

Oklahoma Aeronautics Commission

Airport Construction Program

DRAFT - 3/12/2020



Airport Construction Program

FY 2021-2025

DRAFT

Oklahoma Aeronautics Commission

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Oklahoma Aeronautics Commission

Airport Construction Program

Draft FY 2021 - FY 2025

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oac.ok.gov

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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 Oklahoma Airport System Plan (OASP) was approved by the Commission in 1999 and is the long-term planning document used to identify the network of airports needed to serve the state. The OASP identifies airports by functional classification, service level, and design standard.

The Commission's Airport Construction Program (ACP) programs federal and state funds regarding airport development that is consistent with the goals of the OASP. The ACP allows the Commission, FAA, and airport sponsors to anticipate airport funding needs and accommodate changes in project scope, cost, and schedule based on multi-year planning. **Inclusion of a project in the ACP 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 ACP and must be consistent with FAA and Commission regulations, policies and procedures. Some projects listed in this document may not be implemented due to funding restrictions or lack of justification.

The ACP 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.

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

Oklahoma Aeronautics Commission
110 N Robinson Ave., Suite 200
Oklahoma City, OK 73102
(405) 604-6900

Preface

The Commission's recent administrative rule changes have changed the name of this document from Capital Improvement Program (CIP) to Airport Construction Program (ACP) and extended the program from three years to five. Since this change has occurred in the middle of a program year the Commission will wait until the next regular update to add the additional two years although we have gone ahead and made the name change from CIP to ACP.

Annually, the Commission prepares and adopts a five-year ACP. The ACP programs federal and state funds for airport development consistent with the Oklahoma Airport System Plan (OASP). The challenge of strategic programming is the identification and sequencing of the big rock projects and the selection of smaller projects that can be funded in the same fiscal year. Big rock projects are typically very expensive and require federal state apportionment, federal discretionary, federal non-primary entitlement, and State funding.

Oklahoma Airport System Plan

The goal of the OASP is to identify a system of aviation facilities that will meet national and state needs (safety, capacity and geographic access). The OASP also identifies the basic amenities for each airport classification that will enable each airport in the system to perform its system role. The OASP includes 108 publicly owned airports with 99 of these airports included in the National Plan of Integrated Airport Systems (NPIAS).

Definition of "Big Rock Projects"

A big rock project is a project that results in a significant upgrade to the capability of a system airport, is a high cost project that is needed to sustain the capability of a regional business airport, or is a new airport. Examples of big rock projects are a runway extension, construction of parallel taxiway, runway reconstruction or overlay, acquisition of land for a runway extension or runway safety area, installation of approach lighting systems, installation of a localizer or a glide slope, or other projects typically requiring multi-year and multi-source financing such as the Bartlesville Butler Creek relocation project, the R. L. Jones Jr. storm water project and the Stillwater runway extension project. Due to cost, only two or three big rock projects can be underway at any one time.

Sequencing of Big Rock Projects

The sequencing of the big rock projects is critical to the continued orderly development of the Oklahoma airport system. In the programming process, the big rock projects are selected first and other less costly projects are selected second. Obviously, some balance between big rock and less costly projects must be achieved.

Project Selection Criteria

Complete projects currently identified in Commission's five-year ACP

Pavement Management Program (visual inspection converted into a numerical pavement condition)

Oklahoma Airport System Plan and Commission Strategic Plan and Goals

- Emphasis on regional business airport development
- Provide standard Airport Geometry and amenities as per functional classification
- Provide improved approaches to allow all-weather access

• Aesthetic, business friendly Airport Terminal buildings

FAA National Priority System (numerical rating system)

- Biased towards based aircraft and operations
- Does not consider economic impact
- Does not consider geographical coverage

Note: 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.

Acronyms and Funding Definitions

The Commission's five-year Airport Construction Program (ACP) can be a very technical document. In order to help define some of the technical items and acronyms for the general public and the aviation community at large we have created the following guide:

Acronyms:

- ACP: Airport Construction Program
- AIP: Airport Improvement Program
- AWOS: Automated Weather Observation System
- APMS: Airport Pavement Management System
- FAA: Federal Aviation Administration
- FOD: Foreign Object Debris
- IAP: Instrument Approach Procedure
- ILS: Instrument Landing System
- L/T/D: Longitudinal/Transverse/Diagonal
- MALSR: Medium-intensity Approach Light System with RAIL
- MIRL/MITL: Medium Intensity Runway or Taxiway Lights
- NPE: Non-Primary Entitlement
- NPIAS: National Plan of Integrated Airport Systems
- NPS: National Priority System
- OAC: Oklahoma Aeronautics Commission
- OASP: Oklahoma Airport System Plan
- ODALS: Omni-directional Approach Light System
- ODO: Overall Development Objective
- PAPI: Precision Approach Path Indicator
- PCI: Pavement Condition Index
- PCL: Pilot Controlled Lighting
- PER: Preliminary Engineering Report
- RAIL: Runway Alignment Indicator Lights
- REIL: Runway End Identifier Lights
- RWY: Runway
- TWY: Taxiway

FAA NPE Funding Structure

An airport in the NPIAS that is classified in the most recent FAA ASSET study is eligible to receive up to \$150,000 of NPE each year. This funding can be banked for up to four years to accumulate \$600,000 with which an airport can do a much larger project. If the airport does not use the funding after they have banked it for four years, the oldest year of funding will expire and be sent back to Washington DC for reallocation unless it is transferred to another airport who can use it in the year it would expire.

FAA State Apportionment and Discretionary Funding Structure

NPIAS airports in Oklahoma are eligible to receive funding from FAA above and beyond their typical NPE funding stream through two sources. The other two sources of federal funding are FAA state apportionment which is a set amount every year determined by a formula based on land mass and population and FAA discretionary funding which can vary year to year based upon the ability of Oklahoma to put forth high priority projects that will compete for funding within the Southwest Region. OAC directs these additional sources of federal funding through the five-year ACP. FAA and OAC policy is that an airport's available NPE funds must be used towards the project in the year state apportionment or discretionary funding is received. It is common practice for an airport to use NPE funds to design a project the year before a construction project takes place for which state apportionment or discretionary funding is utilized.

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 18/36 with an asphalt overlay on the runway. Additionally, improvements will be made on runway 36 Safety Area.

CY 2021: Preliminary Engineering Report

CY 2023: NPE Funded design only

CY 2024: Construct ODO

Project Justification

The Commission’s pavement management program forecasts a PCI rating of less than 65 for runway 18/36. It is more cost effective to rehabilitate the pavement with an asphalt overlay than to let it continue to deteriorate to a condition that will require full depth reconstruction. Runway 36 Safety Area will be improved to meet FAA/OAC standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 54 (5 jets) & 12,400
- Runway 18/36: 6,203' x 100'
- Runway 13/31: 2,717' x 50'

Selection Criteria

- Pavement Management: PCI 64
- NPS: Rehabilitate Runway: 70
- NPS: Rehabilitate Runway: 48
- OASP Goals: Safety and Standards, PCI > 65



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Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$162,500	\$162,500
FAA State Apportionment		\$337,500		\$337,500
FAA Discretionary		\$2,437,500		\$2,437,500
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$162,500	\$179,167
Total	\$150,000	\$2,941,667	\$325,000	\$3,416,667

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install a new AWOS.

CY 2022: Design & Construct ODO.

Project Justification

The existing AWOS system for the airport has deteriorated and is in constant need of repair. In order to maintain a functional weather reporting system for users of the airport the AWOS will need to be replaced. The AWOS will also be relocated to another spot on the airport so as to not interfere with future development that has been proposed for the location where the current AWOS is.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 54 (5 jets) & 12,400
- Runway 18/36: 6,203' x 100'
- Runway 13/31: 2,717' x 50'

Selection Criteria

- Pavement Management: NA
- NPS: Install weather reporting equipment: 42
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission		\$237,500		\$237,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$12,500		\$12,500
Total		\$250,000		\$250,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Alva Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Sandrige•Chesapeake Energy•Sonic•Devine Water• Central National Bank•Steggs Aerial Spraying•Midwest Feeders•CRI

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate (overlay) the parallel taxiway system and install taxiway lights.

CY 2020: Preliminary Engineering Report

CY 2023: NPE Funded Design Only

CY 2024: Construct ODO

Project Justification

The existing taxiway pavement will be deteriorated to a point where it needs to be rehabilitated in 2024. Observed distresses include environmental deteriorations such as raveling and longitudinal/transverse cracking. While the parallel taxiway is closed it would be cost effective to install new LED taxiway lights in a can and conduit system that will ensure the airport has 24/7 functionality and increase situational awareness during taxi operations.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 44 (4 jets) & 6,500
- Runway 18/36: 5,001' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Install TW lighting: 75
- NPS: Rehabilitate TW: 64
- OASP Goals: Safety & Standards, Airside PCI > 65

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Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Ardmore Downtown Executive

Regional Business Airport

Businesses Utilizing the Airport:

• Noble Foundation • Noble Drilling/Energy • AirEvac Lifeteam

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway pavement and install new LED runway lights and signs.

CY 2019: NPE Funded Design Only

CY 2020: Construct ODO

Project Justification

Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness during landing/takeoff operations. Additionally, it will be cost effective to crack seal and seal coat the runway pavement while the runway is closed.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 52 (1 jet) & 12,000
- Runway 17/35: 5,014' x 75'

Selection Criteria

- Pavement Management: PCI 70
- NPS: Install RW lighting: 68
- NPS: Rehabilitate RW: 67
- OASP Goals: Safety & Standards, Airside PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$50,000	\$50,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement	\$150,000	\$450,000		\$600,000
Sponsor		\$16,667	\$50,000	\$66,667
Total	\$150,000	\$916,667	\$100,000	\$1,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Ardmore Downtown Executive

Regional Business Airport

Businesses Utilizing the Airport:

• Noble Foundation • Noble Drilling/Energy • AirEvac Lifeteam

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate/reconstruct the parallel taxiway system and install taxiway lights and signs. The project scope and detailed cost estimate will be determined by a FY 2017 preliminary engineering study.

CY 2017: Preliminary engineering report

CY 2020: Design & Construct ODO

Project Justification

The existing taxiway pavement has deteriorated to a point where it needs to be rehabilitated. Observed distresses include environmental deteriorations such as raveling and longitudinal/transverse cracking. In addition, the parallel taxiway doesn't meet FAA's longitudinal grade standards in several areas. While the parallel taxiway is closed it would be cost effective to install new LED taxiway lights in a can and conduit system with a new electrical vault that will ensure the airport has 24/7 functionality and increase situational awareness during taxi operations. Additionally, it will be cost effective to install airfield guidance signs while the electrical contractor is on-site. OAC will be providing the additional funding for the taxiway lights and signs.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 52 (1 jet) & 12,000
- Runway 17/35: 5,014' x 75'

Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Install TW lighting: 47
- NPS: Rehabilitate TW: 65
- OASP Goals: Safety & Standards, Airside PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$615,000	\$615,000
FAA State Apportionment		\$195,000		\$195,000
FAA Discretionary		\$1,725,000		\$1,725,000
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor			\$115,000	\$115,000
Total		\$2,070,000	\$730,000	\$2,800,000

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Project Description

The Overall Development Objective (ODO) of the proposed project is to rehabilitate (joint seal and spall repair) runway 13/31.

CY 2022: Design and Construct ODO.

