

## System Plan Overview

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The Oklahoma airport system has developed over many years through close cooperation among federal, state and local agencies. Historically, the FAA has taken an active role in guiding the planning and development of the nation's airport system. The FAA's planning guidance significantly influences the preparation of state system plans and individual airport master plans. Its comprehensive library of advisory circulars guides the planning, construction, maintenance and operations of all publicly owned civil airports.

FAA's system planning guidance has been followed in the preparation of the OASP. As the nation's airport system matured, FAA's role in general aviation airports has shifted from being an active participant in the planning, funding and construction of new general aviation airports to one of providing guidance, oversight and funding to state aviation agencies. The state aviation agencies have taken the lead in continuing to develop and maintain a general aviation airport system that is now largely in place. The FAA continues to be active in the planning, development and funding of the airport system's Commercial Service and Reliever airports.

### Relationship of the OASP to the NPIAS

The guiding principles used to develop the nation's airport system during the past 50 years have remained largely unchanged. These principles, as shown in the NPIAS, 2005-2009, dated September 2004, include the following.

- Airports should be safe and efficient, be located at optimum sites, and developed and maintained to appropriate standards.
- Airports should be operated efficiently for both users and the government, relying primarily on user fees and placing mini-

mal burden on the general revenues of the local, state and Federal governments.

- Airports should be flexible and expandable, able to meet increased demand, accommodate new aircraft types and provide opportunities for competitive service.
- Airports should be permanent, with assurance that they will remain open for aeronautical use over the long term.
- Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation and the requirements of residents in neighboring areas.
- Airports should be developed in concert with improvements to the air traffic control system.
- The airport system should support national objectives for defense, emergency readiness and postal delivery.
- The airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically not more than 20 miles of travel to the nearest NPIAS airport.
- The airport system should help air transportation contribute to a productive national economy and international competitiveness.

### The OASP

The above principles have guided the development of the OASP. The OASP has focused particularly on the principles that airports should be safe and efficient; located at optimum sites; developed and maintained to standards; affordable to federal, state and local governments; be extensive and contribute to economic competitiveness. In addition, the OASP has focused on the need to carefully identify the function of each airport included in the



system to ensure that limited federal, state and local government financial resources can be optimally allocated to achieve the greatest system benefit. This functional classification system is explained in detail below.

Early in the planning process, a decision was made to include almost all the state's publicly owned general aviation airports in the system regardless of their level of aviation activity, their physical condition, or the financial ability or interest of the airport sponsor.

In 2004, this initial decision was re-visited and after staff evaluation and input during public meetings, staff made a recommendation to the Commission to delete seven publicly owned general aviation airports from the OASP. On February 10, 2005, the Commission voted to delete Crazy Horse Municipal (Davis), Haddock Field (Erick), Freedom Municipal, Nowata Municipal, Seiling, Stilwell/Cherokee Nation and the Vici Municipal airports. A variety of factors, including limited aviation demand, poor pavement condition, proximity to other system airports, and the financial capability of the airport sponsor, led to this decision.

Although some system airports are used little at present, such airports may become vital assets in the future due to changing aircraft technology and costs or changing demographic patterns. Once an airport is lost due to closing or neglect, re-opening the airport at a later date can be very difficult, if not impossible.

The OASP consists of 114 airports. The airports in the plan are classified according to service level, role, design standard, airport reference code and functional classification. By service level, there are three primary commercial service airports, two non-primary commercial service airports, three reliever airports and 106 general aviation airports.

### **Commercial Service Airports**

In addition to providing scheduled passenger service, the five commercial service airports function as Regional Business Airports and provide all-weather access for all types of general aviation aircraft. The Commission is not involved with the planning, capital development or funding of Will Rogers World Airport or Tulsa International Airport. The Commission has participated in capital projects at the Lawton-Fort Sill Regional Airport and participates in the planning, capital development and funding for Enid Woodring Regional and Ponca City Regional airports.

