

OKLAHOMA

AERONAUTICS COMMISSION



PROPOSED
Three Year
Capital Improvement Program
FY 2005 - FY 2007

OKLAHOMA AERONAUTICS COMMISSION



PROPOSED CAPITAL IMPROVEMENT PROGRAM FY 2005 - FY 2007

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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
3700 North Classen Blvd., Ste. 240
Oklahoma City, OK 73118
(405) 604-6900

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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 Proposed Capital Improvement Program (CIP) is a guide for planning and programming funds on airport development that works toward 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 Proposed 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 Proposed 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 Proposed 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

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CAPITAL IMPROVEMENT PROGRAM

CIP Project Name	Funding Source	FY2005	FY2006	FY2007	Total
Ada Municipal Rehabilitate/overlay runway 17/35	Commission	\$450,000			\$450,000
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor	\$50,000			\$50,000
	Total	\$500,000			\$500,000
Ardmore Downtown Rehabilitate/overlay runway 17/35	Commission		\$275,000		\$275,000
	Fed. State Apportionment				
	Non-Primary Entitlement		\$150,000		\$150,000
	Sponsor		\$38,451		\$38,451
	Total		\$463,451		\$463,451
Ardmore Municipal Reconstruct runway 17/35; Improve runway safety Area	Commission	\$27,703	\$36,842	\$26,196	\$90,741
	Fed. State Apportionment	\$902,707	\$1,250,000	\$845,458	\$2,998,165
	Non-Primary Entitlement	\$150,000	\$150,000	\$150,000	\$450,000
	Sponsor	\$27,703	\$36,842	\$26,196	\$90,741
	Total	\$1,108,113	\$1,473,684	\$1,047,851	\$3,629,648
Bartlesville Municipal Extend runway & taxiway 17 end	Commission	\$30,263			\$30,263
	Fed. State Apportionment	\$1,000,000			\$1,000,000
	Non-Primary Entitlement	\$150,000			\$150,000
	Sponsor	\$30,263			\$30,263
	Total	\$1,210,526			\$1,210,526
Chickasha Municipal Construct/reconstruct various apron areas	Commission	\$249,300			\$249,300
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor	\$27,700			\$27,700
	Total	\$277,000			\$277,000

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<u>CIP Project Name</u>	<u>Funding Source</u>	<u>FY2005</u>	<u>FY2006</u>	<u>FY2007</u>	<u>Total</u>
Clinton Municipal Reconstructing parallel taxiway	Commission		\$63,000	\$180,000	\$243,000
	Fed. State Apportionment				
	Non-Primary Entitlement			\$450,000	\$450,000
	Sponsor		\$7,000	\$43,684	\$77,000
	Total		\$70,000	\$673,684	\$743,684
Durant – Eaker Field Rehabilitate aviation school apron area	Commission	\$405,000			\$405,000
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor	\$45,000			\$45,000
	Total	\$450,000			\$450,000
Enid Woodring Reconstruct parallel taxiway; rehab runway 17/35	Commission	\$23,684	\$36,842		\$60,526
	Fed. State Apportionment	\$750,000	\$1,250,000		\$2,000,000
	Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
	Sponsor	\$23,684	\$36,842		\$60,526
	Total	\$947,368	\$1,473,684		\$2,421,052
Guthrie Municipal Construct connecting taxiway	Commission		\$200,000		\$200,000
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor		\$22,222		\$22,222
	Total		\$222,222		\$222,222
Guthrie Municipal Complete runway extension at 17 end	Commission	\$17,105			\$17,105
	Fed. State Apportionment	\$500,000			\$500,000
	Non-Primary Entitlement	\$150,000			\$150,000
	Sponsor	\$17,105			\$17,105
	Total	\$684,211			\$684,211
Grove Municipal Rehabilitate/Strengthen parallel taxiway	Commission		\$315,000		\$315,000
	Fed. State Apportionment				

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<u>CIP Project Name</u>	<u>Funding Source</u>	<u>FY2005</u>	<u>FY2006</u>	<u>FY2007</u>	<u>Total</u>
	Non-Primary Entitlement Sponsor		\$35,000		\$35,000
	Total		\$350,000		\$350,000
Norman - MWA	Commission	\$25,000	\$26,196		\$51,196
Reconstruct main apron and hangar areas	Fed. State Apportionment	\$800,000	\$845,458		\$1,645,458
	Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
	Sponsor	\$25,000	\$26,196		\$51,196
	Total	\$1,000,000	\$1,047,851		\$2,047,851
Norman – MWA	Commission		\$177,300		\$177,300
Replace MIRLs w/HIRLs	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor		\$19,700		\$19,700
	Total		\$197,000		\$197,000
Oklahoma City – C.E. Page	Commission	\$200,000			\$200,000
Reconstruct/Strengthen and narrow 17/35; Install new MIRLs	Fed. State Apportionment				
	Non-Primary Entitlement	\$600,000			\$600,000
	Sponsor	\$53,800			\$53,800
	Total	\$853,800			\$853,800
Ponca City	Commission	\$23,625			\$23,625
Construct snow removal equipment building;	Fed. State Apportionment	\$597,750			\$597,750
Acquire snow removal equipment & sweeper	Non-Primary Entitlement	\$300,000			\$300,000
	Sponsor	\$23,625			\$23,625
	Total	\$945,000			\$945,000
Sallisaw Municipal	Commission		\$470,000		\$470,000
Rehabilitate/overlay, light, & strip runway 17/35	Fed. State Apportionment				
	Non-Primary Entitlement		\$300,000		\$300,000
	Sponsor		\$68,011		\$68,011

