 7,401' x 100'
- Runway 04/22: 5,002' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Expand terminal apron = 39.0
- OASP Goals: N/A



Funding	FY 2009	FY 2010	FY 2011	Total
Commission		\$605,000		\$605,000
State Apportionment				\$0
Discretionary		\$100,000		\$100,000
Non-Primary Entitlement		\$444,859		\$444,859
Sponsor		\$220,000		\$220,000
Total		\$1,369,859		\$1,369,859

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Stillwater Regional Regional Business Airport

Project Description

The Overall Development Objective of the proposed project is to rehabilitate approximately 2,400 ft. of runway 17/35. The primary runway pavement south of runway 04/22 is in fair condition and will require a more significant rehabilitation technique than the pavement north of 04/22. This ODO will be completed in two phase. The first phase will be for the pavement south of runway 04/22.

FY 2011: Rehabilitate runway 17/35 pavement south of runway 04/22 .

Project Justification

Runway 17/35 is 7,401 ft long and 100 ft wide with 25 ft concrete shoulders on either edge. The south 4,800 ft is asphalt surfaced (average 8.17 inches thick) over concrete (average thickness 6.25 inches), does not meet Part 139 standards (grooved) and the pavement is either super elevated or the centerline crown is not adequate to provide sufficient surface drainage. The forecast PCI rating of the asphalt surfaced portion of the runway is 62 from the Commission's pavement management system. This rehabilitation project will bring the pavement up to Part 139 standards and extend the life of the pavement structure.

Airport Information

- Regional Business Airport
- Based Aircraft: 79
- Control Tower 139 airport
- Part 139 airport
- ILS at runway 17 end
- MALSR at runway 17 end
- Runway 17/35: 7,401' x 100'
- Runway 04/22: 5,002' x 75'

Selection Criteria

- Pavement Management: PCI = 61.5
- NPS: Standards = 42
- OASP Goals: Maintain airside pavement PCI > 65



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$300,000	\$300,000
State Apportionment			\$300,000	\$300,000
Discretionary			\$1,000,000	\$1,000,000
Non-Primary Entitlement			\$150,000	\$150,000
Sponsor			\$109,649	\$109,649
Total			\$1,859,649	\$1,859,649

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the abpve project.

Tahlequah Regional

Regional Business Airport

Project Description

The Overall Development Objective of the proposed project is to complete the reconstructed the center portion of the parallel taxiway. The proposed project consists of the reconstruction and realignment of the center portion of the parallel taxiway.

FY 2009: Design and construct parallel taxiway.

Project Justification

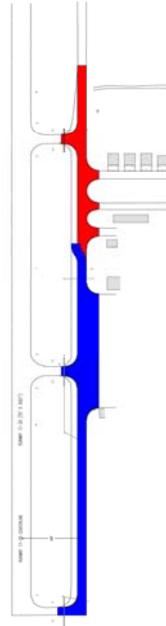
FAA’s design standard requires a minimum 240 ft separation between runway centerline and the taxiway centerline for safe aircraft operations. Meeting FAA design standards is a safety requirement and will improve the airports ability to obtain a desirable approach.

Airport Information

- Regional Business Airport
- Based Aircraft: 51
- Runway 17/35: 5,000’ x 75’

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 48.6
- OASP Goals: Standards and Safety



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$300,000			\$300,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement	\$300,000			\$300,000
Sponsor	\$49,123			\$49,123
Total	\$649,123			\$649,123

Federal grants require 5% matching funds while state grants require 10% mathcing funds. The Commission may provide half of the sponsor's federal match on the abpve project.

Tulsa - Richard L. Jones Regional Business Airport

Project Description

The Overall Development Objective (ODO) is to rehabilitate taxiways Zulu, Bravo, and taxilanes in the east hangar area.

FY 2010: Design and construct as funding permits.

Project Justification

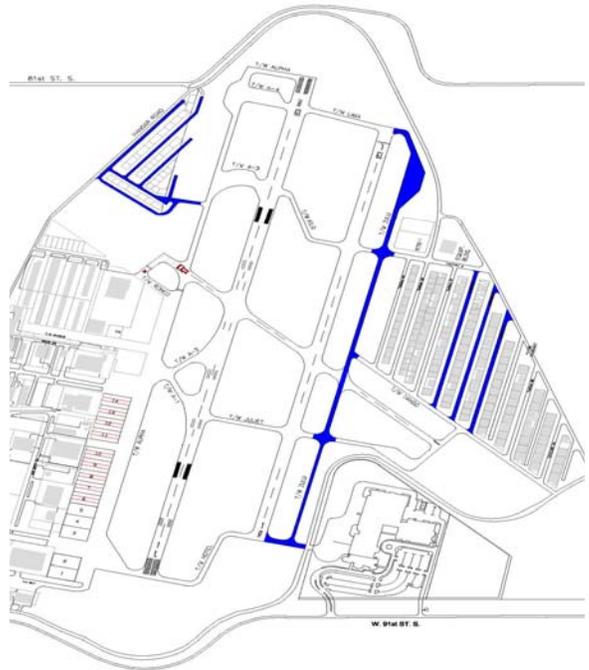
The taxiway pavements and taxilanes are experiencing deterioration due to exposure to the environment and water entering and weakening the pavement structure. This has resulted in longitudinal and transverse cracking, load bearing distresses in some areas, and pavement failure in other areas. Rehabilitation by sealing and patching is adequate in some areas, but other areas will require total reconstruction. Rehabilitation of the taxiways and taxilanes are necessary to ensure safe access to hangar areas.

