

Oklahoma Aeronautics Commission

Capital Improvement Program

Approved: December 3, 2015



Three-Year Capital Improvement Program

FY 2016 - 2018

Oklahoma Aeronautics Commission

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Capital Improvement Program

FY 2016 - FY 2018

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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) programs federal and state 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 funding 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
PO Box 53305
Oklahoma City, OK 73152
(405) 604-6900

Preface

Annually, the Commission prepares and adopts a three-year Capital Improvement Program (CIP). The CIP programs 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 110 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

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.

Ada Municipal
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway lighting system, improve the runway safety area, and rehabilitate runway 17/35.

CY 2015: Construct ODO.

Project Justification

The existing runway lights are at the end of their service life and beginning to fail on a regular basis. This project will provide dependable runway lighting during night time hours and periods of inclement weather. New runway lights will improve the safety of the airport by making the runway environment more visible to pilots. Grading the runway safety area to meet FAA standards will improve the safety of the flying public during take-off and landing.

Runway 17/35 was overlaid during FY 2006, therefore it is good pavement management to perform a crack seal / seal coat within 7 years of the overlay project. It has been well documented that it is more cost effective to rehabilitate a pavement when in a good condition than to let it continue to deteriorate into a condition that will require a more costly repair in the future. This project will preserve and extend the life of the pavement.

Airport Information

- Regional Business Airport
- Based Aircraft: 56 (4 jets)
- Runway 17/35: 6,203' x 100'

Selection Criteria

- Pavement Management: 83
- NPS: Rehabilitate runway - 68
- NPS: Rehabilitate RW lighting - 68
- OASP Goals: Safety and Standards

Grant approved 7/16/2015



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$99,152		\$99,152
FAA State Apportionment	\$775,000			\$775,000
FAA Discretionary	\$650,000			\$650,000
FAA Non-Primary Entitlement	\$359,747			\$359,747
Sponsor		\$99,153		\$99,153
Total	\$1,784,747	\$198,305		\$1,983,052

Federal grants require 10% matching funds while state grants require 5% 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.

Anadarko Municipal

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install new LED medium intensity runway lights.

CY 2015: Construct ODO.

Project Justification

The existing runway lights are at the end of their service life and beginning to fail on a regular basis. This project will provide dependable runway lighting during nighttime hours and periods of inclement weather. New runway lights will improve the safety of the airport by making the runway environment more visible to pilots. Installing the lights will also allow the airport to attract additional traffic in the future as a lighted runway is high on the priority list for many potential tenants. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

Airport Information

- District Airport
- Based Aircraft: 11
- Runway 17/35: 3,100' x 50'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting - 68
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$285,000			\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$15,000			\$15,000
Total	\$300,000			\$300,000

Federal grants require 10% matching funds while state grants require 5% 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.

Ardmore Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project consists of crack seal, seal coat, and remark runway 17/35; remove excess crack seal material ponding on taxiway alpha.

CY 2015: Construct ODO.

Project Justification

Runway 17/35 was overlaid 7 years ago and is currently exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low severity longitudinal and transverse cracking. Microsurfacing the runway pavement at this time will protect the base structure and extend the life of the pavement. The airport is exhibiting a growth in the number of based aircraft and an expansion of on airport aerospace companies. Also, the existing joint/crack filler that was placed as a previous maintenance project on taxiway Alpha has been flowing out of the joints onto the adjacent pavement and ponding a 1/2 inch high. Removing the excess material will improve the ride for taxing aircraft.

Airport Information

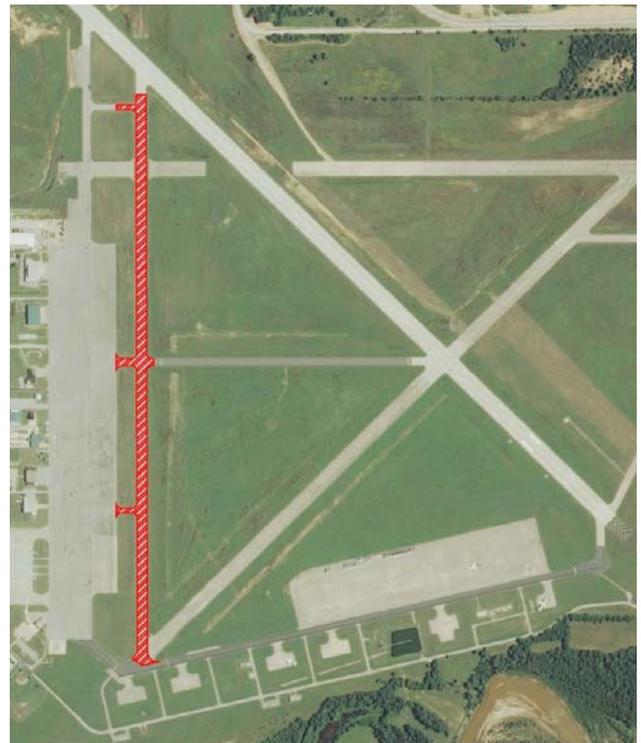
- Regional Business Airport
- Towered airport
- Based Aircraft: 29 (7 jets)
- Runway 13/31: 9,002' x 150'
- Runway 17/35: 5,350' x 100'
- ILS 31 end (instrument landing system)
- MASLR 31 end

Selection Criteria

- Pavement Management: Good
- FAA National Priority Rating System: 69
- OASP Goals: Airside Pavement PCI > 65

\$457,855 of NPE has been transferred to the project.

Grant approved 7/16/2015



CRACK SEAL, PATCH AND SEAL COAT



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$32,575		\$32,575
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement	\$586,346			\$586,346
Sponsor		\$32,575		\$32,575
Total	\$586,346	\$65,150		\$651,496

Federal grants require 10% matching funds while state grants require 5% 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.

Ardmore Municipal Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct taxiway Alpha and connecting taxiways.

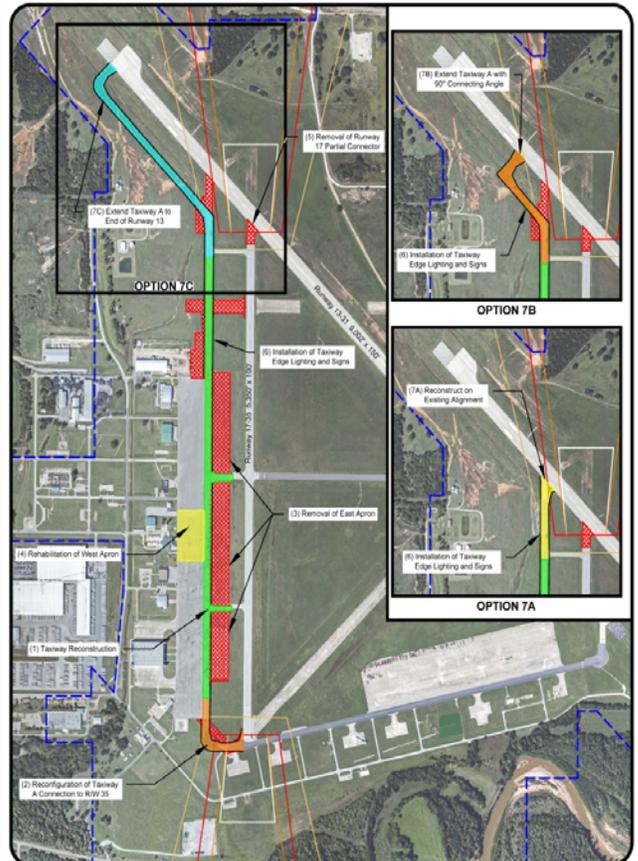
CY 2016: NPE funded Design Only.
CY 2017: Construct option 7A.

Project Justification

LOCHNER conducted a pavement study as part of AIP No. 3-40-005-13-2011. The results of the bore data suggest the existing pavement consists of 5" of asphalt over 6" of concrete. It was noted that no aggregate base course was detected in any of the borings. The existing asphalt overlay is in poor condition and shows several signs of distress such as reflective cracking, fatigue (alligator) cracking, block cracking and reflective cracking. In addition to the previously mentioned distresses the existing joint/crack filler that was placed as a previous maintenance project has been flowing out of the joints onto the adjacent pavement. Rehabilitation of this portion of the taxiway will ensure aircraft can access the main apron without back taxiing on the main runway. Phase II of the project will reconstruct the remaining portion of taxiway Alpha and taxiway Charlie.

Airport Information

- Regional Business Airport
- Towered airport
- Based Aircraft: 29 (7 jets)
- Runway 13/31: 9,002' x 150'
- Runway 17/35: 5,350' x 100'
- ILS 31 end (instrument landing system)
- MASLR 31 end



Selection Criteria

- Pavement Management: Poor
- FAA National Priority Rating System: 65
- OASP Goals: Airside Pavement PCI > 65

Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission			\$271,083	\$271,083
FAA State Apportionment		\$1,000,000		\$1,000,000
FAA Discretionary		\$3,500,000		\$3,500,000
FAA Non-Primary Entitlement		\$379,500		\$379,500
Sponsor			\$271,083	\$271,083
Total		\$4,879,500	\$542,166	\$5,421,666

Federal grants require 10% matching funds while state grants require 5% 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.

Arrowhead State Park

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct taxilanes and a partial perimeter fence.

CY 2016: Construct ODO.