Primary commercial service airports receive funding from the federal Airport Improvement Program based on the number of enplaned passengers and tons of cargo enplaned. These airports may also elect to use Passenger Facility Charges as a source of capital funding. Several Oklahoma cities have a strong interest in attracting scheduled passenger service. However, no studies on the economic feasibility of scheduled passenger service at new locations were performed as a part of this system plan update.

### **Reliever Airports**

Reliever airports perform a special role within the airport system. The relievers identified in the OASP are located within the state's two largest metropolitan areas and provide alternative facilities for general aviation aircraft users who might otherwise use the Will Rogers World or Tulsa International airports. There are two reliever airports in the Oklahoma City metropolitan area and one in the Tulsa metropolitan area. The reliever airports also function as Regional Business Airports providing all-weather access for most types of general aviation aircraft. All of the reliever airports are currently developed to a transport design standard. At one time, the U.S. Congress provided separate funding within the Airport Improvement Program for reliever airports. This is no longer the case. Reliever airports now compete for the same funding as general aviation airports.

### **General Aviation Airports**

General aviation consists of all flying that is not scheduled commercial service or military. These airports provide air access to communities throughout the state and obviously make up the majority of the state's airport system. Every community, with any significant population, can be reached by air through one of these airports. The runway capabilities and services provided at these airports vary widely. To better understand the contribution of each general aviation airport in the system, the airports are further classified by function, role, design standard and airport reference code.

### **New System Airports**

A new replacement airport is planned for the community of Atoka that will also serve the community of Coalgate and Atoka County.

### **Functional Classifications**

The airport functional classification was developed to further clarify the contribution of each airport in the OASP. In order of importance, the functional classifications are Regional Business Airport, District Airport and Community Airport. Functional classification criteria were developed for each classification. The Commission staff applied the criteria and made the initial designations. Subsequently public meetings were held throughout the state to explain the criteria and to receive public comment. Changes in the initial functional classification designations were made on the basis of new information provided at the public



meetings. The designations shown here are based on application of the criteria using the most accurate information available through research, the public meetings and staff judgement.

## **Regional Business Airport Criteria**

### System Planning Criteria

- ➔ Does the airport serve multiple communities of greater than 2,500 persons? (Y or N)
- ➔ Is the number of highway miles from the airport to the center of the local sustaining economy less than 25 miles? (Y or N)
- ➔ Is the number of highway miles to the nearest GU-II or T airport greater than 25 miles? (Y or N)
- ➔ Is the airport location needed to provide air access to a part of the state that would not otherwise be served? (Y or N)
- ➔ Is the city population served greater than 5,000 persons? (Y or N)
- ➔ Is the county population served greater than 10,000 persons? (Y or N)
- ➔ Are annual retail sales greater than 0.2 percent of the state's retail sales? (Y or N)
- ➔ Is the county's income greater than 0.2 percent of the state's income? (Y or N)
- ➔ Is the county's farm and ranch income greater than 0.4 percent of the state's farm and ranch income? (Y or N)
- ➔ Is the county's mineral income greater than 0.4 percent of the state's mineral income? (Y or N)
- ➔ Is the county's employment greater than 0.2 percent of the state's employment? (Y or N)
- ➔ Is the number of private corporations with more than 50 employees greater than 10? (Y or N)
- ➔ Is there a private employer with 150 employees or more? (Y or N)

- ➔ Is there a significant on-airport industry requiring a GU-II or T runway? (Y or N)
- ➔ Is there a demonstrated ability of the community to promote business and local job formation? (Y or N)

### Sponsor Criteria

- ➔ Has the sponsor demonstrated the financial capability to operate and maintain the airport? (Y or N)
- ➔ Has the sponsor consistently demonstrated an interest in the airport? (Y or N)

### Demand Criteria

- ➔ Is the number of active based aircraft greater than 20? (Y or N)
- ➔ Is the number of based turboprop aircraft greater than 2? (Y or N)
- ➔ Are there any based jets? (Y or N)