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 520
- Control Tower
- ILS at runway 1L end
- Runway 1L/R19: 5,102' x 100'
- Runway 1R/19L: 4,208' x 100'
- Runway 13/31: 2,641' x 50'

Selection Criteria

- Pavement Management: East hangar area = very poor
- Pavement Management: Taxiway Bravo = very poor
- Pavement Management: Taxiway Zulu = poor
- NPS: Rehabilitate Taxiway = 63.6
- OASP Goals: Pavements preservation



Funding	FY 2009	FY 2010	FY 2011	Total
Commission		\$350,000		\$350,000
State Apportionment		\$400,000		\$400,000
Discretionary		\$200,000		\$200,000
Non-Primary Entitlement		\$150,000		\$150,000
Sponsor		\$78,363		\$78,363
Total		\$1,178,363		\$1,178,363

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Weatherford - Thomas P. Stafford
Regional Business Airport

DESCRIPTION

The Overall Development Objective of the proposed project is to conduct an environmental assessment for the future 701 ft. extension of runway 17 end and the 15 ft. widening of the parallel taxiway. The runway extension will require relocation of Lawter Street and reconfiguration of the Golf course (1 hole). The City is responsible for funding the reconfiguration of the golf course.

FY 2009: A State to fund an environmental assessment (EA).

Project Justification

The proposed project is the first step in fulfilling an important Commission goal – i.e., to construct jet-capable runways at all of Oklahoma’s regional business airports that meet FAA’s aviation demand criteria. The sponsor has submitted documents to FAA that satisfies FAA’s aviation demand criteria for the extension. However, the airport must receive a favorable determination from FAA on an environmental assessment and noise analyses before the project can move into the design phase.

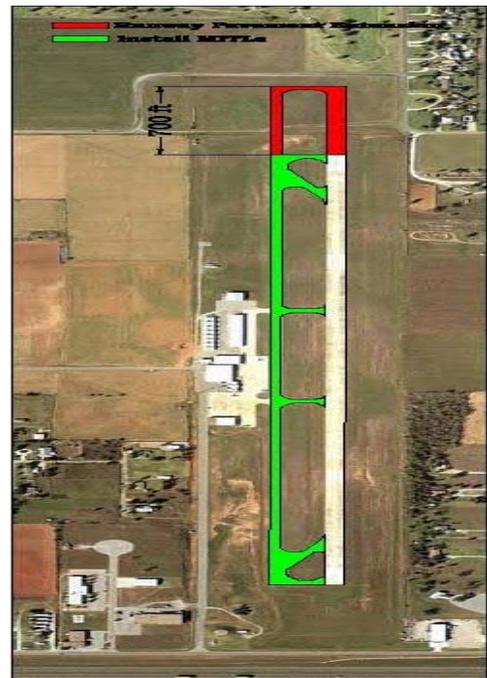
Runway 17/35 is currently 4,399 ft long. The result of a 701 ft. extension is a 5,100 ft. jet capable runway. The existing parallel taxiway does not meet FAA’s standard separation distance. Widening the taxiway 15 ft. will relocate the taxiway centerline to required 240 ft. from the runway centerline.

Airport Information

- Regional Business Airport
- Based Aircraft: 46
- Runway 17/35: 4,399’ x 75’

Selection Criteria

- Pavement Management: PCI = N/A
- NPS: Extend runway = 46.5
- OASP Goals: Jet capable runway at demand justified RB airports.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$40,000			\$40,000
State Apportionment				\$0
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$4,444			\$4,444
Total	\$44,444			\$44,444

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Weatherford - Thomas P. Stafford Regional Business Airport

Project Description

The first Overall Development Objective (ODO) is to extend runway 17 end at least 701 ft. The extension will require the closure or relocation of Lawter Street and reconfiguration of the city golf course (1 hole). The city is responsible for the cost to reconfigure the golf course. The second ODO is to widen the parallel taxiway 15 ft. on the west side, install medium intensity taxiway lights, and install lighted runway hold signs.

Project Justification

The proposed project is the first step in fulfilling an important Commission goal – i.e., to construct jet-capable runways at all of Oklahoma’s regional business airports that meet FAA’s aviation demand criteria. The sponsor has documented aircraft demand that satisfies FAA’s aviation demand criteria for the extension.

Runway 17/35 is currently 4,399 ft long. The result of the proposed 701 ft. extension project is a 5,100 ft. jet capable runway. The existing parallel taxiway does not meet FAA’s standard separation distance. Widening the taxiway 15 ft. will shift the parallel taxiway centerline to the required 240 ft. from the runway centerline. The standard geometrics will improve the airports ability to obtain a more desirable approach.

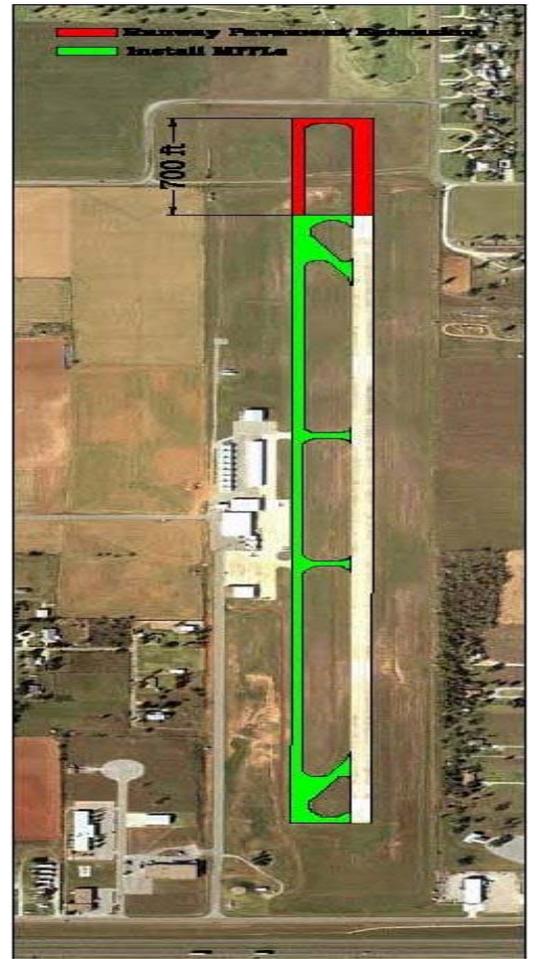
This airport does not have taxiway edge lights. The installation of medium intensity taxiway lights and lighted runway hold signs will increase pilot awareness, safety, and improve the airport’s ability to obtain a more desirable approach.

