OKLAHOMA AERONAUTICS COMMISSION

Three Year

Capital Improvement Program

FY 2007 - FY 2009

OKLAHOMA AERONAUTICS COMMISSION

CAPITAL IMPROVEMENT PROGRAM

FY 2007 - FY 2009

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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

www.aeronautics.ok.gov

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 2007	FFY 2008	FFY 2009	Total
ADA Municipal	Commission	$52,632	$27,632		**$80,264**
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	$850,000	$400,000		**$1,250,000**
	Federal Discretionary	$1,000,000	$500,000		**$1,500,000**
	Non-Primary Entitlement	$150,000	$150,000		**$300,000**
	Sponsor	$52,632	$27,632		**$80,263**
	Total	**$2,105,263**	**$1,105,264**		**$3,210,527**
Alva Regional	Commission		$100,000	482,895	**582,895**
The Overall Development Objective (ODO) of the proposed project is to relocate the runway 17/35 to the west	Federal State Apportionment			1,500,000	**1,500,000**
	Federal Discretionary			1,500,000	**1,500,000**
	Non-Primary Entitlement			150,000	**150,000**
	Sponsor		$11,111	127,339	**138,450**
	Total		**$111,111**	**3,760,234**	**3,871,345**
Durant – Eaker Field	Commission		$100,000	$482,895	**$582,895**
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			$1,500,000	**$1,500,000**
	Federal Discretionary			$1,500,000	**$1,500,000**
	Non-Primary Entitlement			$150,000	**$150,000**
	Sponsor		$11,111	$127,339	**$138,450**
	Total		**$111,111**	**$3,760,234**	**$3,871,345**
Enid Woodring	Commission	$10,527	$18,421		**$28,948**
The Overall Development Objective (ODO) of the proposed project is to insure the airport has the rescue and firefighting capabilities, required by Part 139 during air carrier operation.	Federal State Apportionment	$200,000	$150,000		**$350,000**
	Federal Discretionary	$200,000	$400,000		**$600,000**
	Non-Primary Entitlement	PPFY06	$150,000		**$150,000**
	Sponsor	$10,527	$18,421		**$28,948**
	Total	**$421,054**	**$736,842**		**$1,157,896**
Guthrie-Edmond Regional	Commission		$726,738		$726,738
The Overall Development Objective (ODO) of the proposed project is to acquire land, extend three taxilane in the nortwest t-hangar area; construct two taxiways asscociated with the land aquisition south of the terminal building; relocate a tenant entrance; and install a 10KW electrical regulator and light conductor.	Federal State Apportionment		$850,000		$850,000
	Federal Discretionary				$0
	Non-Primary Entitlement		$150,000		$150,000
	Sponsor		$104,141		$104,141
	Total		**$1,830,879**		**$1,830,879**
Norman – OU Max Westheimer	Commission	$80,000	$450,000		**$530,000**
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	Federal State Apportionment		$250,000		**$250,000**
	Federal Discretionary		$1,500,000		**$1,500,000**
	Non-Primary Entitlement		$150,000		**$150,000**
	Sponsor	$8,889	$94,444		**$103,333**
	Total	**$88,889**	**$2,444,444**		**$2,533,333**

OKLAHOMA AERONAUTICS COMMISSION

FEDERAL
THREE YEAR
CAPITAL IMPROVEMENT PROGRAM

CIP Project Name	Funding	FFY 2007	FFY 2008	FFY 2009	Total
OKC – Wiley Post	Commission	$163,684	$430,263		$593,947
The Overall Development Objective (ODO) of the proposed project is to strengthen and extend pavement areas used by the critical aircraft and constructing a taxiway for future development	Federal State Apportionment	$900,000	$500,000		$1,400,000
	Federal Discretionary	$1,520,000	$500,000		$2,020,000
	Non-Primary Entitlement		$150,000		$150,000
	Sponsor	$74,795	$74,707		$149,502
	Total	**$2,658,479**	**$1,654,970**		**$4,313,450**
Ponca City Regional	Commission	$100,000	$480,263	$489,474	**$1,069,737**
The Overall Development Objective (ODO) of the proposed project is to install signage to meet part 139 standards; re-align parallel taxiway system; reconfigure and reconstruct terminal apron, aircraft parking apron, taxilanes, and access apron only as required to meet FAA standards	Federal State Apportionment		$900,000	$1,250,000	**$2,150,000**
	Federal Discretionary		$2,000,000	$2,000,000	**$4,000,000**
	Non-Primary Entitlement	$150,000	$150,000	$150,000	**$450,000**
	Sponsor	$19,006	$124,707	$133,918	**$277,631**
	Total	**$269,006**	**$3,654,970**	**$4,023,391**	**$7,947,368**
Sand Springs – Pogue Municipal	Commission	$15,421	$14,474		**$29,895**
The Overall Development Objective (ODO) of the proposed project is to upgrade/replace electrical wires to taxiway brave and runway 17/35 and acquire land for airport development such as "future installation with medium intensity approach lighting system with rails"	Federal State Apportionment		$400,000		**$400,000**
	Federal Discretionary	$436,000			**$436,000**
	Non-Primary Entitlement	$150,000	$150,000		**$300,000**
	Sponsor	$15,421	$14,474		**$29,895**
	Total	**$616,842**	**$578,947**		**$1,195,789**
State of Oklahoma – Aeronautics Commission	Commission	$10,526	$10,526	$10,526	**$31,579**
The Overall Development Objective of the proposed project is to continue to support the State's system planning process through the collection of aviation activities such as early project development packets and pavement management data; prepare a proposed 3 year CIP.	Federal State Apportionment	$200,000	$200,000	$200,000	**$600,000**
	Federal Discretionary				**$0**
	Non-Primary Entitlement				**$0**
	Sponsor				**$0**
	Total	**$210,526**	**$210,526**	**$210,526**	**$631,579**
Tulsa – R. L. Jones, Jr.	Commission	$77,632			**$77,632**
The Overall Development Objective (ODO) of the proposed project is to develop a drainage system that will allow storm water run-off to drain from the airport to the Arkansas River	Federal State Apportionment	$1,100,000			**$1,100,000**
	Federal Discretionary	$1,700,000			**$1,700,000**
	Non-Primary Entitlement	$150,000			**$150,000**
	Sponsor	$77,632			**$77,632**
	Total	**$3,105,264**			**$3,105,264**
Tulsa – R. L. Jones, Jr.	Commission	$2,631			**$2,631**
The Overall Development Objective (ODO) of the proposed project is to install access gates to prevent runway and taxiway incursions with ground vehicles	Federal State Apportionment				**$0**
	Federal Discretionary	$100,000			**$100,000**
	Non-Primary Entitlement				**$0**
	Sponsor	$2,632			**$2,632**
	Total	**$105,263**			**$105,263**