Project Justification

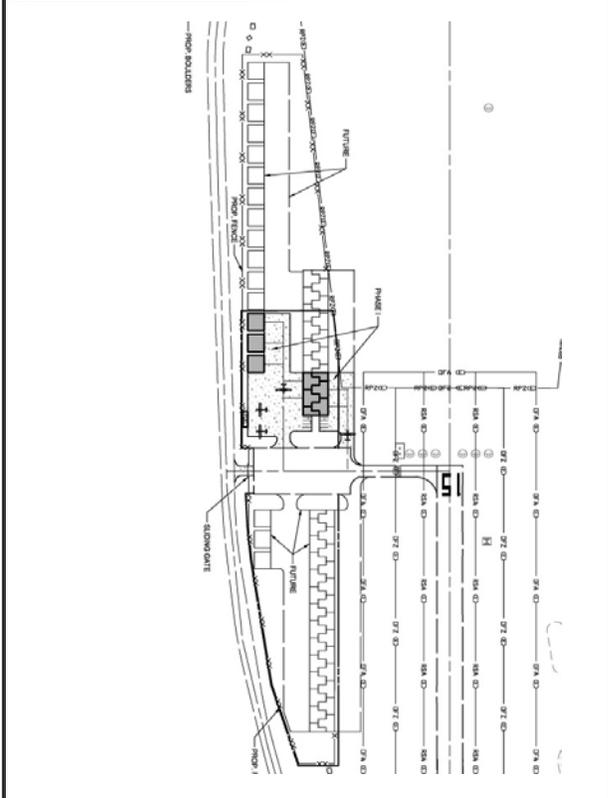
The Commission conducted a RFP in 2013 to have a private entity develop, manage and operate the airport. Through this RFP process, a proposal was selected and Commission staff is currently negotiating the final agreement. In this final agreement there will be development from the private entity (6 hangars, fuel farm and private use areas of the taxilanes) as well as development from the Commission (public use areas of the taxilanes and partial perimeter fence). The Commission's portion will not be constructed until an agreement has been signed and the private entity is ready to construct their portion of the development.

Airport Information

- District Airport
- Based Aircraft: 0 (7 upon completion of development)
- Runway 15/33: 3,500' x 60'

Selection Criteria

- PCI: NA
- NPS: Construct taxilanes - 68
- NPS: Install fencing - 40
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$400,000			\$400,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total	\$400,000			\$400,000

Federal grants require 10% matching funds while state grants require 5% 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.

Jones Memorial (Bristow)

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a new 4,000 ft. x 75 ft. runway approximately 250 ft. east of the existing runway.

CY 2016: Conduct environment assessment

CY 2017: Design ODO.

CY 2018: Construct ODO.

Project Justification

This project consists of constructing a new runway approximately 250 ft. east of the existing runway centerline and closing the existing runway. The existing runway pavement has reached the end of its useful life and due to the following deficiencies the runway must be relocated in order to meet FAA standards:

- Runway was constructed in 1969 and is in poor condition.
- Runway width (50 ft.) does not meet FAA standards (60 ft.).
- Runway Safety Area does not meet FAA standards.
- Runway line of sight does not meet FAA standards .
- Aircraft Parking (ramp area and hangar area) falls within Runway Object Free Area.

Airport Information

- District Airport
- Based Aircraft: 18
- Runway 18/36: 3,379' x 50'

Selection Criteria

- Pavement Management: PCI 36 Poor
- FAA National Priority Rating: 50
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$200,000	\$200,000
FAA State Apportionment			\$540,000	\$540,000
FAA Discretionary			\$2,700,000	\$2,700,000
FAA Non-Primary Entitlement	\$150,000	\$150,000	\$600,000	\$900,000
Sponsor	\$16,667	\$16,667	\$426,667	\$460,001
Total	\$166,667	\$166,667	\$4,466,667	\$4,800,001

Federal grants require 10% matching funds while state grants require 5% 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 (ODO) of the proposed project is to install navigational aids. The project consists of installing new taxiway lights on the parallel taxiway system, installing REILs on RY 35, and upgrading the existing runway lights and PAPIs.

CY 2014: NPE funded Design Only.

CY 2015: Construct ODO.

Project Justification

Currently, the parallel taxiway system is not lighted. This project will improve airport safety by providing a dependable taxiway and runway lighting system during all weather conditions. The lights will also promote better situational awareness for the pilots and reduce the potential for incursions.

Airport Information

- Regional Business Airport
- Based Aircraft: 62
- Runway 17/35: 5,200' x 75'

Selection Criteria

- Pavement Management: N/A
- National Priority Rating System: 68
- OASP Goals: Safety and Standards

Grant approved 7/16/2015



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$60,867		\$60,867
FAA State Apportionment	\$513,527			\$513,527
FAA Discretionary	\$300,000			\$300,000
FAA Non-Primary Entitlement	\$282,096			\$282,096
Sponsor		\$66,270		\$66,270
Total	\$1,095,623	\$127,137		\$1,222,760

Federal grants require 10% matching funds while state grants require 5% 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 (ODO) of the proposed project is to rehabilitate runway 17/35, the parallel taxiway system and the apron. The project consists of constructing an asphalt overlay on the runway, crack repair and seal coat the parallel taxiway system and crack repair the apron.

CY 2016: NPE funded Design Only.

CY 2017: Construct ODO.

Project Justification

The Commission's pavement management program forecasts a PCI rating of 62 for runway 17/35 for year 2017.

Currently, the runway pavement is exhibiting medium and low severity longitudinal and transverse cracks.

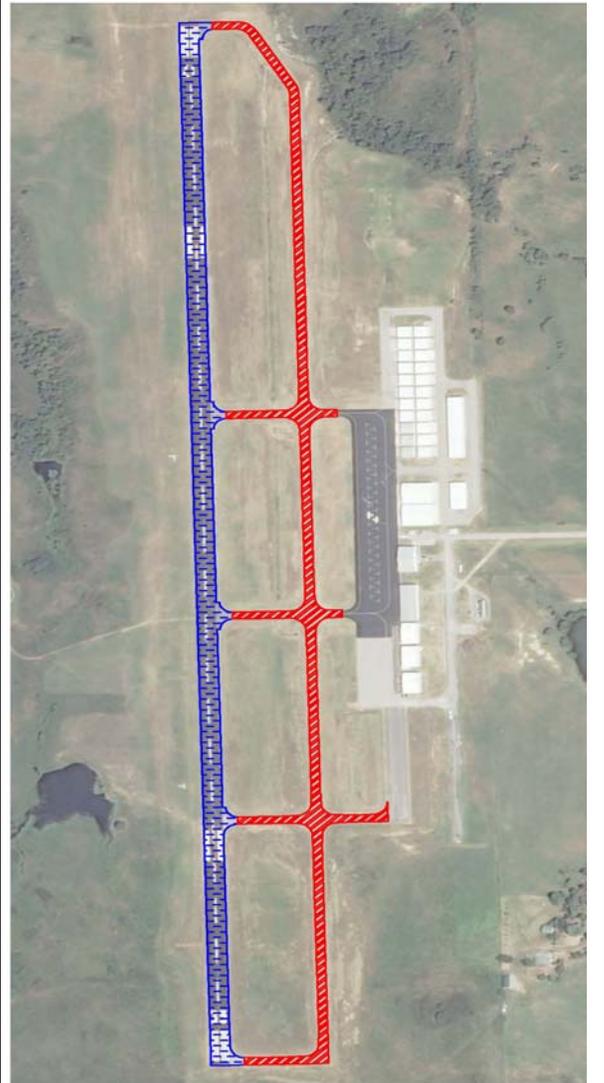
Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft: 62
- Runway 17/35: 5,200' x 75'

Selection Criteria

- Pavement Management: 62
- National Priority Rating: 67
- OASP Goals: Runway Pavement PCI > 65



 OVERLAY (CRACK SEAL & PATCH)
 SEALCOAT (CRACK SEAL & PATCH)

Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$133,333	\$133,333
FAA State Apportionment		\$1,200,000		\$1,200,000
FAA Discretionary		\$1,050,000		\$1,050,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor	\$16,667		\$133,333	\$150,000
Total	\$166,667	\$2,400,000	\$266,666	\$2,833,333

Federal grants require 10% matching funds while state grants require 5% 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 (ODO) of the proposed project is to construct new taxilanes for future hangar development and a high strength concrete hard-stand.

CY 2016: Construct ODO.

Project Justification

The airport has experienced high amounts of growth over the last two decades and continues to expand with additional traffic. The airport currently has a waiting list for hangar development and needs additional taxilanes to support new tenants. Constructing these taxilanes will spur growth and create additional revenue, allowing the airport to achieve its goal of being self-sustaining. The asphalt apron PCI is 67 and is exhibiting medium severity cracking and raveling with areas of depressions. Since the contractor will be onsite doing the taxilane work it would make sound financial sense to have them construct an apron hard-stand at the same time. This hard-stand will allow larger aircraft to park on the apron without causing further deterioration to a point where it would become unusable.

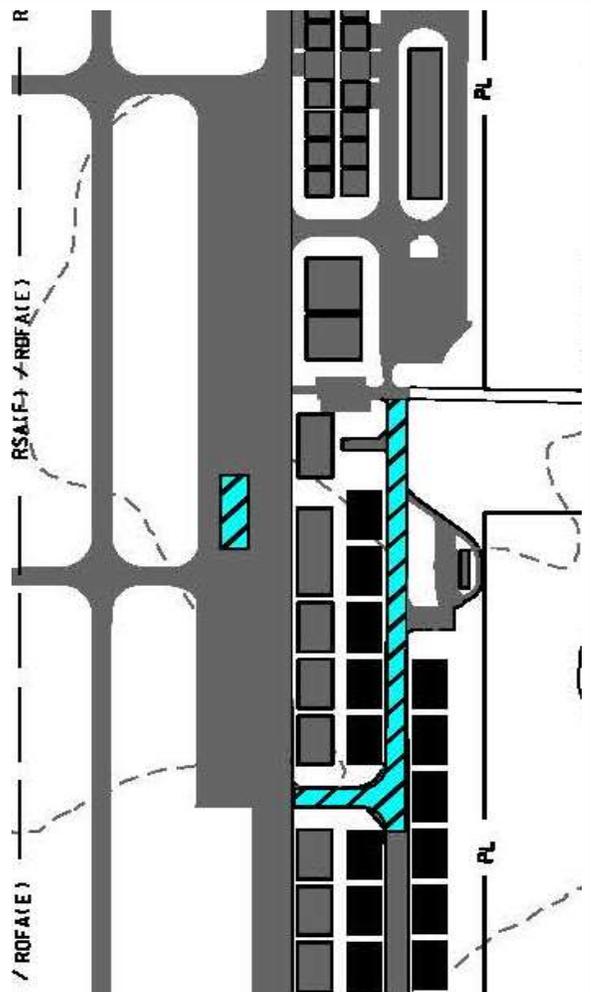
Airport Information

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

Selection Criteria

- Pavement Management: 67
- National Priority Rating: 58 & 57
- OASP Goals: Safety and Standards, Airside Pavement PCI > 65

Grant approved 12/3/2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$634,030			\$634,030
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$33,370			\$33,370
Total	\$667,400			\$667,400

Federal grants require 10% matching funds while state grants require 5% 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.