Project Justification

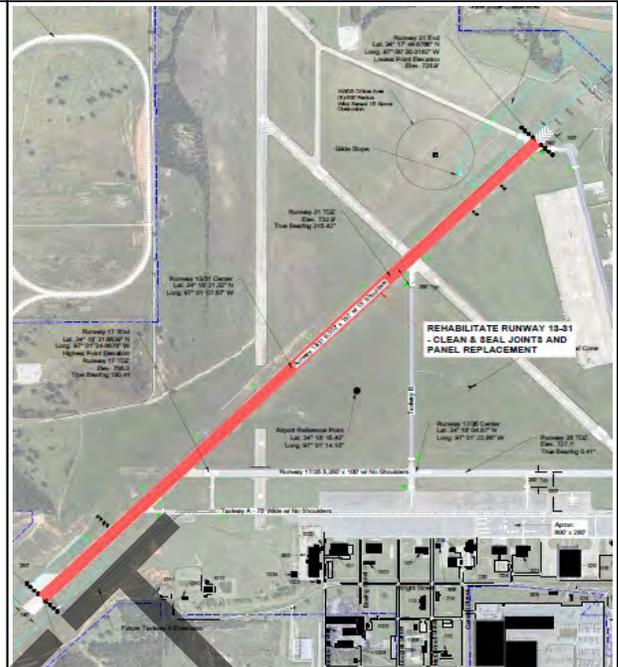
The existing runway pavement is exhibiting distresses such as joint damage and minor to moderate joint and corner spalling. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until reconstruction is required.

Airport Information

- Regional Business Airport
- Control Tower
- Based Aircraft & Operations: 21 (2 jets) & 26,170
- Runway 13/31: 9,002' x 150'

Selection Criteria

- Pavement Management: Fair
- NPS: Rehabilitate runway: 70
- OASP Goals: Airside PCI > 65



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$373,637	\$373,637
FAA State Apportionment		\$850,000		\$850,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$355,500		\$355,500
Sponsor			\$83,113	\$83,113
Total		\$1,205,500	\$456,750	\$1,662,250

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Blackwell-Tonkawa Municipal

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to widen and overlay runway 17/35.

CY 2019: Preliminary Engineering Report.

CY 2022: NPE funded Design Only.

CY 2023: Construct ODO.

Project Justification

Areas of the runway pavement are exhibiting traffic induced failures which can lead to unsafe conditions and other seasonal environmental distresses. The based aircraft and itinerant traffic continue to increase and the airport now has demonstrated aircraft demand that moves airport reference code to a B-II. A B-II standard runway width is 75'. This project will rehabilitate the existing runway pavement and widen the runway to 75' to meet FAA standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 11 & 5,000
- Runway 17/35: 3,501' x 60'

Selection Criteria

- Pavement Management: PCI 58
- NPS: Repair runway pavement: 68, Widen runway: 50
- OASP Goals: Runway pavement PCI > 65, Safety & Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$415,084		\$415,084
FAA Discretionary		\$1,000,000		\$1,000,000
FAA Non-Primary Entitlement	\$150,000	\$384,916		\$534,916
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Boise City Municipal

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway pavement and install LED runway lights.

CY 2020: NPE Funded Design Only.

CY 2021: Construct ODO.

Project Justification

The Commission's pavement management program forecasts a PCI rating of 59 for runway 04/22 for year 2021.

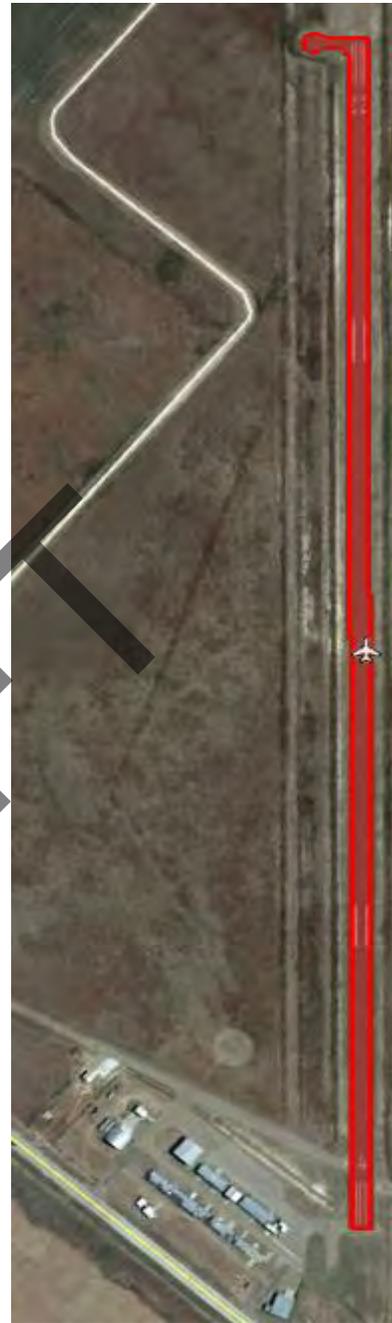
Currently, the runway pavement is exhibiting medium and low severity longitudinal and transverse cracks and raveling. Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction. It will also be efficient for the airport if new LED runway lights are installed while the runway is closed.

Airport Information

- District Airport
- Based Aircraft & Operations: 15 & 3,500
- Runway 18/36: 4,211' x 60'

Selection Criteria

- Pavement Management: 59
- NPS: Repair runway pavement: 68
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$458,333	\$458,333
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement	\$90,000	\$600,000		\$690,000
Sponsor		\$10,000	\$79,387	\$89,387
Total	\$90,000	\$1,060,000	\$537,720	\$1,687,720

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our webpage www.aeronautics.ok.gov

Jones Memorial (Bristow)

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to reconstruct a portion of the old runway into the parallel taxiway system. The project scope and detailed cost estimate will be determined by an FY 2017 preliminary engineering study.

CY 2017: Preliminary engineering report

CY 2019: NPE Funded Design Only.

CY 2020: Construct ODO.

Project Justification

This project consists of reconstructing the center portion of the old runway to turn it into the parallel taxiway system for the new 4,000' x 75' runway which was built to the east of the old runway. The current project to construct the new runway will address a portion of the taxiway system (center connector), but will not provide for a full parallel taxiway. The new runway's configuration will require aircraft to back-taxi for every takeoff and landing. With aircraft having to back-taxi on the runway it can cause a significant safety concern for operations at the airport, especially during times of inclement weather. This is especially true for this airport as the operations are expected to significantly increase once the new runway is constructed. This parallel taxiway will provide an important safety feature that will prevent the need for back-taxiing.

Airport Information

- District Airport
- Based Aircraft & Operations: 18 & 2,000
- Runway 18/36: 4,000' x 75'

Selection Criteria

- Pavement Management: PCI 36 Poor
- NPS: Construct taxiway: 61
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$136,111	\$136,111
FAA State Apportionment		\$1,000,000		\$1,000,000
FAA Discretionary		\$1,000,000		\$1,000,000
FAA Non-Primary Entitlement	\$150,000	\$450,000		\$600,000
Sponsor		\$16,667	\$136,111	\$152,778
Total	\$150,000	\$2,466,667	\$272,222	\$2,888,889

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Chickasha Municipal
Regional Business Airport

Businesses Utilizing the Airport:

- Atwoods • Chickasaw Nation • Chickasha Wings • Love's
- Nicola Bank • MedFlight • Walmart • Waste Management

Project Description
The Overall Development Objective (ODO) of the proposed project is to rehabilitate (joint seal and spall repair) the runway and taxiway pavement.

CY 2022: Design and Construct ODO.

Project Justification
The existing runway pavement is exhibiting distresses such as joint damage and minor to moderate joint and corner spalling. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Additionally, it is cost effective to rehabilitate the parallel taxiway system while the workers and equipment are on site.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 38 & 10,200
- Runway 18/36: 5,101' x 100'

Selection Criteria

- Pavement Management: PCI 70
- NPS: Rehabilitate runway: 70
- NPS: Rehabilitate taxiway: 66
- OASP Goals: Airside PCI > 65

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Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission		\$475,000		\$475,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$25,000		\$25,000
Total		\$500,000		\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Claremore Regional Regional Business Airport

Businesses Utilizing the Airport:

- Google •BancFirst •Baker Hughes •Walmart •RCB Bank •GRDA
- G.A.P. Roofing •HyPro Inc •Xcaliber International •AXH

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate a portion of the terminal apron.

CY 2023: Design and construct ODO.

Project Justification

The Commission’s pavement management program forecasts a PCI rating of 60 for the apron for year 2023.

The apron was originally constructed in 1995 and is showing signs of medium to high severity cracking and rutting. Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction. The entire apron will not be rehabilitated during this project due to budget/justification shortfalls.

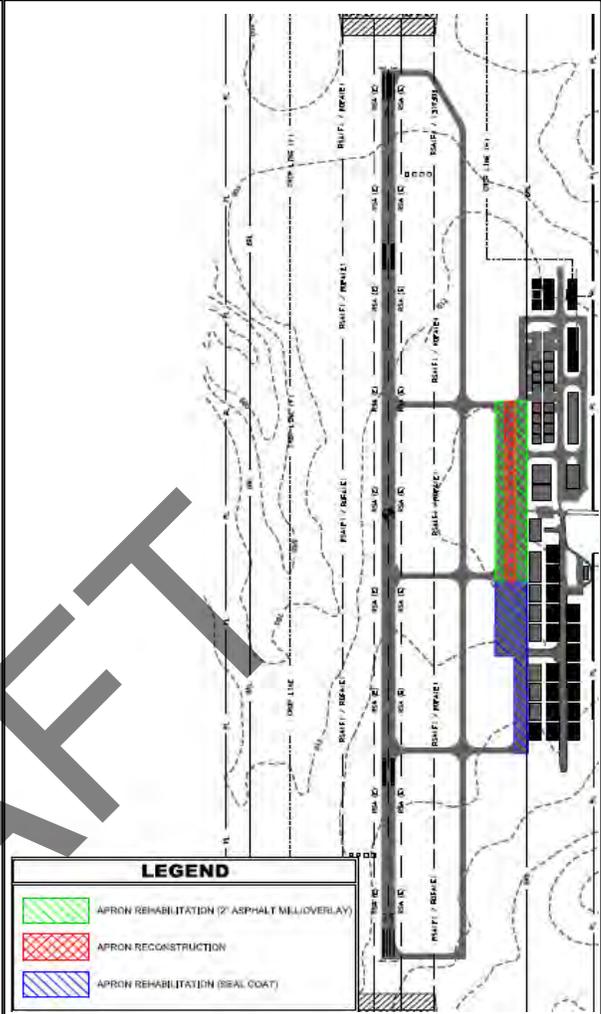
Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 70 & 15,000
- Runway 18/36: 5,200' x 75'

Selection Criteria

- Pavement Management: PCI 58
- NPS: Rehabilitate apron: 60
- OASP Goals: Safety & standards

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Agency Fiscal Year	FY 2022	FY2023	FY 2024	Total
Commission			\$50,000	\$50,000
FAA State Apportionment		\$750,000		\$750,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor			\$50,000	\$50,000
Total		\$900,000	\$100,000	\$1,000,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Clinton Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Steakmacher•Hampton Inn•Francis Drilling Fluids
- Britain and Associates

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to mill and overlay the terminal apron.

CY 2021: Design and construct ODO.

Project Justification

The Commission’s pavement management program forecasts a PCI rating of less than 65 for the apron. Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 17 & 3,600
- Runway 17/35: 4,305' x 75'

Selection Criteria

- Pavement Management: PCI 66
- NPS: Rehabilitate Apron: 56
- OASP Goals: Safety and Standards



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Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$325,000	\$325,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor			\$25,000	\$25,000
Total		\$150,000	\$350,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Clinton Regional
Regional Business Airport

- Businesses Utilizing the Airport:**
 •Steakmacher •Hampton Inn •Francis Drilling Fluids
 •Britain and Associates

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35.