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Total		\$838,011			\$838,011
<u>CIP Project Name</u>	<u>Funding Source</u>	<u>FY2005</u>	<u>FY2006</u>	<u>FY2007</u>	<u>Total</u>
State of Oklahoma – Aeronautics Statewide – Automated Weather Observation System program	Commission	\$600,000			\$600,000
	Fed. State Apportionment				
	Non-Primary Entitlement Sponsor				
	Total	\$600,000			\$600,000
State of Oklahoma - Aeronautics Crack Seal Program	Commission	\$400,000			\$400,000
	Fed. State Apportionment				
	Non-Primary Entitlement Sponsor				
	Total	\$400,000			\$400,000
State of Oklahoma - Aeronautics Airport layout plans, Pavement Management & 5010 Inspections	Commission	\$10,000	\$6,316	\$6,316	\$17,632
	Fed. State Apportionment	\$190,000	\$120,000	\$120,000	\$335,000
	Non-Primary Entitlement Sponsor				
	Total	\$200,000	\$126,316	\$126,316	\$452,632
State of Oklahoma – Aeronautics Supplement to Non Primary Entitlement program	Commission			\$500,000	\$500,000
	Fed. State Apportionment				
	Non-Primary Entitlement Sponsor				
	Total			\$500,000	\$500,000
Tahlequah Municipal Extend, runway 17 end	Commission			\$39,474	\$39,474
	Fed. State Apportionment			\$1,250,000	\$1,250,000
	Non-Primary Entitlement Sponsor			\$150,000	\$150,000
	Total			\$1,578,948	\$1,578,948

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<u>CIP Project Name</u>	<u>Funding Source</u>	<u>FY2005</u>	<u>FY2006</u>	<u>FY2007</u>	<u>Total</u>
Tulsa – R.L. Jones Improve airport drainage	Commission	\$5,921	\$39,474	\$39,474	\$84,869
	Fed. State Apportionment	\$75,001	\$1,350,000	\$1,350,000	\$2,775,001
	Non-Primary Entitlement	\$150,000	\$150,000	\$150,000	\$450,000
	Sponsor	\$5,921	\$39,474	\$39,474	\$84,869
	Total	\$236,843	\$1,578,948	\$1,578,948	\$3,394,738
Tulsa – R.L. Jones Bituminous pavement crack seal, seal coat, & remark	Commission	\$270,000			\$270,000
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor	\$30,000			\$30,000
	Total	\$300,000			\$300,000
Wagoner – Hefner Easley Bury power lines in the runway protection zone at 35 end	Commission	\$45,000			\$45,000
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor	\$5,000			\$5,000
	Total	\$50,000			\$50,000
West Woodward Reconstruct parallel taxiway	Commission			\$36,842	\$36,842
	Fed. State Apportionment			\$1,250,000	\$1,250,000
	Non-Primary Entitlement			\$150,000	\$150,000
	Sponsor			\$36,842	\$36,842
	Total			\$1,473,684	\$1,473,684
Wilburton Municipal Improve runway safety area	Commission		\$229,500		\$229,500
	Fed. State Apportionment				
	Non-Primary Entitlement				
	Sponsor		\$25,500		\$25,500
	Total		\$255,000		\$255,000

**OKLAHOMA AERONAUTICS COMMISSION
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<u>CIP Project Name</u>	<u>Funding Source</u>	<u>FY2005</u>	<u>FY2006</u>	<u>FY2007</u>	<u>Total</u>
Project Totals	Commission	\$2,782,601	\$1,875,470	\$ 828,302	<u>\$ 5,486,373</u>
	Fed. State Apportionment	\$4,815,458	\$4,815,458	\$4,815,458	<u>\$14,446,374</u>
	Non-Primary Entitlement	\$1,800,000	\$1,050,000	\$1,050,000	<u>\$ 3,900,000</u>
	Sponsors	\$ 364,801	\$ 355,238	\$ 185,670	<u>\$ 905,709</u>
<u>Totals</u>		<u>\$9,762,860</u>	<u>\$8,096,166</u>	<u>\$6,879,430</u>	<u>\$24,738,456</u>

Ada Municipal

DESCRIPTION: This is a State funded project that will rehabilitate and strengthen the pavement of runway 17/35. The project consists of; (a) asphalt overlay and increase the pavement structural capacity to 30,000 lbs, (b) build shoulders to meet pavement edge drop-off standards, and (c) remark runway 17/35.