Airport Information

- Regional Business Airport
- Based Aircraft: 46
- Runway 17/35: 4,399’ x 75’

Selection Criteria

- Pavement Management: N/A
- NPS: Extend Runway = 46.5
- NPS: Standards = 47.1
- OASP Goals: Jet capable runway at aviation demand justified RB airports.



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$250,000	\$200,000		\$450,000
State Apportionment				\$0
Discretionary		\$100,000		\$100,000
Non-Primary Entitlement	\$850,000	\$600,000		\$1,450,000
Sponsor	\$72,515	\$59,064		\$131,579
Total	\$1,172,515	\$959,064		\$2,131,579

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

OKC - Wiley Post
Regional Business Airport

Project Description

The Overall Development Objectives (ODO) of the proposed project is to reconstruct and light taxiway C and C-1.

FY 2009: Design only grant.

FY 2010: Reconstruction of taxiway C and C-1 and installation of medium intensity taxiway edge lights.

Project Justification

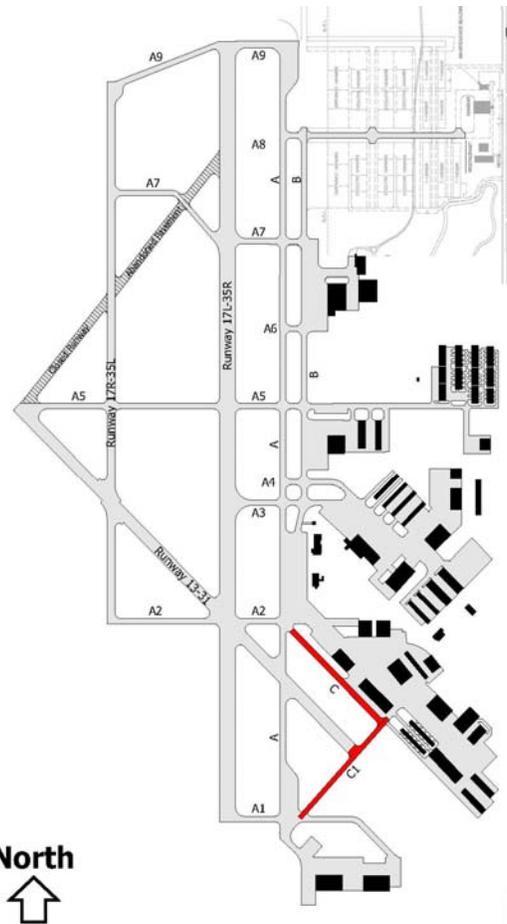
The pavements of taxiway C and C-1 are in an extremely distressed condition that requires reconstructed. Taxiway C and C-1 were constructed with centerline lights which are to be replaced with medium intensity taxiway lights along the pavement edges.

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 453
- Control Tower
- ILS runway 17L
- MALSR 17L
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,213' x 100'

Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Rehabilitate taxiway = 67.6; Install MITLs = 86.5
- OASP Goals: N/A



Funding	FY 2009	FY 2010	FY 2011	Total
Commission		\$400,000		\$400,000
State Apportionment		\$600,000		\$600,000
Discretionary		\$750,000		\$750,000
Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor	\$7,895	\$123,392		\$131,287
Total	\$157,895	\$2,023,392		\$2,181,287

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

OKC - Wiley Post
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install an Instrument Approach Aid, which consist of an Instrument Landing System (ILS) with Medium Intensity Approach Lighting System with Runway Alignment Indicators Lights (MALSR) at Runway 35R end.

FY 2008 Expenditures:

Tax Credit: \$49,950 Obstruction Survey

Tax Credit: \$39,000 Facility/Nav Aid Survey

FY 2009: It is expected that the ILS will be installed during this fiscal year.

Project Justification

The Instrument Landing System (ILS) will increase safety to the flying public and increase the operational capability of the airport by providing precise guidance to an aircraft until visual contact confirms runway 35R alignment and location. The Commission approved this project on September 13, 2001 with an Excise Tax Credit, which does not require a match from the sponsor. On July 1, 2005, The Excise Tax Credit changed to the Excise Tax Dedication, which now requires a sponsor match of 10%. The balance as of August 2008 for the Tax Credits and Tax Dedications are indicated below.

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 453
- Control Tower
- ILS runway 17L
- MALSR 17L
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,213' x 100'

Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Rehabilitate taxiway = 67.6; Install MITLs = 86.5
- OASP Goals: N/A

Excise Tax Program: *Tax Credit = \$599,267; *Tax Dedication = \$1,903,799



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$0			\$0
State Apportionment	\$0			\$0
Discretionary	\$0			\$0
Non-Primary Entitlement	\$0			\$0
Sponsor	\$286,785			\$286,785
Excise Tax Program	\$2,581,066			\$2,581,066
Total	\$2,867,851			\$2,867,851

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

OKC - Wiley Post
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install lighted runway hold position signs for runway 17/35 and associated electrical cable and accessories.