Clinton Regional Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to crack seal and seal coat the apron.

CY 2015/2016: Construct ODO.

Project Justification

The apron pavement is exhibiting low severity cracking and medium severity raveling. The raveling is creating a very fine gravel (see bottom picture) which is causing a FOD issue for aircraft. In order to seal in the aggregate a crack seal and seal coat is necessary to prevent further deterioration of the pavement.

Airport Information

- Regional Business Airport
- Based Aircraft: 18
- Runway 17/35: 4,305' x 75'

Selection Criteria

- Pavement Management: NA
- National Priority Rating: 58
- OASP Goals: Airside Pavement PCI > 65

Phase 1 (crack seal only) Grant approved 12/3/2015 with a total project cost of \$22,050. Phase 2 (seal coat & remark) to occur in spring 2016.



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$95,000			\$95,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$5,000			\$5,000
Total	\$100,000			\$100,000

Federal grants require 10% matching funds while state grants require 5% 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.

Cushing Municipal

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install expansion joints and repair areas of the primary runway.

CY 2015: Design and construct ODO

Project Justification

The primary runway experienced several blow-ups of the concrete pavement during the week of 7/13/15 and has been closed to traffic since then. The top layer of pavement (constructed in 2000) appears to be under significant stress due to the deterioration of the original WWII concrete pavement that is underneath. To relieve this stress, several expansion joints will need to be installed along the runway that will allow the pavement to expand and contract with the seasonal environmental conditions. The expansion joints will need to be installed as soon as possible as there is evidence on other portions of the runway that similar blow-ups could occur at any time. If something is not done to relieve the stress and stop the blow-ups the runway will continue to deteriorate to a point where it will need to be reconstructed.

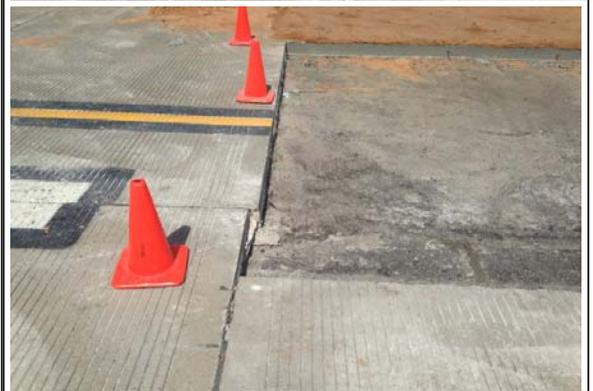
Airport Information

- Regional Business Airport
- Based Aircraft: 33 (2 jets)
- Runway 18/ 36: 5,201' x 100'

Selection Criteria

- Pavement Management: PCI 95 (prior to the blow-ups)
- FAA National Priority Rating: NA
- OASP Goals: Runway PCI > 65

Emergency grant approved 7/16/2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$285,000			\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$15,000			\$15,000
Total	\$300,000			\$300,000

Federal grants require 10% matching funds while state grants require 5% 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.

**Duncan
Halliburton Field**
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to repair, seal, remark, and smooth the primary runway. Also, if funds are available, repair the high level distressed areas on the taxiway and main apron.

CY 2016: Construct ODO

Project Justification

The runway, taxiways, and aprons are exhibiting corner breaks, broken and shattered panels, and poor joint seal. Diamond grinding will be considered to smooth the pavement. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

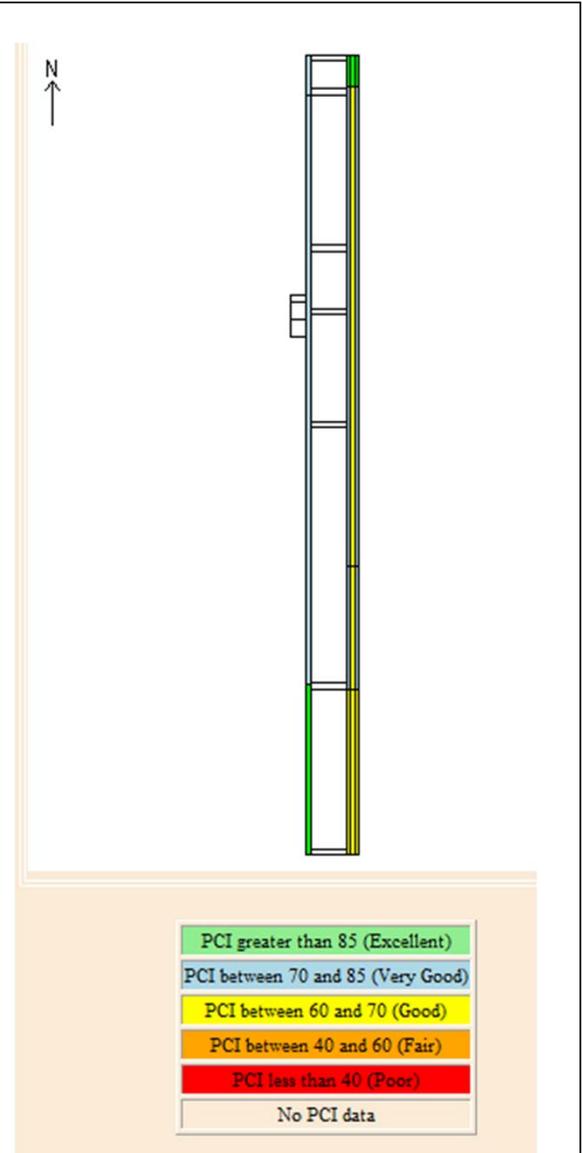
Airport Information

- Regional Business Airport
- Based Aircraft: 37 (1 jet)
- Runway 17/ 35: 6,326' x 100'

Selection Criteria

- Pavement Management: PCI 66
- FAA National Priority Rating: 67
- OASP Goals: Runway PCI > 65

**\$150,000 of NPE has been transferred to the project.
Grant approved 12/3/2015**



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$351,373		\$351,373
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000		
Sponsor		\$26,388		\$26,388
Total		\$527,761		\$527,761

Federal grants require 10% matching funds while state grants require 5% 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.

**Duncan
Halliburton Field**
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install an Omnidirectional Approach Lighting System (ODALS) at runway 35 end.

CY 2016: Construct ODO

Project Justification

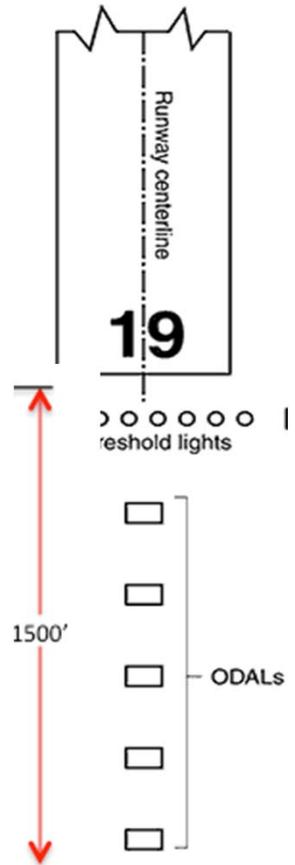
The installation of an ODALS will improve access to the airport by increasing pilot awareness. ODALS are used to identify the approach end and centerline of the runway. The ODALS is a configuration of seven omnidirectional sequenced flashing lights located in the runway approach area. The ODALS provides circling, offset, and straight-in visual guidance for non-precision approach runways. The omnidirectional horizontal beam pattern, bright flashes and a sequential strobing flash pattern that rolls toward the runway threshold helps the pilot identify the runway. Three intensity settings allow the approach to be used under changing weather conditions.

Airport Information

- Regional Business Airport
- Based Aircraft: 37 (1 jet)
- Runway 17/ 35: 6,326' x 100'

Selection Criteria

- Pavement Management: NA
- FAA National Priority Rating: 47
- OASP Goals: Improve Airport Access



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$400,000			\$400,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$21,053			\$21,053
Total	\$421,053			\$421,053

Federal grants require 10% matching funds while state grants require 5% 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.

Durant
Eaker Field Regional
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install an Omnidirectional Approach Lighting System (ODALS) at runway 17 end.

CY 2015: Construct ODO in fall of 2015

Project Justification

The installation of an ODALS will improve access to the airport by increasing pilot awareness. ODALS are used to identify the approach end and centerline of the runway. The ODALS is a configuration of seven omnidirectional sequenced flashing lights located in the runway approach area. The ODALS provides circling, offset, and straight-in visual guidance for non-precision approach runways. The omnidirectional horizontal beam pattern, bright flashes and a sequential strobing flash pattern that rolls toward the runway threshold helps the pilot identify the runway. Three intensity settings allow the approach to be used under changing weather conditions.

Airport Information

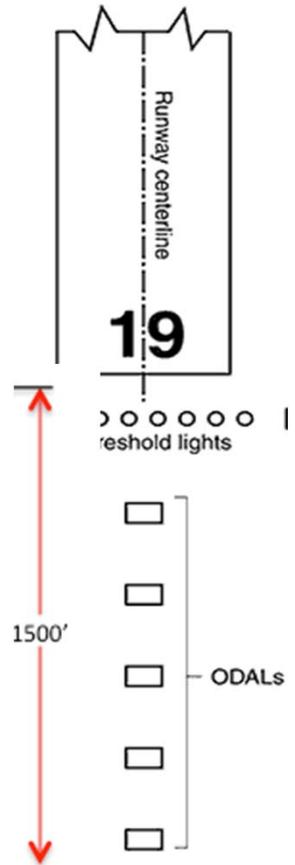
- Regional Business Airport
- Based Aircraft: 78 (2 jets)
- Runway 17/35: 5,001' x 100'

Selection Criteria

- Pavement Management: NA
- FAA National Priority Rating: 47
- OASP Goals: Improve Airport Access

Grant approved 1/14/2014

Project moved back from State FY 2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$279,387			\$279,387
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$14,705			\$14,705
Total	\$294,092			\$294,092

Federal grants require 10% matching funds while state grants require 5% 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.