OKLAHOMA AERONAUTICS COMMISSION

FEDERAL
THREE YEAR
CAPITAL IMPROVEMENT PROGRAM

CIP Project Name	Funding	FFY 2007	FFY 2008	FFY 2009	Total
Weatherford – Thomas P. Stafford	Commission	$40,000	$25,000		$65,000
The Overall Development Objective is to relocate hangar in order to provide aircraft parking	Federal State Apportionment		$800,000		$800,000
	Federal Discretionary				$0
	Non-Primary Entitlement		$150,000		$150,000
	Sponsor	$4,444	$25,000		$29,444
	Total	**$44,444**	**1,000,000**		**$1,044,444**

Summary of Funding Totals

Commission	**$553,053**	**$2,383,317**	**$1,465,789**	**$4,402,160**
Federal State Apportionment	**$3,250,000**	**$4,450,000**	**$4,450,000**	**$12,150,000**
Federal Discretionary	**$4,956,000**	**$4,900,000**	**$5,000,000**	**$14,856,000**
Non-Primary Entitlement	**$600,000**	**$1,200,000**	**$450,000**	**$2,250,000**
Sponsors	**$265,978**	**$505,748**	**$388,596**	**$1,160,322**
Totals	**$9,625,031**	**$13,439,065**	**$11,754,386**	**$34,818,482**

ADA Municipal

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to re-align and reconstruction the parallel taxiway to runway 17/35, rehabilitate taxilanes and aprons, and update of the airport layout plan.

FY 2007
This project will consist of the design and phase I of the construction of the ODO.

FY 2010
This project will consist of phase II of the ODO and of the updated airport layout plan.

Red indicates proposed construction area

JUSTIFICATION

The parallel taxiway pavement is in an extremely poor and unsafe condition with the pavement at several locations exhibiting base failures (see Appendix A). The average PCI of the taxiway pavements is 36. There is also loose gravel on taxiway shoulders and on T-hangar access pavements. Since the airport has based jets, there is a possibility that loose gravel could be sucked into aircraft engines and cause significant damage. Given the poor condition of the taxiway pavement and the fact that the airport has based jet aircraft, it is necessary to take urgent corrective action.

Presently, the taxiway pavement geometrics are constructed in a non-standard geometric bow-shape. Current geometric design philosophies recommend a true-parallel construction of the taxiways for optimum capacity. It is therefore felt that the taxiway pavement should be constructed 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 2007	FY 2008	FY 2009	Total
Commission	$52,632	$27,632		$80,264
Federal State Apportionment	$850,000	$400,000		$1,250,000
Federal Discretionary	$1,000,000	$500,000		$1,500,000
Non-Primary Entitlement	$150,000	$150,000		$300,000
Sponsor	$52,632	$27,632		$80,263
Total	$2,105,264	$1,105,263		$3,210,527

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

Alva Regional

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the project is to provide a 5,000 ft runway and parallel taxiway at this airport.

FY 2008

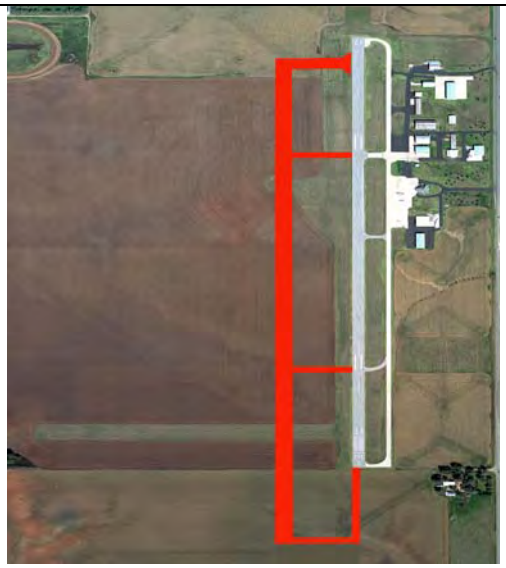
This project will consist of a design only grant for the development of the plans and specification for the ODO project.

FY 2009

This project will consist of phase I of the construction which will relocate runway 17-35 400ft. west; construct new connecting taxiways; narrow and extend existing runway to serve as parallel taxiway; develop new approaches; and update the airport layout plan.

FY 2010

This project will consist of phase II of construction of the ODO.



Red indicates proposed construction area

JUSTIFICATION

The Commission's goal is to build jet-capable runways at Oklahoma's regional business airports that meet FAA's aviation demand criteria. Also, the existing runway to taxiway separation distance of 187 ft does not meet FAA design standards. The airport's current geometry does not permit the parallel taxiway to be relocated east to provide the standard separation distance. Hence, the City proposes to relocate the existing runway to the West.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission		$100,000	$482,895	$582,895
Federal State Apportionment			$1,500,000	$1,500,000
Federal Discretionary			$1,500,000	$1,500,000
Non-Primary Entitlement			$150,000	$150,000
Sponsor		$11,111	$127,339	$138,450
Total		$111,111	$3,760,234	$3,871,345

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

Durant – Eaker Field

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to improve runway safety area to meet FAA standards, re-align and reconstruction the parallel taxiway to runway 17/35, rehabilitate taxilanes and aprons, and update of the airport layout plan.

FY 2008
This project will consist of a design only grant for the development of the plans and specification for the ODO project.

FY 2009
This project will consist of phase I of the construction of the ODO.

FY 2010
This project will consist of phase II of the ODO and submission of the updated airport layout plan.