TOTAL PROJECT COST = \$ 500,000

JUSTIFICATION: Runway 17/35 pavement is exhibiting medium to high severity structural distress. The current PCI for runway 17/35 is 57, which is classified as fair. When the PCI is in the range from 55 to 70, it is expected that the pavement condition will rapidly deteriorate to a condition requiring a more costly rehabilitation technique. Based on the PCI being at the low end of the critical range and a site visit by the Commission staff, a 'major rehabilitation' i.e., a structural overlay, is recommended for the runway.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$450,000		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor	\$50,000		
Total	\$500,000		

Ardmore Downtown Executive

DESCRIPTION: This is a Non-Primary Entitlement project that will be supplemented with a State grant. The project consists of; (a) asphalt overlay runway 17/35 in order to increase the pavement structural capacity to 30,000 lbs, (b) build shoulders to comply with pavement edge drop-off standards, and (c) remark runway 17/35.

TOTAL PROJECT COST = \$463,451

JUSTIFICATION: The runway pavement exhibits an excessive amount of medium to high severity longitudinal and transverse cracks. The current PCI for runway 17/35 is projected to be 60, which is classified as fair. When the PCI is in the range from 55 to 70, it is expected that the pavement condition will rapidly deteriorate to a condition requiring a more costly rehabilitation technique. Overall, the pavement base is in good condition and therefore an asphalt overlay is recommended. The overlay will also increase the structural capacity of the runway pavement to 30,000lbs.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$275,000	
Federal State Apportionment			
Non-Primary Entitlement		\$150,000	
Sponsor		\$38,451	
Total		\$463,451	

Ardmore Municipal

DESCRIPTION: This is a State Apportionment project consisting of; (a) reconstruct runway 17/35, (b) install medium intensity runway lights, (c) install visual approach guidance indicators, and (d) improve runway safety area.

TOTAL PROJECT COST = \$3,629,648

JUSTIFICATION: The runway pavement has extensive alligator and block cracking. Alligator cracking is an indication of base failure, therefore reconstruction is necessary. The current PCI for runway 17/35 is 30, which is classified as a very poor pavement condition. The pavement has deteriorated to a condition requiring major rehabilitation.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$27,703	\$36,842	\$26,196
Federal State Apportionment	\$902,707	\$1,250,000	\$845,458
Non-Primary Entitlement	150,000	\$150,000	\$150,000
Sponsor	\$27,703	\$36,842	\$26,196
Total	\$1,108,113	\$1,473,684	\$1,047,851

Per FAA Southwest Region, Sponsor use of NPE required

Bartlesville Municipal

DESCRIPTION: This is a State Apportionment project that consist of; (a) extending runway and parallel taxiway at 17 end (650 ft. x 100 ft.), (b) remark pavements, (c) install medium intensity runway and taxiway lights, and (d) relocate runway navigational aids.

TOTAL PROJECT COST = \$1,210,526

JUSTIFICATION: In order to obtain a 1,000 ft. runway safety area beyond runway 35 end, the threshold at 35 end must be displaced. Therefore, in order to maintain the existing 6,200 ft. of usable runway, the north end of runway 17/35 and parallel taxiway must be extended 650 ft.



 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$30,263		
Federal State Apportionment	\$1,000,000		
Non-Primary Entitlement	150,000		
Sponsor	\$30,263		
Total	\$1,210,526		

Per FAA Southwest Region, Sponsor use of NPE required

Chickasha Municipal

DESCRIPTION: This is a State funded project consisting of; (a) expanding main apron, and (b) reconstruct asphalt aprons with concrete. (approximately 4,050 SY)

TOTAL PROJECT COST = \$277,000

JUSTIFICATION: The main apron area and the existing asphalt aprons are in poor condition and near the end of their useful life.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$249,300		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor	\$27,700		
Total	\$277,000		

Clinton Municipal

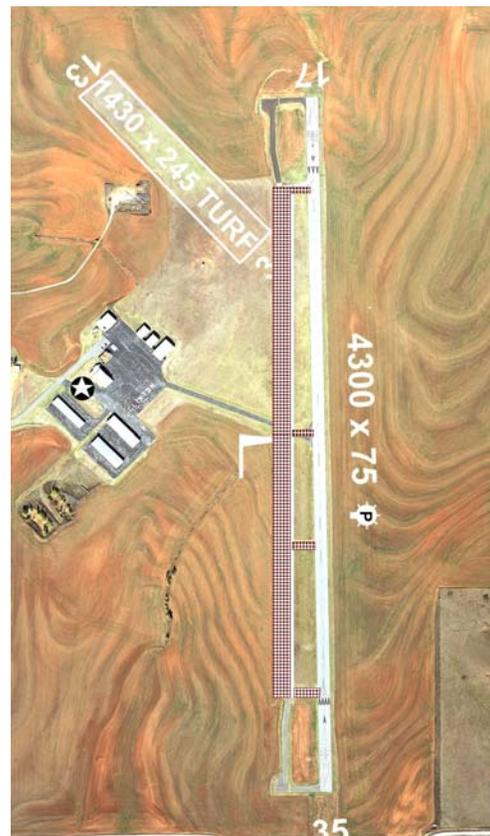
DESCRIPTION: This is a Non Primary Entitlement project that will be supplemented with a State grant. The project consists of; (a) reconstructing the center 3500 ft. of the parallel taxiway, (b) remarking pavement, and (c) installing medium intensity taxiway lights.