CY 2020: Preliminary Engineering Report.

CY 2022: NPE Funded design only.

CY 2023: Construct ODO.

Project Justification

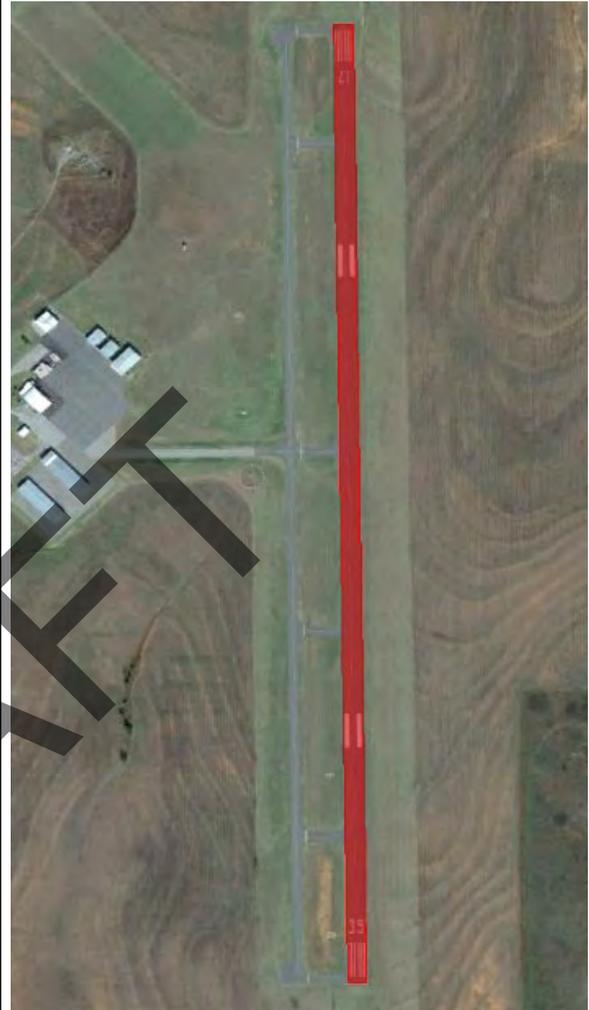
The Commission’s pavement management program forecasts a PCI rating of less than 65 for runway 17/35 for year 2023. Currently, the runway pavement is exhibiting medium and low severity longitudinal and transverse cracks with medium raveling. It is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 17 & 3,600
- Runway 17/35: 4,305' x 75'

Selection Criteria

- Pavement Management: PCI 73
- NPS: Rehabilitate Runway: 70
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$125,000	\$125,000
FAA State Apportionment		\$225,000		\$225,000
FAA Discretionary		\$1,875,000		\$1,875,000
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
Sponsor		\$16,667	\$125,000	\$141,667
Total	\$150,000	\$2,416,667	\$250,000	\$2,816,667

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

El Reno Regional Regional Business Airport

Businesses Utilizing the Airport:

- Escott Aerial Spraying • Eagle Med • Interior by Dene
- Aero Spray Inc.

Project Description

The Overall Development Objective of the proposed project is to construct a new terminal building.

CY 2021: Design and Construct terminal building.

Funding: The Commission will participate in 50 percent of the project cost. However, the Commission share will not exceed the Commission's funding policy for terminal buildings (\$500,000).

Project Justification

The terminal building is actually part of an old WWII roundtop hangar. The building has become outdated and is in constant need of repair/maintenance. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the airport. The improvements will provide passengers and users of the terminal the facilities and amenities they would expect to receive at a Regional Business Airport. With the airport's proximity to the OKC Metro area, the increase in business jet type traffic has been noticeable and the terminal's inability to handle these passengers could have a negative impact on the "front door" to the community of El Reno.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 24 (1 jet) & 24,825
- Runway 17/35: 5,600 x 75
- Runway 13/31: 4,017 x 190 (turf)

Selection Criteria

- Pavement Management: N/A
- NPS: Terminal Building: 49
- OASP Goals: Provide a functioning terminal building



NELSON + MORGAN ARCHITECTS
EL RENO AIRPORT TERMINAL



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$500,000	\$500,000
Department of Transportation				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$500,000	\$500,000
Total			\$1,000,000	\$1,000,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

El Reno Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Escott Aerial Spraying • Eagle Med • Interior by Dene
- Aero Spray Inc.

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate Runway 17/35.

CY 2021: Design & Construct ODO.

Project Justification

The existing runway pavement is exhibiting distresses such as joint damage and minor to moderate joint and corner spalling. The pavement is at a point where it is more cost effective to rehabilitate than to let it deteriorate until reconstruction is required. Rehabilitation will consist of joint seal and spall repair.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 24 (1 jet) & 24,825
- Runway 17/35: 5,600' x 75'

Selection Criteria

- Pavement Management: Good to Fair
- NPS: Rehabilitate runway: 68
- OASP Goals: Runway PCI > 65, Safety & Standards



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Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission		\$570,000		\$570,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$30,000		\$30,000
Total		\$600,000		\$600,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

El Reno Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Escott Aerial Spraying • Eagle Med • Interior by Dene
- Aero Spray Inc.

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct taxilanes for the City's new hangar development.

CY 2024: Design & Construct ODO.

Project Justification

The objective of the proposed project is to design and construct a new taxilane that will facilitate the airport's new hangar and terminal layout. As part of a master plan conducted several years ago, the airport identified a need to realign the terminal area and future hangar locations as well as the need to replace their 4 large existing hangar structures. These taxilanes will go to improve the terminal area (terminal building is in the Commission's ACP for FY21) and ensure successful future development for years to come.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 15 (1 jet) & 24,825
- Runway 17/35: 5,600' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxilanes: 58
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$450,000	\$450,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$39,474	\$39,474
Total		\$300,000	\$489,474	\$789,474

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Elk City Regional Business Airport

Regional Business Airport

Businesses Utilizing the Airport:

- Atwoods • Bar-S Foods • Chesapeake • Love's Country Stores
- Infinistar • Patterson Drilling • Schlumberger • USA Tank

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway lights, PAPIs, and AWOS.

CY 2021: Design and construct ODO.

Project Justification

The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather. Additionally, it will be cost effective to rehabilitate the PAPIs and AWOS while the electrical contractor is on site.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 30 & 8,040
- Runway 17/35: 5,399' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting: 79
- NPS: Vertical/Visual guidance: 79
- OASP Goals: Safety & Standards



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Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$320,000	\$320,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$487,500		\$487,500
Sponsor			\$42,500	\$42,500
Total		\$487,500	\$362,500	\$850,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Enid - Woodring Regional

Regional Business Airport

Businesses Utilizing the Airport:

•DOD•Advance-Pierre Foods•Groendyke Transport•Koch Industries•AT&T•Atwoods•Dillard's•Johnston Grain•Cummins

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct runway 13/31.

CY 2022: Design and Construct ODO.

Project Justification

The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. The pavement is at a point where it is no longer cost effective to continue to rehabilitate it and it is at a point where reconstruction is required.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 100 (2 jets) & 31,710
- Runway 13/31: 3,149 x 108

Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Rehabilitate runway: 72
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$380,555	\$380,555
FAA State Apportionment		\$850,000		\$850,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$600,000		\$600,000
Sponsor			\$80,556	\$80,556
Total		\$1,450,000	\$461,111	\$1,911,111

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Enid - Woodring Regional

Regional Business Airport

Businesses Utilizing the Airport:

•DOD•Advance-Pierre Foods•Groendyke Transport•Koch Industries•AT&T•Atwoods•Dillard's•Johnston Grain•Cummins

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate Runway 17/35 and Taxiway A and install LED runway lights and guidance signs.

CY 2024: Design and Construct ODO.

Project Justification

The existing runway and taxiway pavement is exhibiting distresses such as joint damage and minor to moderate joint and corner spalling. The pavement is at a point where it is more cost effective to rehabilitate than to let it deteriorate until reconstruction is required. Rehabilitation will consist of joint seal and spall repair. During the time of runway closure and repair, the aging runway lights will be replaced with new LED lights and new LED guidance signs will also be installed.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 92 (1 jet) & 31,710
- Runway 17/35: 8,614 x 100

Selection Criteria

- Pavement Management: PCI RW 85, TW 91
- NPS: Rehabilitate runway: 70
- NPS: Rehabilitate runway lights: 70
- NPS: Rehabilitate taxiway: 66
- NPS: Install Guidance Signs: 45
- OASP Goals: Runway PCI > 65, Safety/Standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$345,000	\$345,000
FAA State Apportionment		\$400,000		\$400,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$55,000	\$55,000
Total		\$700,000	\$400,000	\$1,100,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Fairview Municipal

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct Phase II of the parallel taxiway system.

CY 2020: Preliminary Engineering Report.

CY 2023: NPE funded Design Only.

CY 2024: Construct ODO.

Project Justification

The airport continues to see increased traffic due to the recent runway widening and extension. With this increased traffic some aircraft have been required to wait on the apron while landing/departing aircraft back taxi on the runway.

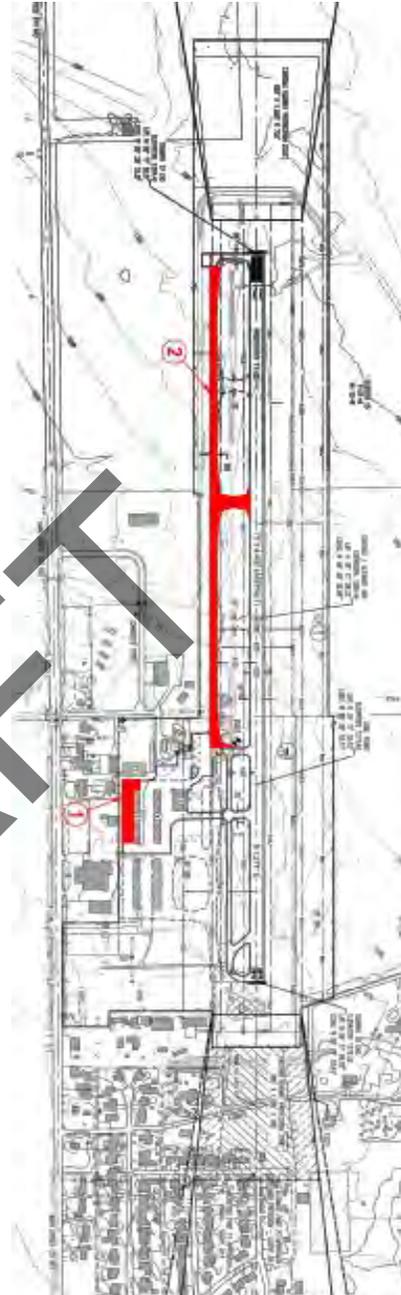
Therefore, construction of a parallel taxiway system will improve the safety for the flying public that utilize this airport. This parallel taxiway will be a multiple phase project. Phase II will construct the parallel taxiway from the apron to the end of runway 17.

Airport Information

- District Airport
- Based Aircraft & Operations: 18 & 5,400
- Runway 17/35: 4,400' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway: 57
- OASP Goals: Safety and standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$100,000	\$100,000
FAA State Apportionment				
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Project Description

The rehabilitate Runway 17/35 lighting system and install new PAPIs.