Project Justification

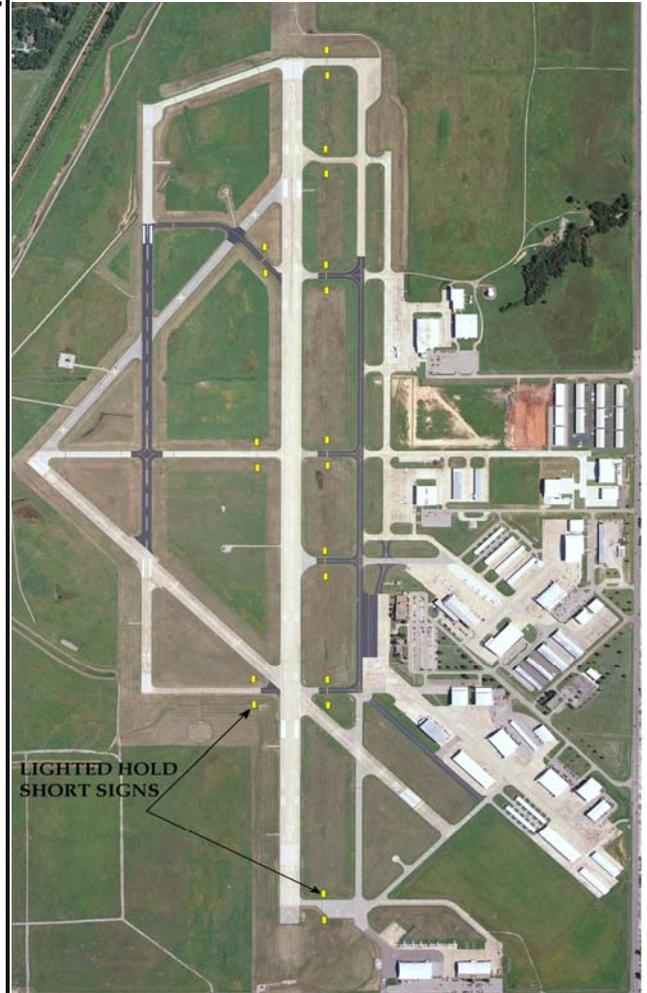
Currently, the airport has reflective hold-signs and FAA requires an airport to have lighted hold-signs if any new approaches are installed or if an existing approach is modified. A new ILS is being installed on runway 35R and the approach will be improved to a precision approach. Therefore FAA requires lighted runway hold-signs be installed before commissioning of the new ILS and development of the new approach.

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 453
- Control Tower
- ILS runway 17L
- MALSR 17L
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,213' x 100'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 45.6
- OASP Goals: Safety and Standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission	\$140,000			\$140,000
State Apportionment	\$0			\$0
Discretionary	\$0			\$0
Non-Primary Entitlement	\$0			\$0
Sponsor	\$15,556			\$15,556
Total	\$155,556			\$155,556

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

OKC - Wiley Post Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is acquire approximately 8 acres of land located in the runway protection zone for runway 17L.

Project Justification

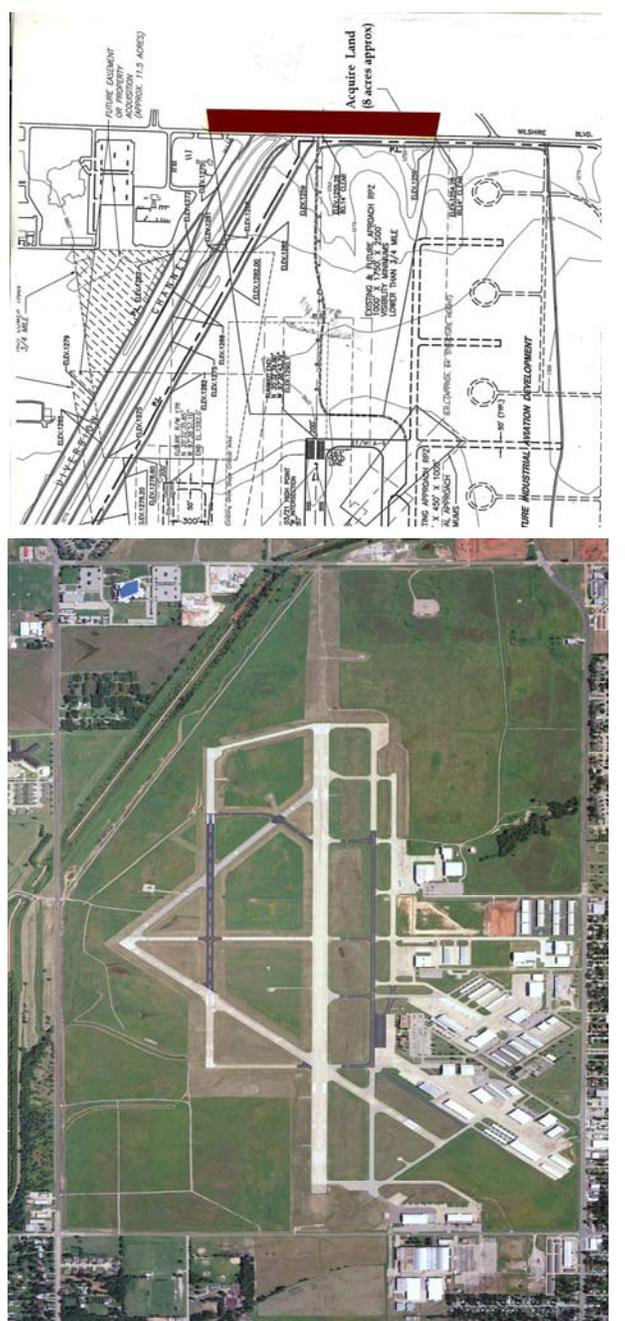
This project will acquire RPZ land in order to protect the airport from non-compatible use.

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 453
- Control Tower
- ILS runway 17L
- MALSR 17L
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,213' x 100'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards =
- OASP Goals: Standards



Funding	FY 2009	FY 2010	FY 2011	Total
Commission				\$0
State Apportionment	\$200,000			\$200,000
Discretionary				\$0
Non-Primary Entitlement				\$0
Sponsor	\$10,526			\$10,526
Total	\$210,526			\$210,526

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

LPV Approach Development

Statewide

Project Description

The Overall Development Objective is construct infrastructure and remove obstructions to permit the development of or improvement of an LPV approach. The work elements may include obstruction mitigation, navigational equipment installation, improvement to airport design standards, and approach request.