FY 2006 – Preparation of plans and specifications.

FY 2007 - Reconstructing the center 3,500 ft. of the parallel taxiway and 1000 ft. of connecting taxiways 35 ft. wide.

TOTAL PROJECT COST = \$743,684

JUSTIFICATION: Currently the parallel taxiway separation distance from the runway does not meet FAA standards. This project will realign the parallel taxiway and correct the non-standard condition.



 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$63,000	\$180,000
Federal State Apportionment			
Non-Primary Entitlement			\$450,000
Sponsor		\$7,000	\$43,684
Total		\$70,000	\$673,684

Durant – Eaker Field

DESCRIPTION: This is a State funded project that consists of the rehabilitation of the aviation school apron pavement.

TOTAL PROJECT COST = \$450,000

JUSTIFICATION: The apron pavement is rapidly becoming a safety issue. Areas of the pavement are raveling and producing debris. Overall, the pavement has deteriorated to a poor condition.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$405,000		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor	\$45,000		
Total	\$450,000		

Enid Woodring

DESCRIPTION: This is a State Apportionment project that consists of; (a) realign, extend, mark, and light runway 17/35 parallel taxiway, (b) displace runway 17 end, (c) narrow runway 17/35 from 150 ft. to 100 ft., (d) rehabilitate, mark, and light runway 17/35, and (e) remove various pavement areas.



TOTAL PROJECT COST = \$4,448,052
(Total for Fiscal 2005 and 2006 is \$2,421,052)

JUSTIFICATION: The railroad tracks at runway 17 end violate the runway safety area (beyond the runway end) and the parallel taxiway fails to meet FAA separation standards. The PCI for the runway is 26, indicating a poor condition and requiring a major rehabilitation. This project will correct the safety and standards issues as well as improve the pavement structure.

 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$23,684	\$36,842	
Federal State Apportionment	\$750,000	\$1,250,000	
Non-Primary Entitlement	150,000	\$150,000	
Sponsor	\$23,684	\$36,842	
Total	\$947,368	\$1,473,684	

Per FAA Southwest Region, Sponsor use of NPE required

Grove Municipal

DESCRIPTION: This is a State funded project consisting of; (a) applying an asphalt overlay that will increase the taxiway pavement structural capacity to 30,000 lbs. (b) remark pavements, and (c) build-up pavement edges to meet standards.

TOTAL PROJECT COST = \$350,000

JUSTIFICATION: This airport has experienced an increase in large aircraft traffic. The increased loading on the under strength taxiway pavements will reduce the life of those pavements. This project will add structural capacity to those pavements.

Recently, runway 17/35 was extended and strengthened to 30,000 pounds.



Indicates proposed construction area

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$315,000	
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor		\$35,000	
Total		\$350,000	

Guthrie Municipal

DESCRIPTION: This is a State funded project that consists of constructing a new connecting taxiway from the parallel taxiway to the aircraft hangar area.

TOTAL PROJECT COST = \$222,222

JUSTIFICATION: Currently, the hangar area is served by a single connecting taxiway. This creates congestion on that taxiway and creates a safety issue. Also, this airport has experienced a phenomenal growth in based aircraft over the last two years. The new taxiway will also allow for the development of new hangars.



 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$200,000	
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor		\$22,222	
Total		\$222,222	

Guthrie Municipal

DESCRIPTION: This is a State Apportionment project that will complete the multi-year extension project at runway 16 end. This final phase consists of; (a) pave, mark, and light the runway and parallel taxiway extension, (b) remark runway 16/34, and (c) relocate runway navigational aids.



TOTAL PROJECT COST = \$684,211

JUSTIFICATION: This is a regional business airport that has experienced an increase in large aircraft traffic. The 1000 ft. extension will provide the airport with a 5,000 ft runway that is more accommodating to business jet traffic.

 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$17,105		
Federal State Apportionment	\$500,000		
Non-Primary Entitlement	150,000		
Sponsor	\$17,105		
Total	\$684,211		

Per FAA Southwest Region, Sponsor use of NPE required

Norman – Max Westheimer

DESCRIPTION: This is a State funded project that will replace runway 17/35 medium intensity runway lights with high intensity runway lights.

TOTAL PROJECT COST = \$197,000

JUSTIFICATION: The installation of high intensity runway lights will allow for lower approach minimums, and enhance safety during conditions of reduced visibility and low ceiling. The recent installation of an instrument landing system also generates the need for the upgrade in the lighting system.



 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$177,300	
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor		\$19,700	
Total		\$197,000	

Norman – Max Westheimer

DESCRIPTION: This is a State Apportionment project that consist of; (a) reconstruct portions of the main terminal apron, and (b) reconstruct taxilanes in the T-hangar area .

