

Oklahoma Aeronautics Commission

Capital Improvement Program

Approved November 10, 2010



Three Year Capital Improvement Program

FY 2011 - 2013

Oklahoma Aeronautics Commission

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Capital Improvement Program

FY 2011 - FY 2013

Table of Contents

Executive Summary	1
Preface	2
CIP Project Summary	3 - 4
FY 2011 - FY 2013 Capital Improvement Program	5 - 22

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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 Oklahoma Airport System Plan (OASP) was approved by the Commission in 1999 and is the long-term planning document used to identify the network of airports needed to serve the state. The OASP identifies airports by functional classification, service level, and design standard.

The Commission's Capital Improvement Program (CIP) is the planning and programming guide for State and Federal funds regarding airport development that is consistent with the goals of the OASP. The CIP allows the Commission, FAA, 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 and must be consistent with FAA and Commission Regulations, Policies and Procedures. 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:

Oklahoma Aeronautics Commission
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(405) 604-6900

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, federal non-primary entitlement, 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 (safety, capacity and geographic access). The OASP also identifies the basic amenities for each airport classification that will enable each airport in the system 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 Strategic Plan and Goals

- Emphasis on regional business airport development
- Provide standard Airport Geometry and amenities as per functional classification
- Provide improved approaches to allow all-weather access
- Aesthetic, business friendly Airport Terminal buildings

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 = \$ 1,500,000 (reduced from \$2.7 M due economic downturn)

Annual Total for Programming = **\$10,800,000**

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 2011 - 2013

Airport	Project Description	FY 2011	FY 2012	FY 2013	Total
Ardmore Municipal	Rehabilitate airport drainage pipe system.		\$ 1,331,579		\$ 1,331,579
C.E. Page Airport	Install taxiway lights; Rehabilitate north 650 ft. portion of RW 17L.		\$ 1,968,421		\$ 1,968,421
Claremore Municipal	Remove earth obstruction runway 35 end.	\$ 1,273,684			\$ 1,273,684
Goldsby- David Jay Perry	Construct parallel taxiway system and reconfigure main apron.			\$ 1,678,947	\$ 1,678,947
Grove Municipal	Construct a new terminal building		\$ 550,000		\$ 550,000
Guthrie - Edmond	Acquire land for future hangar development.	\$ 388,889			\$ 388,889
Guthrie - Edmond	Construct and rehabilitate taxilanes, install taxiway lights and VAGI's		\$ 1,505,263		\$ 1,505,263
Idabel - McCurtain County	Construct parallel taxiway system (phase I).			\$ 3,821,053	\$ 3,821,053
Kingfisher Municipal	Construct paved runway and connector taxiway.	\$ 800,000			\$ 800,000
McAlester Regional	Improve Runway Safety area.	\$ 1,100,000			\$ 1,100,000
Miami Municipal	Rehabilitate runway 17/35, Extend Parallel Taxiway System			\$ 2,431,579	\$ 2,431,579
Muskogee -Davis Field	Construct new terminal building.	\$ 550,000			\$ 550,000
Muskogee -Davis Field	Overlay parallel taxiway system to runway 13/31.		\$ 2,547,368		\$ 2,547,368
Norman - Max Westheimer	Reconstruct taxiway South Apron.	\$ 2,689,789			\$ 2,689,789
Pauls Valley Municipal	Construct north portion of parallel taxiway system.			\$ 2,663,158	\$ 2,663,158

Summary FY 2011 - 2013

Airport	Project Description	FY 2011	FY 2012	FY 2013	Total
Sand Springs -Pogue Airport	Rehabilitate runway 17/35, rehabilitate taxiways and FBO apron, construct taxilane.		\$ 3,531,579		\$ 3,531,579
Shawnee Regional	Realign parallel taxiway system, rehabilitate runway 17/35, and Improve RSA.	\$ 3,415,789			\$ 3,415,789
Stillwater Regional	Reconfigure center and north sections of the parallel taxiway system.	\$ 3,994,737			\$ 3,994,737
Tulsa - Richard L. Jones	Upgrade electrical airfield system and signage.		\$ 1,794,737		\$ 1,794,737
Tulsa - Richard L. Jones	Widen runway 13/31 and rehabilitate taxiway "F".			\$ 1,942,250	\$ 1,942,250
Weatherford - Thomas P. Stafford	Extend runway 17 end and widen and light parallel taxiway system.	\$ 926,316			\$ 926,316
State of Oklahoma	System Planning and RAMP Program	\$ 510,526	\$ 810,526	\$ 1,010,526	\$ 2,331,579
TOTAL		\$ 15,649,731	\$ 14,039,474	\$ 13,547,513	\$ 43,236,718

Summary of Funding Totals

	FY 2011	FY 2012	FY 2013	Total
Commission	\$2,203,737	\$2,038,158	\$1,935,184	\$6,177,079
Federal - State Apportionment	\$4,350,000	\$4,350,000	\$4,350,000	\$13,050,000
Federal Discretionary	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000
Federal Non-Primary Entitlement	\$2,423,000	\$1,800,000	\$1,700,000	\$5,923,000
Sponsors	\$1,322,994	\$851,316	\$562,329	\$2,736,639
State Excise Tax Program	\$350,000			\$350,000
Totals	\$15,649,731	\$14,039,474	\$13,547,513	\$43,236,718

Ardmore Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to repair portions of the airport drainage system. The project consists of removing and replacing unusable drainage pipe and structures. The sink hole first appeared in April 2010, therefore a study will be conducted during F Y 2010 to determine the actual scope of the project.

FY 2011: Design drainage improvements (NPE funded).

FY 2012: Single phase construction of the ODO..