CY 2022: Rehabilitate RWY Lighting System and install new PAPIs.

Project Justification

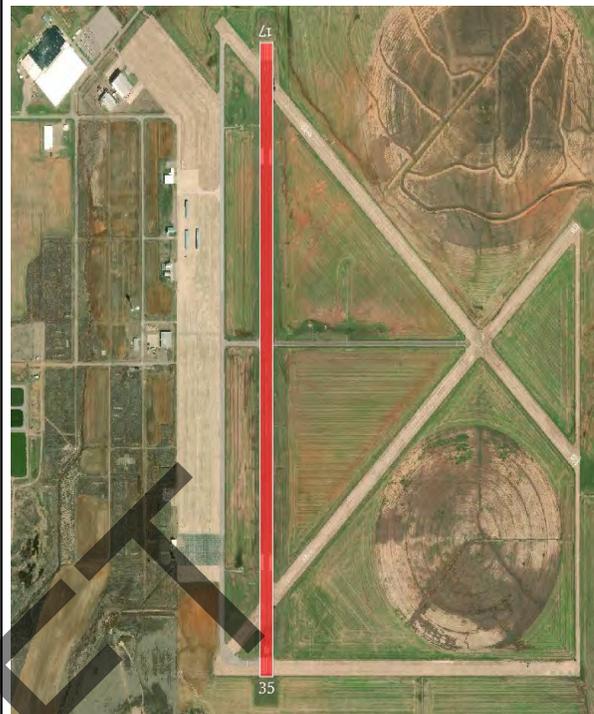
The existing runway light system is 20+ years old and is maintenance intensive. The existing circuit will be replaced and new LED fixtures installed. Additionally it will be economical to replace the PAPIs while an electrical contractor is on site.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 14 (1 Jet) & 63,700
- Runway 17/35: 6,099' x 150'

Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate Lighting System: 70
- OASP Goals: Safety and standards



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Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$200,000	\$200,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$450,000		\$450,000
Sponsor			\$60,527	\$60,527
Total		\$450,000	\$260,527	\$710,527

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate (overlay) runway 18/36 and runway lights.

CY 2018: Preliminary Engineering Report.

CY 2021: NPE funded Design Only.

CY 2022: Construct ODO.

Project Justification

The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 42 (4 jets) & 29,650
- Runway 18/36: 5,200' x 75'

Selection Criteria

- Pavement Management: PCI 63
- NPS: Rehabilitate runway: 67, Install RW lighting: 68
- OASP Goals: Runway PCI > 65



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Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$174,166	\$174,166
FAA State Apportionment		\$285,000		\$285,000
FAA Discretionary		\$2,700,000		\$2,700,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$174,167	\$190,834
Total	\$150,000	\$3,151,667	\$348,333	\$3,650,000

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Guthrie-Edmond Regional Airport

Businesses Utilizing the Airport:

- Lazy E • Oak Tree Golf and Country Club • Crabtree Aviation
- Bross Enterprises • Cobb Engineering • Spiritwing Aviation

Project Description

The Overall Development Objective (ODO) of the proposed project is to realign the south portion parallel taxiway.

CY 2021: Preliminary Engineering Report.

CY 2024: NPE funded Design Only.

CY 2025: Construct ODO.

Project Justification

This project consists of relocating the parallel taxiway in order to meet FAA runway/taxiway separation standards. The pavement is coming to the end of its life cycle and it will be time to reconstruct the taxiway pavement in the proper location. This is in support of the increase of larger aircraft utilizing the airport and ensure complete operational capability for decades to come. This taxiway project will also support future apron reconfiguration or expansion should there be demand to justify such a need.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 132 (4 Jets) & 23,000
- Runway 16/34: 5,001' x 75'

Selection Criteria

- Pavement Management: PCI 36 Poor
- NPS: Realign taxiway: 71
- OASP Goals: PCI > 65, Safety & Standards



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Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Commission			\$240,000	\$240,000
FAA State Apportionment		\$570,000		\$570,000
FAA Discretionary		\$3,600,000		\$3,600,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$240,000	\$256,667
Total	\$150,000	\$4,336,667	\$480,000	\$4,966,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Guymon Municipal
Regional Business Airport

Businesses Utilizing the Airport:

- Seaboard Foods•Hitch Enterprise•Oklahoma Cardiovascular
- 5R Companies•Apollo MedFlight•Love's Travel Stops

Project Description
The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway pavement. The project scope and detailed cost estimate will be determined by an FY 2018 preliminary engineering study.

CY 2018: Preliminary Engineering Report.
CY 2020: NPE funded Design Only.
CY 2021: Construct ODO.

Project Justification
The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. More severe distresses such as block cracking have also been observed. No structural distresses have been noted, therefore the pavement appears to be structurally sound and able to handle the traffic load. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 38 & 19,250
- Runway 18/36: 5,904' x 100'

Selection Criteria

- Pavement Management: PCI 61
- NPS: Rehabilitate runway: 72
- NPS: Rehabilitate taxiway: 67
- OASP Goals: Airside PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$110,000	\$110,000
FAA State Apportionment		\$180,000		\$180,000
FAA Discretionary		\$1,650,000		\$1,650,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$110,000	\$126,667
Total	\$150,000	\$1,996,667	\$220,000	\$2,366,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Hobart Regional
Regional Business Airport

- Businesses Utilizing the Airport:**
 • Air Evac • Sesaco • SKF • Department of Corrections
 • Elkview Hospital • KSWO Media

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35 (crack seal and seal coat).

CY 2021: Design & Construct ODO.

Project Justification

The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include a crack seal/seal coat.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 9 & 1,885
- Runway 17/35: 5,507' x 100'

Selection Criteria

- Pavement Management: PCI 63
- NPS: Rehabilitate runway: 66
- OASP Goals: Runway PCI > 65, Safety & Standards



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission		\$285,000		\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$15,000		\$15,000
Total		\$300,000		\$300,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

**McCurtain County
Regional (Idabel)
Regional Business Airport**

Businesses Utilizing the Airport:

- Tyson Foods Inc. •Weyerhaeuser •International Paper
- Choctaw Nation •Pine Telephone •Love's Country Stores

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the AWOS.

CY 2020: Design & Construct ODO.

Project Justification

The existing AWOS system for the airport has deteriorated and is in constant need of repair. In order to maintain a functional weather reporting system for users of the airport the AWOS will need to be rehabilitated.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 11 (1 jet) & 5,400
- Runway 2/20: 5,002' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Install weather reporting equipment: 42
- OASP Goals: Safety & Standards

Design Phase approved 2/12/2020: \$16,700



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission		\$142,500		\$142,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$7,500		\$7,500
Total		\$150,000		\$150,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

McCurtain County Regional (Idabel)

Regional Business Airport

Businesses Utilizing the Airport:

- Tyson Foods Inc. •Weyerhaeuser •International Paper
- Choctaw Nation •Pine Telephone •Love's Country Stores

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to overlay Runway 2/20.

CY 2019: Preliminary Engineering Report.

CY 2022: NPE funded Design Only.

CY 2023: Construct ODO.

Project Justification

The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 11 (1 jet) & 5,400
- Runway 2/20: 5,002' x 75'

Selection Criteria

- Pavement Management: PCI 64
- NPS: Rehabilitate runway: 66
- OASP Goals: Runway PCI > 65



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Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$150,000	\$150,000
FAA State Apportionment		\$300,000		\$300,000
FAA Discretionary		\$2,250,000		\$2,250,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$150,000	\$166,667
Total	\$150,000	\$2,716,667	\$300,000	\$3,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

South Grand Lake Regional (Ketchum)

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a parallel taxiway system to serve Runway 18/36. The parallel taxiway to serve runway 18/36 will provide direct access to the runway ends.

CY 2019: Preliminary Engineering Report

CY 2024: NPE Funded design only

CY 2025: Construct ODO

Project Justification

The airport continues to see increased traffic, especially during peak summer season. With this increased traffic some aircraft have been required to wait while landing/departing aircraft back taxi on the runway. Therefore, construction of a parallel taxiway system will improve the safety and efficiency of the airport for the flying public.

Airport Information

- Community Airport
- Based Aircraft & Operations: 14 (1 jet) & 8,890
- Runway 18/36: 4,730 & 60'

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway: 56
- OASP Goals: Safety and standards



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Commission			\$217,750	\$217,750
FAA State Apportionment		\$303,250		\$303,250
FAA Discretionary		\$3,226,250		\$3,226,250
FAA Non-Primary Entitlement	\$150,000	\$350,000		\$500,000
Sponsor		\$16,667	\$217,750	\$234,417
Total	\$150,000	\$3,896,167	\$435,500	\$4,481,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Kingfisher Municipal

District Airport

Businesses Utilizing the Airport:

- Bank First•Faeginns Cattle•Pioneer Telephone•Drilling Fluids Technology•P&K John Deere•Wheeler Brothers Grain

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct the taxilanes and apron area.

CY 2021: Design and Construct ODO.

Project Justification

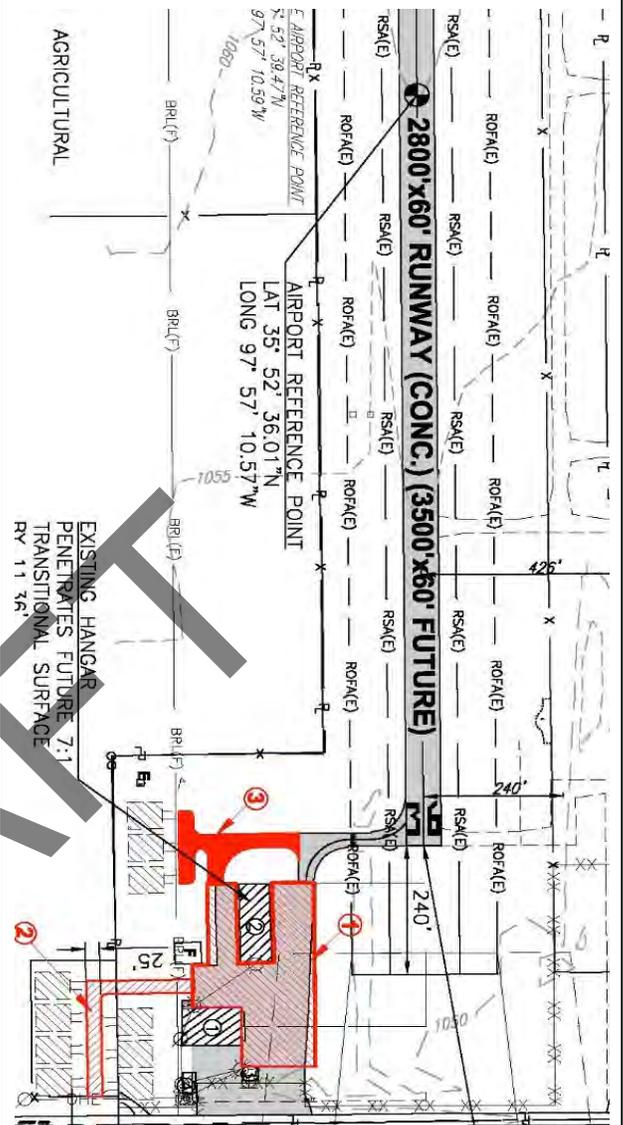
Currently the pavement serving the hangar area and the main apron area are exhibiting significant distresses to include longitudinal/transverse cracking, raveling, and block cracking. Given the age of the pavement and its current condition it is time to reconstruct the full pavement section as a rehabilitation would not provide for a long-term solution to the pavement distresses.