### Services Criteria

- ➔ Is the airport attended? (Y or N)
- ➔ Is there an airport manager on the airport? (Y or N)
- ➔ Are fixed base operator or repair services available? (Y or N)
- ➔ Is aviation gasoline available? (Y or N)
- ➔ Is Jet A fuel available? (Y or N)
- ➔ Is there a public terminal? (Y or N)

### Airport Planning Criteria

- ➔ Is the current OASP role GU-II or T? (Y or N)
- ➔ Does the airport have an approved Airport Layout Plan (ALP) that meets current FAA requirements? (Y or N)

- Does the airport have an Airport Master Plan (AMP) or Airport Action Plan (AAP) that the sponsor is using to guide development of the airport? (Y or N)
- Is the surrounding land use compatible with a GU-II or T role? (Y or N)
- Does the airport have an adopted height hazard zoning ordinance? (Y or N)

#### Airfield Geometric Criteria

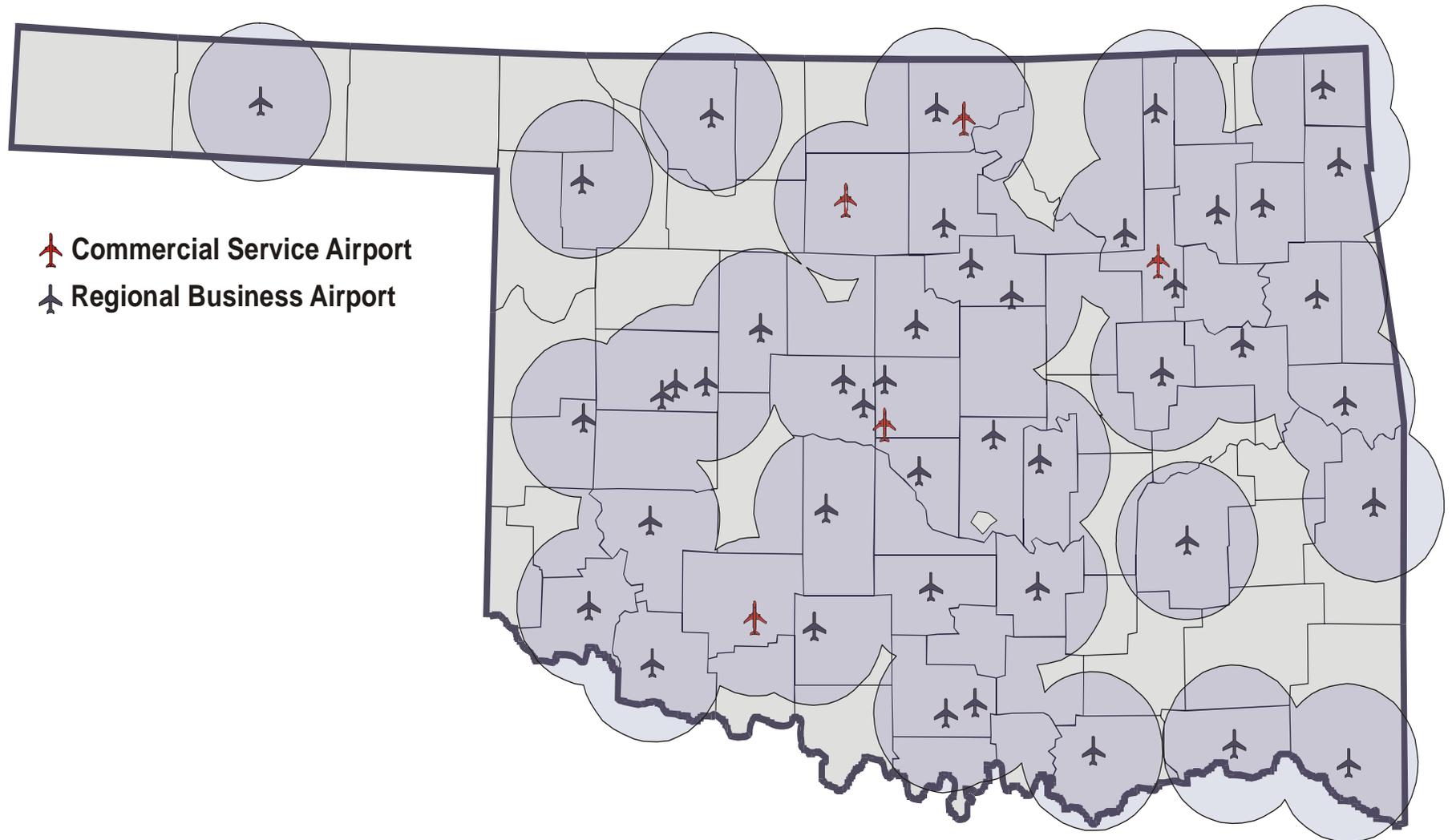
- Will it cost less than \$2 million to extend the runway to 5,000 feet corrected for altitude? (Y or N)
- Is the runway width 75 feet or greater? (Y or N)
- Does the runway have a full parallel taxiway, or is a full parallel taxiway economically feasible? (Y or N)
- Is the taxiway width 35 feet or greater? (Y or N)
- Are the runway protection zones (RPZs) for the current published approach owned fee simple or controlled through easements? (Y or N)