Red indicates proposed construction area

JUSTIFICATION

To address the safety issue according to meet FAA standards, the project will remove obstructions and the improve runway safety area. The taxiway pavements were originally constructed in 1943 in a non-standard bow-shape. Our records indicate that there was no maintenance on the pavements for the first 34 years. Then joints were re-sealed in 1977 and in 1981 and in 1990 the TW underwent repairs to patch some of the failed areas. However, since completion of the last maintenance action in 1992, nothing further has been done to arrest or stop this progressive deterioration of pavement condition. Currently, even the patches have deteriorated and need to be repaired/ patched again. The existing taxiway pavement is therefore in an extremely distressed condition (see Appendix B). The ultimate configuration of the taxiway to runway 17/35 in FAA's approved airport layout drawing (ALD) is full- parallel (see figure) per current airport geometric design. The ALD indicates that the taxiway pavement will be constructed at a runway to taxiway separation distance of 400 ft for future precision approaches. It is therefore proposed to reconstruct and re-align the taxiway pavements to provide a full-parallel taxiway to runway 17/35. The airport has 55 based aircraft including one Jet.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission		$100,000	$482,895	$582,895
Federal State Apportionment			$1,500,000	$1,500,000
Federal Discretionary			$1,500,000	$1,500,000
Non-Primary Entitlement			$150,000	$150,000
Sponsor		$11,111	$127,339	$138,450
Total		111,111	$3,760,234	$3,871,345

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

Enid Woodring Regional

Regional Business Airport
Non-Primary Commercial

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to acquire an aircraft rescue & fire fighting (ARFF) vehicle and construct an ARFF storage building.

FY 2007
This project will consist of the acquisition of a ARFF vehicle & equipment

FY 2008
This project will consist of the constructing the storage facility for the ARFF vehicle & equipment.

Red indicates proposed construction

JUSTIFICATION

The airport's existing ARFF vehicle is outdated and the existing storage facility is inadequate and incapable of accommodating the newer ARFF vehicles. Per Title 14 Code of Federal Regulations (CFR) Part 139 requirements, "every certificate holder must provide the rescue and firefighting capability required by Part 139.317 during air carrier operations at the airport". The Commission proposes this project to comply with applicable regulations and to ensure safe air-carrier operations at Enid Woodring Regional Airport.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission	$14,474	$18,421		$32,895
Federal State Apportionment	$200,000	$150,000		$350,000
Federal Discretionary	$200,000	$400,000		$600,000
Non-Primary Entitlement	PPFY06	$150,000		$150,000
Sponsor	$14,474	$18,421		$32,895
Total	$428,948	$736,842		$1,165,790

Commission may provide half of sponsor's match on Federal State Apportionment and Discretionary projects
State Funds are contingent on availability

Guthrie-Edmond Regional

Regional Business Airport

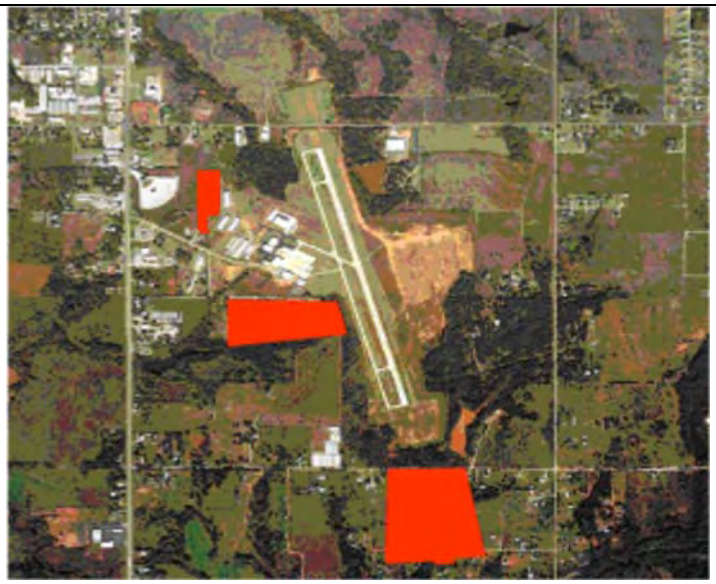
DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to acquire land, extend taxilanes and construct new taxilanes in the northwest T-hangar area; construct two taxiways associated with the land acquisition south of the terminal building; relocate a tenant entrance; and install a 10KW electrical regulator and light conductor.

FY 2008

The project consists of the ODO above.

Commission funds for this project are being provided through the excise tax dedication program ($26,316 federal match- city request to use remainder of excise tax funds to purchase land and other items above)



Red indicates proposed construction area

JUSTIFICATION

The airport is jointly sponsored by the Cities of Guthrie and Edmond and the airport is experiencing rapid growth. There is increased demand for hangar space both from corporate entities and individuals. The airports' draft 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 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. The 2006 amendment will expand the existing project scope to include the acquisition of 10 acres of land and to construct taxilanes west of the existing hangar area. This acquisition is necessitated to ensure compatible land use around the airport and ensure protection of approach surfaces.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission		$726,738		$726,738
Federal State Apportionment		$850,000		$850,000
Federal Discretionary				
Non-Primary Entitlement		$150,000		$150,000
Sponsor		$104,141		$104,141
Total		$1,830,879		$1,830,879

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

Norman – OU Max Westheimer

Regional Business Airport
Reliever

DESCRIPTION

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 of the airport.

FY 2007
This project will consist of a design only grant for the development of the plans and specification for the ODO project.

FY 2008
This project will consist of the construction phase of the overall development objective.