Project Justification

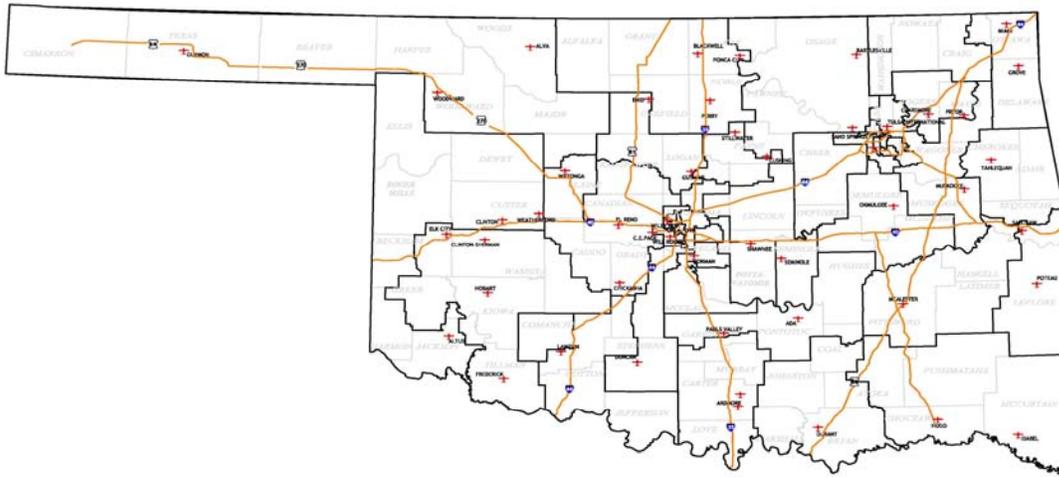
The recent improvement in global position system (GPS) technology has allowed many airports to improve their approach minimums. It is a goal of the Commission that each regional business airport have, at least at one end, approach visibility minimums as low as three-quarters of a mile and 300-foot ceiling height with vertical approach guidance. The Wide Area Augmentation System (WAAS) is a very precise navigation system that provides the additional accuracy, availability, continuity, and integrity necessary to enable pilots to rely on the Global Positioning System (GPS) for all phases of flight. It provides improved service at a significantly lower cost than using conventional land-based navigation aids for comparable accuracy. The aircraft use the WAAS signal, in addition to the GPS service to fly area navigation and Localizer Performance with Vertical Guidance (LPV) instrument approaches, equivalent to the legacy Instrument Landing System (ILS).

Airport Information

- Various Regional Business Airports

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 92
- OASP Goals: RB approach minimums as low as ¾ mile visibility and 300 ft ceiling height



Funding	FY 2009	FY 2010	FY 2011	Total
Commission			\$100,000	\$100,000
State Apportionment			\$350,000	\$350,000
Discretionary			\$500,000	\$500,000
Non-Primary Entitlement				\$0
Sponsor				\$0
Total			\$950,000	\$950,000

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

End of Three Year CIP

Oklahoma Aeronautics Commission

November 20, 2008



Proposed Projects for Consideration for Inclusion in the Three Year Capital Improvement Program

Note: Additional candidates will be added throught the year.

Ardmore Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective is to construct a parallel taxiway. The project consists of the construction of a full parallel taxiway to runway 13/31.

Project Justification

The airports primary runway 13/31 does not have a standard parallel taxiway system. Aircraft exiting or entering at runway 31 end are required to taxi long distances and through the main apron area. Also, the Commission's System plan recommends a full parallel taxiway at regional business airports. This project should be considered for construction when the existing taxiway connecting runway ends 35 and 31 has reached the end of its useful life.

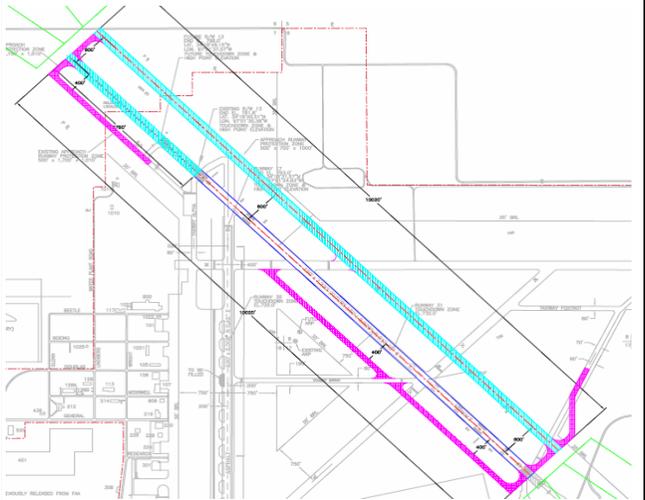
Airport Information

- Regional Business Airport
- Towered airport
- Based Aircraft: 12
- Runway 13/31: 9,000' x 150'
- Runway 17/35: 5,350' x 75'
- ILS 31 end (instrument landing system)
- MASLR 31 end (medium intensity approach lighting system)
- Runway to be strengthened and extended FY 2008

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 45
- OASP Goals: RB minimum amenity

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Claremore Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective is to remove obstructions. The proposed project will remove the earth ridgeline that extends into and penetrates the approach surface at runway 35 end.

Project Justification

An existing ridgeline south and east of runway 35 end extends into and penetrates the approach surface. The proposed project consists of earth work to remove the earth obstruction. Currently the airport has approach minima of 467 ft (ceiling height) and visibility minima not lower than 1 mile. Once this obstruction is removed, the airport will be able to develop a more desirable approach with, possibly as low as 3/4 mile visibility and 300 ft ceiling height. The improved approach minimums, will increase safety and make the airport more accessible to inbound aircraft during inclement weather, i.e. when weather conditions have lowered the ceiling height and/or reduced visibility.

Airport Information

- Regional Business Airport
- Based Aircraft: 51
- Runway 17/35: 5,200' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Safety = 92.5
- OASP Goals: RB approach minimums as low as 3/4 mile visibility and 300 ft ceiling height.