- Does the airport have a 34:1 approach slope to one runway end, and does the airport sponsor own fee simple or have easements for the runway protection zone for that approach? (Y or N)
- Does the airport runway safety area meet the criteria for an ARC B-II runway with lower than 3/4 statute mile approach visibility minimum, 300 feet wide and 500 feet beyond runway end? (Y or N)
- Does the airport meet Federal Aviation Regulations (FAR) Part 77 criteria? (Y or N)
- Does the airport have a non-precision approach to one runway end? (Y or N)
- Does the airport have a rotating beacon? (Y or N)
- Does the airport have a lighted wind indicator? (Y or N)
- Does the airport have medium intensity runway lights? (Y or N)

## Regional Business Airports

1.	Ada	Ada Municipal	27.	Miami	Miami Municipal
2.	Altus	Altus Quartz Mountain Regional	28.	Muskogee	Davis Field
3.	Alva	Alva Regional	29.	Norman	University of Oklahoma Max Westheimer
4.	Ardmore	Ardmore Downtown Executive	30.	Oklahoma City	Clarence E. Page
5.	Ardmore	Ardmore Municipal (industrial airport)	31.	Oklahoma City	Wiley Post
6.	Bartlesville	Bartlesville Municipal	32.	Oklahoma City	Will Rogers World
7.	Blackwell	Blackwell-Tonkawa Municipal	33.	Okmulgee	Okmulgee Regional
8.	Chickasha	Chickasha Municipal	34.	Pauls Valley	Pauls Valley Municipal
9.	Claremore	Claremore Regional	35.	Perry	Perry Municipal
10.	Clinton	Clinton Municipal	36.	Ponca City	Ponca City Regional
11.	Clinton	Clinton-Sherman (industrial airport)	37.	Poteau	Robert S. Kerr
12.	Cushing	Cushing Municipal	38.	Pryor Creek	Mid-America Industrial (industrial airport)
13.	Duncan	Halliburton Field	39.	Sallisaw	Sallisaw Municipal (not to 5,000 feet)
14.	Durant	Eaker Field	40.	Sand Springs	William R. Pogue Municipal
15.	Elk City	Elk City Municipal	41.	Seminole	Seminole Municipal
16.	El Reno	El Reno Municipal	42.	Shawnee	Shawnee Regional
17.	Enid	Enid Woodring Regional	43.	Stillwater	Stillwater Regional
18.	Frederick	Frederick Municipal	44.	Tahlequah	Tahlequah Municipal
19.	Grove	Grove Municipal	45.	Tulsa	Tulsa International
20.	Guthrie	Guthrie-Edmond Regional	46.	Tulsa	Richard L. Jones, Jr.
21.	Guymon	Guymon Municipal	47.	Watonga	Watonga Municipal
22.	Hobart	Hobart Municipal	48.	Weatherford	Thomas P. Stafford (not to 5,000 feet)
23.	Hugo	Stan Stamper Municipal	49.	Woodward	West Woodward
24.	Idabel	McCurtain County Regional			
25.	Lawton	Lawton-Fort Sill Regional Airport			
26.	McAlester	McAlester Regional			