Project Justification

The existing drainage system, which is 70+ years old, has begun to fail and has sinkholes beginning to occur continuously along the piping system. The largest of these sinkholes measures over twenty (20) feet in diameter. The existing concrete pipe has undergone some unforeseen settling and joint failure which in turn has led to numerous sinkholes in close proximity to the taxiway safety areas. An additional safety concern is that the system crosses under active taxiway pavements. Replacement of unusable pipe, installation of new drainage inlet structures, and further grading to improve drainage areas will improve airport drainage and reduce the possibility of damage to aircraft and surface vehicles.

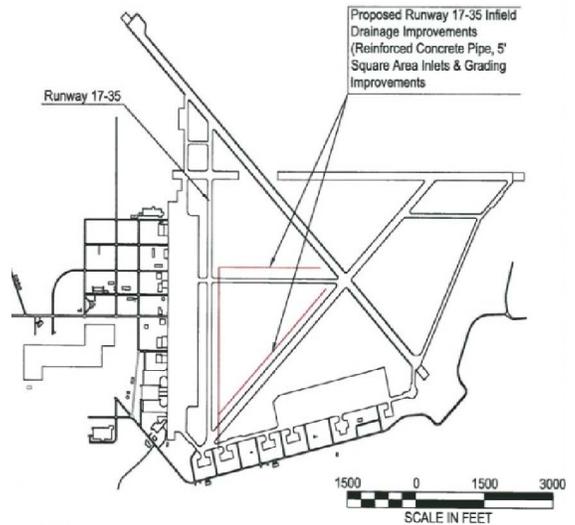
Airport Information

- 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: Drainage Improvements = 47
- OASP Goals: Safety and Standards

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	546	467	609	620	275	180
Piston	593	387	498	610	346	298



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$121,053		\$121,053
FAA State Apportionment		\$350,000		\$350,000
FAA Discretionary		\$200,000		\$200,000
FAA Non-Primary Entitlement		\$600,000		\$600,000
Sponsor		\$60,526		\$60,526
Total		\$1,331,579		\$1,331,579

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. Commission funding is dependent on availability of State funds.

C.E. Page Airport

Regional Business Airport

Proposed Project

The Overall Development Objective is install taxiway lights, install airport signage, reconstruct approximately 640 ft. of runway at runway 17L end, remove rubber from runway 17R/35L, and rehabilitate various corner breaks and joints in runways and taxiway.

Project Justification

The installation of airport signage and taxiway lights will provide guidance to aircraft pilots and enhance the safer maneuvering of aircraft on the ground. The current pavement condition index (PCI) for the 640 ft. pavement section is 42 (fair). This is well below the goal of maintaining airside pavements above a PCI of 65.

Airport Information

- Regional Business Airport
- Based Aircraft:
- Runway 17R/35L: 6,014' x 100'
- Runway 17L/35R: 3,502' x 75'

Selection Criteria

- Pavement Management: 42
- NPS: Rehabilitate Runway 69.6
- OASP Goals: Maintain a PCI above 65

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	180	209	221	298	209	23
Piston	185	171	179	192	196	39



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$178,947		\$178,947
FAA State Apportionment		\$300,000		\$300,000
FAA Discretionary		\$1,100,000		\$1,100,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor		\$89,474		\$89,474
Total		\$1,968,421		\$1,968,421

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. Commission funding is dependent on availability of State funds.

Claremore Regional 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.

FY 2012: Construct approved project scope of work.

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.

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	125	79	94	74	279	218
Piston	270	396	367	311	360	353



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$115,789			\$115,789
FAA State Apportionment	\$700,000			\$700,000
FAA Discretionary	\$100,000			\$100,000
FAA Non-Primary Entitlement	\$300,000			\$300,000
Sponsor	\$57,895			\$57,895
Total	\$1,273,684			\$1,273,684

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. Commission funding is dependent on availability of State funds.

Goldsby - David J. Perry Airport

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a parallel taxiway system for runway 13/31. In order for the new taxiway to meet FAA standards the main apron will need to be reconfigured, main hangar with a public terminal building in it relocated, and the fuel farm relocated.

FY 2011: Preliminary design study (NPE funded)

FY 2012: Design only grant (NPE funded)

FY 2013: Single phase construction of the ODO.

FY 2014: Update Airport Layout Plan (NPE funded).

Project Justification

David J. Perry airport is a small but very active airport with 46 based aircraft. Currently, aircraft must use the runway for taxiing, which results in aircraft having to wait on the main apron while aircraft are taking off or on approach to the airport. Therefore, construction of a parallel taxiway system will improve the safety for the flying public.

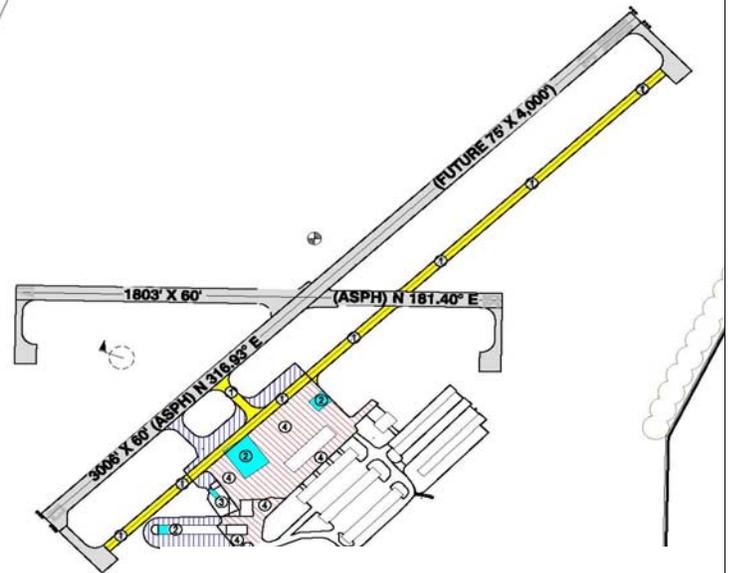
Airport Information

- District Airport
- Based Aircraft: 46
- Runway 17/35: 3,006' x 60'