Airport Information

- District Airport
- Based Aircraft & Operations: 13 & 3,200
- Runway 17/35: 2,800' x 60'

Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Rehabilitate Apron: 60
- OASP Goals: Airside PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$380,000	\$380,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$20,000	\$20,000
Total			\$400,000	\$400,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Madill Municipal

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a new 4,000 ft. x 75 ft. runway approximately 240 ft. east of the existing runway.

CY 2022: Preliminary Engineering Report.

CY 2024: NPE Funded Design Only.

CY 2025: Construct ODO.

Project Justification

This project consists of constructing a new runway approximately 240 ft. east of the existing runway. Based on the airport's recently completed planning study, the existing runway does not meet standards due to its proximity to the hangar and terminal area. In addition there is rising terrain towards the hangar and terminal area which would inhibit the ability to construct a parallel taxiway that meets standards. The planning study also identified traffic demand to support the airport's reference code changing from B-I to B-II.

Airport Information

- District Airport
- Based Aircraft & Operations: 21 & 4,000
- Runway 18/36: 3,005' x 60'

Selection Criteria

- Pavement Management: PCI 73
- NPS: Construct runway: 50
- OASP Goals: Safety & Standards, PCI > 65



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Commission			\$250,000	\$250,000
FAA State Apportionment		\$600,000		\$600,000
FAA Discretionary		\$3,750,000		\$3,750,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$250,000	\$266,667
Total	\$150,000	\$4,516,667	\$500,000	\$5,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

McAlester Regional
Regional Business Airport

Businesses Utilizing the Airport:
 •Choctaw Nation •Simonton Windows •Franklin Electric •James Hodge Dealership •Oklahoma Heart Institute •First National Bank

Project Description

The Overall Development Objective of the proposed project is to construct a new terminal building.

CY 2024: Design and Construct terminal building.

Project Justification

The current building has become outdated and is in need of repair/maintenance and updating. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the airport. The improvements will provide passengers and users of the terminal the facilities and amenities they would expect to receive at a Regional Business Airport.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 23 (1 Jet) & 8,550
- Runway 02/20: 5,602' x 100'

Selection Criteria

- Pavement Management: NA
- NPS: Terminal Building: 45
- OASP Goals: Provide a functioning terminal building



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Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$500,000	\$500,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$1,000,000	\$1,000,000
Total			\$1,500,000	\$1,500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Miami Regional
Regional Business Airport

Businesses Utilizing the Airport:

- NSUOK•Buffalo Run Casino and Resort•The Stables Casino
- Hopkins Manufacturing•Newell Coach•Scepter Corporation

Project Description
The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway and taxiway pavements.

CY 2020: Design and Construct ODO

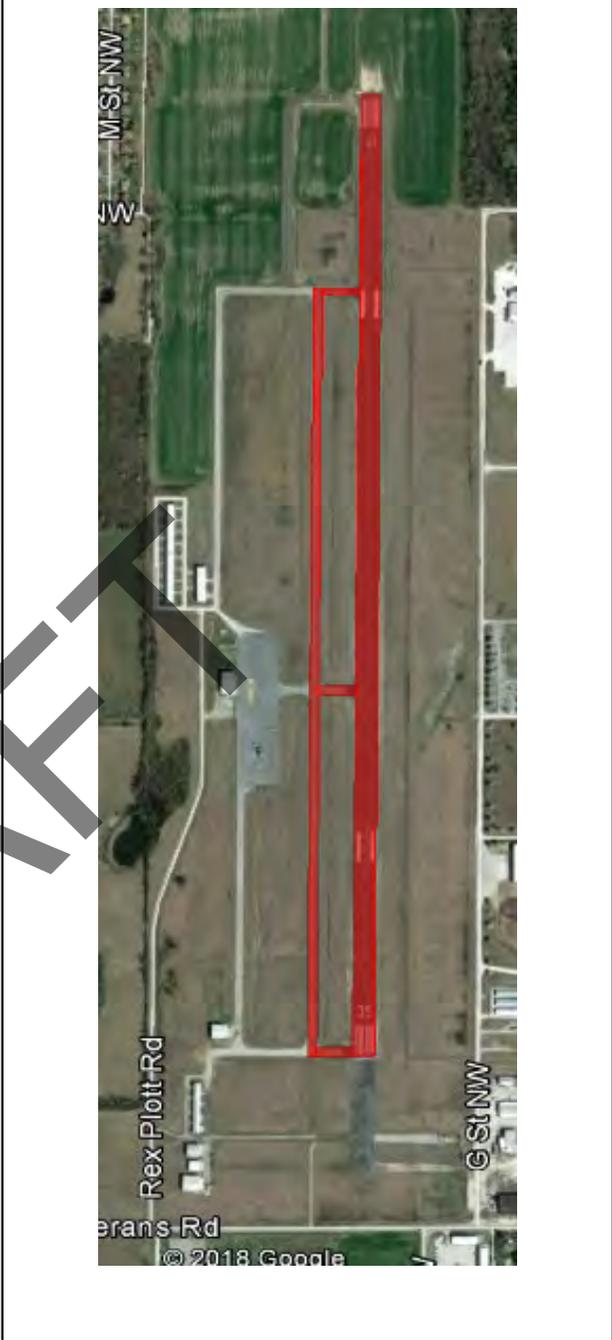
Project Justification
The existing runway pavement is exhibiting distresses and will need a crack seal and seal coat. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Additionally, it is cost effective to rehabilitate the parallel taxiway system while the workers and equipment are on site. The taxiway will require full depth repair on severe cracks, crack seal, and seal coat elsewhere. NPE funding will be utilized for the taxiway rehabilitation and OAC funding will be utilized for the runway rehabilitation.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 26 & 12,050
- Runway 17/35: 5,020' x 100'

Selection Criteria

- Pavement Management: PCI RW 82, TW 37
- NPS: Rehabilitate runway: 68
- NPS: Rehabilitate taxiway: 64
- OASP Goals: Safety & Standards, PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$237,500	\$237,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$225,000		\$225,000
Sponsor			\$37,500	\$37,500
Total		\$225,000	\$275,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Miami Regional
Regional Business Airport

Businesses Utilizing the Airport:

- NSUOK
- Buffalo Run Casino and Resort
- The Stables Casino
- Hopkins Manufacturing
- Newell Coach
- Scepter Corporation

Project Description
The Overall Development Objective (ODO) of the proposed project is to realign the parallel taxiway system.

CY 2022: Preliminary Engineering Report.
CY 2024: NPE funded Design Only.
CY 2025: Construct ODO

Project Justification
This project consists of relocating the parallel taxiway in order to meet FAA runway/taxiway separation standards. The pavement is coming to the end of its life cycle and it will be time to reconstruct the taxiway pavement in the proper location. This project is to support the aircraft demand that the airport is currently experiencing and will have well into the future. It will also improve the airport's ability to achieve better instrument approach minimums.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 26 & 12,050
- Runway 17/35: 5,020' x 100'

Selection Criteria

- Pavement Management: PCI 33
- NPS: Realign taxiway: 71
- OASP Goals: Safety & Standards, PCI > 65



Agency Fiscal Year	FY 2023	FY 2025	FY 2026	Total
Commission			\$200,000	\$200,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary		\$3,000,000		\$3,000,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$200,000	\$216,667
Total	\$150,000	\$3,616,667	\$400,000	\$4,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Muskogee - Davis Regional

Regional Business Airport

Businesses Utilizing the Airport:

- Chickasaw Nation • Seminole Nation • Eagle Med • Carrefour
- Dillards • Koch Industries • JCR Exploration • Petty Air

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway lights, PAPIs, beacon, electrical vault, and homerun.

CY 2020: Preliminary Engineering Report.

CY 2022: NPE funded Design Only.

CY 2023: Construct ODO.

Project Justification

The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather. Additionally, it will be cost effective to rehabilitate the PAPIs, vault, beacon, and homerun while the electrical contractor is on site.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 90 (2 jets) & 12,000
- Runway 13/31: 7,202' x 150'
- Runway 04/22: 4,498' x 75'
- Runway 18/36: 1,904' x 60'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting: 70
- NPS: Vertical/Visual guidance: 48
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

**Max Westheimer
(Norman)**

Regional Business Airport

Businesses Utilizing the Airport:

- Johnson Controls • Dillards • Embassy Suites • ConocoPhillips
- Walmart • Hiland Dairy • R.T. Oliver Investments • Waddell & Reed

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct a new Air Traffic Control Tower.

CY 2020: Planning Study

CY 2022: NPE Funded design only

CY 2023: Construct ODO

Project Justification

The tower at Westheimer is one of the oldest contract air traffic control towers in the state. It is well past its service life and although the internal equipment has been updated and the structure itself has been rehabilitated several times over the last couple decades, it is time to construct a new tower. This new tower will be a separate structure and not attached to the terminal building like the current tower is.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 114 (7 jets) & 48,733
- Runway 17/35: 5,199' x 100'
- Runway 03/21: 4,748' x 100'

Selection Criteria

- Pavement Management: NA
- NPS: 34
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$250,000	\$250,000
FAA State Apportionment		\$600,000		\$600,000
FAA Discretionary		\$3,750,000		\$3,750,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$250,000	\$266,667
Total	\$150,000	\$4,516,667	\$500,000	\$5,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

**Max Westheimer
(Norman)**

Regional Business Airport

Businesses Utilizing the Airport:

- Johnson Controls • Dillards • Embassy Suites • ConocoPhillips
- Walmart • Hiland Dairy • R.T. Oliver Investments • Waddell & Reed

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the parallel taxiway systems for runway 3/21. This will be Phase 2 of the overall taxiway system rehabilitation.

CY 2017: Preliminary Engineering Report.

CY 2023: NPE funded Design Only.

CY 2024: Construct ODO.

Project Justification

The Commission's pavement management system forecasts a PCI rating of 64 for the parallel taxiway system to RW 18/36 in year 2019. The parallel taxiway system to RW 3/21 is in a similar state of deterioration. Since the PCI rating of the parallel taxiway system pavements will be near 65 (the threshold PCI value below which the pavement typically experiences rapid deterioration), it is more cost effective to rehabilitate the pavement in its current condition than to let it continue to deteriorate to a condition that would require more extensive repairs and/or reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 107 (5 jets) & 48,700
- Runway 17/35: 5,199' x 100'
- Runway 03/21: 4,748' x 100'

Selection Criteria

- Pavement Management: PCI 65
- NPS: Rehabilitate Taxiway: 66
- OASP Goals: Airside PCI > 65



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Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$250,000	\$250,000
FAA State Apportionment		\$600,000		\$600,000
FAA Discretionary		\$3,750,000		\$3,750,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$250,000	\$266,667
Total	\$150,000	\$4,516,667	\$500,000	\$5,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Clarence E. Page Municipal Airport (Oklahoma City)

Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct portions of the apron area.

CY 2021: Design & Construct ODO.