Durant
Eaker Field
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the asphalt portions of the aircraft parking apron at the Aviation Sciences Institute at Southeastern Oklahoma State located on Eaker Field.

CY 2016: Construct ODO.

Project Justification

Currently, the asphalt portion of the aircraft parking apron is exhibiting raveling, longitudinal and transverse cracks. It is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft: 78 (2 jets)
- Runway 17/35: 5,001' x 100'

Selection Criteria

- Pavement Management: NA
- National Priority Rating: 40
- OASP Goals: Maintain Airside Pavement PCI > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$55,000			\$55,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$2,895			\$2,895
Total	\$57,895			\$57,895

Federal grants require 10% matching funds while state grants require 5% 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.

Durant
Eaker Field
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35. The project consists of constructing an asphalt overlay on runway 17/35.

CY 2016: NPE funded Design Only.

CY 2017: Construct ODO.

Project Justification

The Commission's pavement management program forecasts a PCI rating of 53 for runway 17/35. Currently, the runway pavement is exhibiting reflective cracking, bleeding, raveling, longitudinal and transverse cracks.

Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft: 78 (2 jets)
- Runway 17/35: 5,001' x 100'

Selection Criteria

- Pavement Management: 53
- National Priority Rating: 72
- OASP Goals: Runway Pavement PCI > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$118,056	\$118,056
FAA State Apportionment		\$1,175,000		\$1,175,000
FAA Discretionary		\$800,000		\$800,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$118,056	\$134,723
Total	\$150,000	\$2,141,667	\$236,112	\$2,527,779

Federal grants require 10% matching funds while state grants require 5% 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.

**Durant
Eaker Field**
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to extend runway 17/35 and the parallel taxiway. The project consists of extending the runway and taxiway approximately 1,800' to the south to achieve a total length of 6,800'.

CY 2017: NPE funded Design Only.

CY 2018: Construct ODO.

Project Justification

Over the last several years the airport has seen an increase in the amount of jet traffic, particularly large and mid-size jets that have the range to reach each coast. Although these jets currently have the ability to operate out of the airport, they must restrict their fuel and/or passenger load to reduce their takeoff distance requirements to meet the current runway length of 5,000'. Restricting their load capabilities limits the operational performance of these jets thereby not allowing them to reach their intended destinations without a fuel stop. The sponsor intends to provide documented aircraft demand that satisfies FAA's aviation demand criteria for the runway extension.

Airport Information

- Regional Business Airport
- Based Aircraft: 78 (2 jets)
- Runway 17/35: 5,001' x 100'

Selection Criteria

- Pavement Management: NA
- National Priority Rating: 50
- OASP Goals: Meet aviation demand



Agency Fiscal Year	FY 2017	FY 2018	FY 2019	Total
Commission			\$119,444	\$119,444
FAA State Apportionment		\$1,000,000		\$1,000,000
FAA Discretionary		\$1,000,000		\$1,000,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$119,444	\$136,111
Total	\$150,000	\$2,166,667	\$238,888	\$2,555,555

Federal grants require 10% matching funds while state grants require 5% 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.

El Reno Regional Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the asphalt portions of the parallel taxiway system.

CY 2016: Construct ODO.

Project Justification

The asphalt portions of the parallel taxiway system are 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. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic that uses the taxiway. Rehabilitation of the pavement will protect the base structure and extend the life of the pavement. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

Airport Information

- Regional Business Airport
- Based Aircraft: 29 (1 jet)
- Runway 17/35: 5,600' x 75'

Selection Criteria

- Pavement Management: 64
- NPS: Rehabilitate Taxiway 66
- OASP Goals: Airside pavement PCI > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$190,000		\$190,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$10,000		\$10,000
Total		\$200,000		\$200,000

Federal grants require 10% matching funds while state grants require 5% 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.

El Reno Regional Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the apron area around the existing fueling system.

CY 2016: NPE funded design only.

CY 2017: Construct ODO.

Project Justification

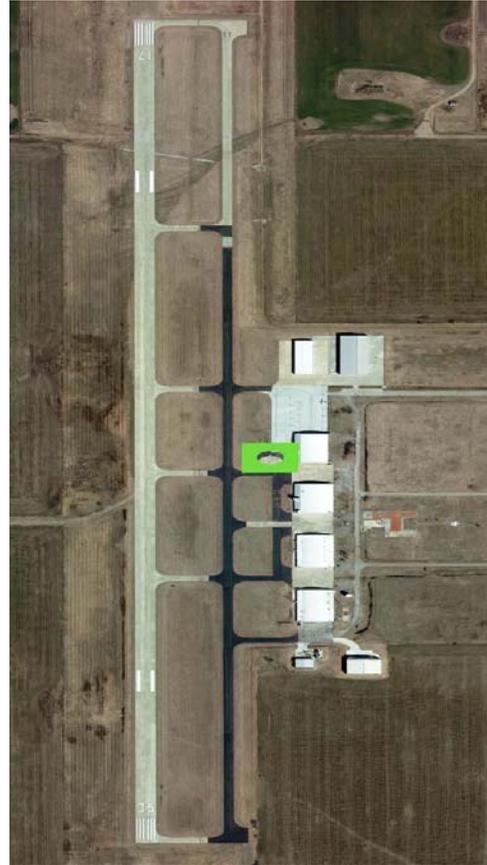
The apron area around the fuel system is a combination of asphalt and concrete pavement and both are exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include to medium to high severity longitudinal cracking, transverse cracking, raveling and slab distresses. Due to the rehabilitation of the apron area the fuel system will need to be relocated to ensure the most efficient use of space. In addition to this, the area where the fuel system is currently located does not have the proper turn radii to allow for larger aircraft to use the system.

Airport Information

- Regional Business Airport
- Based Aircraft: 29 (1 jet)
- Runway 17/35: 5,600' x 75'

Selection Criteria

- Pavement Management: 46
- NPS: Rehabilitate Apron 60
- OASP Goals: Safety and Standards, Airside pavement PCI >65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$38,888	\$38,888
FAA State Apportionment		\$100,000		\$100,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$600,000		\$600,000
Sponsor			\$38,889	\$38,889
Total		\$700,000	\$77,777	\$777,777

Federal grants require 10% matching funds while state grants require 5% 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.

Elk City Regional Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is rehabilitate and widen the parallel taxiway system and portions of the main apron that are within the taxiway object free area. The project consists of crack seal & seal coat the north 1,000 ft. (blue), widen and overlay the center section (red), rehabilitate portions of the main apron that are within the taxiway object free area (COLOR), install new MITL's on the center section, and relocate runway threshold lights and REIL's to meet FAA standards.

Project Justification

The current PCI of the taxiway pavement is 63 which is below the threshold PCI rating (65) at which pavement deteriorates more rapidly. Currently the pavement is exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low to medium severity longitudinal cracking, transverse cracking, and patching. No major structural failures were observed. Widening the center section from 30 ft. to 35 ft. will bring the center section up to FAA standards and overlaying the pavement will protect the base structure and extend the life of the pavement. The PCI of the apron pavement is 54 and is exhibiting high severity longitudinal cracks and failed pavement areas.

Airport Information

- Regional Business Airport
- Based Aircraft: 30
- Runway 17/ 35: 5,399' x 75'

Selection Criteria

- Pavement Management: 63
- FAA National Priority Rating: 63
- OASP Goals: Standards and Airside Pavement > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$95,919	\$95,919
FAA State Apportionment		\$700,000		\$700,000
FAA Discretionary		\$650,000		\$650,000
FAA Non-Primary Entitlement	\$150,000	\$376,550		\$526,550
Sponsor		\$16,667	\$95,920	\$112,587
Total	\$150,000	\$1,743,217	\$191,839	\$2,085,056

Federal grants require 10% matching funds while state grants require 5% 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.

Elk City Regional
Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a high strength concrete hard-stand.

CY 2015: Construct ODO.

Project Justification

The current PCI of the asphalt apron pavement is 54 and is exhibiting high severity longitudinal cracks and a few failed pavement areas. Instead of reconstructing the entire apron which would be very costly, the project will reconstruct a section of the apron in concrete so that it can handle parking the larger aircraft that utilize the airport. This will allow the apron to be utilized without having heavier aircraft continue to deteriorate the apron to a point where it is no longer usable. The typical hard-stand will be 50' wide and 150' long so that it can accommodate at least 3 small to midsize jets.

Airport Information

- Regional Business Airport
- Based Aircraft: 30
- Runway 17/ 35: 5,399' x 75'

Selection Criteria

- Pavement Management: 54
- FAA National Priority Rating: 58
- OASP Goals: Airside Pavement PCI > 65

Grant approved 12/3/2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$175,327			\$175,327
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$9,228			\$9,228
Total	\$184,555			\$184,555

Federal grants require 10% matching funds while state grants require 5% 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.

David Jay Perry (Goldsby)

District Airport

Project Description

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

CY 2015: Design and construct the ODO.

Funding: The Commission will participate in 50 percent of the project cost. However, the Commission share will not exceed \$250,000.

Project Justification

The existing terminal building and hangar complex was cut in half during a previous project to construct a parallel taxiway to RW 13/31. The remaining terminal building portion was left standing to operate on a temporary basis until funding could be located to build a new one. The existing building as it stands currently penetrates the transitional (7:1) surface of Part 77 making it an obstruction. Because the complex has been cut in half, the remaining portion is experiencing some structural issues and leaks. The City plans to utilize their NPE funds to construct a new 10 bay T-hangar unit to replace the capacity of the hangar that was removed.