# Commercial Service and Regional Business Airports Area of Coverage



## **District Airport Criteria**

### Airport System Planning Criteria

- ➔ Is the airport location needed to provide air access to a part of the state not served by a regional business airport? (Y or N)

### Sponsor Criteria

- ➔ Has the sponsor demonstrated support for the airport over a significant period of time? (Y or N)
- ➔ Has the sponsor demonstrated the financial capability to operate and maintain the airport? (Y or N)
- ➔ Does the sponsor have an effective airport pavement management program? (Y or N)

### Demand Criteria

- ➔ Is the number of active based aircraft greater than 5, or is there an equivalent number of annual itinerant operations, about 1,000 operations per year, which is about 10 arrivals per week? (Y or N)

### Services Criteria

- ➔ Is the airport attended? (Y or N)

- ➔ Is aviation gasoline available? (Y or N)
- ➔ Is there a public terminal? (Y or N)

### Airport Planning Criteria

- ➔ Does the airport have an approved ALP? (Y or N)
- ➔ Is the surrounding land use compatible with a BU-II or GU-I design standard? (Y or N)
- ➔ Does the airport have an adopted height hazard zoning ordinance? (Y or N)

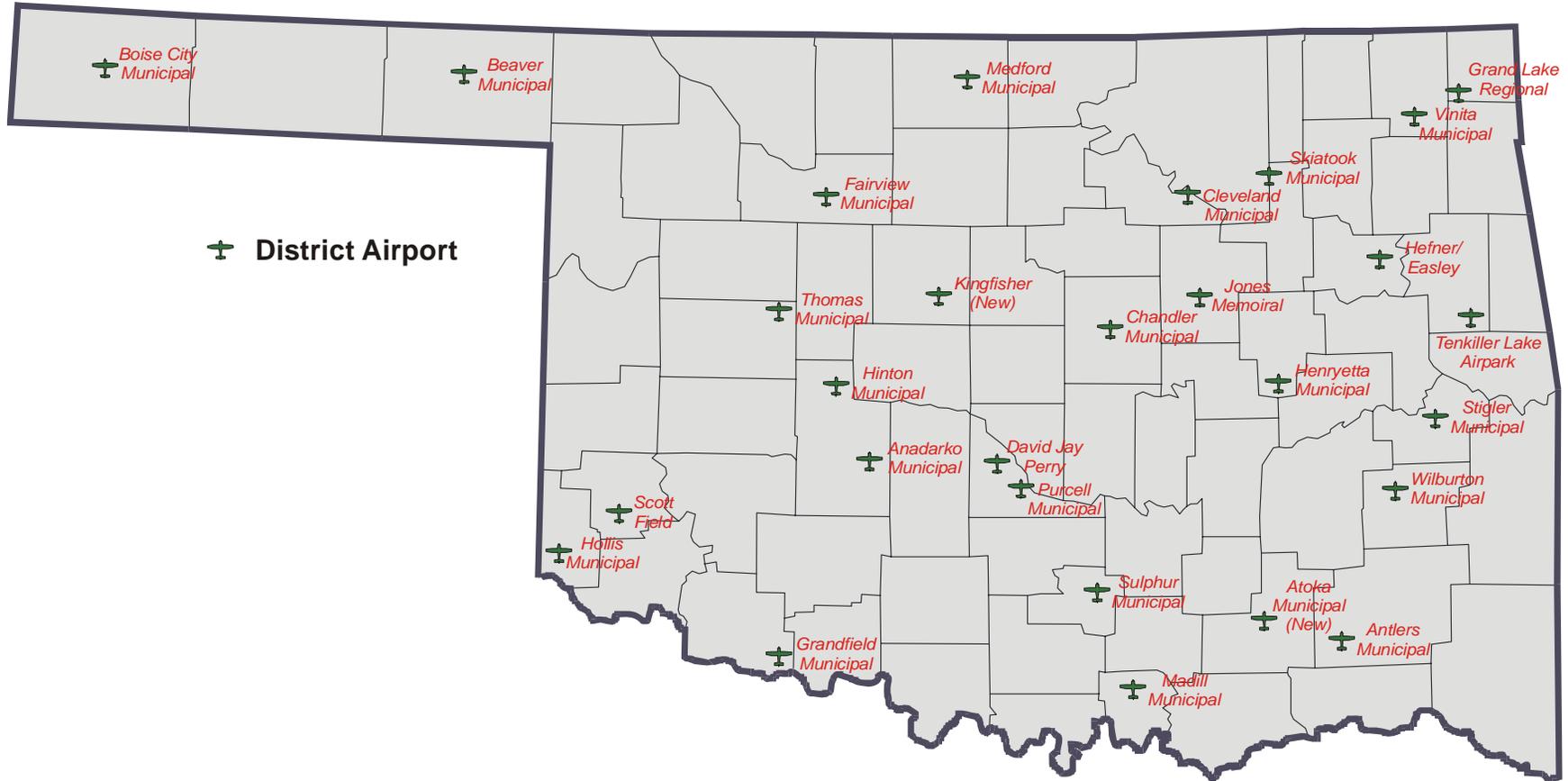
### Airfield Geometric Criteria

- ➔ Are the runway protection zones (RPZs) for the currently published approach (visual or non-precision) owned fee simple or controlled through easements? (Y or N)