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Miami Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective of the proposed project is to rehabilitate runway 17/35 and extend the parallel taxiway at runway 17 end. The project will consist of an asphalt overlay of runway 17/35 and the extending the parallel taxiway to runway 17 end.

Project Justification

The Commission's pavement management system forecasts a average PCI rating of 66 for runway 17/35 for 2008. Since the current PCI rating of the pavements is close to 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavements in the near term than to let them deteriorate to a condition that will require a more costly rehabilitation technique such as reconstructed.

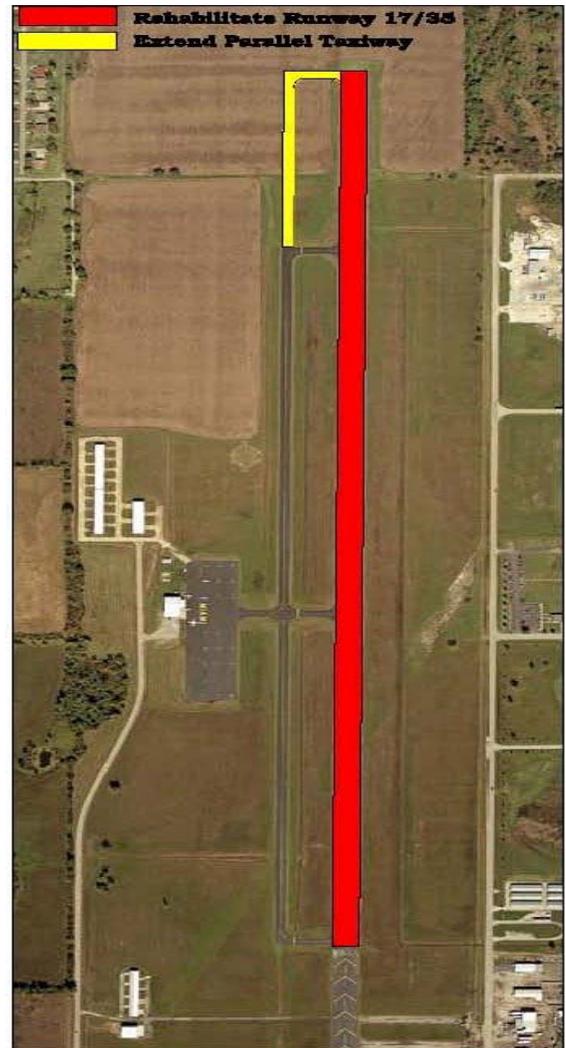
Airport Information

- Regional Business Airport
- Based Aircraft: 29
- Runway 17/35: 5,020' x 100'

Selection Criteria

- Pavement Management: PCI = 66
- NPS Runway: Rehabilitate Pavement = 69.9
- NPS Taxiway: Standards = 47.1
- OASP Goals: Maintain airside pavement PCI > 65 and full parallel taxiway.

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Mid-America Industrial (Pryor)

Regional Business Airport

Proposed Project

The Overall Development Objective of the proposed project is to rehabilitate runway 18/36. The project will consist of an asphalt overlay of runway 18/36.

Project Justification

The Commission's pavement management system forecasts a PCI rating of 52 for runway 18/36 for 2009. The current PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration). The pavement distresses observed during the visual PCI inspection include longitudinal, transverse, block cracking, and low severity alligator cracking. It is more cost effective to rehabilitate the pavements in the near term than to let them deteriorate to a condition that will require a more costly rehabilitation technique (i.e. reconstruction).

Airport Information

- Regional Business Airport
- Based Aircraft: 21
- Runway 18/36: 5,000' x 75'

Selection Criteria

- Pavement Management: PCI = 54
- NPS: Rehabilitate Pavement = 67.6
- OASP Goals: Airfield pavements PCI > 65

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Max Westheimer Airfield

Regional Business Airport

Proposed Project

The Overall Development Objective of the proposed project is to rehabilitate the south portion of the main apron and hangar area. The project consists of the reconstruction of a portion of the main apron and repairing distressed pavements in the remaining area.

Project Justification

The existing pavements are over 60 years old and in an extremely distressed condition. Most of the pavement has deteriorated to a condition that will require reconstruction. Due to the size of the paved area and cost to reconstruct pavement, the high traffic area will need to be reconstructed and the low traffic area rehabilitated to reduce foreign object debris (FOD).

Airport Information

- Regional Business Airport - Reliever
- Based Aircraft: 95
- Runway 17/35: 5,200 x 100'
- Runway 3/21: 4,747' x 100'
- ILS 35 end (instrument landing system) 35 end
- MALS 35 end (medium intensity approach lighting system)

Selection Criteria

- Pavement Management: Poor
- NPS: Pavement Rehabilitation = 61.6
- OASP Goals:

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Ponca City Regional

Regional Business Airport

Proposed Project

The Overall Development Objective is to rehabilitate runway 17/35. The work item may consist of narrowing the runway from 150 ft. to 100 ft. and major rehabilitation of the existing pavement.

Project Justification

The Pavement Condition Index (PCI) from the Commission's PMS is observed to be 64. The pavement distressed observed include low to medium joint seal damage, liner cracking, patching, popouts, corner spalling, and scaling. The south 4,000' of runway pavement was constructed with concrete in 1953. That pavement section was widened to 150' and extended by 1,600' in 1974. The future runway width will be to FAA standards (100 ft.). However, if the airport sponsor can justify the additional width using FAA procedures, the Commission would support the additional width.

