OKLAHOMA AERONAUTICS COMMISSION

Three-Year Capital Improvement Program FY 2008 - FY 2010

Oklahoma Aeronautics Commission

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OKLAHOMA AERONAUTICS COMMISSION

CAPITAL IMPROVEMENT PROGRAM
FY 2008 - FY 2010

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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.

Oklahoma Aeronautics Commission
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EXECUTIVE SUMMARY

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

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

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

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

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

Oklahoma Aeronautics Commission
3700 North Classen Blvd., Ste. 240
Oklahoma City, OK 73118

(405) 604-6900

OKLAHOMA AERONAUTICS COMMISSION

FEDERAL
THREE YEAR
CAPITAL IMPROVEMENT PROGRAM

CIP Project Name	Funding	FFY 2008	FFY 2009	FFY 2010	Total
ADA Municipal	Commission	$200,000			**$200,000**
The Overall Development Objective (ODO) of the proposed project is to re-align and reconstruct the pararllel taxiway to runway 17/35, rehabilitate taxilanes and aprons, update of the airport layout plan.	Federal State Apportionment	$500,000			**$500,000**
	Federal Discretionary	$900,000			**$900,000**
	Non-Primary Entitlement	$150,000			**$150,000**
	Sponsor	$194,444			**$194,444**
	Total	**$1,944,444**			**$1,944,444**
Alva Regional	Commission	$100,000	400,000	200,000	**700,000**
The Overall Development Objective (ODO) of the proposed project is to relocate runway 17/35 to the west and extend.	Federal State Apportionment		1,267,300	700,000	**1,967,300**
	Federal Discretionary		1,400,000	700,000	**2,100,000**
	Non-Primary Entitlement	$150,000	150,000	150,000	**450,000**
	Sponsor	$27,778	$357,478	$194,444	**579,700**
	Total	**$277,778**	**3,574,778**	**1,944,444**	**5,797,000**
Bartlesville Municipal					
	Commission	$500,000			**$500,000**
The Overall Development Objective (ODO) of the proposed project is to rehabiliate south 4500' of runway 17/35	Commission (Excise Tax Credit)	$1,900,000			**$1,900,000**
	Federal State Apportionment				**$0**
	Federal Discretionary				
	Non-Primary Entitlement				
	Sponsor	$350,000			**$350,000**
	Total	**$2,750,000**			**$2,750,000**
Durant – Eaker Field	Commission	$100,000	$400,000	$100,000	**$600,000**
The Overall Development Objective (ODO) of the proposed project is to re-align and reconstruct the pararllel taxiway to runway 17/35, rehabilitate taxilanes and aprons, update of the airport layout plan.	Federal State Apportionment	$100,000	$1,350,000	$500,000	**$1,950,000**
	Federal Discretionary		$1,300,000	$500,000	**$1,800,000**
	Non-Primary Entitlement	$150,000	$150,000	$150,000	**$450,000**
	Sponsor	$38,889	$355,556	$138,889	**$533,333**
	Total	**$388,889**	**$3,555,556**	**$1,388,889**	**$5,333,333**
Guthrie-Edmond Regional	Commission (Excise Tax Dedication)	$751,300			**$751,300**
The Overall Development Objective (ODO) of the proposed project is to acquire land, for airport development and for runway approaches.	Federal State Apportionment	$800,000			**$800,000**
	Federal Discretionary				
	Non-Primary Entitlement	$150,000			**$150,000**
	Sponsor	$189,033			**$189,033**
	Total	**$1,890,333**			**$1,890,333**
Guthrie-Edmond Regional	Commission (Excise Tax Dedication)	$200,000			**$200,000**
The Overall Development Objective (ODO) is to improve airport erosion control to protect the embankment at 16 end	Federal State Apportionment				
	Federal Discretionary				
	Non-Primary Entitlement				
	Sponsor	$22,222			**$22,222**
	Total	**$222,222**			**$222,222**
Guthrie-Edmond Regional	Commission (Excise Tax Dedication)	**$182,622**			**$182,622**
The Overall Development Objective (ODO) is to extend three taxilanes in the northwest T-hangar area.	Federal State Apportionment				
	Federal Discretionary				
	Non-Primary Entitlement				
	Sponsor	**$20,291**			**$20,291**
	Total	**$202,913**			**$202,913**
McAlester Regional	Commission			$100,000	**$100,000**
The Overall Development Objective (ODO) of the proposed project is to Improve Runway Safety Area	Federal State Apportionment			$100,000	**$100,000**
	Federal Discretionary			$400,000	**$400,000**
	Non-Primary Entitlement		150000	$150,000	**$300,000**
	Sponsor		$16,667	$83,333	**$100,000**
	Total		**$166,667**	**$833,333**	**$1,000,000**

Approved August 2, 2007

OKLAHOMA AERONAUTICS COMMISSION

FEDERAL
THREE YEAR
CAPITAL IMPROVEMENT PROGRAM

CIP Project Name	Funding	FFY 2008	FFY 2009	FFY 2010	Total
Norman – OU Max Westheimer					
The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35 and rehabilitate the asphalt portion of the general aviation ramp located on the NE portion on the airport	Commission	$300,000			**$300,000**
	Federal State Apportionment	$300,000			**$300,000**
	Federal Discretionary	$1,300,000			**$1,300,000**
	Non-Primary Entitlement	$150,000			**$150,000**
	Sponsor	$227,778			**$227,778**
	Total	**$2,277,778**			**$2,277,778**
OKC – Wiley Post	Commission	$450,000		500,000	**$950,000**
The Overall Development Objective (ODO) of the proposed project is to strengthen/rehabilitate taxiways, install taxiway lights and extend taxiway.	Federal State Apportionment	$500,000		900,000	**$1,400,000**
	Federal Discretionary	$1,400,000		800,000	**$2,200,000**
	Non-Primary Entitlement	$150,000	150000	150,000	**$450,000**
	Sponsor	$277,778	$16,667	261,111	**$555,556**
	Total	**$2,777,778**	**$166,667**	**2,611,111**	**$5,555,556**
OKC – Wiley Post		As of June 2007			
The Overall Development Objective (ODO) of the proposed project is to install an Instrument Landing System.	Commission (Excise Tax Credit)	$688,317			
	Commission (Excise Tax Dedication)	$1,858,812			
	Federal State Apportionment				
	Federal Discretionary				
	Non-Primary Entitlement				
	Sponsor	$206,535			
	Total	**$2,753,664**			**$2,500,000**
Okmulgee Regional					
The Overall Development Objective (ODO) of the proposed project is re-align and rehabilitate taxiway system.	Commission		$100,000	$100,000	**$200,000**
	Federal State Apportionment			$650,000	**$650,000**
	Federal Discretionary			$1,300,000	**$1,300,000**
	Non-Primary Entitlement		$150,000	$150,000	**$300,000**
	Sponsor		$27,778	$244,444	**$272,222**
	Total		**$277,778**	**$2,444,444**	**$2,722,222**
Ponca City Regional	Commission	$200,000	$400,000		**$600,000**
The Overall Development Objective (ODO) of the proposed project is to construct parallel taxiway.	Federal State Apportionment	$717,300	$1,300,000		**$2,017,300**
	Federal Discretionary	$1,200,000	$2,100,000		**$3,300,000**
	Non-Primary Entitlement	$150,000	$150,000		**$300,000**
	Sponsor	$251,922	$438,889		**$690,811**
	Total	**$2,519,222**	**$4,388,889**		**$6,908,111**
Richard Lloyd Jones, Jr					
The Overall Development Objective is to to rehabilitate airfield pavements.	Commission			$300,000	**$300,000**
	Federal State Apportionment			$450,000	**$450,000**
	Federal Discretionary				
	Non-Primary Entitlement		$150,000	$150,000	**$300,000**
	Sponsor		$16,667	$100,000	**$116,667**
	Total		**$166,667**	**$1,000,000**	**$1,166,667**
Sand Springs – Pogue Municipal					
The Overall Development Objective (ODO) of the proposed project is to acquire land for approaches.	Commission	$100,000			**$100,000**
	Federal State Apportionment	$300,000			**$300,000**
	Federal Discretionary				**$0**
	Non-Primary Entitlement	$150,000			**$150,000**
	Sponsor	$61,111			**$61,111**
	Total	**$611,111**			**$611,111**
Shawnee Regional					
The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35.	Commission		100000	$100,000	**$200,000**
	Federal State Apportionment			$617,300	**$617,300**
	Federal Discretionary			$1,100,000	**$1,100,000**
	Non-Primary Entitlement		$150,000	$150,000	**$300,000**