TOTAL PROJECT COST = \$2,047,851

JUSTIFICATION: The main apron concrete pavements were constructed in the early 1940's and have reached the end of their useful life. Many of the slabs are shattered and others are breaking up and generating debris. Overall, the pavements are a safety hazard to both personal and aircraft.

The asphalt T-hangar pavements are severely distressed. Some areas are raveling and generating debris, while other areas have failed due to shoving and are unusable for aircraft taxiing.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$25,000	\$26,196	
Federal State Apportionment	\$800,000	\$845,458	
Non-Primary Entitlement	\$150,000	\$150,000	
Sponsor	\$25,000	\$26,196	
Total	\$1,000,000	\$1,047,851	

Per FAA Southwest region, Sponsor use of NPE is required

DESCRIPTION: This is a Non-Primary Entitlement project supplemented with a State grant. The project consists of; (a) narrowing the runway to 60 feet, (b) reconstruct/strengthen (with concrete) asphalt portion of runway 17L/35R, and (c) install new medium intensity runway lights.

TOTAL PROJECT COST = \$853,800

JUSTIFICATION: Sections of the existing asphalt pavement are exhibiting medium severity alligator and block cracking. The existing PCI for the north section is 60 (fair) and the PCI for the south pavement section is 44 (poor).



 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$200,000		
Federal State Apportionment			
Non-Primary Entitlement	\$600,000		
Sponsor	\$ 53,800		
Total	\$853,800		

Per FAA Southwest region, Sponsor use of NPE is required

Ponca City Municipal

DESCRIPTION: This is a State Apportionment project that consist of; (a) acquire snow removal equipment, (b) acquire a pavement sweeper, and (c) construct an equipment building.



TOTAL PROJECT COST = **\$945,000**

JUSTIFICATION: The snow removal equipment is required to continue airport operations during inclement weather. The sweeper is required to remove foreign object debris from pavements to protect aircraft from damage. The equipment building is needed to house and protect the snow removal and pavement sweeper equipment.



Proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$23,625		
Federal State Apportionment	\$597,750		
Non-Primary Entitlement	\$300,000		
Sponsor	\$23,625		
Total	\$945,000		

Per FAA Southwest region, Sponsor use of NPE is required

Sallisaw Municipal

DESCRIPTION: This is a Non-Primary Entitlement project that will be supplemented with a State grant. The project consist of; (a) rehabilitate/overlay runway 17/35, (b) remark pavements, and (c) build shoulders to comply with pavement edge drop-off standards.

TOTAL PROJECT COST = \$838,011

JUSTIFICATION: The runway pavement is exhibiting an excessive amount of raveling and medium to high severity longitudinal and transverse cracking. The current PCI for runway 17/35 is 22, which is a condition rating of very poor. Overall, the pavement base is in good condition and therefore an asphalt overlay is recommended. The overlay will also increase the structural capacity of the runway.



 Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$470,000	
Federal State Apportionment			
Non-Primary Entitlement		\$300,000	
Sponsor		\$ 68,011	
Total		\$838,011	

Per FAA Southwest region, Sponsor use of NPE is required

State of Oklahoma – Aeronautics Commission

DESCRIPTION: This is a Statewide maintenance project. At various locations, cracks in the airport pavements will be routed and sealed.

TOTAL PROJECT COST = \$400,000

JUSTIFICATION: Airports within the system have aged and weathered pavement. Crack sealing the pavements will prevent surface water from infiltrating into the base and causing premature base failure.



Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$400,000		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor			
Total	\$400,000		

State of Oklahoma – Aeronautics Commission

DESCRIPTION: This is a State funded project and is a continuation of the State Automated Weather Observation System Program. The project consists of installing AWOS T/P III systems at the following locations:

Blackwell/Tonkawa Municipal
Clarence E. Page Airport
Norman – Max Westheimer Field
Stigler Municipal
Hugo - Stan Stamper Municipal
Watonga Municipal (upgrade)

TOTAL PROJECT COST = \$600,000

JUSTIFICATION: Increasing airport utilization and safety by providing pilots with accurate and reliable weather information.



Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$600,000		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor			
Total	\$600,000		

State of Oklahoma – System Plan

DESCRIPTION FY 2005:

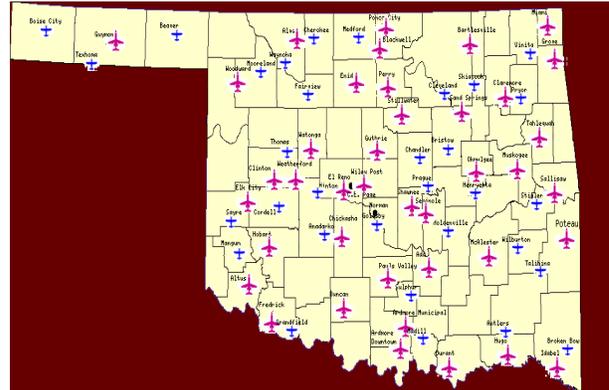
Develop Airport Layout Plans, Pavement Management Program and 5010 Safety Inspections.