Red indicates proposed construction area

JUSTIFICATION

There are severe load and environment related distresses (see Appendix C) 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 the pavement's PCI is close to the threshold PCI value (below which the pavement experiences rapid deterioration) and the inadequacy of the pavement structure 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 2007	FY 2008	FY 2009	Total
Commission	$80,000	$450,000		$530,000
Federal State Apportionment		$250,000		$250,000
Federal Discretionary		$1,500,000		$1,500,000
Non-Primary Entitlement		$150,000		$150,000
Sponsor	$8,889	$94,444		$103,333
Total	$88,889	$2,444,444		$2,533,333

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

OKC-Wiley Post

Regional Business Airport
Reliever

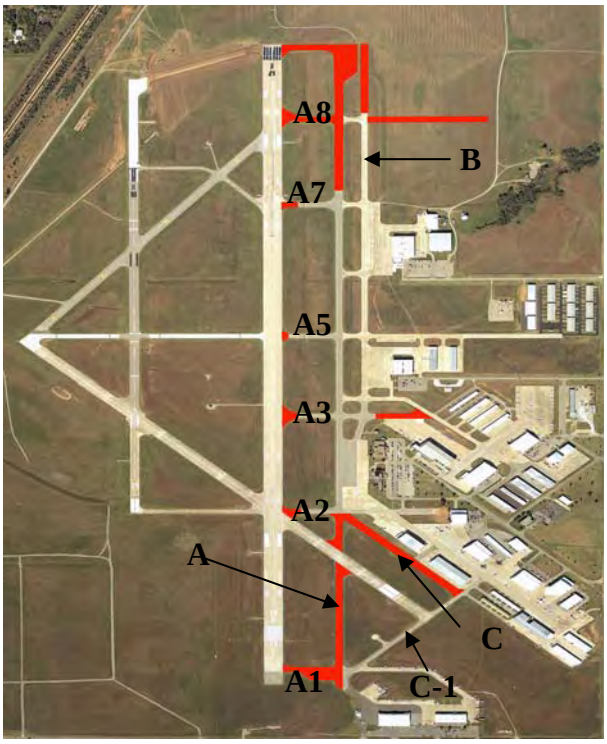
DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to strengthen and extend pavement areas used by the critical aircraft and constructing a taxiway for future development.

FY 2007
This project will consist of constructing a north extension to taxiway B with MITLs and installing MITLs taxiway A-5 east of taxiway A; extending and lighting taxiway A-8; strengthen taxiway A and taxiway A-8 north of taxiway A-7 up to runway 17L including holding area.

FY 2007 Discretionary
This project will consist of reconstructing and strengthening taxiway A and A-1 between runway 35R to taxiway A-2; reconstruct and strengthening taxiway A-3 between taxiway B and taxiway A-4; and reconstruct and strengthen fillets at A-2, A-3, A-5, A-7.

FY 2008
This project will consist of the reconstruction of taxiway C and C-1 and install MITL lights and remove the existing centerline lights.



Red indicates proposed construction area

JUSTIFICATION

Taxiway A is the parallel taxiway to the main runway 17L-35R, TW B is parallel and to the east of TW A. TWs A-1, A-2, A-3, A-5, A-7, A-8 and A-9 are the connecting TWs that provide access to the main runway. Taxiway A, A1, & A3 need to be reconstructed due to pavement condition deterioration and pavement strengths that are not compatible with the weight of the critical aircraft (Gulfstream IV) operating at the airport. TW A3, east of TW B provides access to the FBO ramp. TW3 pavement condition is extremely deteriorated and its pavement strength is incompatible with operating traffic. The construction of north extension to TWB would expedite the traffic movement as outbound traffic could utilize TW B while inbound traffic could use TW A. The construction of an east extension to TW A-8 will facilitate future airport development. The pavements of TWs C and C-1 are in poor condition (see Appendix D) and need to be reconstructed with MITLs.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission	$163,684	$430,263		$593,947
Federal State Apportionment	$900,000	$500,000		$1,400,000
Federal Discretionary	$1,520,000	$500,000		2,020,000
Non-Primary Entitlement		$150,000		$150,000
Sponsor	$74,795	$74,707		$149,502
Total	$2,658,479	$1,654,970		$4,313,450

Commission may provide half of sponsor's match on Federal State Apportionment and Discretionary projects
State funding is contingent on availability

Ponca City

Regional Business Airport
Non Primary Commercial

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to install the required signage to meet FAA standards for a commercial service airport and re-align and reconstruct the parallel taxiway to runway 17/35 to meet FAA design standards.

FY 2007
This project will consist of a design only grant for the development of the plans and specification for the ODO project.

FY 2008
This project will consist of installing airport signage and phase I of the reconstruction of the parallel taxiway. Phase I will consist of realignment of the parallel taxiway system; reconfigure and reconstruct the terminal apron, aircraft parking apron, taxilanes, and access aprons only as required to meet FAA standards.

FY 2009
This project will consist of compete the construction associated with reconstruction of the parallel taxiway.

Red indicates proposed construction area

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 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 safe air-carrier 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.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$100,000	$480,263	$489,474	$1,069,737
Federal State Apportionment		$900,000	$1,250,000	$2,150,000
Federal Discretionary		$2,000,000	$2,000,000	$4,000,000
Non-Primary Entitlement	$150,000	$150,000	$150,000	$450,000
Sponsor	$19,006	$124,707	$133,918	$280,263
Total	$269,006	$3,654,970	$4,023,392	$7,947,368

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

Sand Springs–William R. Pogue Municipal

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to replace the electrical wiring to taxiway bravo and runway 17/35 and acquire land future approach lighting system.

FY 2007
This project will consist of the design and construction of a project that will upgrade/replace electrical wires to taxiway bravo and runway 17/35.

FY 2008
This project will consist of the acquisition of land for airport development such as "future installation of medium intensity approach lighting system with rails".

Red indicates proposed construction area

JUSTIFICATION

The airfield lighting has been damaged by lightning and is frequently shorted out by rain. The existing direct bury electrical cable is approximately 17 years old and reaching the end of its life expectancy. The airport routinely hires an electrician to repair the airfield lighting systems and desires to replace the wiring and protect it from environmental impact so the airport will remain serviceable, even during inclement weather. The City propose to upgrade its approach lighting system to a (Medium Intensity Approach lighting System with Runway Alignment Indicator Lighting System) MALSR. It is proposed to purchase 23.7 acres of land for the installation of a MALSR system and for the runway 35 RPZ.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission	$15,421	$14,474		$29,895
Federal State Apportionment		$400,000		$400,000
Federal Discretionary	$436,000			$436,000
Non-Primary Entitlement	$150,000	$150,000		$300,000
Sponsor	$15,421	$14,474		$29,895
Total	$616,842	$578,947		$1,195,789

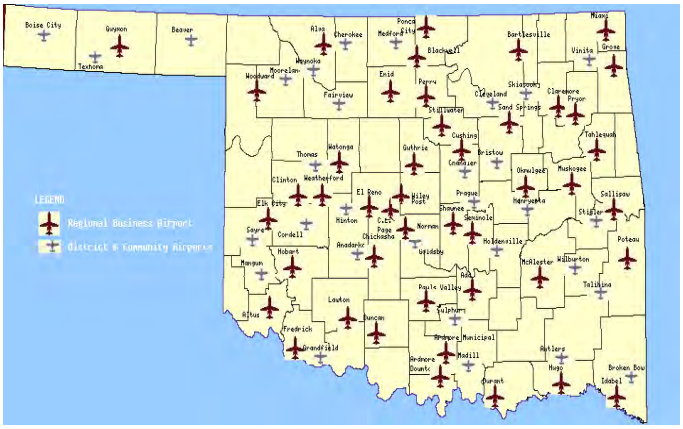
Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

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) airport information management activities like collection of early project development (EPD) packets and pavement management and b) Development of the Commission's Capital Improvement Program (CIP) through collection of infrastructure development needs of airports.