OKLAHOMA AERONAUTICS COMMISSION

FEDERAL
THREE YEAR
CAPITAL IMPROVEMENT PROGRAM

CIP Project Name	Funding	FFY 2008	FFY 2009	FFY 2010	Total
	Sponsor		$27,778	$218,589	**$246,367**
	Total		**$277,778**	**$2,185,889**	**$2,463,667**
Shawnee Regional					
The Overall Development Objective of the proposed project is to construct new terminal building	Commission	$275,000			**$275,000**
	Federal State Apportionment				
	Federal Discretionary				
	Non-Primary Entitlement				
	Sponsor	$275,000			**$275,000**
	Total	**$550,000**			**$550,000**
Stillwater Regional	Commission			$605,000	**$605,000**
The Overall Development Objective is to reconfigure the apron and taxiway.	Federal State Apportionment				
	Federal Discretionary				
	Non-Primary Entitlement		$75,000	$200,000	**$275,000**
	Sponsor		$8,333	$211,667	**$220,000**
	Total		**$83,333**	**$1,016,667**	**$1,100,000**
State of Oklahoma – Aeronautics Commission	Commission				
The Overall Development Objective of the proposed project is to support the State of Oklahoma's continuous system planning process.	Federal State Apportionment	$200,000	$200,000	$200,000	**$600,000**
	Federal Discretionary	$200,000	$200,000	$200,000	**$600,000**
	Non-Primary Entitlement				**$0**
	Sponsor	$44,444	$44,444	$44,444	**$133,333**
	Total	**$444,444**	**$444,444**	**$444,444**	**$1,333,333**
State of Oklahoma – Aeronautics Commission	Commission	$300,000			**$300,000**
The Overall Development Objective of the proposed project is provide weather information to pilots as they fly into airports around the state of Oklahoma.	Federal State Apportionment				
	Federal Discretionary				
	Non-Primary Entitlement				
	Sponsor				
	Total	**$300,000**			**$300,000**
Weatherford – Thomas P. Stafford	Commission	$240,000			**$240,000**
The Overall Development Objective is to relocate hangar in order to provide aircraft parking	Federal State Apportionment	$700,000			**$700,000**
	Federal Discretionary				**$0**
	Non-Primary Entitlement	$150,000			**$150,000**
	Sponsor	$121,111			**$121,111**
	Total	**$1,211,111**			**$1,211,111**

Summary of Funding Totals

Commission (Excise Tax Credit)	**$2,588,317**			**$2,588,317**
Commission (Excise Tax Dedication)	**$2,844,012**			**$2,844,012**
Commission	**$2,765,000**	**$1,400,000**	**$2,005,000**	**$6,170,000**
Federal State Apportionment	**$4,117,300**	**$4,117,300**	**$4,117,300**	**$12,351,900**
Federal Discretionary	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$15,000,000**
Non-Primary Entitlement	**$1,350,000**	**$1,275,000**	**$1,250,000**	**$3,875,000**
Sponsors	**$2,221,867**	**$1,310,256**	**$1,496,923**	**$5,029,045**
Totals	**$20,886,496**	**$13,102,556**	**$13,869,223**	**$47,858,274**

ADA Municipal

Regional Business Airport

(Appendix A)

DESCRIPTION

The Overall Development Objectives (ODO) of the proposed project is to reconstruct the parallel taxiway. The work elements of the ODO include rehabilitation and realignment of taxiway pavements, reconstruction of the terminal apron pavement and update of the airport layout plan (ALP).

FY 2008

In this final phase (see graphic) of the multi-year project, it is proposed to complete construction of the north and south segments of the taxiway and to update the ALP.

Selection Criteria

- Pavement Management: PCI = 36.0
- NPS: Rehabilitate taxiway = 63.6
- OASP Goals: desired taxiway geometry for regional business airport
- In-Active Grants: N/A

Areas highlighted in red indicate proposed construction

JUSTIFICATION

The parallel taxiway pavement is in an extremely poor condition with the pavement at several locations exhibiting base failures (see Appendix A). The average PCI of the taxiway pavements is 36. Foreign Object Debris (FOD) generated by loose gravel on taxiway shoulders and on T-hangar access pavements can cause significant damage to based jets at the airport if ingested into an aircraft engine. It is therefore necessary to rectify this hazardous situation. Portions of the apron penetrate the primary surface and are considered an obstruction. The proposed project will address this situation to prevent higher approach minima for future instrument approach procedures at the airport.

The taxiway to runway 17/35 is constructed in a non-standard bow-shape. Current geometric design philosophies recommend the construction of full parallel taxiways for optimum airport capacity. It is therefore proposed to construct the taxiway pavement as shown in the figure with a taxiway to runway separation distance of 400 ft. The airport has 48 based aircraft including 3 jets. There are plans by operators to add 3 more based jets in the near future.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$200,000			$200,000
State Apportionment	$500,000			$500,000
Discretionary	$900,000			$900,000
Non-Primary Entitlement	$150,000			$150,000
Sponsor	$194,444			$194,444
Total	$1,944,444			$1,944,444

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Alva Regional

Regional Business Airport

DESCRIPTION

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

FY 2008*

In FY 2008, it is proposed that through a design only grant, the sponsor will develop plans and specifications as well as construction phasing for the project.

As of August 2, 2007, the sponsor does not have land deeds for runway extension

FY 2009

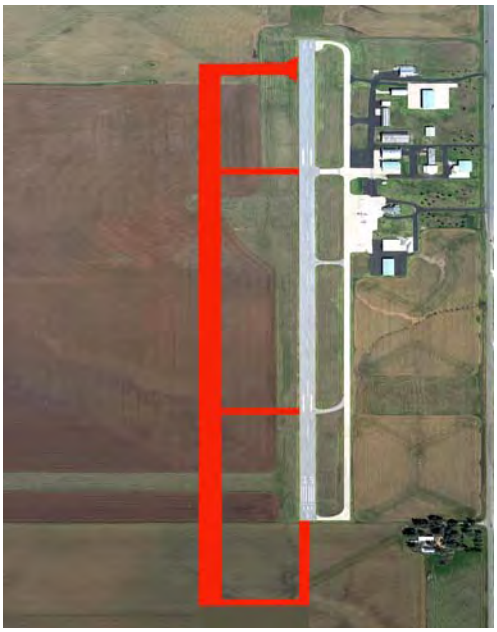
In FY 2009, the first phase of construction activities will be implemented.