DESCRIPTION FY 2006 & FY 2007:

Continued development of the Pavement Management Program and 5010 Safety Inspections programs.

TOTAL PROJECT COST = \$452,632

JUSTIFICATION: Airport layout plans are required by the Federal Aviation Administration to assist airport sponsors in identifying the current facilities and the needs for future development. The Pavement Management Program is used to determine the pavement condition and ensure that the most cost effective maintenance solutions are developed to maximize the life of the pavements. 5010 inspections are required by the Federal Aviation Administration and is a continuing process to up date the facilities information.



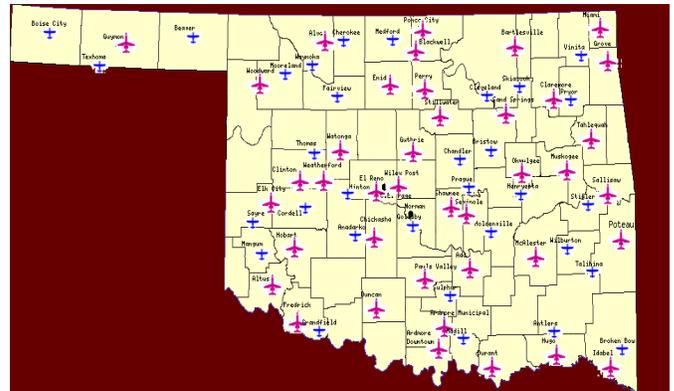
Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$10,000	\$6,316	\$6,316
Federal State Apportionment	\$190,000	\$120,000	\$120,000
Non-Primary Entitlement			
Sponsor			
Total	\$200,000	\$126,316	\$126,316

State of Oklahoma - Aeronautics Commission

DESCRIPTION: The Oklahoma Aeronautics Commission intends to provide supplemental funding to specific Non-Primary Entitlement projects that are federally under funded.

TOTAL PROJECT COST = \$ 500,000

JUSTIFICATION: Due to the recent agreement with Federal Aviation Administration, Southwest Airport District Office Oklahoma/Arkansas, the Oklahoma Aeronautics Commission will plan, program, and coordinate the early project development for the 88 Non-Primary Entitlement airports. Therefore, in order to construct a complete and usable unit, as required by FAA, various under funded Non-Primary Entitlement projects will be supplemented with State funds.



Funding Sources	FY 2005	FY 2006	FY 2007
Commission			\$500,000
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor			
Total			\$500,000

Tahlequah Municipal

DESCRIPTION: This is a State Apportionment project that consists of; (a) extending the runway and parallel taxiway 1,000 ft at runway 17 end, (b) remark pavements, (c) install/relocate runway navigational aids, and (d) strengthen the existing runway pavements capacity to 30,000 pounds.

TOTAL PROJECT COST = \$1,578,948

JUSTIFICATION: This is a regional business airport that has experienced an increase in large aircraft traffic. The 1,000 ft. extension will provide the airport with a 5,000 ft runway that will accommodate business jet traffic. Also, due to the increase in large aircraft traffic, increasing the structural capacity of the existing pavements is needed to prevent premature failure.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission			\$39,474
Federal State Apportionment			\$1,350,000
Non-Primary Entitlement			\$150,000
Sponsor			\$39,474
Total			\$1,578,948

Per FAA Southwest Region, sponsor use of NPE required.

Tulsa – Richard Lloyd Jones, Jr.

DESCRIPTION: This is a State Apportionment project consisting of improving airport drainage. This project redirects storm water from the southeast corner of the airport directly to the Arkansas River through a 78 inch pipe. Grading in the southeast corner of the airport and around the south end of the runways increases storm water detention storage and improves runway safety areas. Drainage from the west side of the airport is also directed around the south end of the airport.



Indicates proposed construction area.

TOTAL PROJECT COST = \$8,000,000
 (Total for Fiscal Year 2005 to 2007 is \$3,394,739)

JUSTIFICATION: There are areas on the airfield that are eroding and ponding water due to storm water runoff. These areas are unsightly, invite wildlife to the airfield which could create a safety hazard to aircraft and the traveling public, and in some locations blocks emergency traffic on roads. Redirecting the discharge of the stormwater will also reduce drainage problems in flood prone residential areas south of the airport. Improvements of drainage along the perimeter roads are necessary to eliminate water induced pavement failures.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$5,921	\$39,474	\$39,474
Federal State Apportionment	\$75,001	\$1,350,000	\$1,350,000
Non-Primary Entitlement	\$150,000	\$150,000	\$150,000
Sponsor	\$5,921	\$39,474	\$39,474
Total	\$236,843	\$1,578,948	\$1,578,948

Per FAA Southwest Region, Sponsor use of NPE required

Tulsa – Richard Lloyd Jones Jr.

DESCRIPTION: This is a State funded project that will crack seal, seal coat, and remark runway 19L, runway 19R, connecting taxiways, and parallel taxiways. The grant amount will be limited to \$270,000, unless otherwise agreed to by the Commission.