- ➔ Does the airport have a 20:1 approach slope to each runway end? (Y or N)
- ➔ Does the airport runway safety area meet the criteria for an ARC B-II runway with visual runways and runways with not lower than 3/4 statute mile approach visibility minimums, 150 feet wide and 300 feet beyond runway end? (Y or N)
- ➔ Does the airport meet FAR Part 77 criteria? (Y or N)

## District Airports

1. Afton	Grand Lake Regional	15. Hinton	Hinton Municipal
2. Anadarko	Anadarko Municipal	16. Hollis	Hollis Municipal
3. Antlers	Antlers Municipal	17. Kingfisher	Kingfisher (new airport on existing site)
4. Atoka	Atoka Municipal (new airport on existing site)	18. Madill	Madill Municipal
5. Beaver	Beaver Municipal	19. Mangum	Scott Field
6. Boise City	Boise City Municipal	20. Medford	Medford Municipal
7. Bristow	Jones Memorial	21. Purcell	Purcell Municipal
8. Chandler	Chandler Municipal	22. Skiatook	Skiatook Municipal
9. Cleveland	Cleveland Municipal	23. Stigler	Stigler Municipal
10. Cookson	Tenkiller Lake Airpark	24. Sulphur	Sulphur Municipal
11. Fairview	Fairview Municipal	25. Thomas	Thomas Municipal
12. Goldsby	David Jay Perry	26. Vinita	Vinita Municipal
13. Grandfield	Grandfield Municipal	27. Wagoner	Hefner/Easley
14. Henryetta	Henryetta Municipal	28. Wilburton	Wilburton Municipal

# District Airports



## **Community Airport Criteria**

### Airport System Planning Criteria

- ➔ Is the airport owned by a municipality? (Y or N)

### Sponsor Criteria

- ➔ None.