FY 2010

In this fiscal year, phase II of construction activities will be completed and an updated ALP will be submitted to FAA for approval.

Selection Criteria

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



Area highlighted in red indicates proposed construction

JUSTIFICATION

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

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$100,000	$400,000	$200,000	$700,000
State Apportionment		$1,267,300	$700,000	$1,967,300
Discretionary		$1,400,000	$700,000	$2,100,000
Non-Primary Entitlement	$150,000	$150,000	$150,000	$450,000
Sponsor	$27,778	$357,478	$194,444	$579,700
Total	$277,778	$3,574,778	$1,944,444	$5,797,000

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

Bartlesville Municipal

Regional Business Airport

(Appendix B)

DESCRIPTION

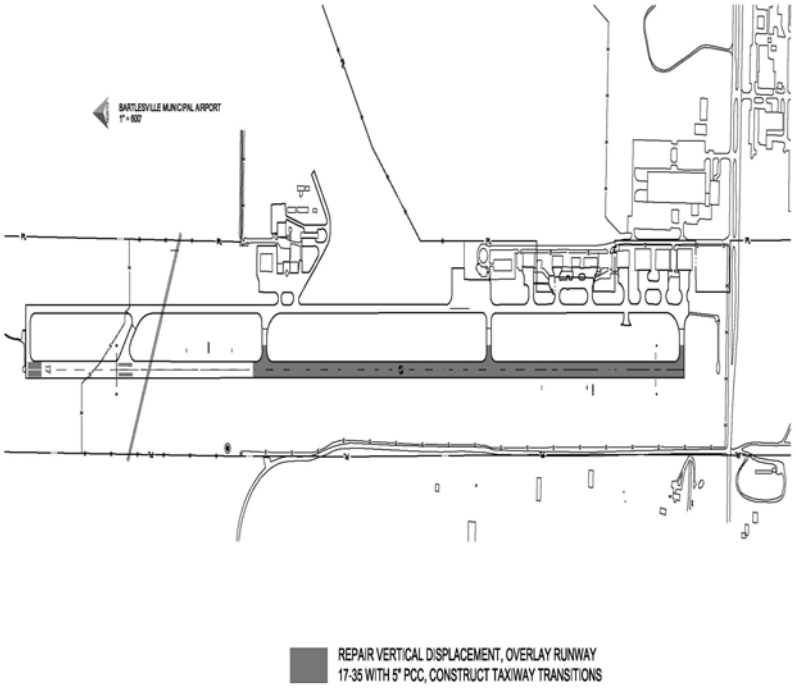
The Overall Development Objective of the project proposed is - rehabilitate runway 17/35. The proposed project will rehabilitate south 4500' of runway pavements

FY 2008

Resurfacing the south 4500' of the runway pavements with a 5" thick concrete overlay will be completed.

Selection Criteria

- Pavement Management: PCI = 31
- NPS: Rehabilitate Pavement = 67.6
- OASP Goals: Preservation
- In-Active Grants: N/A



Area highlighted in red indicates proposed construction

JUSTIFICATION

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

The total project cost of $2.75M will be funded form a) $1.9M balance of excise tax credits, b) $350,000 from City's half-cent sales tax and c) a maximum of $500,000 from the Commission.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$ 500,000			$500,000
Commission (Excise tax Credits)	$1,900,000			$1,900,000
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor	$ 350,000			$350,000
Total	$2,750,000			$2,750,000

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

Durant – Eaker Field

Regional Business Airport
(Appendix C)

DESCRIPTION

The proposed project has two Overall Development Objectives (ODO). The first of these is the reconstruction of the parallel taxiway to runway 17/35. The work elements of the ODO include the construction of a full parallel taxiway to runway 17/35, rehabilitation of taxilanes and aprons, and update of the airport layout plan. The second ODO of the proposed project is - improve runway safety area (RWY 17/35).

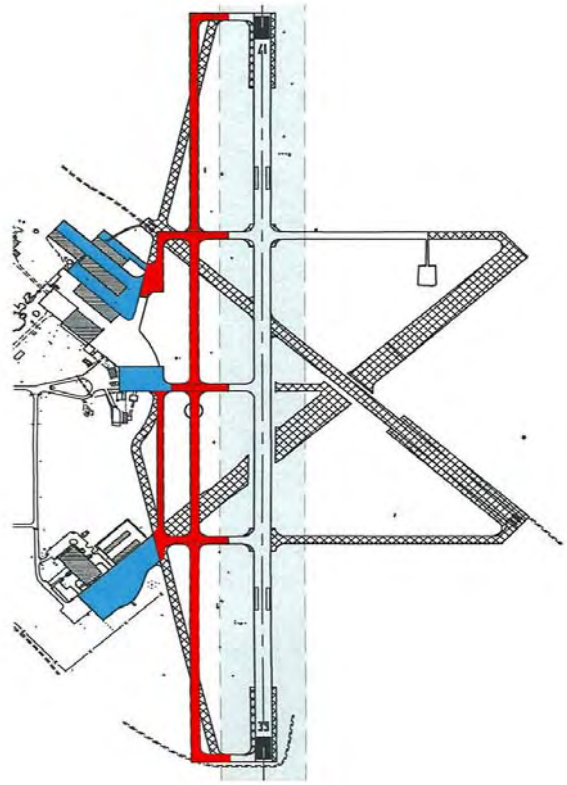
FY 2008
This project will consist of a design only grant for the development of the plans and specification as well as construction phasing for the project.

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

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

Selection Criteria

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



Areas highlighted in red indicate proposed construction

JUSTIFICATION

The taxiway pavements were originally constructed in 1943 using a geometry that is considered non-standard by current FAA standards. The Commission's pavement management system indicates that surface condition of the existing taxiway pavements has deteriorated beyond acceptable levels. The pavements have been extensively patched by the sponsor over the years to maintain ride quality and prevent FOD generation. Currently, even the patches have deteriorated (see Appendix B) and are generating FOD that could cause significant damage to aircraft operating at the airport. This extremely distressed condition of the existing taxiway pavements needs to be addressed.

It is proposed to reconstruct a full parallel taxiway system to runway 17/35 with a runway to taxiway separation distance of 400 ft for future precision approaches. Also, the obstructions in the safety areas beyond runway ends will be addressed in the proposed project. The airport has 55 based aircraft including one Jet.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$100,000	$400,000	$100,000	$600,000
Federal State Apportionment	$100,000	$1,350,000	$500,000	$1,950,000
Federal Discretionary	0	$1,300,000	$500,000	$1,800,000
Non-Primary Entitlement	$150,000	$150,000	$150,000	$450,000
Sponsor	$27,777	$355,556	$138,889	$522,222
Total	$377,777	$3,555,556	$1,388,889	$5,322,222

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Guthrie-Edmond Regional

Regional Business Airport

DESCRIPTION

The Overall Development Objectives (ODO) of the proposed project are – a) acquire land for airport development and b) acquire land for runway approaches.

FY 2008
The sponsor will acquire land as highlighted in the graphic on this page.