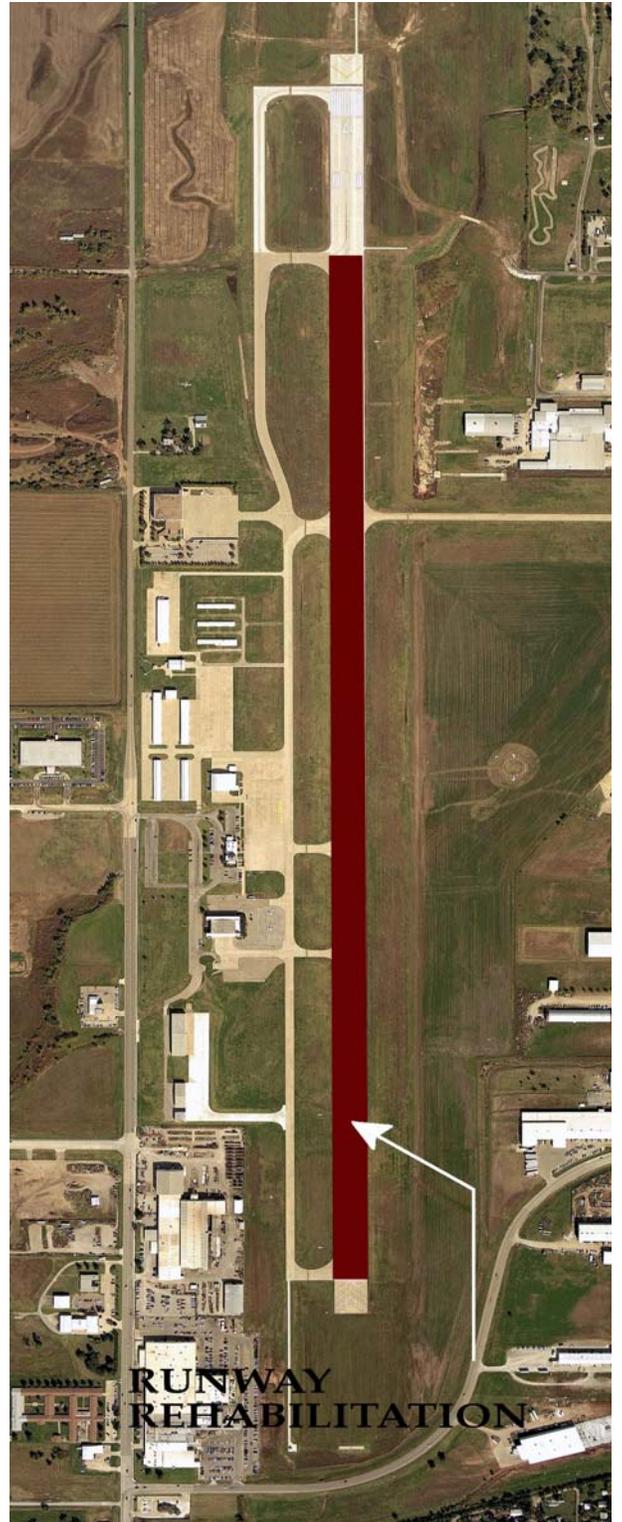
Airport Information

- Regional Business Airport
- Based Aircraft: 70
- Runway 17/35: 7,201 x 150'
- ILS runway 17 end
- MALSR runway 17 end

Selection Criteria

- Pavement Management: PCI = 69
- NPS: Rehabilitate Pavement = 67.6
- OASP Goals: Maintain airside pavement PCI > 65

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Proposed Project

The Overall Development Objective is to construct a parallel taxiway system.

Project Justification

The Commission's system plan recommends full parallel taxiways at regional business airports. Currently, aircraft must use the runway for back taxiing and that results in a safety and capacity concern. Therefore, a parallel taxiway will improve the safety of the flying public.

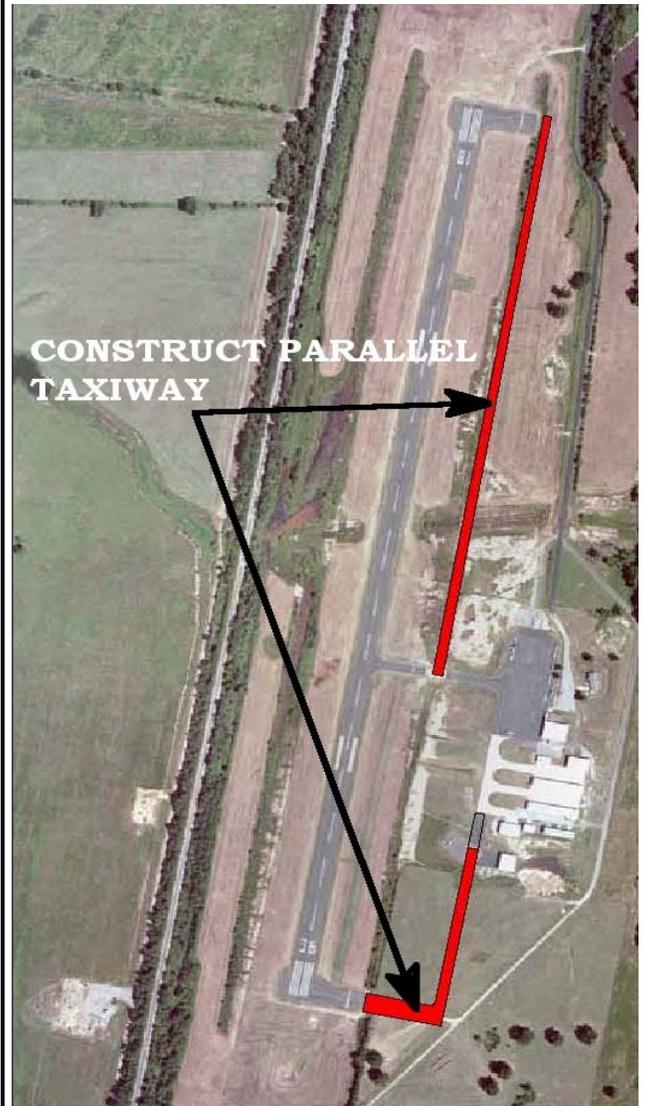
Airport Information

- Regional Business Airport
- Based Aircraft: 31
- Runway 18/36: 4,006' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Standards = 47.1
- OASP Goals: Basic amenity for an RB airport

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Sallisaw Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective of the proposed project is to extend runway 17/35 at least 1,000 feet.