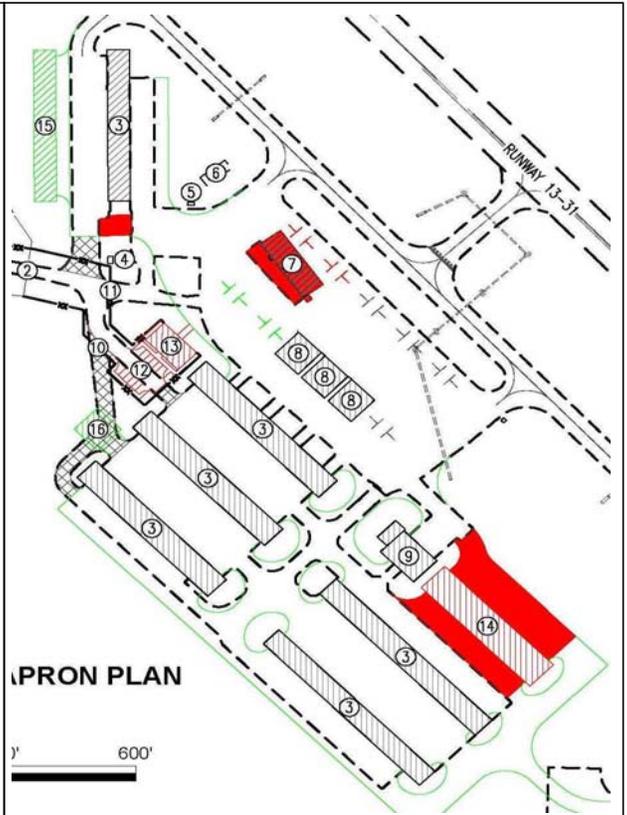
Airport Information

- District Airport
- Based Aircraft: 54
- Runway 13/31: 3,006' x 60'
- Runway 17/35: 1,803 x 60'

Selection Criteria

- Pavement Management: NA
- FAA National Priority Rating: NA
- OASP Goals: Provide a functional terminal building

Grant approved 12/3/2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$210,161			\$210,161
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$210,161			\$210,161
Total	\$420,322			\$420,322

Federal grants require 10% matching funds while state grants require 5% 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.

David Jay Perry (Goldsby)

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct taxilanes for additional hangar development.

CY 2015: Design and construct the ODO.

Project Justification

The existing terminal building and hangar complex was cut in half during a previous project to construct a parallel taxiway to RW 13/31. The airport lost approximately 10 spaces to park aircraft in their main hangar when this occurred. To regain these 10 spaces they plan to build a new T-hangar unit. In order for the airport to utilize their NPE funds on the hangar unit and fully fund that project, the Commission is supplementing the NPE project to construct the taxilanes.

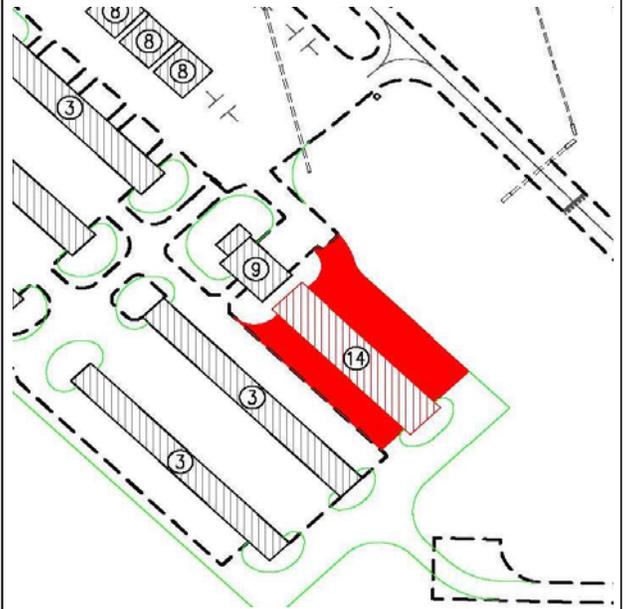
Airport Information

- District Airport
- Based Aircraft: 54
- Runway 13/31: 3,006' x 60'
- Runway 17/35: 1,803 x 60'

Selection Criteria

- Pavement Management: NA
- FAA National Priority Rating: 57
- OASP Goals: Safety and Standards

Grant approved 9/10/2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$154,000			\$154,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement	\$270,716			\$270,716
Sponsor	\$38,185			\$38,185
Total	\$462,901			\$462,901

Federal grants require 10% matching funds while state grants require 5% 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.

Guymon Municipal

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct taxilanes for hangar development (reconfigure north apron area).

CY 2016: Design and construct the ODO.

Project Justification

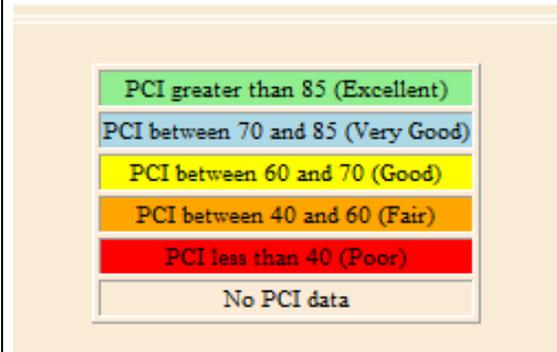
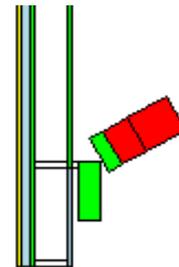
The existing pavement is in poor condition. Constructing taxilanes for new hangar development will help the airport expand and become more self sufficient.

Airport Information

- Regional Business Airport
- Based Aircraft: 38
- Runway 18/36: 5,904' x 100'

Selection Criteria

- Pavement Management: 16 Poor
- FAA National Priority Rating: 57
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$44,737		\$44,737
FAA State Apportionment	\$700,000			\$700,000
FAA Discretionary				
FAA Non-Primary Entitlement	\$150,000			\$150,000
Sponsor		\$44,737		\$44,737
Total	\$850,000	\$89,474		\$939,474

Federal grants require 10% matching funds while state grants require 5% 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.

Hominy Municipal

Community Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to crack seal and seal coat the runway, connecting taxiway and apron pavements.

CY 2017: Construct ODO.

Project Justification

Currently the airport pavements are exhibiting raveling and longitudinal and transverse cracking due to seasonal environmental conditions. The pavement is at a point where it needs basic maintenance in order to preserve the condition and prevent further deterioration to a point where a more expensive rehabilitation is needed. This airport is listed as Unclassified in FAA's ASSET study and will no longer receive any NPE funds.

Airport Information

- Community Airport
- Based Aircraft: 3
- Runway 17/35: 3,210' x 60'

Selection Criteria

- Pavement Management: RW: 63, TW: 68, Apron: 60
- NPS: Rehabilitate Runway 67
- OASP Goals: Runway pavement PCI > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$213,750		\$213,750
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$11,250		\$11,250
Total		\$225,000		\$225,000

Federal grants require 10% matching funds while state grants require 5% 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
Regional Business Airport

Project Description

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

CY 2012: Design Phase I and Phase II.

CY 2013: Construction completed on North portion (Red).

CY 2018: Construct Phase II South portion (Yellow).

Project Justification

Currently, aircraft must use the runway for back 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 full parallel taxiway system will improve the safety for the flying public. Construction of Phase II will complete the multi phase project.

Airport Information

- Regional Business Airport
- Based Aircraft: 20 (2 Jets)
- 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



Agency Fiscal Year	FY 2017	FY 2018	FY 2019	Total
Commission			\$196,667	\$196,667
FAA State Apportionment		\$540,000		\$540,000
FAA Discretionary		\$2,700,000		\$2,700,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$196,667	\$196,667
Total		\$3,540,000	\$393,334	\$3,933,334

Federal grants require 10% matching funds while state grants require 5% 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.

Ketchum - South Grand Lake Regional

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway, taxiway, and apron pavements.

CY 2015: Construct ODO.

Project Justification

Areas of the runway pavement are exhibiting traffic induced failures which can lead to unsafe conditions. These areas (approximately 1,400' x 60' and various localized cracked areas) will require total reconstruction to restore the runway's load bearing capacity in the future. The goal of this project is to crack seal and remark the airport's pavement to preserve its condition until a more major rehabilitation or reconstruction can occur in the future.

Airport Information

- District Airport
- Based Aircraft: 21 (1 jet)
- Runway18/36: 4,744' x 60'

Selection Criteria

- Pavement Management:
- NPS: Repair runway pavement: 68
- OASP Goals: Runway pavement PCI > 65

Grants Approved 3/5/15 & 9/10/15



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$51,777			\$51,777
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$2,725			\$2,725
Total	\$54,502			\$54,502

Federal grants require 10% matching funds while state grants require 5% 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.

Ketchum - South Grand Lake Regional

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to acquire 25 acres of property east of the airport.

CY 2016: Complete ODO.