Selection Criteria

- Pavement Management: N/A
- NPS: Acquire land for approaches = 42.0
  Acquire land for development = 38.4
- OASP Goals: N/A
- In-Active Grants: N/A

Areas highlighted in red indicate proposed land acquisition

JUSTIFICATION

The airport, jointly sponsored by the Cities of Guthrie and Edmond, is experiencing rapid growth. There is increased demand for hangar space both from corporate entities and individuals. The airports' master plan has identified land acquisitions for airport development and approach protection. In accordance with this, it is proposed to acquire approximately 30 acres of land to the southwest of the airport and 15 acres west of existing hangars for future airport development. It is also proposed to acquire 59 acres of land to the south of runway 34 in order to protect the approach surface. This acquisition is necessitated for airport development, compatible land use around the airport and for protection of approach surfaces.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$751,300			$751,300
Federal State Apportionment	$800,000			$800,000
Federal Discretionary	0			
Non-Primary Entitlement	$150,000			$150,000
Sponsor	$189,033			$189,033
Total	$1,890,333			$1,890,333

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Guthrie-Edmond Regional

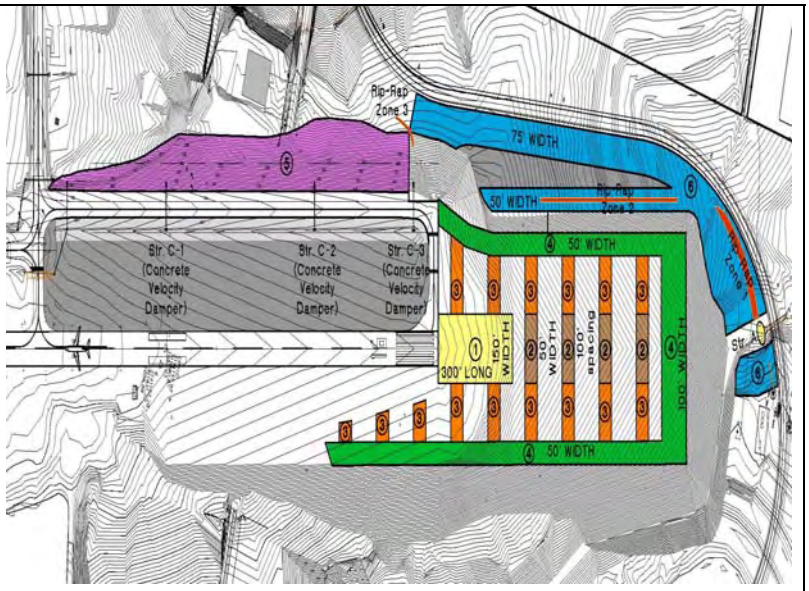
Regional Business Airport

DESCRIPTION

The Overall Development Objectives (ODO) of the proposed project is to *improve airport erosion control.* The project will implement improvements for erosion control to protect the embankment at runway 16 end.

FY 2008

The sponsor will implement erosion control measures at runway 16 end to protect the embankment.



Areas highlighted in red indicate proposed land acquisition

JUSTIFICATION

The recent 1100 ft extension to runway 16/34 was made possible by the construction of a large embankment to the north of the runway. As part of the runway extension project, the embankment was sodded on the shoulders and seeded in other areas. Also, concrete drains were constructed to drain the water away from the toe of the embankment. However, due to extreme drought like conditions in the past year the grass did not take hold in portions that were seeded. Also, due to the extreme rains in the current year, the fast moving water has eroded portions of the embankment. To protect the embankment and the pavement structure over it, it is necessary to urgently implement erosion control measures.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission (Excise Tax)	$200,000			$200,000
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor	$22,222			$22,222
Total	$222,222			$222,222

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

Guthrie-Edmond Regional

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to extend three taxilanes in the northwest T-hangar area.

Red indicates proposed construction area

JUSTIFICATION

The airport sponsor is in the process of acquiring land for future airport development south of the terminal building. The proposed taxiways will enable access to the development areas. The proposed taxilanes are to be constructed in the northwest T-hangar area and will enable access to the new hangars being constructed there.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission (Excise Tax)	$182,622			$182,622
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor	$20,291			$20,291
Total	$202,913			$202,913

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

McAlester Regional Airport

Regional Business Airport
(Appendix D)

DESCRIPTION

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

FY 2009
The project will begin in this fiscal year with a Design Only grant.

FY 2010
The construction phase begins and will be completed.

Selection Criteria

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

Areas highlighted in red indicate proposed construction

JUSTIFICATION

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

It is therefore proposed to include this project in the CIP to improve safety of aircraft operation at McAlester Regional Airport.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission			$100,000	$100,000
State Apportionment			$100,000	$ 100,000
Discretionary			$400,000	$ 400,000
Non-Primary Entitlement		$150,000	$150,000	$ 300,000
Sponsor		$16,667	$83,333	$ 100,000
Total		166,667	$833,333	$ 1,000,000

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Norman – OU Max Westheimer

Regional Business Airport
Reliever
(Appendix E)

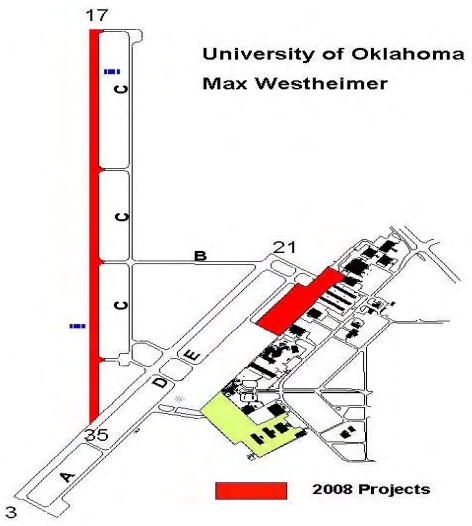
DESCRIPTION

The Overall Development Objectives (ODO) of the proposed project are – a) rehabilitate runway, and b) rehabilitate apron. The proposed project will place an asphalt overlay over runway 17/35 pavement as well as rehabilitate asphalt portion of the general aviation ramp located on the NE portion of the airport.

FY 2008
Design of the project will be completed in FY 2007. Construction phase of the proposed project will be completed in FY 2008.

Selection Criteria

- Pavement Management: PCI = 71
- NPS: Standards = 67.6
- OASP Goals: N/A
- In-Active Grants: N/A



Areas highlighted in red indicate proposed construction

JUSTIFICATION

There are severe load and environment related distresses on runway 17/35 and consequently, the PCI of the pavement is a low 71. These base-failures are indicative of traffic induced damage to the pavement structure and point to the inadequacy of the pavement structure to withstand the operating aircraft traffic. Because of the structural inadequacy of the pavement structure and due to the fact that the pavement's PCI is close to the threshold PCI value (below which the pavement experiences rapid deterioration) it is necessary to rehabilitate the runway pavement. The general aviation apron is in a similar distressed condition. It will be cost-effective to rehabilitate these pavements than to let them deteriorate to a condition where they will need a more expensive reconstruction.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$300,000			$300,000
State Apportionment	$300,000			$300,000
Discretionary	$1,300,000			$1,300,000
Non-Primary Entitlement	$150,000			$150,000
Sponsor	$227,778			$227,778
Total	$2,277,778			$2,277,778

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

OKC-Wiley Post

Regional Business Airport
Reliever
(Appendix F)

DESCRIPTION

The Overall Development Objectives (ODO) of the proposed project are – a) strengthen/rehabilitate taxiways, and b) install taxiway lighting and c) extend taxiway. Due to funding constraints, these projects were dropped from the FY 2007 and FY 2008 funding program.