### Demand Criteria

- ➔ None.

### Services Criteria

- ➔ None.

### Airport Planning Criteria

- ➔ Does the airport have an approved Airport Layout Drawing? (Y or N)

- ➔ Is the surrounding land use compatible with a BU-I design standard? (Y or N)
- ➔ Does the airport have an adopted height hazard zoning ordinance? (Y or N)

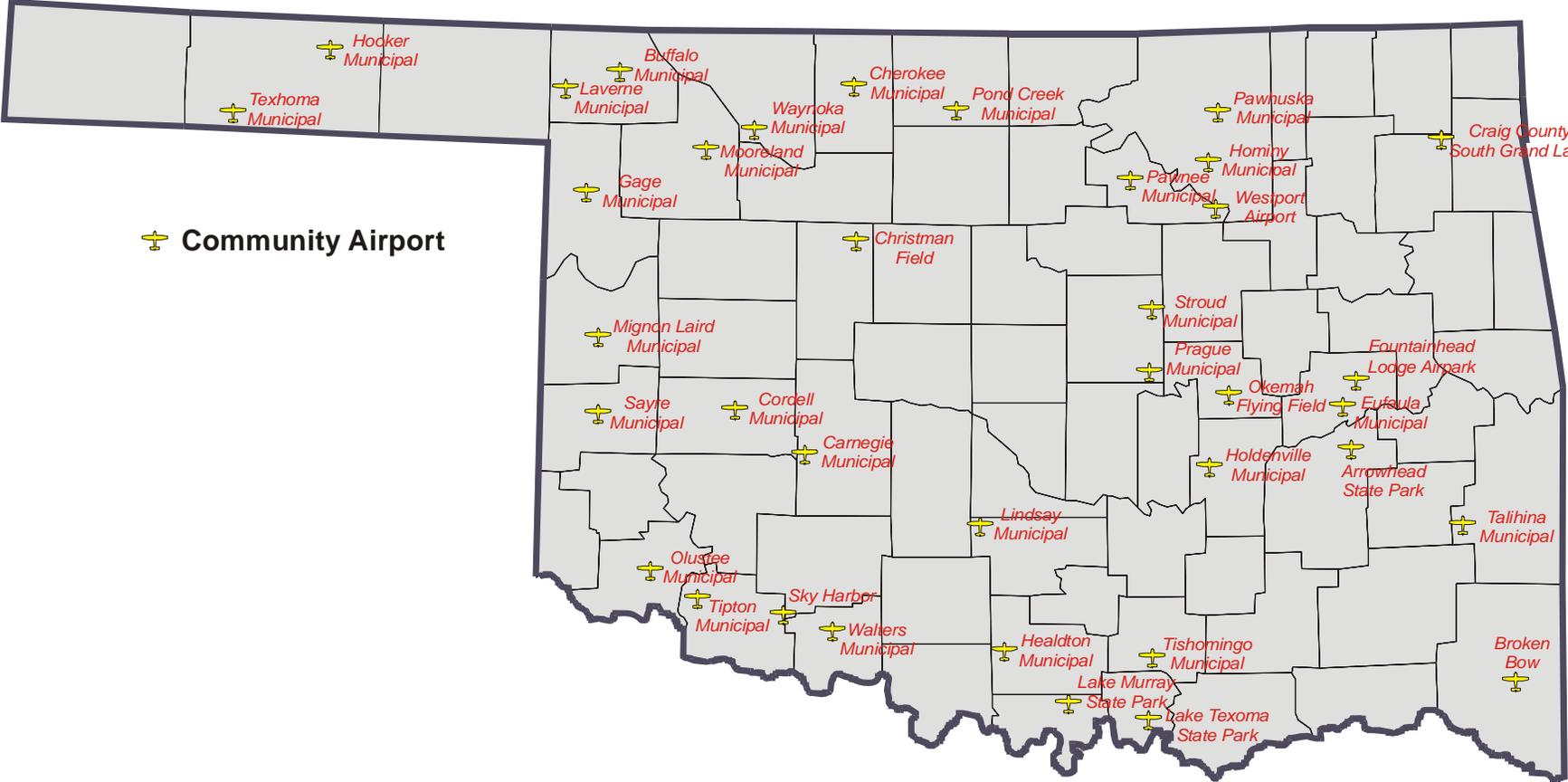
### Airfield Geometric Criteria

- ➔ Are the RPZs for the currently published approach (visual or non-precision) owned fee simple or controlled through easements? (Y or N)
- ➔ Does the airport have a 20:1 approach slope to each runway end? (Y or N)
- ➔ Does the airport runway safety area meet the criteria for an ARC B-I runway, 120-feet wide and 240 feet beyond runway's end? (Y or N)
- ➔ Does the airport meet FAR Part 77 criteria? (Y or N)

## Community Airports

1. Broken Bow	Broken Bow Municipal	20. Mooreland	Mooreland Municipal
2. Buffalo	Buffalo Municipal	21. Okeene	Christman Field
3. Canadian	Arrowhead State Park	22. Okemah	Okemah Flying Field
4. Carnegie	Carnegie Municipal	23. Olustee	Olustee Municipal
5. Chattanooga	Sky Harbor	24. Overbrook	Lake Murray State Park
6. Cherokee	Cherokee Municipal	25. Pawhuska	Pawhuska Municipal
7. Cheyenne	Mignon Laird Municipal	26. Pawnee	Pawnee Municipal
8. Cordell	Cordell Municipal	27. Pond Creek	Pond Creek Municipal
9. Eufaula	Eufaula Municipal	28. Prague	Prague Municipal
10. Eufaula	Fountainhead Lodge Airpark	29. Sayre	Sayre Municipal
11. Gage	Gage Municipal	30. Stroud	Stroud Municipal
12. Healdton	Healdton Municipal	31. Talihina	Talihina Municipal