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway = 47
- OASP Goals: Standards

IFR Operations	2005	2006	2007	2008	2009
Jet/Turbo	0	0	2	2	3
Piston	113	94	74	73	95



LEGEND

- CONSTRUCT NEW PAVEMENT
- REMOVE PAVEMENT
- REHABILITATE APRON AREA
- FACILITIES TO BE MOVED
- TERMINAL AREA FENCING

Funding	FY 2011	FY 2012	FY 2013	Total
Commission			\$152,632	\$152,632
State Apportionment			\$900,000	\$900,000
Discretionary			\$0	\$0
Non-Primary Entitlement			\$550,000	\$550,000
Sponsor			\$76,316	\$76,316
Total			\$1,678,947	\$1,678,947

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. Commission funding is dependent on availability of State funds.

Grove Municipal Regional Business Airport

Project Description

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

FY 2012: Construct 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 and a kitchen area for serving food, but not cooking, etc.

Airport Information

- Regional Business Airport
- Based Aircraft: 70
- Runway 18/36: 5,200' x 75'

Selection Criteria

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

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	68	87	140	180	86	85
Piston	450	351	333	320	138	93



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$275,000		\$275,000
FAA State Apportionment		\$0		\$0
FAA Discretionary		\$0		\$0
FAA Non-Primary Entitlement		\$0		\$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. Commission funding is dependent on availability of State funds.

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 2011: 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:

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	142	155	180	167	142	69
Piston	317	195	266	437	531	481



Funding	FY 2011	FY 2012	FY 2013	Total
Commission				\$0
FAA State Apportionment				\$0
FAA Discretionary				\$0
FAA Non-Primary Entitlement				\$0
Sponsor	\$38,889			\$38,889
Excise Tax Dedication	\$350,000			\$350,000
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. Commission funding is dependent on availability of State funds.

Guthrie - Edmond

Regional Business Airport

Project Description

The Overall Development Objective is to construct taxilanes for hangar development, install MITL's on taxiways Charlie and Delta, rehabilitate taxiway Charlie and install new VAGI's.

FY 2011: Design only grant. (NPE funded)

FY 2012: Install taxiway lights, and construct taxilanes in hangar area, rehabilitate taxiways.

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 increasingly self sufficient.

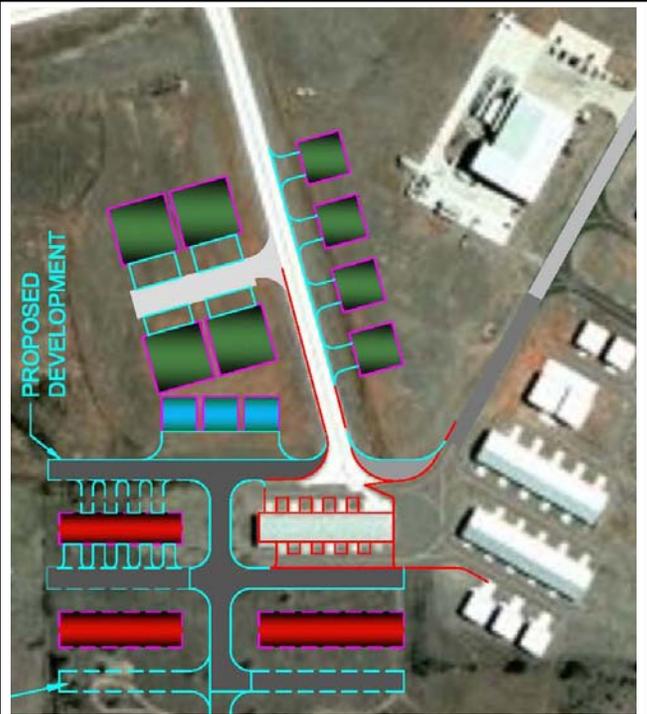
Airport Information

- 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:

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	142	155	180	167	142	69
Piston	317	195	266	437	531	481



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$136,842		\$136,842
FAA State Apportionment		\$700,000		\$700,000
FAA Discretionary		\$450,000		\$450,000
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor		\$68,421		\$68,421
Total		\$1,505,263		\$1,505,263

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. Commission funding is dependent on availability of State funds.

Idabel- McCurtain County
Regional Business Airport

Project Description

The Overall Development Objectives (ODO) of the proposed project is to construct a parallel taxiway system for runway 02/20.

FY 2012: Design only grant (NPE funded).

FY 2013: Construct parallel taxiway phase I of the ODO.

FY 2014: Construct parallel taxiway phase II of the ODO.

FY 2015: Amend Airport Layout Plan (NPE funded)

Project Justification

Currently, aircraft must use the runway for taxiing, which results in aircraft having to wait on the main apron while aircraft are taking off or on approach to the airport. Therefore, construction of a parallel taxiway system will improve the safety for the flying public.