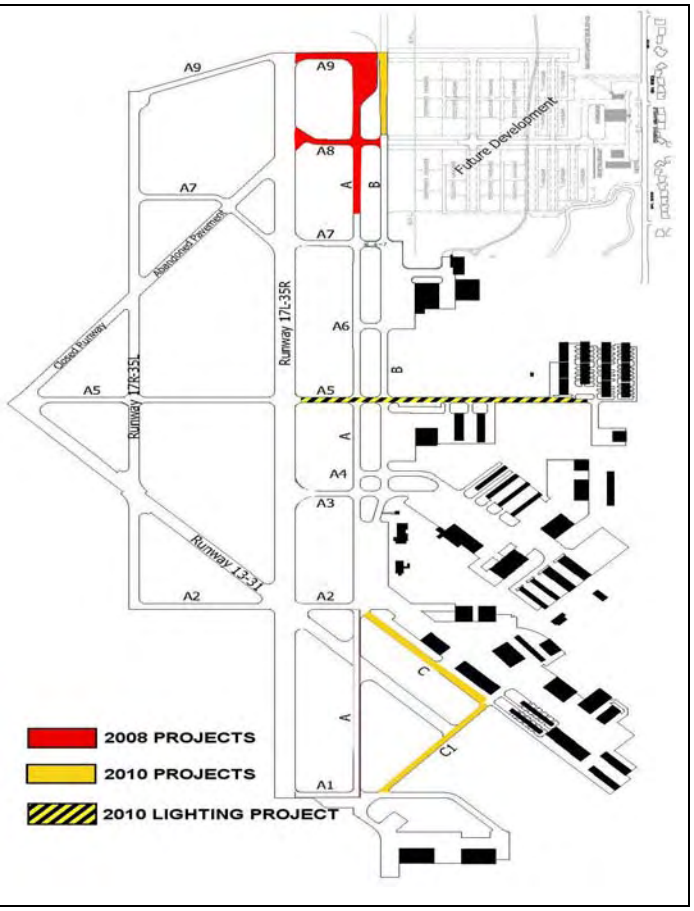
FY 2008
Taxiway A and taxiway A-8 north of taxiway A-7 up to runway 17L including holding area will be strengthened.

FY 2009
Design for FY 2010 projects will be completed.

FY 2010
Reconstruction of taxiway C and C-1 and installation of Medium intensity taxiway edge lights (MITLs) on TW A-5 will be completed. A north extension to TW-B is also proposed to be constructed.

Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Rehabilitate taxiway = 67.6; Install MITLs = 86.5
  Extend taxiway = 43.5
- OASP Goals: N/A
- In-Active Grants: N/A



JUSTIFICATION

Taxiway A, A1, & A3 pavements need to be strengthened to have a structural load-bearing capacity compatible with the weight of the critical aircraft (Gulfstream IV) operating at the airport. Also, TW A-3's pavement condition is extremely deteriorated and its pavement strength is also incompatible with operating traffic. The pavements of TWs C and C-1 are in extremely distressed condition and need to be reconstructed. TWs C and C-1 were constructed with centerline TW lights which are proposed to be replaced with Medium intensity taxiway lights (MITLs) on pavement edges. Also, MITLs are proposed to be installed on taxiway A-5 east of TW A. The construction of north extension to TW-B would de-bottleneck and expedite traffic movement.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$450,000		$500,000	$950,000
State Apportionment	$500,000		$900,000	$1,400,000
Discretionary	$1,400,000		$800,000	$2,200,000
Non-Primary Entitlement	$150,000	$150,000	$150,000	$450,000
Sponsor	$277,778	$16,666	$261,111	$555,555
Total	$$2,777,778	$166,666	$2,611,111	$5,555,555

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

OKC-Wiley Post

Regional Business Airport
Reliever

DESCRIPTION

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

June 2007

Preliminary survey and design has begun. Construction is expected to follow after the design has completed.

Red indicates proposed construction area

JUSTIFICATION

The Instrument Landing System (ILS) will increase safety to the flying public and increase the operational capability of the airport by providing precise guidance to an aircraft until visual contact confirms runway 35R alignment and location.

The Commission approved this project on September 13, 2001 with an Excise Tax Credit, which did not require a match from the sponsor. On July 1, 2005, The Excise Tax Credit changed to the Excise Tax Dedication, which now requires a sponsor match of 10%. The total accumulation of Excise Tax (Credit and Dedication) as of June 2007 is $2,547,129, which $688,317 is the total amount of Excise Tax Credit and $1,858,812 is the total amount of Excise Tax Dedication. The airport sponsor intends to accumulate Excise Tax Dedication to fund this project. The estimated cost of the ILS is between $2.0-2.5 million.

Funding	As of June 2007	Total
Commission (Excise Tax Credit)	$688,317	
Commission (Excise Tax Dedication)	$1,858,812	
Federal State Apportionment	0	
Federal Discretionary	0	
Non-Primary Entitlement	0	
Sponsor	$206,535	
Total	$2,753,664	$2,500,000

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Okmulgee Municipal Airport

Regional Business Airport

(Appendix G)

DESCRIPTION

The primary Overall Development Objective (ODO) of the proposed project is the reconstruction of a full parallel taxiway. The proposed project will reconstruct and realign approximately 5,000 ft. of taxiway to runway 18/36. The project will also include reconstruction of taxilanes. A secondary ODO of the proposed project will seek to improve runway safety areas at both ends of RWY 18/36.

FY 2009
The project will begin in this fiscal year with a Design Only grant.

FY 2010
The construction phase will begins.

FY 2011
Will complete the construction phase.

Selection Criteria

- Pavement Management: PCI = 27
- NPS: Rehabilitate pavement = 63.6
- OASP Goals: Desired taxiway geometry for regional business airport
- In-Active Grants: N/A

Areas highlighted in red indicates proposed construction

JUSTIFICATION

Currently, the taxiway pavement exhibits extensive D-cracking. In 1997, taxiway was extended 850 ft to the North and existing taxiway pavements were patched to repair the failed areas. Areas that were patched in 1997 have deteriorated and need to be reconstructed. The PCI rating for the taxiway estimated by the Commission's pavement management system is 27, i.e. extremely poor and needing reconstruction. The existing taxiway pavement is therefore in an extremely distressed condition. The national priority rating for the project is also high (63.6). Based on FAA's current geometric design standards, it is proposed to reconstruct and re-align the taxiway pavements to provide a full-parallel taxiway to runway 17/35.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission		$100,000	$100,000	$200,000
State Apportionment			$650,000	$650,000
Discretionary			$1,300,000	$1,300,000
Non-Primary Entitlement		$150,000	$150,000	$300,000
Sponsor		$27,778	$244,444	$ 272,222
Total		$277,778	$2,444,444	$ 2,722,222

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

Ponca City

Regional Business Airport
Non Primary Commercial

DESCRIPTION

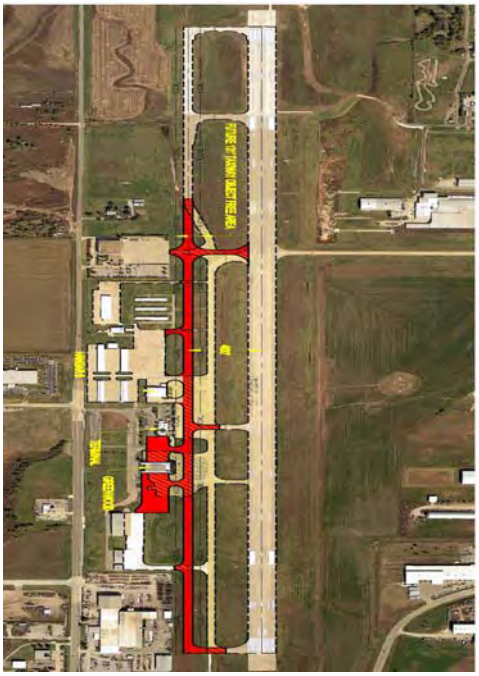
The Overall Development Objective (ODO) of the proposed project is to construct parallel taxiway. The project will provide standard runway to taxiway separation. It will also include a) reconstruction and reconfiguration of the main apron, b) reconstruction of FBO apron (airport property), and c) installation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

FY 2008
Phase I will consist of the complete engineering report, construction of the parallel taxiway pavements to the north of the terminal apron and other components as determined by the engineering report.