Project Justification

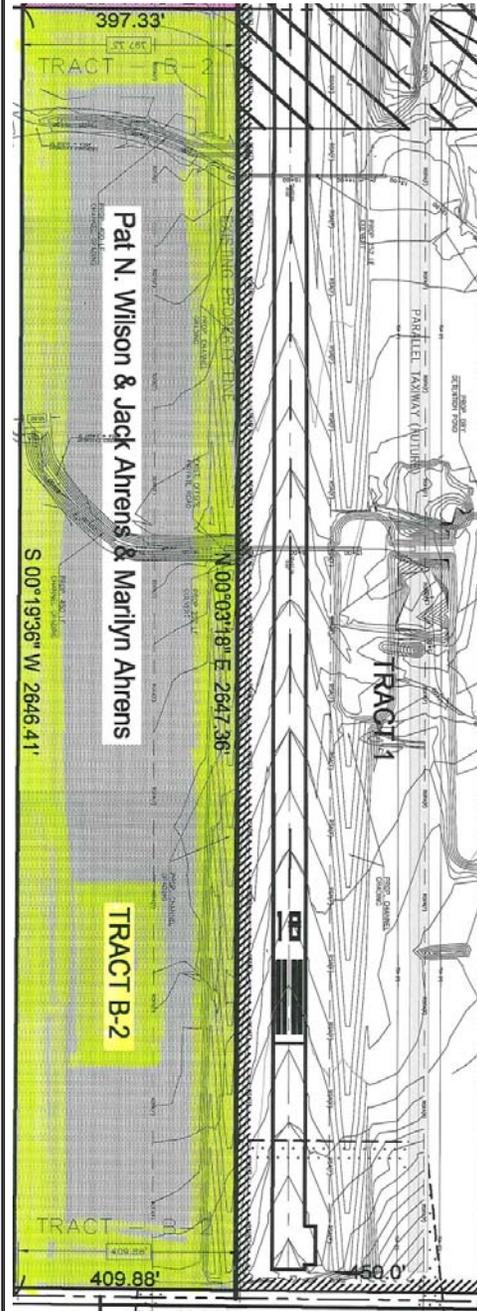
Currently the east property boundary of the airport is only 100' from the runway centerline. This does not allow the airport to control the entire runway object free area (250' from centerline). The B-2 tract of land (east side, north half) will allow the airport to acquire property needed to meet FAA standards as well as ensuring the recently improved drainage system can move water off of airport property.

Airport Information

- District Airport
- Based Aircraft: 21 (1 jet)
- Runway 18/36: 4,744' x 60'

Selection Criteria

- Pavement Management: NA
- NPS: Acquire land for development: 38
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$61,750			\$61,750
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$3,250			\$3,250
Total	\$65,000			\$65,000

Federal grants require 10% matching funds while state grants require 5% 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 Municipal

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed is to rehabilitate runway 02/20, and the parallel taxiway system. The project scope will be determined by a FY 2016 Preliminary engineering report.

CY 2015: Preliminary engineering report to determine scope of work.

CY 2018: Construct ODO.

Project Justification

The Commission's pavement management system forecasts a PCI rating of 52 for runway 02/20 for year 2016. The runway pavement has 3 different pavement sections and is exhibiting D-Cracking, broken slabs, shatter slabs, corner breaks, corner spall, joint spall, and L/T cracks. Due to the distresses, the pavement is deteriorating rapidly and generates a significant amount of FOD.

Airport Information

- Regional Business Airport
- Based Aircraft: 41 (1 jet)
- Runway 01/19: 5,602' x 100'

Selection Criteria

- Pavement Management: 52
- NPS: Rehabilitate Pavement 67
- OASP: Airfield Pavements > 65



Agency Fiscal Year	FY 2017	FY 2018	FY 2019	Total
Commission			\$176,316	\$176,316
FAA State Apportionment		\$500,000		\$500,000
FAA Discretionary		\$2,500,000		\$2,500,000
FAA Non-Primary Entitlement	\$150,000	\$350,000		\$500,000
Sponsor		\$16,667	\$176,316	\$192,983
Total	\$150,000	\$3,366,667	\$352,632	\$3,869,299

Federal grants require 10% matching funds while state grants require 5% 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.

**Mid-America Industrial
Pryor**
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 18/36 and approximately 1,200 ft. of taxiway.

CY 2014: NPE funded Design Only.

CY 2015: Construct ODO.

Project Justification

The Commission's pavement management system forecasts a PCI rating of 44 for runway 18/36 for year 2013. Since the current PCI rating of all pavements is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement in its current condition than to let it continue to deteriorate to a condition that will require full depth reconstruction. Additionally, it is cost effective to rehabilitate a portion (1,200 ft.) of the parallel taxiway system while the workers and equipment are on site.

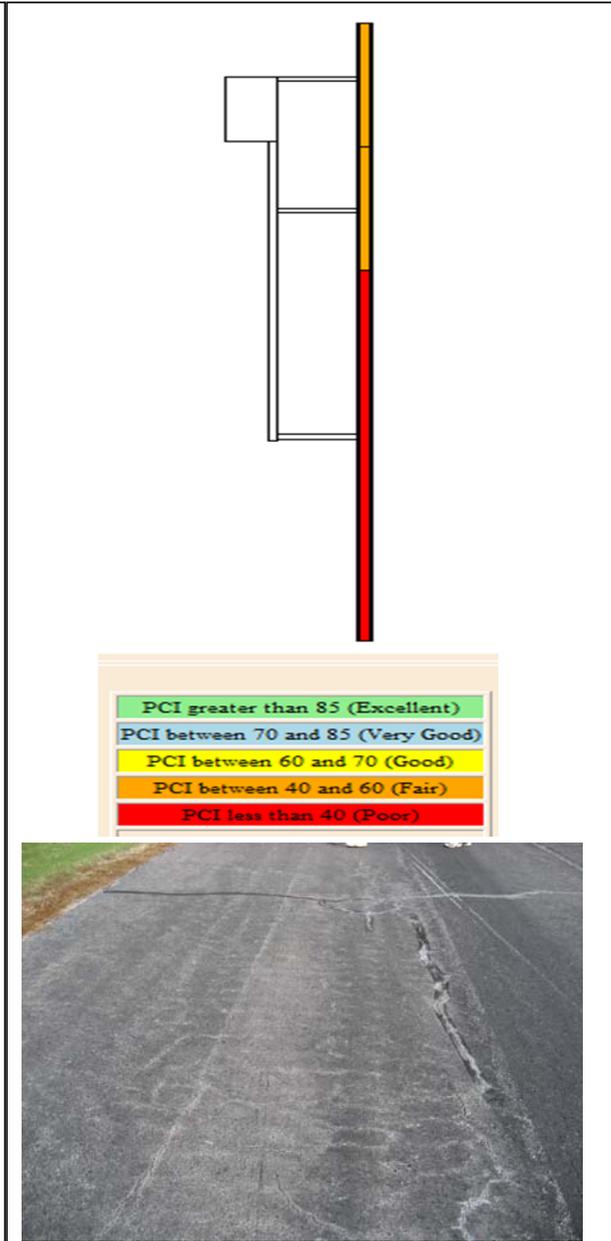
Airport Information

- Regional Business Airport
- Based Aircraft: 26
- Runway 18/36: 5,000' x 75'

Selection Criteria

- Pavement Management: PCI 44
- NPS: Rehabilitate runway - 67
- OASP Goals: Runway Pavement PCI > 65

Grant approved 7/16/2015



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$113,897		\$113,897
FAA State Apportionment	\$692,135			\$692,135
FAA Discretionary	\$800,000			\$800,000
FAA Non-Primary Entitlement	\$558,022			\$558,022
Sponsor		\$113,898		\$113,898
Total	\$2,050,157	\$227,795		\$2,277,952

Federal grants require 10% matching funds while state grants require 5% 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

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 04/22. The project consists of full depth repairs, crack seal, seal coat, and remark.

CY 2015: Construct ODO.

Project Justification

The Commission's pavement management system forecasts a PCI rating of 44 for runway 04/22. Since the current PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement in its current condition than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft: 96 (1 jet)
- Runway 13/31: 7,202' x 150'
- Runway 04/22: 4,498' x 75'

Selection Criteria

- Pavement Management: PCI 44
- NPS: Rehabilitate runway - 67
- OASP Goals: Runway Pavement PCI > 65

**\$450,000 of NPE has been transferred to the project.
Grant approved 7/16/2015**



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$46,667		\$46,667
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement	\$840,010			\$840,010
Sponsor		\$46,668		\$46,668
Total	\$840,010	\$93,335		\$933,345

Federal grants require 10% matching funds while state grants require 5% 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

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 13/31.

CY 2018: Construct ODO.

Project Justification

The Commission's pavement management system forecasts a PCI rating of 67 for runway 13/31. Since the current PCI rating is near 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement in its current condition than to let it continue to deteriorate to a condition that will require full depth reconstruction. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

Airport Information

- Regional Business Airport
- Based Aircraft: 96 (1 jet)
- Runway 13/31: 7,202' x 150'
- Runway 04/22: 4,498' x 75'

Selection Criteria

- Pavement Management: PCI 67
- NPS: Rehabilitate runway - 67
- OASP Goals: Airside pavement PCI > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$712,500	\$712,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$37,500	\$37,500
Total			\$750,000	\$750,000

Federal grants require 10% matching funds while state grants require 5% 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.

Okemah Municipal

Community Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install new LED medium intensity runway lights.

CY 2016: Construct ODO.

Project Justification

The airport just finished constructing a hard surfaced runway in 2014 and is currently negotiating with potential tenants to build hangars on the airport. Installing the lights will allow the airport to attract additional traffic in the future as a lighted runway is high on the priority list for many potential tenants. This project will provide dependable runway lighting during nighttime hours and periods of inclement weather. New runway lights will improve the safety of the airport by making the runway environment more visible to pilots. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

Airport Information

- Community Airport
- Based Aircraft: 0
- Runway 17/35: 3,400' x 60'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting - 68
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$285,000		\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$15,000		\$15,000
Total		\$300,000		\$300,000

Federal grants require 10% matching funds while state grants require 5% 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.

Seminole Municipal

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a high strength concrete hard-stand.

CY 2016: Construct ODO.

Project Justification

The asphalt apron pavement is exhibiting low to medium severity longitudinal cracks, block cracking and raveling with a few areas of minor depressions and bleeding. Instead of reconstructing the entire apron which would be very costly, the project will reconstruct a section of the apron in concrete so that it can handle parking the larger aircraft that utilize the airport. This will allow the apron to be utilized without having heavier aircraft continue to deteriorate the apron to a point where it is no longer usable. The typical hard-stand will be 50' wide and 150' long so that it can accommodate at least 3 small to midsize jets.

Airport Information

- Regional Business Airport
- Based Aircraft: 31
- Runway 16/ 34: 5,004' x 75'

Selection Criteria

- Pavement Management: NA
- FAA National Priority Rating: 58
- OASP Goals: Airside Pavement PCI > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$237,500			\$237,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$12,500			\$12,500
Total	\$250,000			\$250,000

Federal grants require 10% matching funds while state grants require 5% 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 construct a high strength concrete hard-stand.