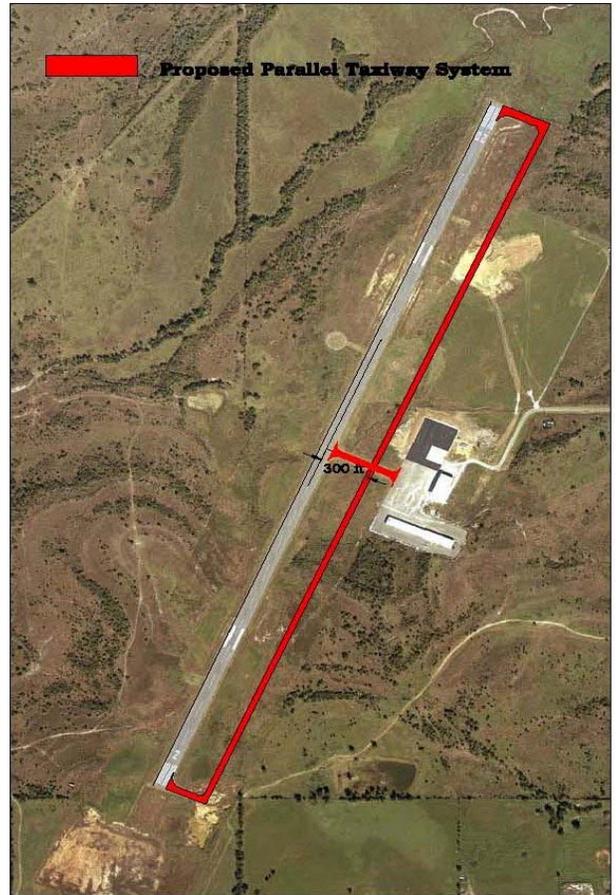
Airport Information

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

Selection Criteria

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

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	576	486	427	371	88	51
Piston	184	201	193	328	117	82



Funding	FY 2011	FY 2012	FY 2013	Total
Commission			\$347,368	\$347,368
State Apportionment			\$1,000,000	\$1,000,000
Discretionary			\$1,900,000	\$1,900,000
Non-Primary Entitlement			\$400,000	\$400,000
Sponsor			\$173,684	\$173,684
Total			\$3,821,053	\$3,821,053

Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of

Kingfisher Municipal

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a 2,800 ft. x 60 ft. runway with a connecting taxiway and close the pond north of runway 17 end.

FY 2011: Construct approved project scope.

Project Justification

Currently the airport is served by a turf runway which is unusable during wet conditions. The new paved runway will provide access to the national and state air transportation system by piston powered aircraft. The role of this airports is to provide access for small businesses, suppliers of critical machinery parts, agriculture and mineral resources, medical providers both physicians and veterinarians, emergency disaster responders following storms and other natural disasters.

Airport Information

- District Airport
- Based Aircraft:
- Runway 017/35: 2,580' x 375' Turf

Selection Criteria

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



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$400,000			\$400,000
FAA State Apportionment	\$0			\$0
FAA Discretionary	\$0			\$0
FAA Non-Primary Entitlement	\$0			\$0
Sponsor	\$400,000			\$400,000
Total	\$800,000			\$800,000

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. Commission funding is dependent on availability of State funds.

McAlester Regional
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to improve the runway safety area, improve the runway object free area east of runway 02/20, and remove an earth obstruction north of the terminal apron. The proposed project will relocate drainage structures out of the safety area, place earth embankment beyond runway 02 end to meet FAA standards, displace runway 20 end, remove earth obstruction north of the terminal apron and remove runway object free area obstructions east of runway 02/20.

FY 2010: NPE funded Design only grant.

FY 2011: Construct approved project scope.

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 02/20. The high national priority system rating (91.5) reiterates the merits of this project. This project will greatly improve the safety condition of the airport and increase the safety to the flying public.

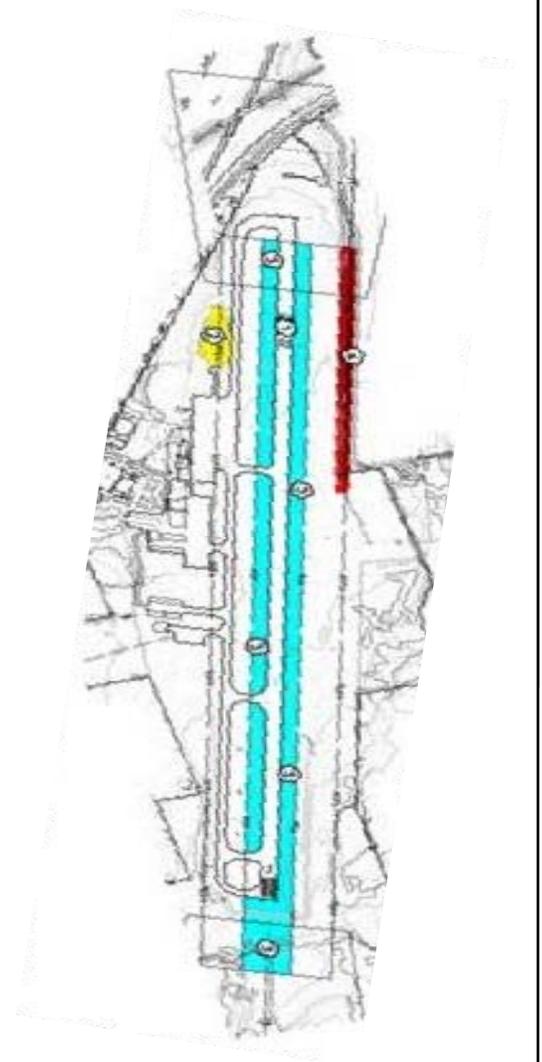
Airport Information

- 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

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	422	497	441	495	264	112
Piston	760	688	704	908	355	196



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$100,000			\$100,000
FAA State Apportionment	\$300,000			\$300,000
FAA Discretionary	\$500,000			\$500,000
FAA Non-Primary Entitlement	\$150,000			\$150,000
Sponsor	\$50,000			\$50,000
Total	\$1,100,000			\$1,100,000

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. Commission funding is dependent on availability of State funds.

Miami Municipal Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed 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 extending the parallel taxiway system to runway 17 end. This project will require amending the Airport Layout Plan.

FY 2011: Preliminary design (NPE funded)

FY 2012: Design only grant (NPE funded).

FY 2013: Single phase construction of the ODO..