JUSTIFICATION

The system planning process requires the collection of the following a) EPD packets for those sponsors that are pursuing a federal non primary entitlement grant, b) infrastructure development needs of all airports in the OASP to update the airport development worksheets and the FAA's NPIAS needs database, c) pavement condition data of the airports included in the Commission's pavement management program.

The collection of EPD packets by the Commission helps in early issuance of grants to airport sponsors which in-turn positions their projects to take advantage of the construction season. The updated airport development worksheets provide a pool of candidate projects for federal and state funding and therefore help the capital planning process. The development worksheets help update FAA's NPIAS needs database which in turn is used to inform Congress about the infrastructure development needs of Oklahoma's airports. The pavement management program (PMP) assists in prioritization of the Commission's funding decisions. By providing current and estimated future pavement condition the PMP also guides local capital planning.

This vast amount of updated information collected as part of the system planning process helps in developing a disciplined CIP with federal and state funds.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission	$10,526	$10,526	$10,526	$31,579
Federal State Apportionment	$200,000	$200,00	$200,000	$600,000
Federal Discretionary				
Non-Primary Entitlement				
Sponsor				
Total	$210,526	$210,526	$210,526	$631,579

Commission may provide half of sponsor's match on Federal Sate Apportionment and Discretionary projects
State Funding is contingent on availability

Tulsa – Richard L. Jones, Jr.

Regional Business Airport
Reliever

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to develop a drainage system that will allow stormwater to drain from on airport property to the Arkansas River.

FY 2006
This project will complete the installation of the 78-inch RCP, construct a paved ditch on the eastside of the airport and construct grading and drainage improvements to the southeast detention pond area.

FY 2007
This project will consist of grading and drainage improvements to the south and west detention pond areas of the airport.

Red indicates proposed construction area

JUSTIFICATION

There are areas on the airfield that are used for detaining 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 storm water 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	FY 2007	FY 2008	FY 2009	Total
Commission	$77,632			$77,632
Federal State Apportionment	1,100,000			$1,100,00
Federal Discretionary	$1,700,000			$1,700,00
Non-Primary Entitlement	$150,000			$150,000
Sponsor	$77,632			$77,632
Total	$3,105,264			$3,105,264

Commission may provide half of sponsor's match on Federal State Apportionment and Discretionary projects
State funding is contingent on availability

Tulsa – Richard L. Jones, Jr.

Regional Business Airport
Reliever

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to install access control gates to prevent runway and taxiway incursions with ground vehicles.

FY 2007
This project will consist of the installation of four access control gates with keypads for activation. The gates will restrict vehicle traffic on the north and south portions of the perimeter road to authorized persons only. The project will also improve the information kiosk located at the public entrance located on the west side of the airport.

Red indicates proposed construction area

JUSTIFICATION

Several years ago a project was completed that installed signs, wig-wag lights and gates at strategic locations throughout the airport. While these initiatives have proven effective, a recent upswing in incursions indicates the need to build upon these earlier efforts. The primary incursion concern relates to ground based visitors that are unfamiliar with the airport environment and inadvertently drive onto the active taxiway and runway system. The focus of this project will be directed at controlling and educating ground based traffic to minimize the opportunity for aircraft and ground vehicles to inappropriately share the same pavement.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$2,631			$2,631
Federal State Apportionment				
Federal Discretionary	$100,000			$100,00
Non-Primary Entitlement				
Sponsor	$2,632			$2,632
Total	$105,263			$105,263

Commission may provide half of sponsor's match on Federal State Apportionment and Discretionary projects
State funding is contingent on availability

Weatherford – Thomas P. Stafford

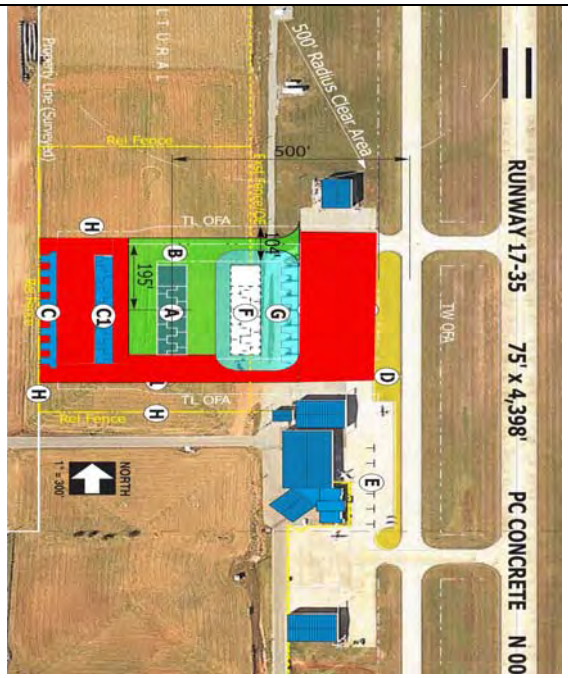
Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to provide terminal apron parking.

FY 2007
This project will consist of a design only grant for the development of the plans and specification for the ODO project.

FY 2008
This project will consist of relocating the hangars from the terminal apron; rehabilitation of the existing terminal apron for aircraft parking; install aircraft tie-downs; and construct hangar access aprons and taxilanes.