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

Selection Criteria

- Pavement Management: N/A
- NPS: Rehabilitate pavement = 47.1
- OASP Goals: Safety and standards
- In-Active Grants: N/A



Areas highlighted in red indicates proposed construction

JUSTIFICATION

The current geometrics of the airport provide the standard runway to taxiway separation distance of 400 ft for only the North 2000 ft of the parallel taxiway. For the entire remaining taxiway pavement (about 5200 ft) the separation distance is non-standard (about 275 ft). This non-standard condition needs to be corrected for air-carrier and charter operations. It is therefore proposed to realign the entire taxiway to provide the standard, safe runway to taxiway separation distance. This realignment will cause most of the aircraft parking space to fall inside of the taxiway object free areas. Due to this, it is proposed to construct additional aircraft parking aprons and access aprons as required to meet FAA standards. The airport has 76 based aircraft including 2 jets. Since the City has not implemented a height hazard ordinance as required by the provisions of Title 3 of the Oklahoma Statutes, $100,000 of State funds programmed for funding design of the project in FY 2007 are carried over to FY 2008.

Funding Sources	FY 2008	FY 2009	FY 2010	Total
Commission	$200,000	$400,000		$600,000
State Apportionment	$717,300	$1,300,000		$2,017,300
Discretionary	$1,200,000	$2,100,000		$3,300,000
Non-Primary Entitlement	$150,000	$150,000		$300,000
Sponsor	$251,922	$438,889		$690,811
Total	$2,519,222	$4,388,889		$6,908,111

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Richard Lloyd Jones, Jr. Airport

Regional Business Airport
(Appendix H)

DESCRIPTION

The Overall Development Objective (ODO) is to rehabilitate Taxiway pavements. The work elements of the proposed project will include a) rehabilitation of taxiway and taxilanes and b) rehabilitation of terminal apron.

FY 2009
The project will begin in this fiscal year with a Design Only grant.

FY 2010
The construction phase begins and will be completed.

Selection Criteria

- Pavement Management:
- NPS: Rehabilitate Taxiway = 63.6
- OASP Goals: Pavements preservation
- In-Active Grants: N/A

JUSTIFICATION

The taxiway pavement serving runway 01R/19L and the taxilanes in the East hangar area and the terminal apron pavement are experiencing deterioration due to age and drainage problems. Rehabilitation and some full depth reconstruction are necessary to ensure access to hangars. Routine patching is no longer adequate to keep pace with the damage that the pavements have sustained in some areas.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission			$300,000	$300,000
State Apportionment			$450,000	$ 450,000
Discretionary			$0	$0
Non-Primary Entitlement		$150,000	$150,000	$ 300,000
Sponsor		$16,667	$100,000	$ 116,667
Total		$166,667	$1,000,000	$ 1,166,667

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Sand Springs–Pogue Municipal

Regional Business Airport

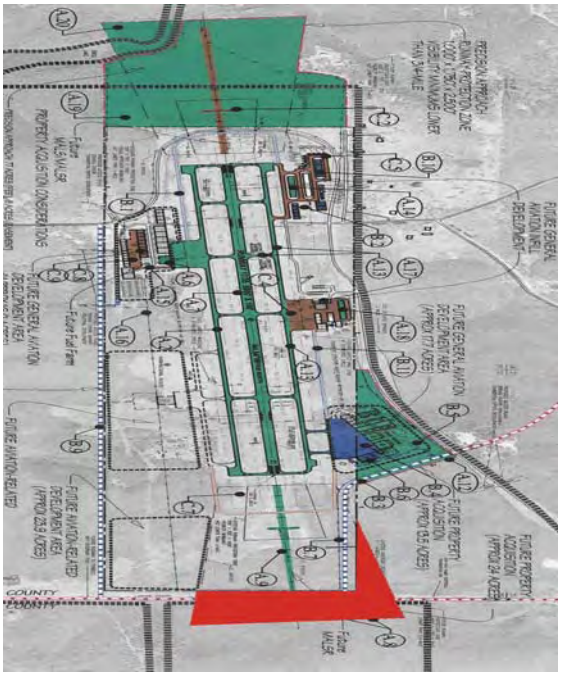
DESCRIPTION

The primary Overall Development Objectives (ODO) of the proposed project is acquisition of land for approaches. The secondary ODO of the proposed project is – installation of perimeter fencing. Work elements for the primary ODO include a) acquisition of land to protect the Runway Protection Zone, b) Type D Survey, and c) Navaids, d) fencing.

FY 2008
The project will be implemented.

Selection Criteria

- Pavement Management: N/A
- NPS: Install instrument approach aid = 44.7
- OASP Goals: Safety
- In-Active Grants: N/A



Areas highlighted in red indicates proposed construction

JUSTIFICATION

The City proposes to install a MALSR for future precision approach procedures. The airport has been identified in the Commission's FY 2007 system planning grant as a potential candidate for an LPV approach procedure. The City has prepared a plan to purchase 23.7 acres of land for future installation of a MALSR system and for the runway 35 RPZ. Also, power lines may be an obstruction.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$100,000			$100,000
State Apportionment	$300,000			$300,000
Discretionary				$0
Non-Primary Entitlement	$150,000			$150,000
Sponsor	$61,111			$61,111
Total	$611,111			$611,111

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

Shawnee Regional

Regional Business Airport
(Appendix I)

DESCRIPTION

The Overall development objective (ODO) of the proposed project is - rehabilitate runway 17/35. The work elements of the ODO will include rehabilitation of runway and taxiway pavements and update of the airport layout plan (ALP). The taxiway pavements are proposed to be re-aligned as shown in the graphic.

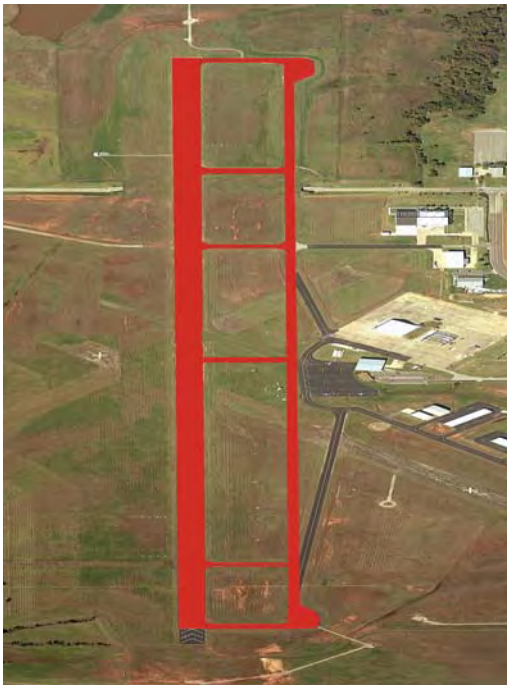
FY 2009
Design of the taxiway rehabilitation will be completed.