Project Justification

The proposed project would fulfill an important Commission goal – i.e., to construct jet-capable runway at all of Oklahoma’s regional business airports that meet FAA’s aviation demand criteria. Currently, the sponsor has not submitted documentation to FAA that satisfies FAA’s aviation demand criteria for the extension. After the sponsor has satisfied FAA’s aviation demand criteria, the sponsor will need to conduct an environmental assessment and noise analyses for the extension. Once the environmental assessment and noise analysis have received a favorable determination from FAA, the extension project can be programmed for funding.

Airport Information

- Regional Business Airport
- Based Aircraft: 26
- Runway 17/35: 4,000’ x 75’

Selection Criteria

- Pavement Management: N/A
- NPS: Extend Runway = 46.5
- OASP Goals: Jet capable runway at aviation demand justified RB airports.

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor’s federal match on the above project.

**William R. Pogue
(Sand Springs)
Regional Business Airport**

Proposed Project

The Overall Development Objective of the proposed project is to rehabilitate runway 17/35. The work will consist of overlaying the runway.

Project Justification

The runway pavement was constructed in 1969, overlaid in 1984 and the PCI is 76 which is categorized as a good rating. No structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic using the runway. Currently the pavement is exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low to medium longitudinal cracking, transverse cracking and patching. Overlaying the pavement will protect the base structure and extend the life of the pavement. Therefore, it would be prudent to plan for the maintenance action in order to keep the pavement in good condition.

Airport Information

- Regional Business Airport
- Based Aircraft: 60
- Runway 17/35: 5,800 x 100

Selection Criteria

- Pavement Management: PCI = 76
- NPS: Rehabilitate Pavement = 69.9
- OASP Goals: Maintain airside pavement PCI > 65

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Seminole Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective is to improve the runway safety area (RSA) at both ends of the runway and acquire land for the runway protection zone (RPZ) at 34 end. The proposed project consists of grading the RSA to FAA standards and may require the relocation of a residence located in the RPZ.

Project Justification

The runway safety area are the ground surface surrounding the runway pavement and are maintained at a shape that is suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. Maintaining the RSA to FAA standards is a high priority for the airport and FAA. The runway protection zones are the ground surface areas off the ends (as much as 1,500') of the runway that are restrict certain use (i.e. such as residences or places of public assembly).

Airport Information

- Regional Business Airport
- Based Aircraft: 46
- Runway 16/34: 5,000' x 75'
- Runway 05/23: 2,000' x 150' (turf)

Selection Criteria

- Pavement Management: N/A
- NPS: 46.5
- OASP Goals: Safety and Standards

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

Stillwater Regional

Regional Business Airport

Proposed Project

The Overall Development Objective of the proposed project is to realign approximately 4,000 ft. of the parallel taxiway system.

Project Justification

The parallel taxiway pavements are in good condition. Funding to realign those sections of the taxiway should be programmed at the time the existing pavement is near the end of its useful life. This project will also help relieve congestion on the main apron.

In order to relieve congestion on the main apron at such time when large aircraft are using the main apron, an FY 2010 project has been programmed that will construct the center portion of the parallel taxiway or reconfigure the main apron.

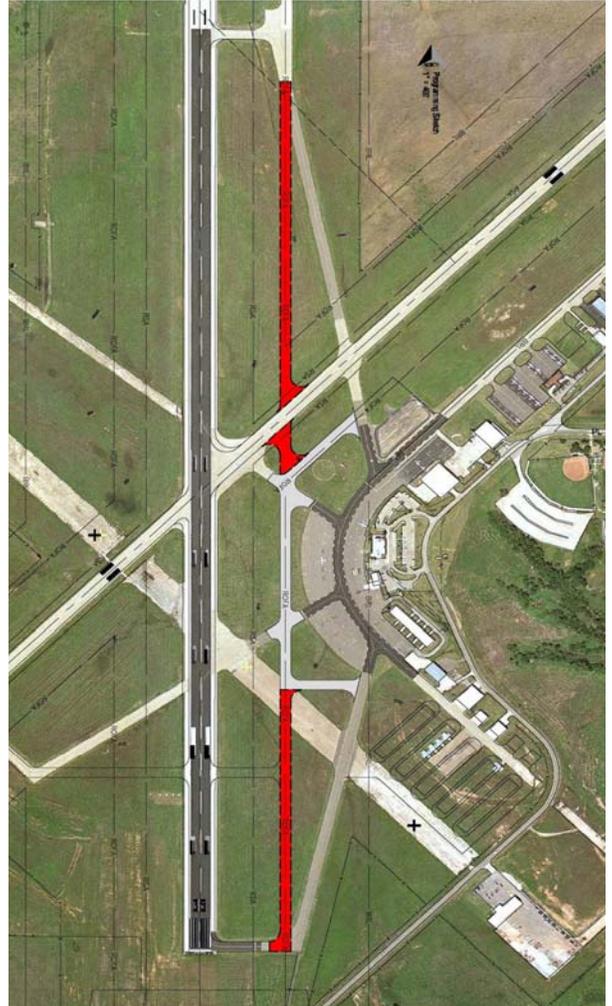
Airport Information

- Regional Business Airport
- Based Aircraft: 79
- Control Tower 139 airport
- Part 139 airport
- ILS at runway 17 end
- MALSR at runway 17 end
- Runway 17/35: 7,401' x 100'
- Runway 04/22: 5,002' x 75'

Selection Criteria

- Pavement Management: PCI = 78
- NPS: Standards = 50.1
- OASP Goals: N/A

Not recommended at this time, however will remain as a candidate in the pool projects.



Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project.

End of Proposed Projects