Project Justification

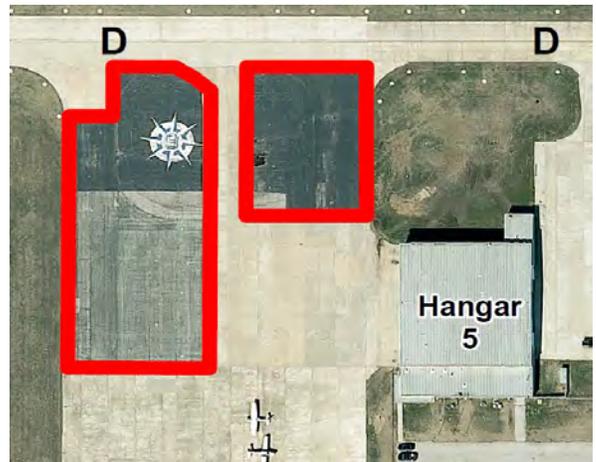
Currently the pavement serving the hangar area and the main apron area are exhibiting significant distresses to include longitudinal/transverse cracking, raveling, and block cracking. Given the age of the pavement and its current condition it is time to reconstruct the full pavement section as a rehabilitation would not provide for a long-term solution to the pavement distresses.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 55 (1 jet) & 42,554
- Runway 17L/35R: 3,502' x 75'
- Runway 17R/35L 6,014' x 100'

Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate Apron: 60
- OASP Goals: Airside PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$76,523	\$76,523
FAA State Apportionment		\$777,431		\$777,431
FAA Discretionary				
FAA Non-Primary Entitlement		\$600,000		\$600,000
Sponsor			\$76,524	\$76,524
Total		\$1,377,431	\$153,047	\$1,530,478

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

**Wiley Post
(Oklahoma City)**

Regional Business Airport

Businesses Utilizing the Airport:

- Love's Travel Stops•BancFirst•MidFirst Bank•Sandridge •Dobson Technologies•Mathis Brothers•Continental Resources

Project Description

The Overall Development Objective (ODO) of the proposed project is to widen runway 17R/35L to 100'.

CY 2020: Planning Study

CY 2022: NPE Funded design only

CY 2023: Construct ODO

Project Justification

The existing runway width of 17R/35L does not meet standards for the current traffic load that the runway has, especially during times of high traffic or when the primary runway is closed down. In order to meet the current and future aircraft demand for the secondary runway it needs to be widened to 100'.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 295 (69 jets) & 70,027
- Runway 13/31: 4,214' x 100'
- Runway 17L/35R: 7,199' x 150'
- Runway 17R/35L: 5,002' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Widen runway: 50
- OASP Goals: Safety & Standards



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Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$200,000	\$200,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary		\$3,000,000		\$3,000,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$200,000	\$216,667
Total	\$150,000	\$3,616,667	\$400,000	\$4,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Wiley Post (Oklahoma City)

Regional Business Airport

Businesses Utilizing the Airport:

- Love's Travel Stops • BancFirst • MidFirst Bank • Sandridge Energy
- Dobson Technologies • Mathis Brothers • Continental Resources

Proposed Project

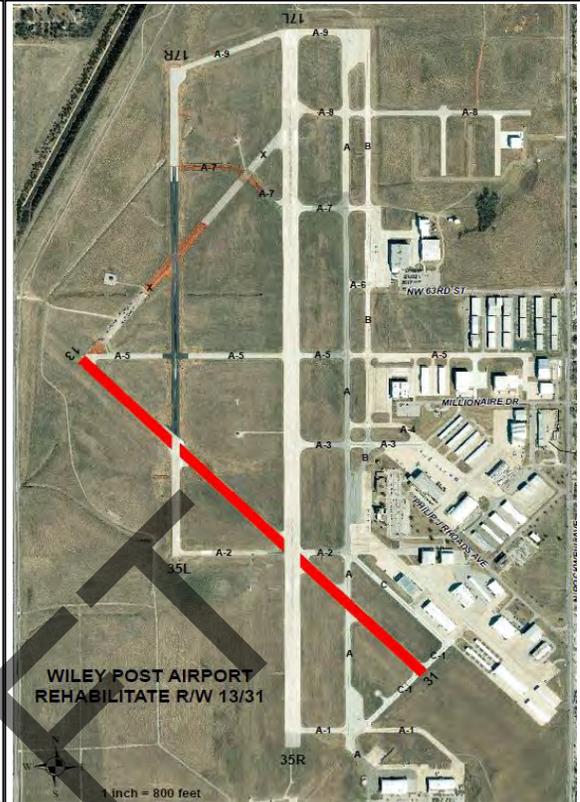
The Overall Development Objective (ODO) of the proposed projects consists of rehabilitating the runway 13/31 pavement and lighting.

CY 2020: NPE Funded Design only.

CY 2021: Construct ODO.

Project Justification

The airport sponsor has funded and received the result of an airfield electrical study (Airfield Lighting and Electrical System Improvements, October 2013). The report states that the megger tests are 0.030 for the homerun and 0.07 for runway 13/31. The megger test results indicate the circuits have passed the threshold of reliable operation (megger test below 1.0). The remaining airfield electrical equipment has been updated to LED lights over the last 5 years and this is the final phase to finish converting the entire airfield over to LED. The runway pavement is exhibiting distresses due to seasonal environmental conditions (e.g. LTD cracking, joint spalling, corner breaks). No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic that uses the runway. Rehabilitation of the pavement will protect the base structure and extend the life of the pavement.



Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 422 (86 jets) & 70,027
- Runway 17L/35R: 7,198' x 150'
- Runway 17R/35L: 5,000' x 75'
- Runway 13/31: 4,213' x 100'
- Control Tower

Airport Information

- Pavement Management: PCI 78
- NPS: Rehabilitate runway: 72
- OASP Goals: Airside PCI > 65

Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$425,000	\$425,000
FAA State Apportionment		\$850,000		\$850,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor			\$75,000	\$75,000
Total		\$1,000,000	\$500,000	\$1,500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full CIP please visit our website www.aeronautics.ok.gov

Pauls Valley Municipal

Regional Business Airport

Businesses Utilizing the Airport:

- Walmart Distribution Center•Love's Country Stores•Kerrwood
- Wynnewood Refinery•Reavis Drug•Seth Wadley Ford

Project Description

The Overall Development Objective (ODO) of the proposed project is to install taxiway lights complete the north end of the parallel taxiway system.

CY 2021: NPE Funded Design only.

CY 2022: Construct ODO.

Project Justification

During the last parallel taxiway realignment project the north end that connects to runway 18 could not be completed. This project will complete that phase to ensure a standard 90 degree to connection to the runway end. In addition, while taxiway work is going on, it would be efficient to install taxiway lights on the entire parallel taxiway system. FAA NPE funds will be utilized on the construction of the pavement and OAC funds will be utilized to install the taxiway lights.

Airport Information

- Regional Business Airport
- Based Aircraft: 49
- Runway 17/ 35: 5,399' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Reconstruct Taxiway 75
- NPS: Install TW Lighting 47
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$522,500	\$522,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement	\$90,000	\$621,000		\$711,000
Sponsor		\$10,000	\$96,500	\$106,500
Total	\$90,000	\$631,000	\$619,000	\$1,340,000

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our webpage www.aeronautics.ok.gov

Project Description

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway pavement.

CY 2021: Design and construct ODO.

Project Justification

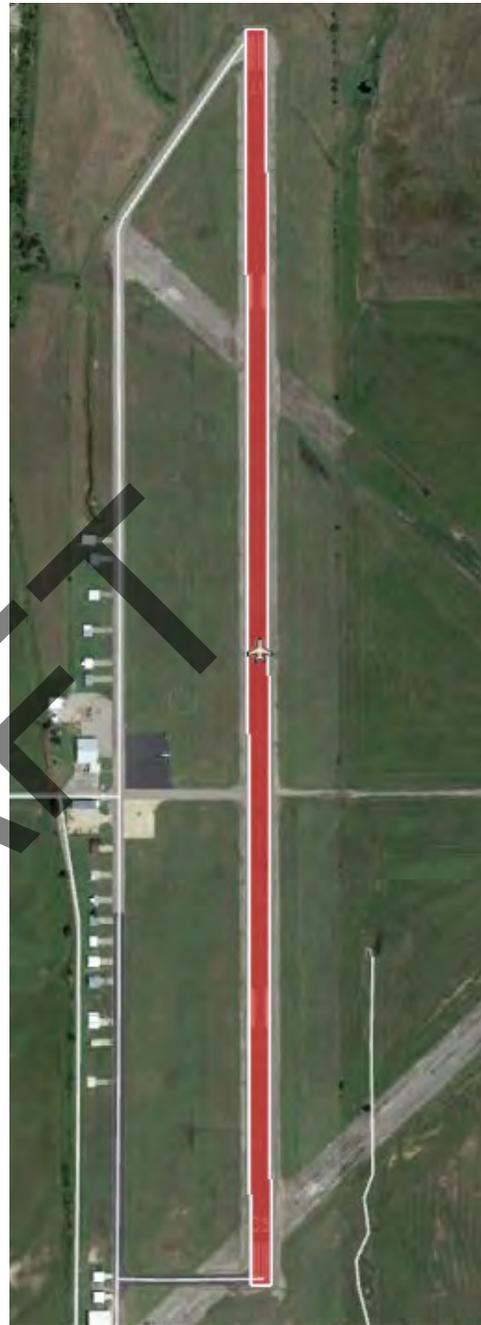
The existing runway pavement is exhibiting distresses and will need a crack seal and seal coat. The pavement is at a point where it is more cost effective to rehabilitate than to let it deteriorate until reconstruction is required.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 24 (1 jet) & 30,000
- Runway 17/35: 5,103' x 75'

Selection Criteria

- Pavement Management: 79
- NPS: Repair runway pavement: 70
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$15,000	\$15,000
Total			\$300,000	\$300,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our webpage www.aeronautics.ok.gov

Ponca City Regional
Regional Business Airport

Businesses Utilizing the Airport:
•Phillips 66•Community Health Systems•Albertsons•Walmart
•A&J Services

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35 and improve drainage for runway 17/35. The project scope and detailed cost estimate will be determined by a FY 2016 preliminary engineering study.

CY 2016: Preliminary engineering report

CY 2019: NPE funded Design Only

CY 2020: Construct ODO.

Project Justification

The Commission’s pavement management system indicates a PCI rating of 63 for runway 17/35 for year 2018. However, the center 100 ft. keel section of the runway has a much lower PCI. The runway has multiple pavement sections and is exhibiting D-Cracking, broken slabs, shattered slabs, corner breaks, corner spall, joint spall, and L/T cracks. Also, there are areas that are ponding water on the runway. Due to the distresses, the pavement is deteriorating rapidly and generates a significant amount of FOD. The project will reconstruct the center 100 ft keel section for the south 4,800 ft, remove the outside 25 ft on either side, and rehabilitate the other portions of the runway.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 48 (2 Jets) & 51,500
- Runway 17/35: 7,201 x 150'

Selection Criteria

- Pavement Management: PCI 63
- NPS: Rehabilitate Runway: 67
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$375,000	\$375,000
FAA State Apportionment		\$825,000		\$825,000
FAA Discretionary		\$5,625,000		\$5,625,000
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
Sponsor		\$16,667	\$375,000	\$391,667
Total	\$150,000	\$6,766,667	\$750,000	\$7,666,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Project Description

The Overall Development Objective of the proposed project is to construct a new terminal building.

CY 2023: Design and Construct terminal building.

Project Justification

The current building has become outdated and is in need of repair/maintenance and updating. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the airport. The improvements will provide passengers and users of the terminal the facilities and amenities they would expect to receive at a Regional Business Airport. This will also relocate the terminal to the west of the existing terminal building allowing for apron to be constructed in front of the terminal (the airport had apron in front of the terminal prior to the realignment of the parallel taxiway system).