FY 2010
Phase I of construction, i.e., rehabilitation of the parallel taxiway pavements and design of the runway rehabilitation will be completed.

FY 2011
Phase II of construction, i.e., rehabilitation of the runway pavements will be completed and an updated ALP will be submitted to FAA for approval.

Selection Criteria

- Pavement Management: PCI: RWY = 57; TWY = 60
- NPS: Rehabilitate runway pavements = 67.6
- OASP Goals: Safety and standards
- In-Active Grants: N/A



Area highlighted in red indicates proposed construction area

JUSTIFICATION

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

Funding	FY 2008	FY 2009	FY 2010	Total
Commission		$100,000	$100,000	$200,000
State Apportionment			$617,300	$617,300
Discretionary			$1,100,000	$1,100,000
Non-Primary Entitlement		$150,000	$150,000	$300,000
Sponsor		$27,778	$218,589	$246,367
Total		$277,778	$2,185,889	$2,463,667

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Shawnee Regional

Regional Business Airport

DESCRIPTION

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

FY 2008
Construct new terminal building.

Area highlighted in red indicates proposed construction site

JUSTIFICATION

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

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$275,000			$275,000
State Apportionment				
Discretionary				
Non-Primary Entitlement				
Sponsor	$275,000			$275,000
Total	$550,000			$550,000

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

Stillwater Regional Airport

Regional Business Airport
(Appendix J)

DESCRIPTION

The Overall Development Objective (ODO) is to reconfigure the terminal apron and taxiway. The reconfiguration is proposed to accommodate operations by large air carrier jets.

FY 2009
The project will begin in this fiscal year with a Design Only grant.

FY 2010
The construction phase begins and will be completed.

Selection Criteria

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

Area s highlighted in red indicates proposed construction

JUSTIFICATION

This is an innovative financing project. The project will be funded with 55% of State funds, 20% local funds and 25% NPE funds.

The airport sponsor has reported receiving large jets during Big Twelve sporting events. The aircraft that have operated from the airport include - Airbus 319 and Airbus 321, McDonnell Douglas MD-80, Boeing 727, Boeing 737 and Boeing 757. The sponsor has reported difficulty in aircraft movement and aircraft parking for Big-12 sporting events.

It is proposed to reconfigure the terminal apron and taxiway at Stillwater Regional Airport in the Commission's CIP. This will improve the availability for parking of large jets and turbo jet aircraft during periods of peak operation. The terminal apron and taxiway needs to be reconfigured to eliminate mixing of large air carrier aircraft and small aircraft.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission			$605,000	$605,000
State Apportionment			$0	$0
Discretionary			$0	$0
Non-Primary Entitlement		$75,000	$200,000	$ 275,000
Sponsor		$8,333	$211,667	$ 220,000
Total		$83,333	$1,016,667	$ 1,100,000

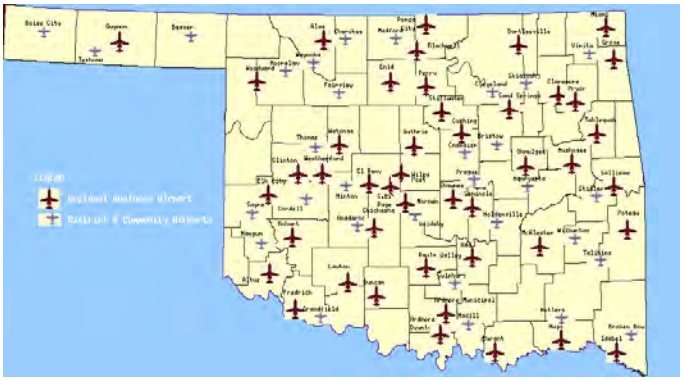
Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds.
Commission funds are contingent on availability State funds are contingent on availability

State of Oklahoma – System Plan

Aeronautics Commission

DESCRIPTION

The purpose of this project is to support State of Oklahoma's continuous system planning process. The project will fund a) Oklahoma Airport System Plan review b) airport information management activities, c) Capital Planning Process d) Obstruction Surveys (405 type D).



JUSTIFICATION

The Commission has a continuous airport system planning process in order to assist in keeping the Oklahoma Airport System Plan (OASP) current and to support the other Commission airport planning and project programming responsibilities. The continuous system planning process is conducted in accordance with guidance contained in AC 150/5070-7, *The Airport System Planning Process.*

A. Oklahoma Airport System Plan Review
A key goal of the Oklahoma System Plan (OASP) is to identify a system of aviation facilities that will meet national and state needs for safety, capacity and access.

B. Airport Information Management Activities
Airport system planning and programming depends on good information that is kept current and is readily available to the staff and airport sponsors. This also includes revisiting 25 airports for pavement management data collection and updating the airport development worksheets and grant history information.

C. Capital Planning Process
The purpose of this work element is to maintain an integrated capital improvement program for the effective and efficient allocation of federal, local, and state funds that will further the development of Oklahoma's airport system.

D. Conduct Obstruction Surveys (405 Type D)
A future goal of the OASP will be for each regional business airport to have, at least at one end, approach minimums as low as three-quarters of a mile visibility and 300-feet ceiling height with vertical approach guidance.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$44,444	$44,444	$44,444	$133,332
State Apportionment	$200,000	$200,000	$200,000	$600,000
Discretionary	$200,000	$200,000	$200,000	$600,000
Non-Primary Entitlement				
Sponsor				
Total	$444,444	$444,444	$444,444	$1,333,332

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

State of Oklahoma – Aeronautics Commission
Automated Weather Observation Systems

DESCRIPTION

In 1998, the Commission implemented an Automated Weather Observation System (AWOS) program statewide to provide weather information to pilots as the fly into airport around the state of Oklahoma. The project is a continuation of this AWOS program. The current project consists of the installation of AWOS equipment at Clarence E. Page Airport, Blackwell Tonakawa Municipal Airport and Stigler Regional Airport

Selection Criteria

- Pavement Management: N/A
- NPS: 43.5
- OASP Goals: N/A
- In-Active Grants: N/A

JUSTIFICATION

The installation of weather reporting equipment at the airports listed above, will help increase airport utilization and safety by providing pilots with accurate and reliable weather information.

This project is a carry-over from FY 2007.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$300,000			$300,000
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor				
Total	$300,000			$300,000

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

Weatherford – Thomas P. Stafford

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is "expand apron". The proposed project will expand terminal apron aircraft parking space. The project consists of relocating hangars from the terminal apron; rehabilitation of the existing terminal apron for aircraft parking; installation of aircraft tie-downs; and construction of hangar access aprons and taxilanes.

FY 2008

Phase I of the project will consist of a State grant for the design only. Phase-II of the project will consist of construction and will also be completed in FY 2008.

Selection Criteria

- Pavement Management: N/A
- NPS: Construct apron = 42.6
- OASP Goals: N/A
- In-Active Grants: N/A

Areas highlighted in red indicate proposed construction

JUSTIFICATION

This project will provide additional terminal apron aircraft parking which is presently inadequate. This will require the relocation of hangars from the existing terminal as shown in figure. This relocation will create additional terminal aircraft parking space. No new hangar construction is proposed for this project. Once the hangars have been relocated, the terminal apron pavement will be rehabilitated and aircraft tie-downs installed. The access aprons and taxilanes to the relocated hangars will be constructed as part of this project. The relocation of the hangars is AIP eligible because the need to relocate is created by the need for terminal apron parking. The airport has 30 based aircraft.