Red indicates proposed construction area

JUSTIFICATION

This project will provide for terminal apron parking which is presently inadequate. This will require the relocation of hangars from the existing terminal as shown in figure. This relocation will create the 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 2007	FY 2008	FY 2009	Total
Commission	$40,000	$25,000		$65,000
Federal State Apportionment		$800,000		$800,000
Federal Discretionary				
Non-Primary Entitlement		$150,000		$150,000
Sponsor	$4,444	$25,000		$29,444
Total	$44,444	$1,000,000		$1,044,444

Commission may provide half of sponsor' match on Federal State Apportionment and Discretionary projects
State funds are contingent on availability

OKLAHOMA AERONAUTICS COMMISSION

STATE
THREE YEAR
CAPITAL IMPROVEMENT PROGAM

CIP Project Name	Funding	FY 2007	FY 2008	FY 2009	Total
Canadian-Arrowhead	Commission	$40,241			$40,241
Rehabilitate runway 15/33, refurbish existing beacon, paint beacon tower, upgrade electrical systems, install runway lights and install pilot control lights	Non-Primary Entitlement	$764,579			$764,579
	Sponsor				
	Total	**$804,820**	**$0**	**$0**	**$804,820**
Eufuala-Fountainhead	Commission	$6,575			$6,575
Upgrade electrical system, install new beacon and tower, and implement HHZO w/map	Non-Primary Entitlement	$124,925			$124,925
	Sponsor				
	Total	**$131,500**	**$0**	**$0**	**$131,500**
Ketchum-South Grand	Commission	**$200,000**			**$200,000**
Constructing an asphalt pavement structure on the runway.	Non-Primary Entitlement				**$0**
	Sponsor	**$22,222**			**$22,222**
	Total	**$222,222**			**$222,222**
OKC- Wiley Post			**As of August 17, 2006**		
The proposed project is to install an Instrument Landing System (ILS) with Medium Intensity Approach Lighting System with Runway Alignment Indicators Lights (MALSR) at Runway 35R end.	Commission (Excise Tax Credit)			$688,317.50	
	Commission (Excise Tax Dedication)			$822,562.16	
	Non-Primary Entitlement				
	Sponsor			$91,395.84	
	Total			$1,602,275.50	**$2,500,000**
Overbrook-Lake Murray	Commission	$10,344			$10,344
Improve electrical systems, relocate and install beacon and tower and relocate and install windsock and implement HHZO w/map	Non-Primary Entitlement	$196,531			$196,531
	Sponsor				
	Total	**$206,875**	**$0**	**$0**	**$206,875**
State of Oklahoma	Commission	$600,000			$600,000
Aeronautics	Non-Primary Entitlement				$0
Statewide- Crack Seal Program/Resurface	Sponsor	$66,667			$66,667
	Total	**$666,667**	**$0**	**$0**	**$666,667**

OKLAHOMA AERONAUTICS COMMISSION

STATE
THREE YEAR
CAPITAL IMPROVEMENT PROGAM

CIP Project Name	Funding	FY 2007	FY 2008	FY 2009	Total
State of Oklahoma					
Aeronautics	Commission	$400,000			$400,000
Statewide - Automated Weather Observation System program	Non-Primary Entitlement				
	Sponsor				
	Total	**$400,000**	**$0**	**$0**	**$400,000**
State of Oklahoma	Commission	$553,053	$2,383,317	$1,465,789	$4,402,160
Commission funds towards Federal State Apportionment and Discreationary projects	Non-Primary Entitlement				
	Sponsor				
	Total	**$553,053**	**$2,383,317**	**$1,465,789**	**$4,402,160**
Stillwater Regional	Commission	**$40,000**			**$40,000**
Commission will fund a Pavement Study to determine capacity and structural health	Non-Primary Entitlement				
	Sponsor				
	Total	**$40,000**	**$0**	**$0**	**$40,000**

Funding	FY 2007	FY 2008	FY 2009	Total
Summary of Funding Totals				
Commission	$3,452,489	$2,383,317	$1,465,789	**$7,301,596**
Non-Primary Entitlement	$1,086,035	$0	$0	**$1,086,035**
Sponsors	$88,889			**$88,889**
Totals	**$4,627,413**	**$2,383,317**	**$1,465,789**	**$8,476,520**

Canadian – Arrowhead State Park

Community Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to rehabilitate and light runway 15/33; improve runway safety areas; refurbish beacon and upgrade electrical systems.

FY 2007

This project consists of the construction phase of the proposed developments. A FY 2006 non-primary entitlement grant was received for the development of the plans and specification for the project.

Red indicates proposed construction area

JUSTIFICATION

The airport pavements are in an extremely poor condition with the PCI of the runway pavements estimated to be 66. The pavements exhibit environment related distresses. In the absence of base failures, an asphalt overlay would be an appropriate treatment to improve pavement condition. None of the electrical equipment at the airport is in working order. Therefore the airport needs extensive work in improving the electrical systems and wiring to various installations. The motor of the existing beacon is out of service and needs to be replaced. The wind-cone does not work and needs to be replaced. Lights on the windcone were also out of order and therefore wiring may also need to be replaced. The runway lights are not in working order with more than half of the light fixtures missing. The VASIs are not in working order. The VASIs are unrepairable and therefore it is proposed to replace them with PAPIs. There is a drainage ditch on the west side of runway within the safety area. Also the safety area grade at the south end is not standard. The runway threshold at the south needs to be displaced a minimum of 95 ft because of approach surface penetration by traffic on the existing road.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission	$40,241			$40,241
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement	$764,579			$764,579
Sponsor				
Total	$804,820			$804,820

State funds are contingent on availability

Eufaula – Fountainhead State Park

Community Airport

DESCRIPTION

The Overall Development Objectives (ODO) of the proposed project includes improvements to the electrical systems and installation of a new airport beacon and tower.

FY 2007

This project consists of the construction phase of the ODO. A FY 2006 non-primary entitlement grant was received for the development of the plans and specification for the project.

JUSTIFICATION

The runway, taxiway lights and lights on the wind-cone are in a working condition. However, there are several broken fixtures/lamps on the runway and the taxiway. The wind-cone also requires new lamps. The pilot controller for runway light is in working condition. The existing airport beacon is in poor condition atop a flimsy mount. Installation of a new beacon mounted atop a standard beacon tower will increase safety of the flying public. There are several trees penetrating the approach surfaces of the runway. It is proposed to remove these obstructing trees in the current project. The power line supplying power to the airport will be buried underground.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$6,575			$6,575
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement	$124,925			$124,925
Sponsor				
Total	$131,500			$131,500

State funds are contingent on availability

Ketchum –South Grant Lake Community Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to extend and pave the existing turf runway.