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 53 (3 Jets) & 51,500
- Runway 17/35: 7,201 x 150'

Selection Criteria

- Pavement Management: NA
- NPS: Terminal Building: 47
- OASP Goals: Provide a functioning terminal building



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Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$500,000	\$500,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$2,000,000	\$2,000,000
Total			\$2,500,000	\$2,500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Proposed Project

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

CY 2023: Design and construct ODO

Project Justification

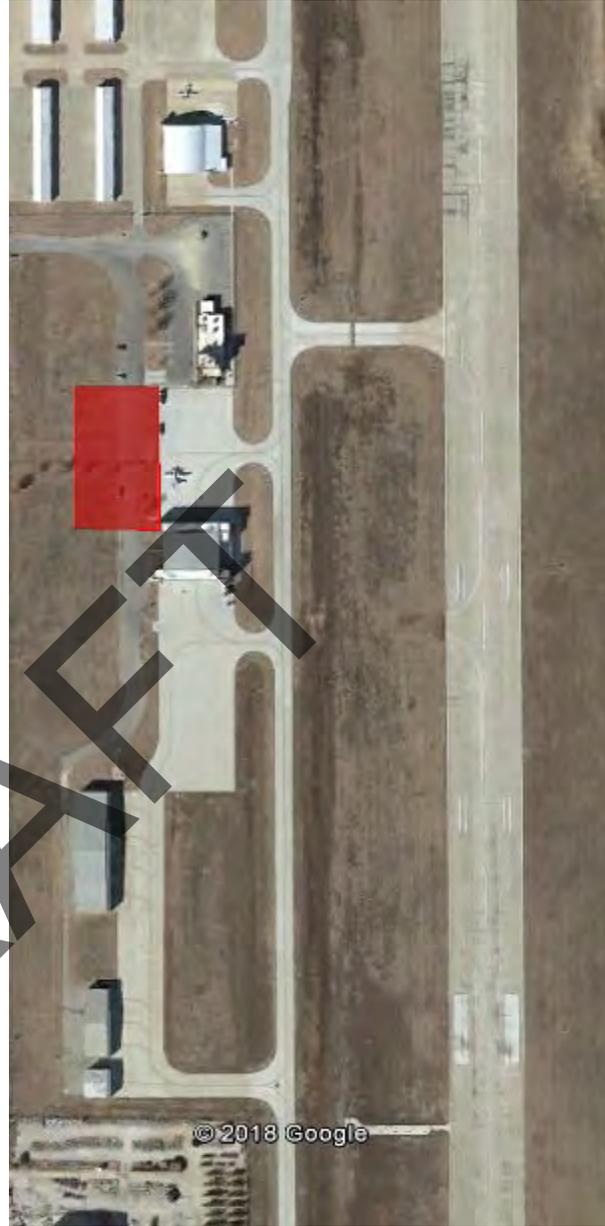
The existing apron used to be in a standard configuration directly in front of the terminal building until the parallel taxiway had to be realigned to meet FAA standards. This led to two smaller aprons being utilized, one north and one south of the terminal building. This project will expand the apron area closest to the terminal building to accommodate the traffic that the airport has.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 53 (3 Jets) & 51,500
- Runway 17/35: 7,201 x 150'

Selection Criteria

- Pavement Management: NA
- NPS: Expand Apron: 46
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$75,000	\$75,000
FAA State Apportionment		\$1,035,000		\$1,035,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$315,000		\$315,000
Sponsor			\$75,000	\$75,000
Total		\$1,350,000	\$150,000	\$1,500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Poteau - Robert S Kerr

Regional Business Airport

Businesses Utilizing the Airport:

- Bill White Auto
- Elite Trailers
- Kelworth Trucking
- Southern Star

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to extend runway 18/36 and rehabilitate the existing runway.

CY 2020: Preliminary Engineering Report

CY 2022: NPE funded design only

CY 2023: Construct ODO

Project Justification

With the current runway length of 4,007', the airport is not usable by most jet traffic. The sponsor intends to provide documented aircraft demand that satisfies FAA's aviation demand criteria for the runway extension. The extension of the runway and taxiway will be approximately 1,000' to the south to achieve a total length of 5,000'. In addition, the runway pavement is exhibiting raveling and longitudinal and transverse cracks. Since the PCI rating is projected to be near 65, it is more cost effective to rehabilitate the pavement than to let it continue to deteriorate to a condition that will require full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 26 (1 Jet) & 8,024
- Runway 17/35: 4,007' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate runway: 68
- NPS: Extend runway: 53
- OASP Goals: Meet Aviation Demand, Safety & Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$540,000	\$540,000
FAA State Apportionment		\$420,000		\$420,000
FAA Discretionary		\$3,600,000		\$3,600,000
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
Sponsor		\$16,667	\$240,000	\$256,667
Total	\$150,000	\$4,336,667	\$780,000	\$5,266,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Mid-America Industrial (Pryor)

Regional Business Airport

Businesses Utilizing the Airport:

- GRDA •Unarco •Southland Metals •Johnson's Elevator
- Hem/Saw •National Gypsum •Love's Travel Stops

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to extend the parallel taxiway 1,600' and rehabilitate the existing taxiway. The project scope and detailed cost estimate will be determined by a FY 2017 preliminary engineering study.

CY 2017: Preliminary engineering report

CY 2019: NPE funded Design Only.

CY 2020: Construct ODO.

Project Justification

The airport does not have a full parallel taxiway system which requires traffic to back-taxi on the runway for 1,600' when landing on 18 or taking off on 36. It is an important safety feature for an airport with a jet capable runway to have a full parallel taxiway system to prevent the need for back-taxiing. Additionally, it is cost effective to rehabilitate the existing portions of the parallel taxiway system and upgrade the taxiway lights to an LED system while the workers and equipment are on site. OAC will fund the LED taxiway lights on the existing parallel taxiway.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 26 & 5,125
- Runway 18/36: 5,000' x 75'

Selection Criteria

- Pavement Management: PCI 77
- NPS: Rehabilitate taxiway: 67
- NPS: Extend taxiway: 53
- OASP Goals: Safety & Standards, Taxiway PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$575,000	\$575,000
FAA State Apportionment		\$75,000		\$75,000
FAA Discretionary		\$1,125,000		\$1,125,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$75,000	\$91,667
Total	\$150,000	\$1,366,667	\$650,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website www.aeronautics.ok.gov

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install LED runway lights, lighted windsock, and an electrical vault as well as rehabilitate taxiway pavement.

CY 2022: Design and Construct ODO.

Project Justification

The airports lighting system is beginning to age significantly and is due for replacement. The existing electrical vault does not meet standards and needs to be replaced. This project will install a new electrical vault and cabling out to the homerun, converting the runway lights to LED, and a lighted windsock. Additionally, the taxiway PCI is forecasted to be below 65. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 27 & 2,764
- Runway 18/36: 4,006' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting: 68
- NPS: Rehabilitate Taxiway: 64
- OASP Goals: Safety & Standards



DRAFT

Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$237,500	\$237,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$326,250		\$326,250
Sponsor			\$48,750	\$48,750
Total		\$326,250	\$286,250	\$612,500

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website www.aeronautics.ok.gov

Sand Springs - William R Pogue Municipal

Businesses Utilizing the Airport:

- Angel Flight•Baker Petrolite•CEI Construction
- Crankcase Services•Equinox Aviation•Walmart

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35 and Taxiway A (crack seal and seal coat).

CY 2022: Design & Construct ODO.

Project Justification

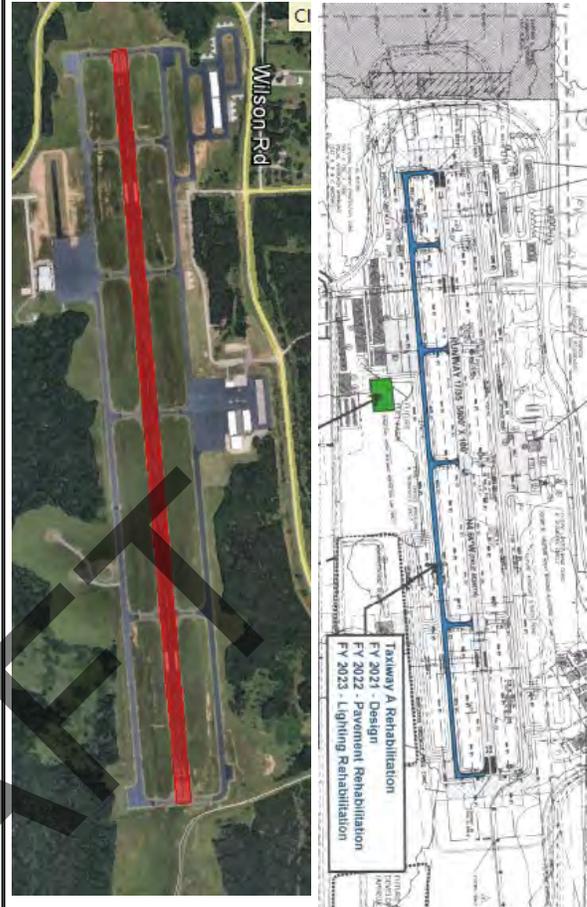
The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Additionally, it is cost effective to rehabilitate Taxiway A while the workers and equipment are on site. Rehabilitations will include crack seal/seal coat and some minor full-depth patching.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 61 & 30,000
- Runway 17/35: 5,799' x 100'

Selection Criteria

- Pavement Management: PCY RW 76, TW 74
- NPS: Rehabilitate runway: 70
- NPS: Rehabilitate taxiway: 66
- OASP Goals: Runway PCI > 65, Safety & Standards



DRAFT

Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$270,000		\$270,000
Sponsor			\$45,000	\$45,000
Total		\$270,000	\$330,000	\$600,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

**William R Pogue Municipal
(Sand Springs) Airport**
Regional Business Airport

Businesses Utilizing the Airport:

- Angel Flight • Baker Petrolite • CEI Construction
- Crankcase Services • Equinox Aviation • Walmart

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway lights.

CY 2024: Design and Construct ODO.

Project Justification

The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 56 (5 ME) & 30,000
- Runway 17/35: 5,799' x 100'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting: 68
- OASP Goals: Safety & Standards



DRAFT

Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission		\$475,000		\$475,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$25,000		\$25,000
Total		\$500,000		\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. . Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

- Wrangler•Walmart•Enviro Systems•Federal National Bank
- Coates Roofing•Cudd Oil Co. •Sigma Meat Processing

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install LED runway lights and LED PAPIs.

CY 2020: Design and Construct ODO

Project Justification

The existing runway lights were installed in 1990s with a direct bury electrical system. The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather. Additionally, it will be cost effective to rehabilitate the PAPIs while the electrical contractor is on site.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 32 & 17,150
- Runway 18/36: 5,004' x 75'
- Runway 05/23: 2,000' x 150' (turf)

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting: 68
- NPS: Vertical/Visual guidance: 50
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$475,000	\$475,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$25,000	\$25,000
Total			\$500,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Seminole Municipal
Regional Business Airport

Businesses Utilizing the Airport:

- Wrangler•Walmart•Enviro Systems•Federal National Bank
- Coates Roofing•Cudd Oil Co. •Sigma Meat Processing

Proposed Project

The Overall Development Objective (ODO) of the proposed project is Phase 1 of the Parallel Taxiway Realignment project which will construct a new hangar taxilane area.