TOTAL PROJECT COST = \$300,000

JUSTIFICATION: The aging and weathered asphalt pavements are exhibiting medium severity longitudinal and block cracking. The newest pavement, 19 end extension, is exhibiting higher levels of pavement distress. The open cracks in the pavement will allow surface water to infiltrate into the base and causing premature base failure, which will reduce the useful life of the pavement.



Indicates proposed construction area

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$270,000		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor	\$30,000		
Total	\$300,000		

Wagoner – Hefner Easley

DESCRIPTION: This is a State funded project that will bury the power lines that are in the runway protection zone at runway 35 end.

TOTAL PROJECT COST = \$50,000

JUSTIFICATION: Above ground power lines cross through the approach at runway 35 end. The power lines are a major safety hazard to aircraft operations. Relocating the power lines will improve the overall safety of the airport.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission	\$45,000		
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor	\$5,000		
Total	\$50,000		

West Woodward Municipal

DESCRIPTION: This project is a State Apportionment project that consists of; (a) reconstructing the parallel taxiway, (b) remark pavements, and (c) install medium intensity taxiway lights.

TOTAL PROJECT COST = \$1,473,684

JUSTIFICATION: The existing taxiway pavement is exhibiting high severity longitudinal and transverse cracking and medium severity block cracking. The pavement condition index is 46, classified as a fair condition. A poor pavement condition is indicated when the PCI is 39 of lower.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission			\$36,842
Federal State Apportionment			\$1,250,000
Non-Primary Entitlement			\$150,000
Sponsor			\$36,842
Total			\$1,473,684

Per FAA Southwest Region, Sponsor use of NPE required

Wilburton Municipal

DESCRIPTION: This is a State funded project that consists of; (a) drain and fill ponds near the runway, (b) remove ditches near the runway, and (c) regrade and improve safety area.

TOTAL PROJECT COST = \$255,000

JUSTIFICATION: These improvements will remove hazards and improve the safety area to meet current FAA standards.



Indicates proposed construction area.

Funding Sources	FY 2005	FY 2006	FY 2007
Commission		\$229,500	
Federal State Apportionment			
Non-Primary Entitlement			
Sponsor		\$25,500	
Total		\$255,000	

NON-PRIMARY ENTITLEMENT PROGRAM

Projects must meet Federal Aviation Administration eligibility and justification requirements. Project identification and early project development is to be coordinated with the Oklahoma Aeronautics Commission. The Federal Aviation Administration will provide grant administration.

OKLAHOMA

Non-Primary Entitlement Program

NIPIAS Airport	Source	FY 2005	FY 2006	FY 2007
Ada Municipal	Federal	\$150,000	\$150,000	\$150,000
Altus/Quartz Mountain	Federal	\$150,000	\$150,000	\$150,000
Alva Regional	Federal	\$150,000	\$150,000	\$150,000
Antlers Municipal	Federal	\$92,800	\$92,800	\$92,800
Ardmore Municipal	Federal	\$150,000	\$150,000	\$150,000
Ardmore Downtown	Federal	\$150,000	\$150,000	\$150,000
Arrowhead State Park	Federal	\$30,938	\$30,938	\$30,938
Atoka Municipal	Federal	\$150,000	\$150,000	\$150,000
Bartlesville Municipal	Federal	\$150,000	\$150,000	\$150,000
Beaver Municipal	Federal	\$150,000	\$150,000	\$150,000
Blackwell-Tonkawa Municipal	Federal	\$150,000	\$150,000	\$150,000
Boise City Municipal	Federal	\$93,080	\$93,080	\$93,080
Buffalo Municipal	Federal	\$56,982	\$56,982	\$56,982
Chandler Municipal	Federal	\$150,000	\$150,000	\$150,000
Cherokee Municipal	Federal	\$93,401	\$93,401	\$93,401
Cheyenne - Mignon Laird	Federal	\$134,467	\$134,467	\$134,467
Chickasha Municipal	Federal	\$150,000	\$150,000	\$150,000
Claremore Municipal	Federal	\$150,000	\$150,000	\$150,000
Cleveland Municipal	Federal	\$120,960	\$120,960	\$120,960
Clinton Municipal	Federal	\$150,000	\$150,000	\$150,000
Clinton-Sherman	Federal	\$128,300	\$128,300	\$128,300
Cushing Municipal	Federal	\$150,000	\$150,000	\$150,000
Duncan - Halliburton Field	Federal	\$150,000	\$150,000	\$150,000
Durant - Eaker Field	Federal	\$150,000	\$150,000	\$150,000
El Reno Municipal	Federal	\$150,000	\$150,000	\$150,000
Elk City Municipal	Federal	\$150,000	\$150,000	\$150,000
Enid Woodring Municipal	Federal	\$150,000	\$150,000	\$150,000
Eufaula Municipal	Federal	\$150,000	\$150,000	\$150,000
Fountainhead State Park	Federal	\$32,160	\$32,160	\$32,160
Fairview Municipal	Federal	\$150,000	\$150,000	\$150,000
Frederick Municipal	Federal	\$150,000	\$150,000	\$150,000
Goldsby - David J. Perry	Federal	\$150,000	\$150,000	\$150,000
Grandfield Municipal	Federal	\$51,840	\$51,840	\$51,840
Grove Municipal	Federal	\$150,000	\$150,000	\$150,000
Guthrie Municipal	Federal	\$150,000	\$150,000	\$150,000
Guymon Municipal	Federal	\$150,000	\$150,000	\$150,000
Healdton Municipal	Federal	\$133,364	\$133,364	\$133,364
Hinton Municipal	Federal	\$150,000	\$150,000	\$150,000