FY 2014: Amend Airport Layout Plan (NPE funded).

Project Justification

The Commission's pavement management system forecasts a PCI rating of 64 for runway 17/35 for year 2013 . Since the current PCI rating of all pavements is close to 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement in there current condition than to let them continue deteriorate to a condition that will require full depth reconstruction. Additionally, for safety and cost benefit the parallel taxiway system to runway 17/35 will be completed.

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.

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	216	140	199	191	79	44
Piston	358	258	185	189	78	53



Funding	FY 2011	FY 2012	FY 2013	Total
Commission			\$221,053	\$221,053
State Apportionment			\$500,000	\$500,000
Discretionary			\$1,300,000	\$1,300,000
Non-Primary Entitlement			\$300,000	\$300,000
Sponsor			\$110,526	\$110,526
Total			\$2,431,579	\$2,431,579

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. Commission funding is dependent on availability of State funds.

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 and a kitchen area for serving food, 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.

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	534	705	712	639	200	106
Piston	642	571	413	319	196	142



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$275,000			\$275,000
FAA State Apportionment				\$0
FAA Discretionary				\$0
FAA 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. Commission funding is dependent on availability of State funds.

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 overlay of taxiway Charlie and connecting taxiways to runway 13/31.

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.

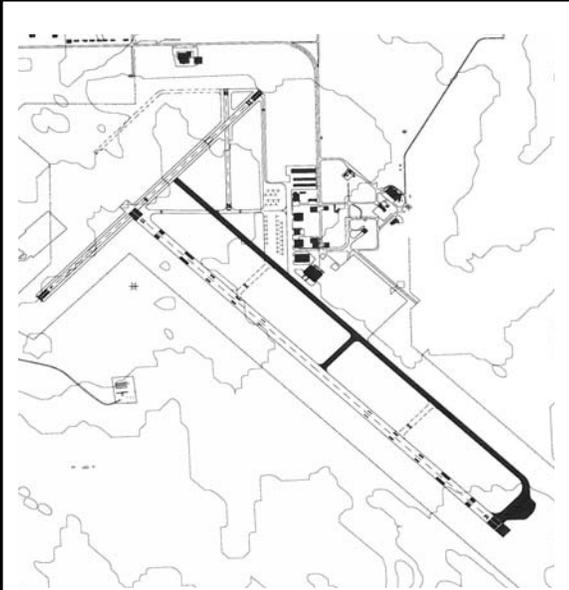
Airport Information

- 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

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	534	705	712	639	200	106
Piston	642	571	413	319	196	142



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$231,579		\$231,579
FAA State Apportionment		\$1,400,000		\$1,400,000
FAA Discretionary		\$500,000		\$500,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor		\$115,789		\$115,789
Total		\$2,547,368		\$2,547,368

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. Commission funding is dependent on availability of State funds.

Norman - Max Westheimer
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.

FY 2010: NPE funded Design-Only federal grant.

FY 2011: Complete reconstruction of south apron.

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 Condition
- NPS: Rehabilitate Apron 61.6
- OASP Goals: Basic amenity for a regional business airport.

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	1789	1619	1899	2091	1626	1333
Piston	1991	1657	1583	2338	1617	1598



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$244,526			\$244,526
FAA State Apportionment	\$900,000			\$900,000
FAA Discretionary	\$800,000			\$800,000
FAA Non-Primary Entitlement	\$623,000			\$623,000
Sponsor	\$122,263			\$122,263
Total	\$2,689,789			\$2,689,789

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. Commission funding is dependent on availability of State funds.

Pauls Valley Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct a parallel taxiway system to the primary runway and remove pavement.

FY 2012: Design only (NPE funded).

FY 2013: Single phase construction of ODO.

FY 2014: Amend the Airport Layout Plan (NPE funded).

Project Justification

Currently, aircraft must use the secondary runway for back taxiing and that results in a safety and capacity concern. Therefore, a standard parallel taxiway will improve the safety of the flying public.

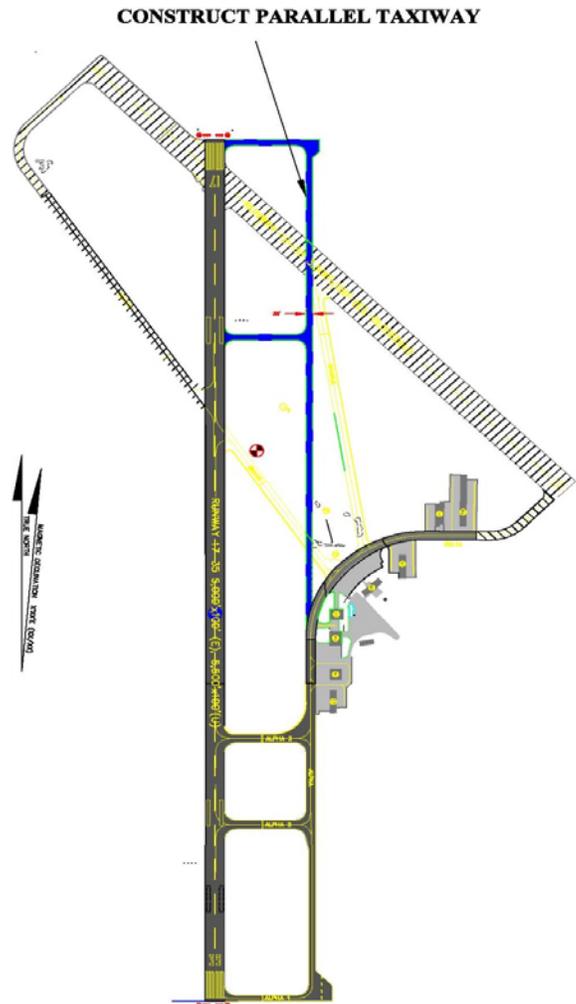
Airport Information

- Regional Business Airport
- Based Aircraft: 32
- Runway 12/30: 3,500' x 150'
- 17/35: 5,000' x 100'