CY 2015: Construct ODO.

Project Justification

The asphalt apron pavement is exhibiting medium severity longitudinal cracks and raveling with a few areas of minor depressions. Instead of reconstructing the entire apron which would be very costly, the project will reconstruct a section of the apron in concrete so that it can handle parking the larger aircraft that utilize the airport. This will allow the apron to be utilized without having heavier aircraft continue to deteriorate the apron to a point where it is no longer usable. The typical hard-stand will be 50' wide and 150' long so that it can accommodate at least 3 small to midsize jets.

Airport Information

- Regional Business Airport
- Based Aircraft: 47 (2 jets)
- Runway 17/ 35: 5,997' x 100'
- ILS Runway 17 with MALSR

Selection Criteria

- Pavement Management: NA
- FAA National Priority Rating: 58
- OASP Goals: Airside Pavement PCI > 65

Grant approved 12/3/2015



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$144,063			\$144,063
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$7,583			\$7,583
Total	\$151,646			\$151,646

Federal grants require 10% matching funds while state grants require 5% 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

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct and realign the connecting taxiway and diagonal section of the parallel taxiway system to runway 17/35. The project scope and alignment will be determined by a FY 2016 Preliminary engineering study.

CY 2015: Preliminary engineering study.

CY 2016: NPE Design Only.

CY 2017: Construct ODO.

Project Justification

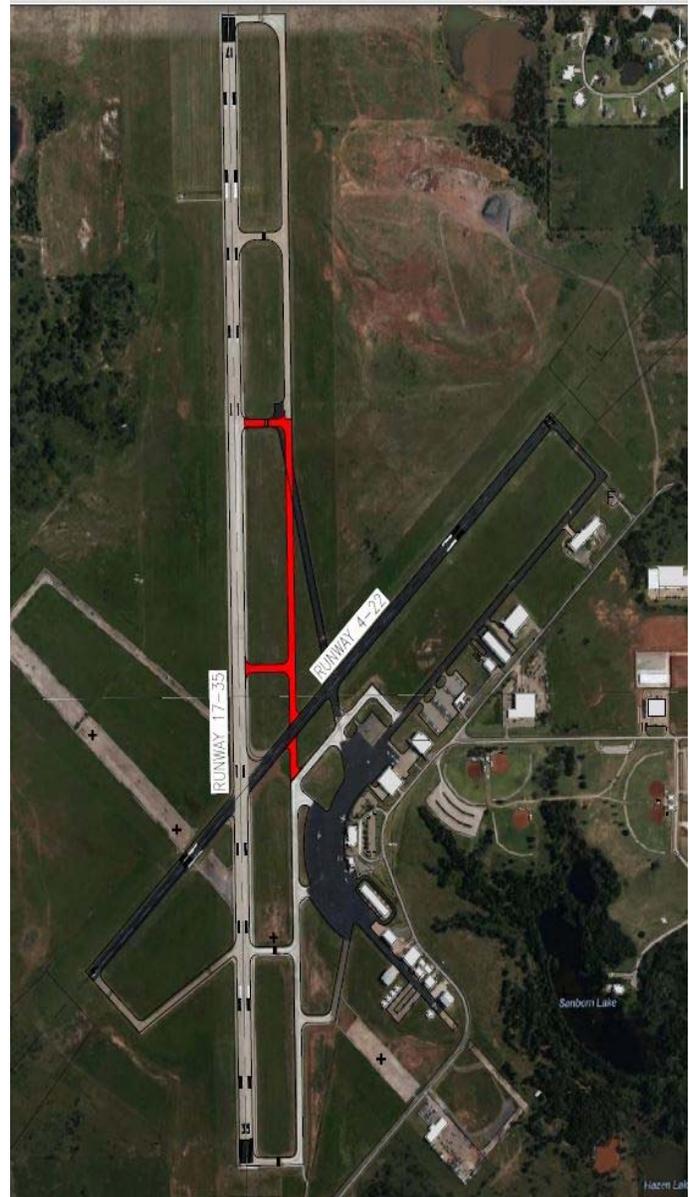
The PCI rating of the connecting taxiway and diagonal section of parallel taxiway system is below 65 and has experienced and continues to experience rapid deterioration of the pavement structure. Realignment of the parallel taxiway system will meet FAA geometric design standards.

Airport Information

- Regional Business Airport
- Based Aircraft: 74
- Runway 17/35: 7,401 x 100'
- Runway 04/22: 5,004' x 75'

Selection Criteria

- Pavement Management: PCI 44
- NPS: Rehabilitate taxiway - 67
- OASP Goals: FAA design standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$161,667	\$161,667
FAA State Apportionment		\$460,000		\$460,000
FAA Discretionary		\$2,300,000		\$2,300,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$161,667	\$178,334
Total	\$150,000	\$2,926,667	\$323,333	\$3,400,000

Federal grants require 10% matching funds while state grants require 5% 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

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 04/22 and parallel taxiway. The project scope will be determined by a FY 2016 Preliminary engineering report.

CY 2016: Preliminary engineering study.

CY 2017: NPE funded Design Only.

CY 2018: Construct ODO.

Project Justification

The connector and Commission's pavement management system forecasts a PCI rating of 44 for runway 04/22. Since the current PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement in its current condition than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft: 74
- Runway 17/35: 7,401 x 100'
- Runway 04/22: 5,004' x 75'
- Control Tower

Selection Criteria

- Pavement Management: PCI 44
- NPS: Rehabilitate runway - 67
- OASP Goals: Runway Pavement PCI > 65



Agency Fiscal Year	FY 2017	FY 2018	FY 2019	Total
Commission			\$102,632	\$102,632
FAA State Apportionment		\$300,000		\$300,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor			\$102,632	\$102,632
Total		\$1,950,000	\$205,264	\$2,155,264

Federal grants require 10% matching funds while state grants require 5% 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) is rehabilitate the primary runway 1L/19R and upgrade runway 1R/19L and parallel taxiway guidance signage to current FAA Standards (final phase of overall signage upgrade).

CY 2015: NPE funded Design Only.

CY 2016: Construct ODO.

Project Justification

The current PCI of the runway pavement is 64 which is categorized as Good and is at the threshold PCI rating (65) at which pavement begins to deteriorate more rapidly. 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. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic use the runway. Overlaying the pavement will protect the base structure and extend the life of the pavement. The existing airfield guidance signs do not meet FAA standards. As a means to reduce runway incursions and to safely move aircraft and ground vehicles about the airport it is essential to have a standardized guidance sign system.

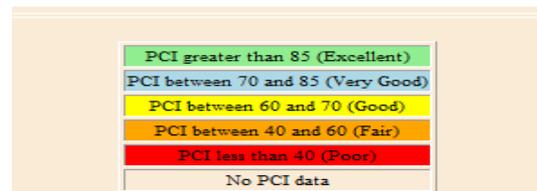
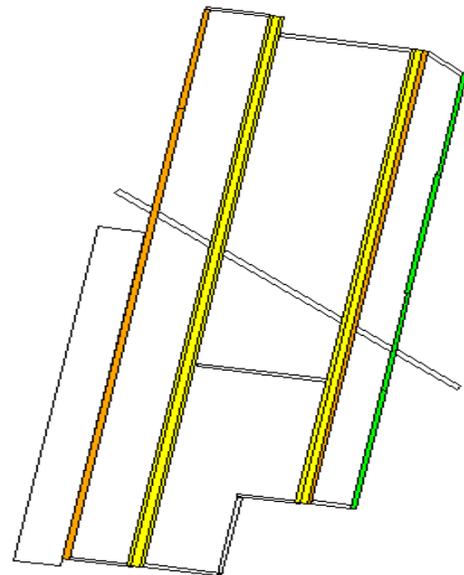
Final phase of the guidance sign upgrade has been moved forward from FY 2017.

Airport Information

- Regional Business Airport - reliever
- Based Aircraft: 520 (19 jets)
- Runway 1L/19R: 5,102' x 100'
- Runway 1R/19L: 4,208' x 100'
- Runway 13/31: 2,641' x 50'
- Control Tower

Selection Criteria

- Pavement Management: 64
- NPS: Rehabilitate Runway 72
- NPS: Upgrade guidance signs 43
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$236,111		\$236,111
FAA State Apportionment	\$1,100,000			\$1,100,000
FAA Discretionary	\$2,800,000			\$2,800,000
FAA Non-Primary Entitlement	\$350,000			\$350,000
Sponsor		\$236,112		\$236,112
Total	\$4,250,000	\$472,223		\$4,722,223

Federal grants require 10% matching funds while state grants require 5% 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.

Wiley Post - OKC
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed projects consists of rehabilitation of the primary runway 17L/35R, diamond grind and groove the primary runway, drainage improvements where the primary and crosswind runways intersect; rehabilitate portions of the connector taxiways; upgrade runway edge lights, signage and PAPIs.

CY 2014: NPE funded Design Only.

CY 2015: Construct ODO.

Project Justification

Runway 17L/35R is exhibiting several corner and panel breaks and many joints are missing the sealant. Diamond grinding will smooth the pavement and grooving will meet FAA standards for this airport. Replacing the runway lights, signage and PAPIs will finish the electrical upgrade for the primary runway.

Rehabilitating/reconstructing the connector taxiways out to the holdshort lines will ensure the primary runway does not have to be closed again when the parallel taxiway system is rehabilitated.

Airport Information

- Regional Business Airport
- Based Aircraft: 422 (86 jets)
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,213' x 100'
- Control Tower

Selection Criteria

- Pavement Management:
- NPS: Rehabilitate Runway 72
- NPS: Rehabilitate taxiway 67
- OASP Goals: Safety and Standards

Grant approved 9/10/2015



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$138,889		\$138,889
FAA State Apportionment	\$1,560,130			\$1,560,130
FAA Discretionary	\$1,400,000			\$1,400,000
FAA Non-Primary Entitlement	\$600,000			\$600,000
Sponsor		\$2,737,011		\$2,737,011
Total	\$3,560,130	\$2,875,900		\$6,436,030

Federal grants require 10% matching funds while state grants require 5% 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.