OKLAHOMA

Non-Primary Entitlement Program

NIPIAS Airport	Source	FY 2005	FY 2006	FY 2007
Hobart Municipal	Federal	\$150,000	\$150,000	\$150,000
Holdenville Municipal	Federal	\$150,000	\$150,000	\$150,000
Hominy Municipal	Federal	\$150,000	\$150,000	\$150,000
Hooker Municipal	Federal	\$126,000	\$126,000	\$126,000
Hugo - Stan Stamper	Federal	\$150,000	\$150,000	\$150,000
Idabel - McCurtain County	Federal	\$150,000	\$150,000	\$150,000
Lake Murray State Park	Federal	\$32,480	\$32,480	\$32,480
Lindsay Municipal	Federal	\$150,000	\$150,000	\$150,000
Madill Municipal	Federal	\$150,000	\$150,000	\$150,000
Mangum - Scott Field	Federal	\$125,156	\$125,156	\$125,156
McAlester Regional	Federal	\$150,000	\$150,000	\$150,000
Medford Municipal	Federal	\$93,160	\$93,160	\$93,160
Miami Municipal	Federal	\$150,000	\$150,000	\$150,000
Mooreland Municipal	Federal	\$150,000	\$150,000	\$150,000
Muskogee - Davis Field	Federal	\$150,000	\$150,000	\$150,000
Norman - Max Westheimer	Federal	\$150,000	\$150,000	\$150,000
Okeene Municipal	Federal	\$98,972	\$98,972	\$98,972
Okemah Flying Field	Federal	\$150,000	\$150,000	\$150,000
Oklahoma City - C. E. Page	Federal	\$150,000	\$150,000	\$150,000
Oklahoma City - Wiley Post	Federal	\$150,000	\$150,000	\$150,000
Okmulgee Municipal	Federal	\$150,000	\$150,000	\$150,000
Pauls Valley Municipal	Federal	\$150,000	\$150,000	\$150,000
Pawnee Municipal	Federal	\$150,000	\$150,000	\$150,000
Perry Municipal	Federal	\$150,000	\$150,000	\$150,000
Ponca City Municipal	Federal	\$150,000	\$150,000	\$150,000
Poteau - Robert S. Kerr	Federal	\$150,000	\$150,000	\$150,000
Prague Municipal	Federal	\$150,000	\$150,000	\$150,000
Pryor -Mid-America Industrial	Federal	\$150,000	\$150,000	\$150,000
Purcell Municipal	Federal	\$150,000	\$150,000	\$150,000
Sallisaw Municipal	Federal	\$150,000	\$150,000	\$150,000
William R. Pogue Municipal	Federal	\$150,000	\$150,000	\$150,000
Sayre Municipal	Federal	\$56,213	\$56,213	\$56,213
Seminole Municipal	Federal	\$150,000	\$150,000	\$150,000
Shawnee Municipal	Federal	\$150,000	\$150,000	\$150,000
Skiatook Municipal	Federal	\$150,000	\$150,000	\$150,000
Stigler Municipal	Federal	\$91,800	\$91,800	\$91,800
Stillwater Regional	Federal	\$150,000	\$150,000	\$150,000
Stroud Municipal	Federal	\$150,000	\$150,000	\$150,000

OKLAHOMA

Non-Primary Entitlement Program

NIPIAS Airport	Source	FY 2005	FY 2006	FY 2007
Sulphur Municipal	Federal	\$74,204	\$74,204	\$74,204
Tahlequah Municipal	Federal	\$150,000	\$150,000	\$150,000
Talihina Municipal	Federal	\$76,810	\$76,810	\$76,810
Thomas Municipal	Federal	\$150,000	\$150,000	\$150,000
Tishomingo Airpark	Federal	\$62,000	\$62,000	\$62,000
Tulsa -Richard L. Jones	Federal	\$150,000	\$150,000	\$150,000
Vinita Municipal	Federal	\$150,000	\$150,000	\$150,000
Watonga Municipal	Federal	\$150,000	\$150,000	\$150,000
Waynoka Municipal	Federal	\$68,840	\$68,840	\$68,840
Weatherford - Thomas P. Stafford	Federal	\$150,000	\$150,000	\$150,000
Wilburton Municipal	Federal	\$34,320	\$34,320	\$34,320
Woodward - West Woodward	Federal	\$150,000	\$150,000	\$150,000
ANNUAL		\$11,658,247	\$11,658,247	\$11,658,247