Selection Criteria

- Pavement Management: PCI = NA
- NPS: Construct Parallel Taxiway = 57
- OASP Goals: Parallel Taxiway at all RB's

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	100	152	225	262	130	55
Piston	83	70	57	84	44	43



Funding	FY 2011	FY 2012	FY 2013	Total
Commission			\$242,105	\$242,105
FAA State Apportionment			\$1,500,000	\$1,500,000
FAA Discretionary			\$500,000	\$500,000
FAA Non-Primary Entitlement			\$300,000	\$300,000
Sponsor			\$121,053	\$121,053
Total			\$2,663,158	\$2,663,158

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. Commission funding is dependent on availability of State funds.

Sand Springs William R. Pogue Airport

Regional Business Airport

Proposed Project

The Overall Development Objective of the proposed project are (a) rehabilitate runway pavements, (b) rehabilitate taxiway pavements, (c) rehabilitate apron pavements, and (d) construct taxilane. The work will consist of overlaying runway 17/35, crack seal and seal coat the parallel taxiway system and FBO apron, and construct a taxilane for corporate hangar development.

FY 2011: NPE funded Design-Only federal grant.

FY 2012: Complete construction of the approved project scope.

Project Justification

The runway pavement was constructed in 1969, overlaid in 1984. The current PCI of the runway pavement is 63 which is categorized as Fair and is at or close to the threshold PCI rating below which pavement deteriorates more rapidly. 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.

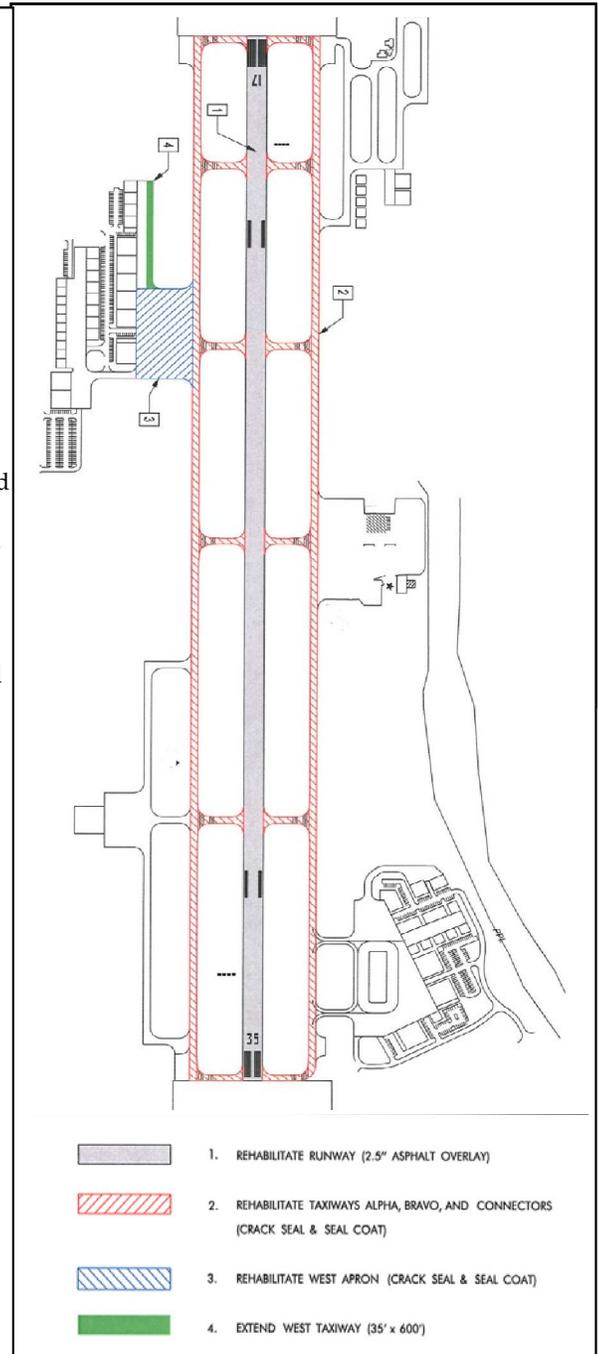
Airport Information

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

Selection Criteria

- Pavement Management: PCI = 62
- NPS: Rehabilitate Pavement = 69.9
- OASP Goals: Maintain airside pavement PCI > 65

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	57	73	95	16	0	0
Piston	220	204	166	79	0	214



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$321,053		\$290,000
FAA State Apportionment		\$950,000		\$1,000,000
FAA Discretionary		\$1,800,000		\$1,600,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor		\$160,526		\$184,854
Total		\$3,531,579		\$3,374,854

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. Commission funding is dependent on availability of State funds.

Shawnee Regional Regional Business Airport

Project Description

The Overall development objective (ODO) of the proposed project is to rehabilitate runway 17/35, rehabilitate taxiway pavements, and reconstruct 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). Improvement to RSA beyond 17 end will require adjustment to the federal equipment.

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

FY 2010: Reconstruct and realign south 4,300 ft. of the parallel taxiway system, rehabilitate the north portion of the taxiway system, and phase I improve RSA 17end.

FY 2011: Rehabilitate runway and remaining portions of the taxiway pavements and complete improvement of runway safety.

FY 2012 : Update ALP will be funded as a NPE project.

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 59 and for taxiway pavement as 55. 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 make all airside pavement capable of bearing aircraft loading of SW 30,000 lbs.