FY 2007
This project consists of constructing an asphalt pavement structure on the runway. The Commission is providing funds to purchase $200,000 of asphalt paving material for the runway.

JUSTIFICATION

A paved runway will improve air access to this region of the state and allow larger aircraft to operate at the airport. This airport has long been a 3,385 ft. grass strip. Constructing a paved runway is a goal of the local aircraft owners. Through cash contributions exceeding $265,000, and in-kind contributions of base material, county equipment and labor, engineering, and the use of private construction equipment the co-sponsors of the airport (the City of Ketchum and the South Grand Lake Airport Trust) will accomplish the largest share of the project.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$200,000			$200,000
Federal State Apportionment	$			$
Federal Discretionary	$			$
Non-Primary Entitlement	$			$
Sponsor	$22,222			$22,222
Total	$222,222			$222,222

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.

FY 2006

Preliminary survey and design may begin in FY 2006. However, construction will not begin until after sufficient funds become available to complete the installation.

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 August 17, 2006 is $1,510,879.66, which $688,317.50 is the total amount of Excise Tax Credit and $822,562.16 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 August 17, 2006		Total
Commission (Excise Tax Credit)		$688,317.50	
Commission (Excise Tax Dedication)		$1,630,514	
Federal State Apportionment			
Federal Discretionary			
Non-Primary Entitlement			
Sponsor		$181,168.50	
Total		$2,500,000	$2,500,000

Commission may provide half of sponsor's match on Federal State Apportionment and Discretionary projects
State funding is contingent on availability

Overbrook – Lake Murray

Community Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to implement improvements to the electrical systems, relocate and install new airport beacon and tower, relocate windsock and install medium intensity runway lights.

FY 2007

This project consists of the construction phase of the ODO. A FY 2006 non-primary entitlement grant was received for the development of the plans and specification for the project.

JUSTIFICATION

The electrical systems at the airport are not functional. It is therefore proposed to install a new regulator, controls and vault. The State Park authorities plan to build a new maintenance facility at the current location of the airport beacon and wind-cone. The existing airport beacon is out of service and is mounted atop a flimsy structure. It is proposed to install a new airport beacon and tower and a wind-cone at a new, FAA approved location. The existing low intensity runway lights are out of order. It is proposed to install medium intensity runway lights with pilot control for the safety of the flying public.

Funding	FY 2007	FY 2008	FY 2009	Total
Commission	$10,344			$10,344
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement	$196,531			$196,531
Sponsor				
Total	$206,875			$206,875

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, University of Oklahoma Max Westheimer field, Blackwell Tonakawa Municipal Airport and Stigler Regional Airport

JUSTIFICATION

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

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$400,000			$400,000
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor				
Total	$400,000			$400,000

State funds are contingent on availability

State of Oklahoma – Aeronautics Commission
Statewide Crack Seal

DESCRIPTION

This is a Statewide maintenance project. At various locations, cracks in the airport pavements will be routed and sealed. At select locations a surface treatment may be considered versus the rout and seal method.

Locations:

Norman - Max Westheimer Airport
Stillwater Regional Airport
Tulsa – R. L. Jones, Jr. Airport

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 2007	FY 2008	FY 2009	Total
Commission	$600,000			$600,000
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor	$66,667			$66,667
Total	$666,667			$666,667

State funds are contingent on availability

Stillwater Regional

Regional Business Airport

DESCRIPTION

The Overall Development Objective (ODO) of the proposed project is to conduct a pavement study to determine the load-bearing capacity and structural health of the asphalt portion of runway 17/35 and recommend the most appropriate alternatives.

FY 2007

This project will consist of conducting a pavement study on runway 17/35.

Red indicates proposed construction area

JUSTIFICATION

The south 4800 ft of runway 17/35's pavement consists of 6 inches of portland cement concrete that received an asphalt overlay in 1994. The pavement is exhibiting random cracking; however no base failure distresses are being exhibited on the surface. Therefore a pavement study will be conducted to determine load-bearing capacity and structural health of the asphalt portion of runway 17/35 and recommend the most appropriate alternatives. The results of the study will be used as the major tool by the Commission to determine the appropriate solution for the pavement condition.

Funding Sources	FY 2007	FY 2008	FY 2009	Total
Commission	$40,000			$40,000
Federal State Apportionment				
Federal Discretionary				
Non-Primary Entitlement				
Sponsor				
Total	$40,000			$40,000