Funding	FY 2008	FY 2009	FY 2010	Total
Commission	$240,000			$240,000
State Apportionment	$700,000			$700,000
Discretionary	0			0
Non-Primary Entitlement	$150,000			$150,000
Sponsor	$121,111			$121,111
Total	$1,211,111			$1,211,111

Commission may provide half of sponsor's match on federal participation projects involving State Apportionment and/or Discretionary, and NPE funds. Commission funds are contingent on availability State funds are contingent on availability

APPENDIX A

Ada Municipal Airport: Parallel Taxiway reconstruction project

South End: The hold area of the parallel taxiway (PTW) has several large longitudinal cracks that are exposed to the elements. Sealing these cracks will not be cost-effective.

Fig. 1 (a) : South end of TW

Fig. 1(b) Crack in pavement at South End

Also, the pavement at the south end displays two continuous alligator cracks (Figure 2 (a) and (b) running from the south end to the terminal apron. At some places, these cracks, which are caused by traffic related base failure, are at the verge of collapse.

Fig. 2 (a) Failed pavement structure

Fig. 2(b) Failed pavement structure with deep ruts

The connecting taxiway leading to RW 17/35 from the parallel taxiway is in extremely poor condition as in Figures 3(a) and (b). The entire pavement surface is block-cracked indicative of extreme environmental damage and or age.

Fig, 3(a) Ramp from PTW to RW 17/35

Fig. 3(b) Closer shot of the same ramp

The T-Hangar area, west of the parallel taxiway (see Figure 4) has loose gravel on the surface and some areas that are extremely raveled. As the airfield is used by large business jets, there is a significant danger of this gravel being ingested into the engines of aircraft. Such a situation can be extremely hazardous and must be immediately corrected.

Fig. 4: Loose gravel in T-Hangar area

The Northern half of the taxiway is also in poor condition with wide longitudinal cracks (Fig. 5) and alligator cracks (Fig. 6).

Fig. 5: Longitudinal Crack in North half of parallel taxiway

Fig. 6(a) Failed pavement structure

Fig. 6(b) Another failed pavement section on the Northern portion of taxiway.

Appendix B

Bartlesville Municipal Airport
Rehabilitate Runway

Bartlesville Municipal Airport
Rehabilitate Runway

Appendix C

Eaker Field (Durant): Parallel Taxiway re-alignment and reconstruction project

The existing parallel taxiway pavement was originally constructed in 1943 in a non-standard geometric configuration (bow-shape) and does not meet runway to taxiway separation for future airport design standards. In 1977 and in 1981, the pavement's joints were rehabilitated. And in 1990 some of the failed areas on the TW were patched. Currently, the pavement has deteriorated to the point that even the patches need to be rehabilitated / patched again. The wide spread deterioration has severely impacted the pavement surface and it now continuously generates a large amount of "FOD" that is hazardous to aircraft.

Figure 1: Two views of the extensively patched TW pavement

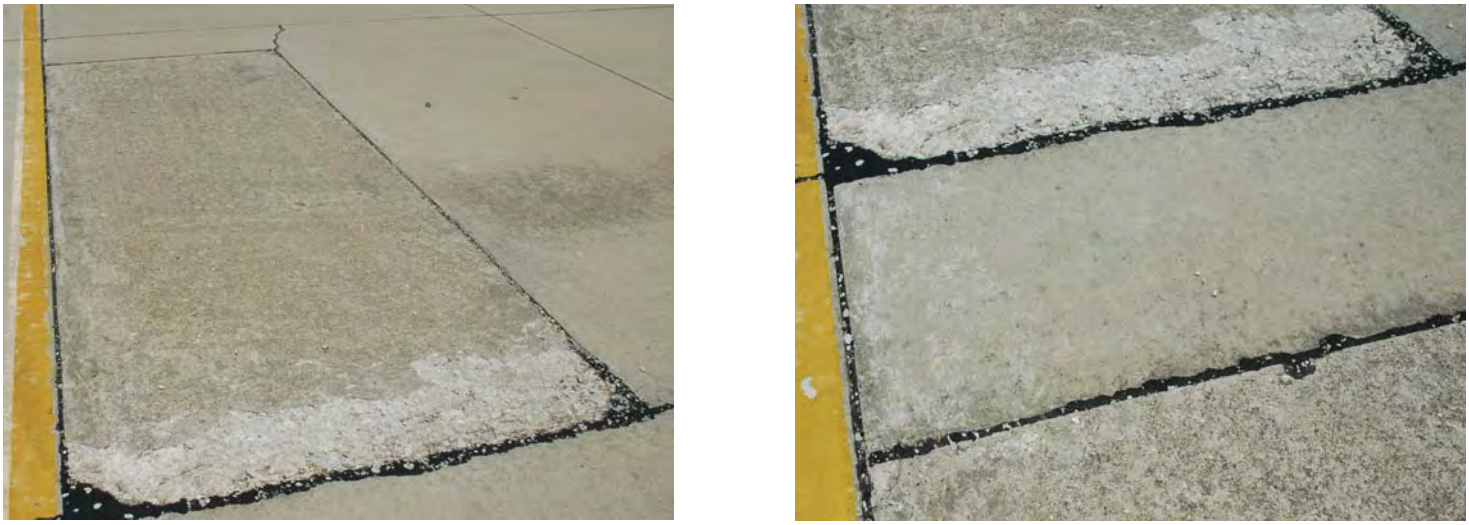


Figure 2: Photographs showing deteriorated patches

Appendix D

McAlester Municipal Airport
Runway Safety Area Improvement – Phase I

Appendix E

University of Oklahoma Max Westheimer Airport: Runway rehabilitation project

The south 1700 ft of pavements were initially constructed in 1982. The runway was extended 3500 ft to the North in 1992. In 1998, the pavements received a crack seal and seal coat. The airport has 130 based aircraft including 36 multi-engine aircraft and 5 jets with about 113,000 operations annually. The pavement condition index (PCI) rating for runway 17/35 is seventy-one (71).

With reference to the below pavement condition, it is considered the optimum time to protect the base and extend the life of the existing pavement structure with an asphalt overlay on runway 17/35.

Figure -1: Two photographs showing well formed base failures on the runway

The following factors guide the selection of the most suitable maintenance alternative:

a) The presence of base failures in the wheel path at several locations are indicative the pavement is being subjected to traffic loads in excess of its structural load bearing capacity.

Figure-2: Well formed alligator crack

b) The PCI rating of the runway pavement is near the critical PCI level. Once the rating drops below the critical level, pavement deterioration is more rapid. If this is allowed to occur, then the pavement will require a four to five times more expensive treatment –i.e. reconstruction of the pavement structure.

Figure 3: Two photos showing high severity longitudinal and transverse cracks

c) There is extensive cracking in the pavement surface that is not sealed and is permitting infiltration of water into the sandy clay base. Continued infiltration of water will weaken the base structure and result in premature failure of the pavement structure.

Appendix F

Wiley Post Airport
Taxiway C and C1

Appendix G

Okmulgee Municipal Airport
Parallel Taxiway and Taxilane

Appendix H

R. L. Jones Jr. Airport
Rehabilitate Taxiways and Aprons

R. L. Jones Jr. Airport
Rehabilitate Taxiways and Aprons

Appendix I

Shawnee Municipal Airport
Rehabilitate Runway and Taxiway

Shawnee Municipal Airport

Rehabilitate Runway and Taxiway

Appendix J

Stillwater Regional Airport
Expand Main Apron