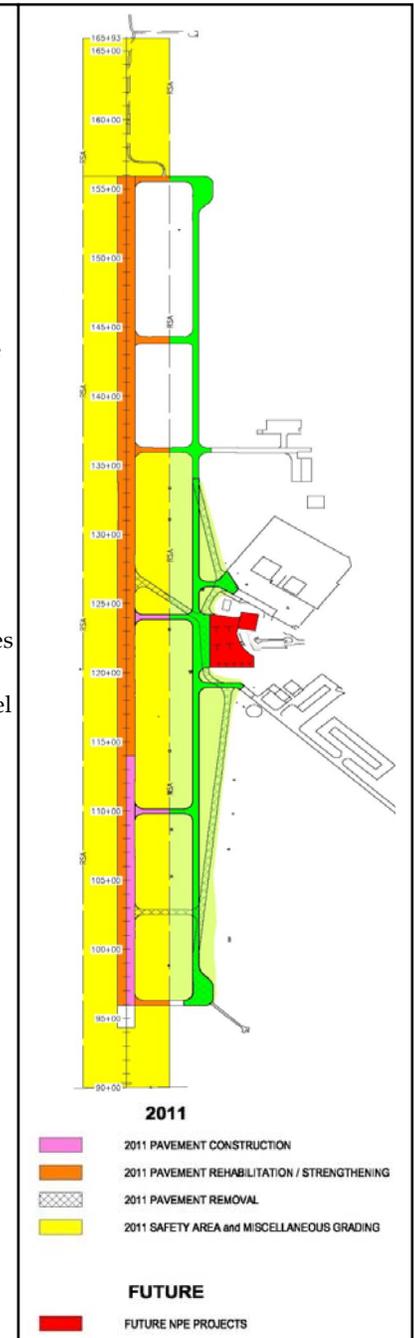
Airport Information

- 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 = 59; TWY = 55
- NPS: Rehabilitate runway pavements = 67.6
- OASP Goals: Maintain airside pavement PCI > 65

IFR Operations	2003	2004	2005	2006	2007	2008	2009
Jet/Turbo	291	331	268	289	234	166	50
Piston	265	299	254	302	313	302	342



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$310,526			\$310,526
FAA State Apportionment	\$1,000,000			\$1,000,000
FAA Discretionary	\$1,800,000			\$1,800,000
FAA Non-Primary Entitlement	\$150,000			\$150,000
Sponsor	\$155,263			\$155,263
Total	\$3,415,789			\$3,415,789

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. Commission funding is dependent on availability of State funds.

Stillwater Regional Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) is to reconfigure the center and south section of the parallel taxiway system. The proposed project consists of constructing a standard parallel taxiway system to runway 35 end and around the main apron, reconfigure the main apron markings, and install signage.

Project Justification

The aircraft that have in the past operated from this 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. The proposed project 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 proposed project will eliminate the 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

IFR Operations	2003	2004	2005	2006	2007	2008	2009
Jet/Turbo	784	889	1073	1061	1097	501	287
Piston	799	887	890	825	1413	494	339



- REMOVE EXISTING PAVEMENT
- CONSTRUCT NEW PAVEMENT
- RECONFIGURE APRON PAVEMENT

Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$363,158			\$363,158
FAA State Apportionment	\$1,050,000			\$1,050,000
FAA Discretionary	\$1,800,000			\$1,800,000
FAA Non-Primary Entitlement	\$600,000			\$600,000
Sponsor	\$181,579			\$181,579
Total	\$3,994,737			\$3,994,737

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. Commission funding is dependent on availability of State funds.

Tulsa - Riverside
Regional Business Airport

Project Description

The Overall Development Objective (ODO) is to upgrade the airfield guidance signage to current FAA Standards (Advisory Circular 150/5340-18E. Electrical power lines from the electrical vault to the signs will be replaced and new regulators will be installed near the maintenance building to accommodate the current electrical demand. Relocate the electrical vault to a location . Install PAPI's on 1R/19L. Install REIL's on 1L/19R. Install "distance to go" markers on 1L/19R - the control tower has requested this as a tool they can use with their procedures to expedite the flow of traffic and increase the capacity of that runway. Install computer controls for airfield lighting similar to that at TUL and replace the old pilot controlled lighting system with a new one that allows independent control of the Runway 1L/19R & Taxiway "A" (using the main frequency for the control tower) and separate control (using the second frequency used for the east runway) for Runway 1R/19L & all the taxiway lights west of 1L/19R. Relocate the airport beacon to a new location immediately adjacent to the control tower.

Project Justification

The existing airfield guidance signs do not comply with FAA Advisory Circular. Standardized signs will promote better situational awareness on the airfield as a means to reduce the potential for incursions. A properly designed and standardized taxiway guidance sign system is essential for the safe and efficient operation of aircraft and ground vehicles on the airport movement area. Overall safety is enhanced by a standardized system of signs at all airports.

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: N/A
- NPS: Rehabilitate Taxiway =
- OASP Goals: Safety and Standards

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	3063	3241	3669	4441	3297	2875
Piston	4405	3798	3960	5886	7085	6768



Funding	FY 2011	FY 2012	FY 2013	Total
Commission		\$163,158		\$163,158
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary		\$950,000		\$950,000
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor		\$81,579		\$81,579
Total		\$1,794,737		\$1,794,737

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. Commission funding is dependent on availability of State funds.

Tulsa - Richard L. Jones
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to widen runway 13/31 and install new runway lights and VAGI's along runway 13/31. The ODO also includes rehabilitation of Taxiway "F". bearing capacity.

FY 2013: Design and construct ODO.

Project Justification

The current runway width (50') does not meet FAA standards. Therefore, widening the runway to (60') will meet the standards for the aircraft that runway 13/31 accommodates. Widening the runway will necessitate changes to the runway edge lighting system (which is in excess of 30 years old and should be replaced with energy efficient components and replace the existing Visual Approach Slope Indicator (VASI) lights with Precision Approach Path Indicator (PAPI) lights. Installation of PAPI's will replace aging VASI's that need to be replaced before they become a maintenance and/or reliability issue.