Wiley Post - OKC

Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed projects consists of; rehabilitate the connecting taxiways pavement, lights and signs; rehabilitate the parallel taxiway system(s) pavement, lights, and signs.

CY 2014: Preliminary Engineering Report by Commission.

CY 2015: NPE funded Design Only.

CY 2016: Construct ODO.

Project Justification

The airport sponsor has funded and received the result of an airfield electrical study (Airfield Lighting and Electrical System Improvements, October 2013). The report states that the megger tests are 0.030 for the homerun and 0.07 for runway 17R/25L. The megger test results indicate the circuits have passed the threshold of reliable operation (megger test below 1.0). The parallel taxiway system 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. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic that uses the taxiway. Rehabilitation of the pavement will protect the base structure and extend the life of the pavement.

Airport Information

- Regional Business Airport
- Based Aircraft: 422 (86 jet)
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,,213' x 100'
- Control Tower



Selection Criteria

- Pavement Management:
- NPS: Rehabilitate Runway 72
- NPS: Rehabilitate taxiway 67
- OASP Goals: Safety & Standards

Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$102,778		\$102,778
FAA State Apportionment	\$600,000			\$600,000
FAA Discretionary	\$1,100,000			\$1,100,000
FAA Non-Primary Entitlement	\$150,000			\$150,000
Sponsor		\$102,778		\$102,778
Total	\$1,850,000	\$205,556		\$2,055,556

Federal grants require 10% matching funds while state grants require 5% 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.

West Woodward
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the secondary runway and asphalt portions of the parallel taxiway system.

CY 2016: Construct ODO.

Project Justification

The secondary runway and asphalt portions of the parallel taxiway system are exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low to medium severity longitudinal cracking, transverse cracking and raveling. Although there are a few areas that will need full depth repairs, no major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic that uses the secondary runway and parallel taxiway system. Rehabilitation of the pavement will protect the base structure and extend the life of the pavement. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

Airport Information

- Regional Business Airport
- Based Aircraft: 40 (1 jet)
- Runway 17/35: 5,502' x 100'
- Runway 5/23: 2,500' x 60'
- ODALS

Selection Criteria

- Pavement Management: RW 5/23: 47, TW: 62
- NPS: Rehabilitate Runway 68
- NPS: Rehabilitate Taxiway 64
- OASP Goals: Airside pavement > 65



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission	\$475,000			\$475,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$25,000			\$25,000
Total	\$500,000			\$500,000

Federal grants require 10% matching funds while state grants require 5% 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.

West Woodward
Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the primary runway and concrete portions of the parallel taxiway system.

CY 2018: Construct ODO.

Project Justification

The primary runway is exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed were corner breaks, joint spalls, broken and shattered panels, longitudinal cracking and poor joint seal. Diamond grinding will be considered to smooth the pavement. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic that uses the runway and taxiway. Rehabilitation of the pavement will protect the base structure and extend the life of the pavement. The Commission staff will move forward and obtain an executed intergovernmental agreement that will allow staff to act as agents for the airport sponsor.

Airport Information

- Regional Business Airport
- Based Aircraft: 40 (1 jet)
- Runway 17/35: 5,502' x 100'
- Runway 5/23: 2,500' x 60'
- ODALS

Selection Criteria

- Pavement Management: 64
- NPS: Rehabilitate Runway 68
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission			\$617,500	\$617,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$32,500	\$32,500
Total			\$650,000	\$650,000

Federal grants require 10% matching funds while state grants require 5% 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.

Statewide Apron Program

Regional Business Airport

<p>Project Description The Overall Development Objective (ODO) of the proposed project is to install concrete hard stands on asphalt aprons.</p> <p>CY 2016, 2017, 2018: Design and construct overall development objective.</p> <p>Project Justification There are several asphalt aprons at regional business airports across the state that do not have the structural capacity to park heavier aircraft on them. Installation of these hard stands will allow the heavier aircraft to park at these airports without further deteriorating the asphalt. This will also allow the Commission to reach more airports with this program as opposed to reconstructing an entire apron which can be very costly. We estimate the cost of each hard stand to be approximately \$150,000.</p> <p>Proposed candidates will be selected as funding permits. Individual CIP pages will be made for each airport as they're selected.</p> <p>Selection Criteria</p> <ul style="list-style-type: none"> • Pavement Management: NA • FAA NPS: 56-62 • OASP Goals: Airside pavement > 65 	
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Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$570,000	\$570,000	\$1,140,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$30,000	\$30,000	\$60,000
Total		\$600,000	\$600,000	\$1,200,000

Federal grants require 10% matching funds while state grants require 5% 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

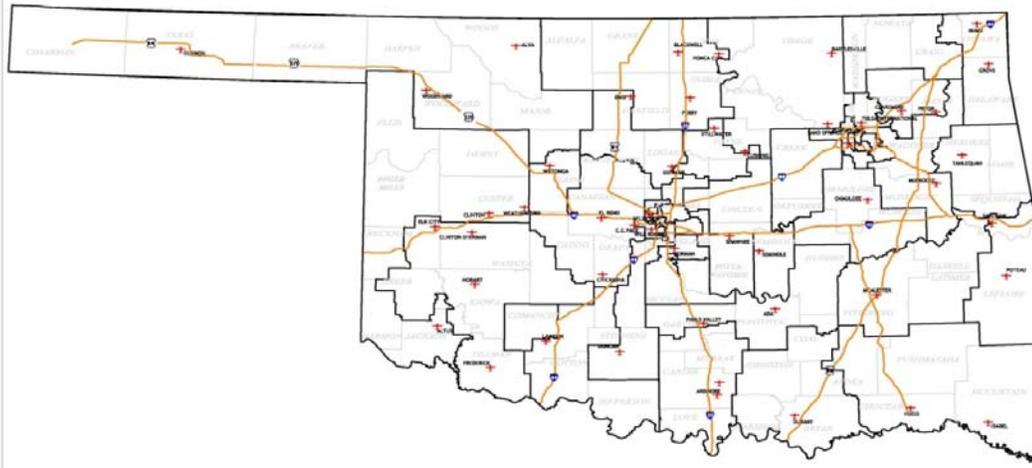
Project Description

The Overall Development Objective is to conduct a statewide airport economic impact study of the state's civilian and military airports. It has been over 20 years (last study conducted in 1994) since OAC has conducted such a study of the state's airport system. This study will be a two part look at Oklahoma's civilian and military airports to determine the economic impact that both have on the state and local economy. The first part will look at each airport individually to determine its impact, both direct and indirect, on the local and state economies. The second part will be to combine these individual airport impacts to determine the economic impact of the state systems as a whole.

As part of this study the individual airports will receive deliverables that they can utilize in their community to promote the importance of the airport to both the general public and the community leaders. OAC will receive deliverables on the statewide level that we can utilize to show the importance of the airport system and why we have the capital improvement program that provides much needed infrastructure funding to airports. There is also a portion of the study that will look at individual segments of aviation industry within Oklahoma and the impacts they have on the state.

CY 2015/2016 Work Element for Federal FY 2015 system planning grant only: Statewide economic impact study

1. Determine impact of the Oklahoma Airport System
2. Determine impact of the Oklahoma Military Airports



Agency Fiscal Year	FY 2015	FY 2016	FY 2017	Total
Commission		\$120,000	\$125,000	\$245,000
FAA State Apportionment	\$245,000			\$245,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total	\$245,000	\$120,000	\$125,000	\$490,000

Federal grants require 10% matching funds while state grants require 5% 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 the following work elements:

CY 2016 - 2018 Work Elements for Federal FY2016 - FY2018 system planning grants:

Work Element 1: Oklahoma Airport System Plan Review

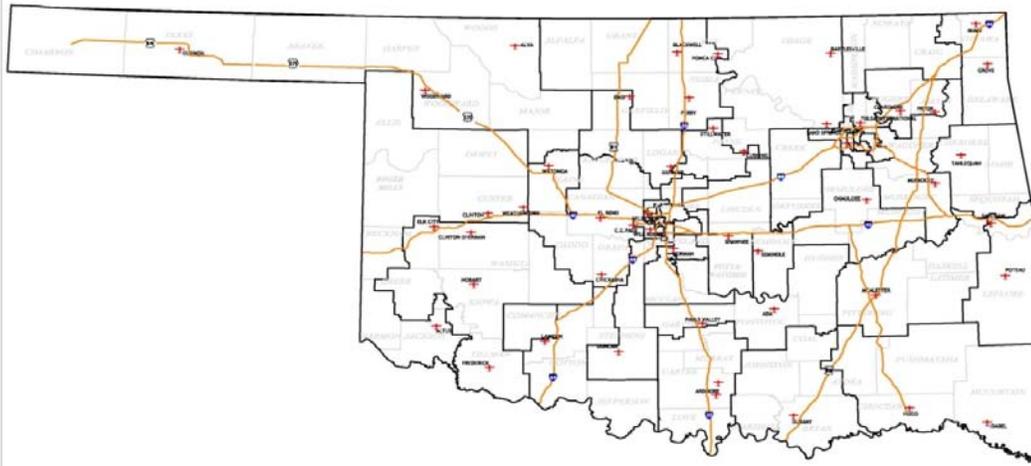
1. Review functional classification of all system airports and compare available basic airport amenities at system airports with OASP Goals

Work Element 2: Airport Information Management Activities

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

Work Element 3: Capital Planning Process

1. Commission’s three-year capital improvement program
2. Review and update NPIAS needs with sponsor



Agency Fiscal Year	FY 2016	FY 2017	FY 2018	Total
Commission		\$22,222	\$22,222	\$44,444
FAA State Apportionment	\$200,000	\$200,000	\$200,000	\$600,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total	\$200,000	\$222,222	\$222,222	\$644,444

Federal grants require 10% matching funds while state grants require 5% 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