13. Holdenville	Holdenville Municipal	32. Texhoma	Texhoma Municipal
14. Hominy	Hominy Municipal	33. Tipton	Tipton Municipal
15. Hooker	Hooker Municipal	34. Tishomingo	Tishomingo Municipal
16. Ketchum	Craig County South Grand Lake	35. Walters	Walters Municipal
17. Kingston	Lake Texoma State Park	36. Waynoka	Waynoka Municipal
18. Laverne	Laverne Municipal	37. Westport	Westport Airport
19. Lindsay	Lindsay Municipal		

# Community Airports



 **Community Airport**

**OASP Minimum Design Standards**

The OASP has established minimum design standards for each

airport classification. These standards are highlighted in the following table.

**OASP Minimum Design Standards for General Aviation Airports**

Functional Classification	Regional Business Airport	Regional Business Airport	District Airport	District Airport	Community Airport
Design Standard	Transport	General Utility Stage II	General Utility Stage I	Basic Utility Stage II	Basic Utility Stage I
Design Aircraft	Heavy business jet	Heavy business jet	Light business jet, turboprop or piston twin	Light turboprop, piston twin or single	Light piston twin or single engine
Approach Category	C and D	A and B	A and B	A and B	A and B
<b>Minimum Land</b>					
Landing Area	136 acres	62 acres	40 acres	36 acres	36 acres
Approach Area	160 acres	60 acres	50 acres	50 acres	50 acres
Building Area	24 acres	24 acres	24 acres	12 acres	12 acres
<b>Runways</b>					
Length	5,000'	5,000'	4,000'	3,200'	3,000'
Width	100'	75'	75'	60'	50'
Strength	30,000 lbs.	30,000 lbs.	12,500 lbs.	12,500 lbs.	12,500 lbs.
Lighting	MIRL	MIRL	MIRL	MIRL	LIRL