Taxiway "F" existing pavement is not adequate to support increasing use by heavier business jets being serviced in this area.

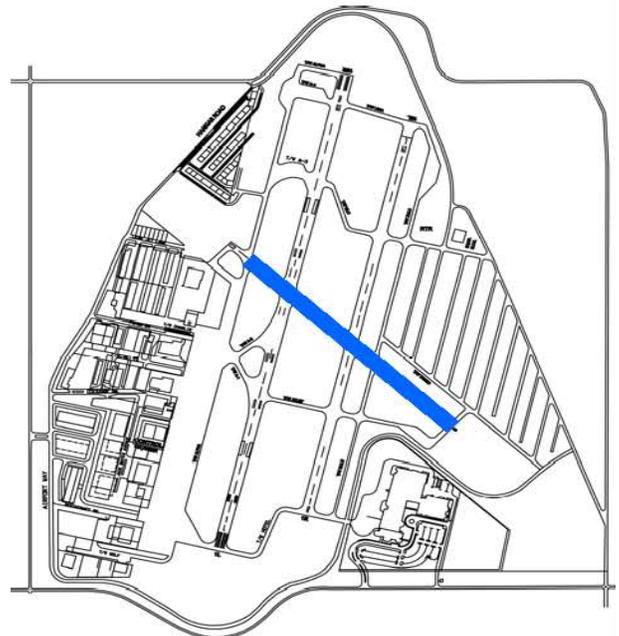
Airport Information

- 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:
- NPS:
- OASP Goals: Standards

IFR Operations	2004	2005	2006	2007	2008	2009
Jet/Turbo	3063	3241	3669	4441	3297	2875
Piston	4405	3798	3960	5886	7085	6768



Funding	FY 2011	FY 2012	FY 2013	Total
Commission			\$161,500	\$161,500
FAA State Apportionment			\$250,000	\$250,000
FAA Discretionary			\$1,300,000	\$1,300,000
FAA Non-Primary Entitlement			\$150,000	\$150,000
Sponsor			\$80,750	\$80,750
Total			\$1,942,250	\$1,942,250

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. Commission funding is dependent on availability of State funds.

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.

IFR Operations	2003	2004	2005	2006	2007	2008	2009
Jet/Turbo	58	62	13	0	68	109	0
Piston	64	229	39	0	120	117	111



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$84,211			\$84,211
FAA State Apportionment	\$200,000			\$200,000
FAA Discretionary	\$0			\$0
FAA Non-Primary Entitlement	\$600,000			\$600,000
Sponsor	\$42,105			\$42,105
Total	\$926,316			\$926,316

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. Commission funding is dependent on availability of State funds.

State System

Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct a system planning study. The Commission's system planning activities are categorized into 3 work elements as under:

Work Element 1: Oklahoma Airport System Plan Review

1. Review functional classification of all system airports and compare available basic airport amenities at system airports with OASP Goals
2. Review the based aircraft inventory at system airports
3. Airport grant assurance compliance certification
4. Update IFR traffic count for system airports
5. Review airport design standard compliance

Work Element 2: Airport Information Management Activities

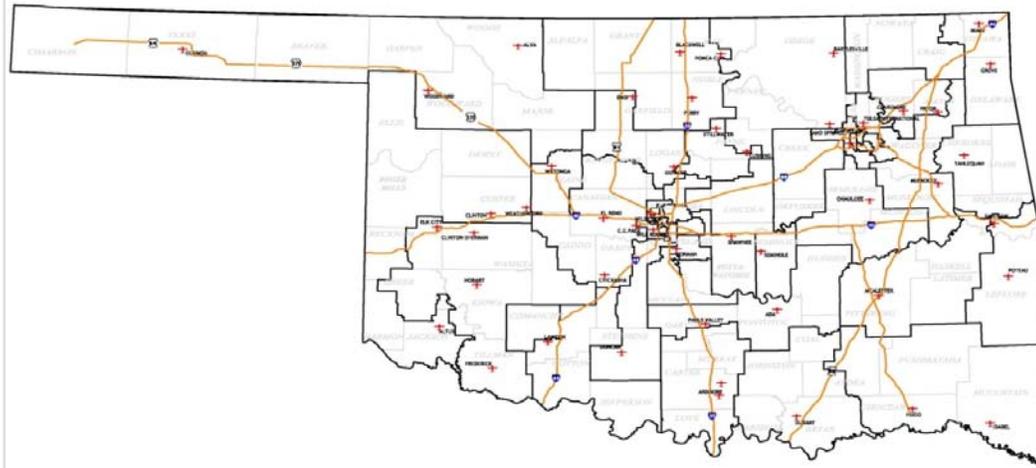
1. NPIAS needs worksheet update
2. Pavement management
3. Airport safety inspections

Work Element 3: Capital Planning Process

1. Airport five-year capital improvement program update
2. Obtain early project development packets for all AIP projects
3. Commission's three-year capital improvement program
4. Collect sponsor self certifications

RAMP Program

State funds for State only projects at non-NPIAS airports and supplemental funding for NPE funded projects. This program will



Funding	FY 2011	FY 2012	FY 2013	Total
Commission	\$310,526	\$610,526	\$810,526	\$810,526
FAA State Apportionment	\$200,000	\$200,000	\$200,000	\$200,000
FAA Discretionary				\$0
FAA Non-Primary Entitlement				\$0
Sponsor				\$0
Total	\$510,526	\$810,526	\$1,010,526	\$1,010,526

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. Commission funding is dependent on availability of State funds.

End of Three Year CIP