

## System Plan Implementation

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The planning process described previously resulted in the selection of the airports and their respective classifications required to meet the OASP goals and objectives. Also, as a part of the continuous planning process, the capital improvements and associated costs needed at each system airport are identified.

### Airport Development Worksheet

The airport development worksheet is the primary document used for system planning. An airport development worksheet is prepared for each system airport. The worksheet for any system airport is available on the Commission Internet site.

The worksheet for a particular airport is jointly developed by the airport sponsor and the Commission staff. The worksheet for an airport is updated whenever the airport classification changes; the physical conditions of runways, taxiways, aprons, or lighting changes indicating the need for a capital project; a capital project is completed; or other new information becomes available.

The airport development worksheet shows the airport name, airport sponsor, NPIAS status, the ARC, functional classification, the projects that need to be accomplished and the project cost, construction type, objective code, airport component and project status.

The Commission staff maintains a project history file for each airport showing the capital projects completed at the airport since 1970 that were funded with state or federal dollars. Besides providing a historical record, the project histories are used to help evaluate pavement life cycles and to help predict the timing for future pavement rehabilitation projects.

### → Project Description

The project description is a brief explanation of a project that needs to be accomplished on one component of the airport. For example: “Extend RW 17/35, 1000' x 75', 30,000#, 35 end.” This is the notation for showing that the project will extend the runway 1,000 feet long and 75 feet wide to the south and will have a pavement strength designed to support a 30,000-pound aircraft.

### → Project Costs

The project costs developed at this stage of the process are planning, not engineering, costs. Project costs are based on recent construction experience. When the project is ready for programming, engineering costs will be prepared.

### → Construction Type

Each project is coded with a construction type code. Construction type codes are used for runway, taxiway or apron paving; runway or taxiway lighting; land acquisition; installation of visual approach aids such as a rotating beacon, lighted wind cone; construction of structures such as a terminal building and an other category that includes items such as fencing, access roads, or vehicle parking.

### → Objective Codes

Each project is coded with an objective code. Objective codes are: safety/special — reserved for projects with an immediate safety impact such as a lighting system that has

failed; preservation — used for projects to preserve existing pavements or lighting systems; reconstruction — used for projects where the existing pavement needs to be rebuilt from the base up; standards — used for projects to correct an existing deficiency for an airport’s current classification, for example installing lights on an airport that does not have lights; upgrade — a project that will result in a change to the airports design standard or the type of aircraft the airport can accommodate; capacity — a project to increase the capacity of an airport component such as to expand the size of the apron; and new airport access — a project to provide a new airport where air access does not currently exist.

#### ➔ **Airport Component**

Each project is coded with a component code. Component codes are primary runway, primary taxiway, secondary runway, secondary taxiway, apron, hangar area, terminal, other landside, and planning.

The codes are used to categorize the types of development needed for the system as a whole or for specific parts of the system, and for setting project priorities that are used in the programming process. For example, a project to reconstruct a primary runway will have a higher priority than will a project to reconstruct a secondary runway. A project to construct a hangar access taxiway will have a lower priority than a project to expand an apron.

### Construction Type

	<b>Description</b>
PAVE	(Paving) runway, taxiway, or apron paving.
LITE	(Lighting) runway, taxiway, or apron lighting.
LAND	(Land) acquisition of land for a new airport, a runway extension, a larger runway protection zone, landside development, etc.
AAID	(Approach Aids) installation of any approach aid, such as a rotating beacon, visual approach guidance indicator, runway end identifier lights, etc.
BLDG	(Buildings) construction of a public terminal building.
OTHR	(Other) any development item not otherwise coded, such as fencing, access roads, vehicle parking, a terminal-weather observation system, environmental assessment, airport layout plan, etc.

### Objective Codes

SAFE	(Safety) work required to make the airport safe for aircraft operations. Examples: removal of an obstruction in the runway protection zone, or replacement of a lighting system that has failed.
PRSV	(Preservation) work required to preserve the functional or structural integrity of the airport. Examples: joint cleaning and resealing of a concrete pavement, or crack filling and sealing of an asphalt pavement.
RECON	(Reconstruction) work required to reconstruct a portion of the airport pavement, lighting, or approach aid systems to their original configuration. Reconstruction work is more substantial than preservation work. Examples: reconstruct an asphalt runway, taxiway, or apron to its previous dimensions, reconstruct a runway lighting system that has reached the end of its design life.
STDS	(Standards) improvements required to bring the airport to design standards for current users. Examples: replacement of a low intensity lighting system with a medium intensity lighting system at a Basic Utility Stage II airport or installation of visual approach aids at a Transport airport.
UPGR	(Upgrade) improvements required to expand the airport to accommodate heavier aircraft or longer stage lengths consistent with the airport's functional classification. Examples: developing a General Utility Stage I airport to a General Utility Stage II airport so that the airport can fulfill its function as a regional business airport.
CAPT	(Capacity) expansion required to accommodate more aircraft or higher activity levels. Examples: construction of an additional apron so the airport can accommodate additional based or transient aircraft.

### Airport Component Codes

Component	Component Description
PRWY	(Primary Runway) a project constructed on the airport's primary runway. The primary runway is the runway aligned with the dominate wind direction.
PTXY	(Primary Taxiway) a project constructed on the airport's primary taxiway. The primary taxiways are all the taxiways serving the primary runway.
APRN	(Apron) a project constructed on the apron designed to serve based or itinerant aircraft.
ANAS	(Airside Not Area Specific) any other project constructed on the airside of the airport, the airside being the part of the airport provided for the operation of aircraft.
SRWY	(Secondary Runway) a project constructed on the crosswind runway or on a short runway parallel to the primary runway.
STXY	(Secondary Taxiway) a project constructed on any of the taxiways serving the secondary runway.
HANG	(Hangar Area) a project constructed in the hangar area of the airport's terminal area, typically hangar access taxiways. Does not include the cost of constructing hangars.
TERM	(Terminal) a project to construct a public terminal building.
OLSD	(Other Landside) any other project constructed on the landside of the airport. The landside includes that part of the airport used for structures, access roads, vehicle parking areas, terminal area or perimeter fencing, etc.
PLAN	(Airport Plan) any planning project for the airport that does not involve construction. Examples include the preparation of an Airport Master Plan (AMP), an Airport Action Plan (AAP), a height hazard zoning ordinance, a detailed terminal area plan, etc.

### **Relationship Between Planning and Programming**

The relationship between airport system planning and project programming is really quite simple. The system planning process involves all the steps described previously: maintaining inventories, classifying airports, forecasting aviation activity, conducting a public participation program, identifying the capital improvements needed at each system airport, and conducting special studies. The capital projects identified in system planning are not constrained by the dollars of revenue that the funding agencies are expected to have available during any particular time period. Programming is the process of deciding, based on established system priorities, which projects will be funded in which time period with the dollars that are expected to be available in that time period. Programming is constrained by dollars. The Commission's programming process is detailed in the *Oklahoma Aeronautics Commission 3-Year Capital Improvement Plan*, updated and adopted annually by the Commission.