State funds are contingent on availability

Appendix

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

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

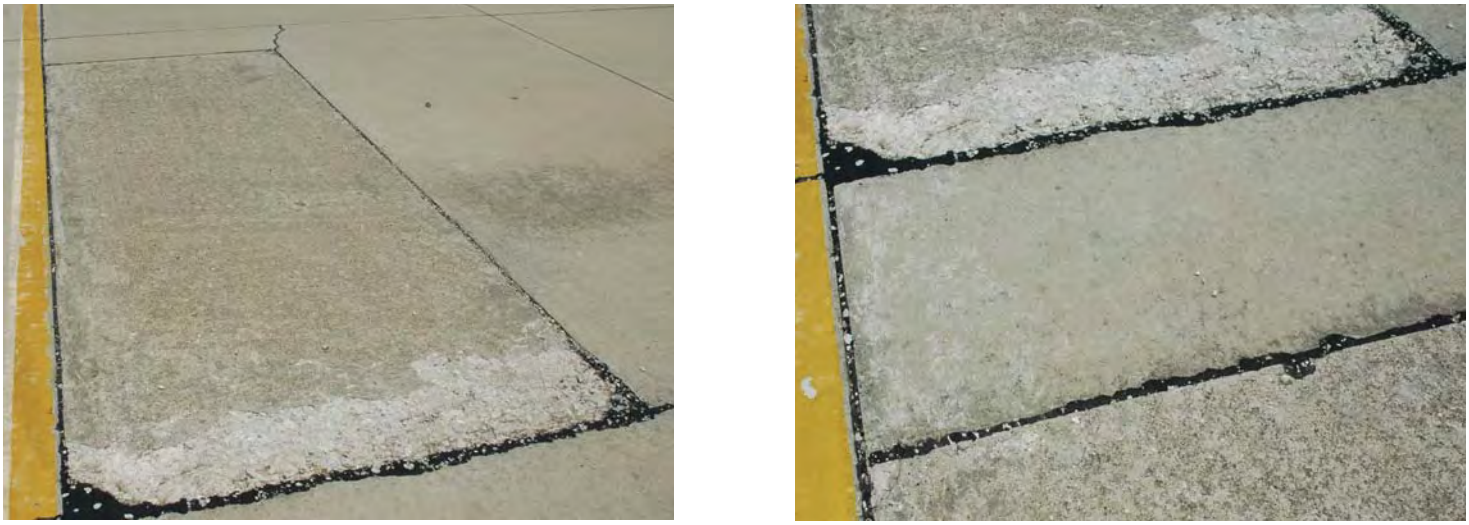


Figure 2: Photographs showing deteriorated patches

Appendix C

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 D

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

Anticipated

Non-Primary Entitlment Program

NIPIAS Airport	Source	FY 2007	FY 2008
Ada Municipal	Federal	$150,000	
Altus/Quartz Mountain	Federal	$150,000	
Alva Regional	Federal	$150,000	
Antlers Municipal	Federal	$46,500	
Ardmore Municipal	Federal	$150,000	
Ardmore Downtown	Federal	$150,000	
Arrowhead State Park	Federal	$150,000	
Atoka Municipal	Federal	$150,000	
Bartlesville Municipal	Federal	$150,000	
Beaver Municipal	Federal	$150,000	
Blackwell-Tonkawa Municipal	Federal	$150,000	
Boise City Municipal	Federal	$120,000	
Bristow-Jones Memorial	Federal	$150,000	
Buffalo Municipal	Federal	$87,800	
Carnegie Municipal	Federal	$132,000	
Chandler Municipal	Federal	$150,000	
Cherokee Municipal	Federal	$121,370	
Cheyenne - Mignon Laird	Federal	$150,000	
Chickasha Municipal	Federal	$150,000	
Claremore Municipal	Federal	$150,000	
Cleveland Municipal	Federal	$150,000	
Clinton Municipal	Federal	$150,000	
Clinton-Sherman	Federal	$150,000	
Cordell Municipal	Federal	$117,260	
Cushing Municipal	Federal	$150,000	
Duncan - Halliburton Field	Federal	$150,000	
Durant - Eaker Field	Federal	$150,000	
El Reno Municipal	Federal	$150,000	
Elk City Municipal	Federal	$100,000	
Enid Woodring Municipal	Federal	$150,000	
Eufaula Municipal	Federal	$102,780	
Fountainhead State Park	Federal	$60,000	
Fairview Municipal	Federal	$150,000	
Frederick Municipal	Federal	$150,000	
Gage	Federal	$70,000	
Goldsby - David J. Perry	Federal	$150,000	
Grandfield Municipal	Federal	$125,333	
Grove Municipal	Federal	$150,000	

OKLAHOMA

Anticipated

Non-Primary Entitlment Program

NIPIAS Airport	Source	FY 2007	FY 2008
Guthrie Municipal	Federal	$150,000	
Guymon Municipal	Federal	$77,778	
Healdton Municipal	Federal	$150,000	
Hinton Municipal	Federal	$150,000	
Hobart Municipal	Federal	$150,000	
Holdenville Municipal	Federal	$150,000	
Hollis Municipal	Federal	$22,600	
Hominy Municipal	Federal	$150,000	
Hooker Municipal	Federal	$150,000	
Hugo - Stan Stamper	Federal	$150,000	
Idabel - McCurtain County	Federal	$150,000	
Lake Murray State Park	Federal	$66,653	
Lindsay Municipal	Federal	$129,267	
Madill Municipal	Federal	$150,000	
Mangum - Scott Field	Federal	$150,000	
McAlester Regional	Federal	$150,000	
Medford Municipal	Federal	$150,000	
Miami Municiapl	Federal	$150,000	
Mooreland Municipal	Federal	$150,000	
Muskogee - Davis Field	Federal	$150,000	
Norman - Max Westheimer	Federal	$150,000	
Okeene Municipal	Federal	$150,000	
Okemah Flying Field	Federal	$150,000	
Oklahoma City - C. E.Page	Federal	$150,000	
Oklahoma City - Wiley Post	Federal	$150,000	
Okmulgee Municipal	Federal	$150,000	
Pauls Valley Municipal	Federal	$150,000	
Pawnee Municipal	Federal	$133,333	
Perry Municipal	Federal	$150,000	
Ponca City Municipal	Federal	$150,000	
Poteau - Robert S. Kerr	Federal	$150,000	
Prague Municipal	Federal	$150,000	
Pryor -Mid-America Industrial	Federal	$150,000	
Purcell Municipal	Federal	$150,000	
Sallisaw Municipal	Federal	$150,000	
William R. Pogue Municipal	Federal	$150,000	
Sayre Municipal	Federal	$64,761	

OKLAHOMA

Anticipated

Non-Primary Entitlment Program

NIPIAS Airport	Source	FY 2007	FY 2008
Seminole Municipal	Federal	$150,000	
Shawnee Municipal	Federal	$150,000	
Skiatook Municipal	Federal	$150,000	
Stigler Municipal	Federal	$150,000	
Stillwater Regional	Federal	$150,000	
Stroud Municipal	Federal	$150,000	
Sulphur Municipal	Federal	$18,000	
Tahlequah Municipal	Federal	$150,000	
Talihina Municipal	Federal	$94,000	
Thomas Municipal	Federal	$150,000	
Tishomingo Airpark	Federal	$77,667	
Tulsa –Richard L. Jones	Federal	$150,000	
Vinita Municipal	Federal	$150,000	
Watonga Municipal	Federal	$150,000	
Walters Municipal	Federal	$20,600	
Waynoka Municipal	Federal	$45,893	
Weatherford - Thomas P. Stafford	Federal	$150,000	
Wilburton Municipal	Federal	$150,000	
Woodward - West Woodward	Federal	$150,000	
ANNUAL		$12,633,595	