CY 2020: Design and Construct ODO

Project Justification

The existing parallel taxiway system is at a non-standard separation for a B-II airport. In addition there are several hangars that are penetrations to the runway's instrument approach surfaces. The pavement is at a point in its life cycle, particularly the south portion of the taxiway system, where it makes sense to reconstruct rather than repair. Given the above circumstances it is time for the airport to realign the entire parallel taxiway system. The first few phases of this realignment will be to construct a new hangar taxilane area and relocate the hangars that need to be removed so that the eventual parallel taxiway system can meet standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 32 & 17,150
- Runway 18/36: 5,004' x 75'
- Runway 05/23: 2,000' x 150' (turf)

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway: 61
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$25,000	\$25,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$25,000	\$25,000
Total		\$450,000	\$50,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

- Wrangler•Walmart•Enviro Systems•Federal National Bank
- Coates Roofing•Cudd Oil Co. •Sigma Meat Processing

Proposed Project

The Overall Development Objective (ODO) of the proposed project is Phase 2 of the Parallel Taxiway Realignment project which will construct a new hangar taxilane area.

CY 2021: Design and Construct ODO

Project Justification

The existing parallel taxiway system is at a non-standard separation for a B-II airport. In addition there are several hangars that are penetrations to the runway's instrument approach surfaces. The pavement is at a point in its life cycle, particularly the south portion of the taxiway system, where it makes sense to reconstruct rather than repair. Given the above circumstances it is time for the airport to realign the entire parallel taxiway system. The first few phases of this realignment will be to construct a new hangar taxilane area and relocate the hangars that need to be removed so that the eventual parallel taxiway system can meet standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 32 & 17,150
- Runway 18/36: 5,004' x 75'
- Runway 05/23: 2,000' x 150' (turf)

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway: 61
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$25,000	\$25,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$25,000	\$25,000
Total		\$450,000	\$50,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

- Wrangler • Walmart • Enviro Systems • Federal National Bank
- Coates Roofing • Cudd Oil Co. • Sigma Meat Processing

Proposed Project

The Overall Development Objective (ODO) of the proposed project is Phase 3 of the Parallel Taxiway Realignment project which will construct a new hangar taxilane area.

CY 2018: Planning Study

CY 2023: NPE funded Design Only.

CY 2024: Construct ODO.

Project Justification

The existing parallel taxiway system is at a non-standard separation for a B-II airport. In addition there are several hangars that are penetrations to the runway's instrument approach surfaces. The pavement is at a point in its life cycle, particularly the south portion of the taxiway system, where it makes sense to reconstruct rather than repair. Given the above circumstances it is time for the airport to realign the entire parallel taxiway system. The first few phases of this realignment will be to construct a new hangar taxilane area and relocate the hangars that need to be removed so that the eventual parallel taxiway system can meet standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 32 & 17,150
- Runway 18/36: 5,004' x 75'
- Runway 05/23: 2,000' x 150' (turf)

Selection Criteria

- Pavement Management: PCI 44
- NPS: Construct taxiway: 61
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$175,000	\$175,000
FAA State Apportionment		\$375,000		\$375,000
FAA Discretionary		\$2,625,000		\$2,625,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$175,000	\$191,667
Total	\$150,000	\$3,166,667	\$350,000	\$3,666,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Shawnee Regional Regional Business Airport

Businesses Utilizing the Airport:

- Citizen Pottawatomie Nation •Exxon Mobil •Eaton Corp.
- Dillards •Anadarko Petroleum •Atwoods •AT&T

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate runway 17/35 and the parallel taxiway system.

CY 2020: Design and Construct ODO.

Project Justification

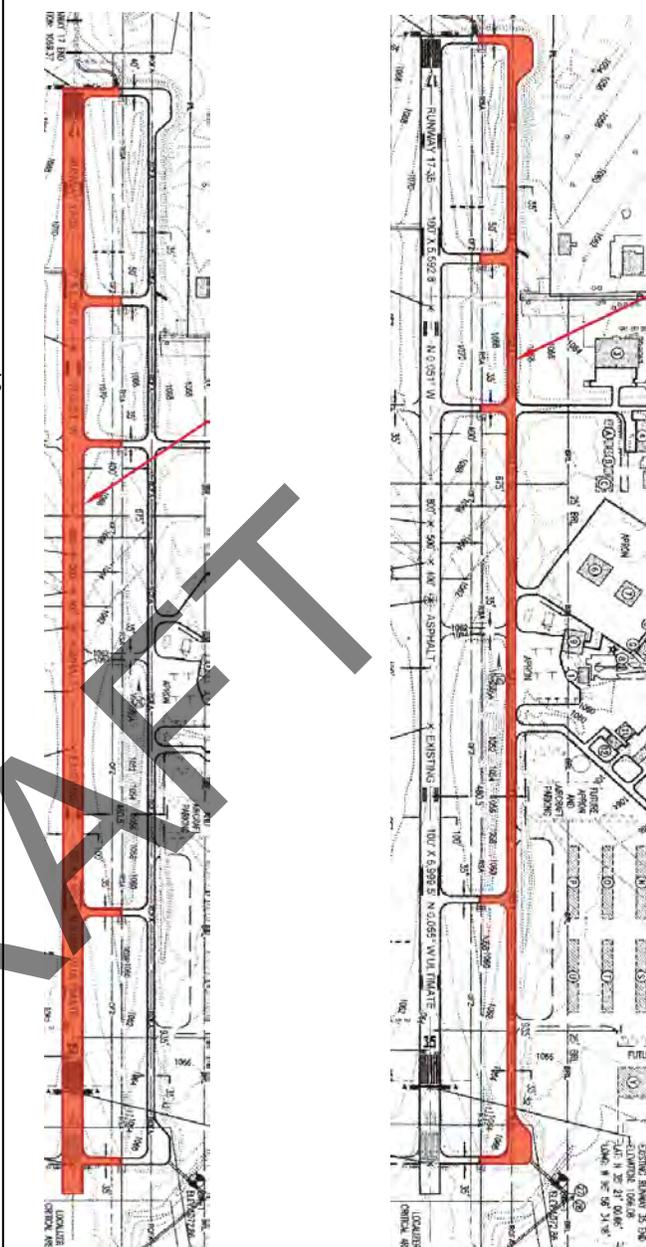
The Commission’s pavement management system forecasts a PCI rating of 78 for runway 17/35 and 73 for the parallel taxiway. Since the current PCI rating is still above 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement in its current condition than to let it continue to deteriorate to a condition that will require a more significant rehabilitation.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 47 (3 jets) & 9,182
- Runway 17/35: 5,997' x 100'

Selection Criteria

- Pavement Management: PCI RW 78, TW 73
- NPS: Rehabilitate runway: 67
- OASP Goals: Airside PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$450,000	\$450,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$57,018	\$57,018
Total		\$300,000	\$507,018	\$807,018

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Shawnee Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Citizen Pottawatomie Nation •Exxon Mobil •Eaton Corp.
- Dillards •Anadarko Petroleum •Atwoods •AT&T

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to improve airport drainage.

CY 2023: Design and Construct ODO.

Project Justification

The objective of this project is to investigate sinkholes in the airport area of operations, complete a drainage study, and design drainage improvements in the airfield areas, prevent continuous erosion, and preserve the safety areas at the Shawnee Regional Airport.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 47 (3 jets) & 9,182
- Runway 17/35: 5,997' x 100'

Selection Criteria

- Pavement Management: NA
- NPS: Improve Drainage: 42
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$450,000	\$450,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$450,000		\$450,000
Sponsor			\$73,685	\$73,685
Total		\$450,000	\$523,685	\$973,685

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Skiatook Municipal

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct runway 17/35 and the connecting taxiways and install LED runway lights. The project scope and detailed cost estimate will be determined by a FY 2018 preliminary engineering study.

CY 2018: Preliminary engineering report

CY 2020: NPE funded Design Only.

CY 2021: Construct ODO.

Project Justification

The Commission's pavement management program forecasts a PCI rating of 33 for runway 17/35 for year 2021.

Currently, the runway pavement is exhibiting medium and high severity longitudinal and transverse cracks, medium severity raveling throughout, and some areas of base failures. Since the PCI rating is significantly below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) and with the observed distresses it is likely the pavement requires full depth reconstruction.

Airport Information

- District Airport
- Based Aircraft & Operations: 20 & 4,500
- Runway 17/35: 3,000' x 60'

Selection Criteria

- Pavement Management: PCI 33
- NPS: Rehabilitate runway: 67
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Stigler Regional Airport

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install LED runway lights, PAPIs, and windsock and rehabilitate the AWOS.

CY 2021: Design only.

CY 2022: Construct ODO.

Project Justification

The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED runway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather. Additionally, it will be cost effective to install the PAPIs and windsock and rehabilitate the AWOS while the electrical contractor is on site.

Airport Information

- District Airport
- Based Aircraft & Operations: 11 (1 jet) & 6,610
- Runway 17/35: 4,296' x 60'

Selection Criteria

- Pavement Management: NA
- NPS: Install RW lighting: 77
- NPS: Vertical/Visual guidance: 77
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$360,373	\$360,373
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement	\$62,100	\$352,127		\$414,227
Sponsor		\$6,900	\$37,500	\$44,400
Total	\$62,100	\$359,027	\$397,873	\$819,000

Federal grants require 10% matching funds while state grants require 5% matching funds. . Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Stigler Regional Airport

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a parallel taxiway system to serve Runway 17/35. The parallel taxiway to serve runway 17/35 will provide direct access to the runway ends.

CY 2021: Preliminary Engineering Report

CY 2024: NPE Funded design only

CY 2025: Construct ODO

Project Justification

The airport continues to see increased traffic and tenants. With this increased traffic some aircraft are required to wait while landing/departing aircraft back taxi on the runway. Therefore, construction of a parallel taxiway system will improve the safety for the flying public that utilize this airport. A previous project had done the dirtwork in preparation of the parallel taxiway construction.

Airport Information

- Community Airport
- Based Aircraft & Operations: 11 (1 jet) & 6,610
- Runway 18/36: 4,730 & 60'

Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway: 56
- OASP Goals: Safety and standards



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Tahlequah Municipal
Regional Business Airport

Businesses Utilizing the Airport:

- Tri-B Nursery •Parkhill Plants •Atwoods •Reasor's •Kraft Foods
- Highland Dairy •Taylor Concrete •GRDA •Young Farms

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install LED taxiway lights and guidance signs.

CY 2020: Design & Construct ODO

Project Justification

The project will install LED taxiway lights in a can and conduit system that will ensure the airport has 24/7 functionality and increase situational awareness during taxi operations. Additionally, it will be cost effective to install airfield guidance signs while the electrical contractor is on-site. The existing guidance signs are in a non-standard location with the hold-short markings. This project will relocate the new signs and relocate the markings to ensure they meet FAA standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 55 (1 jet) & 15,400
- Runway 17/35: 5,001' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Install TW lighting: 47
- OASP Goals: Safety & Standards



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Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$350,000	\$350,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$360,000		\$360,000
Sponsor			\$38,421	\$38,421
Total		\$360,000	\$388,421	\$748,421

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Tahlequah Municipal

Regional Business Airport

Businesses Utilizing the Airport:

- Tri-B Nursery •Parkhill Plants •Atwoods •Reasor's •Kraft Foods
- Highland Dairy •Taylor Concrete •GRDA •Young Farms

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the apron and improve the runway safety area.

CY 2022: Design & Construct ODO

Project Justification

Currently the apron PCI is below 65, the threshold where pavement begin to deteriorate rapidly. It is important to rehabilitate the pavement now to extend its life before complete reconstruction is required. In addition, it will be efficient and cost effective while contractors are on site to conduct some minor fixes to the runway 35 safety area that do not meet standards.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 55 (1 jet) & 15,400
- Runway 17/35: 5,001' x 75'

Selection Criteria

- Pavement Management: Poor
- NPS: Rehabilitate Apron: 60
- OASP Goals: Safety & Standards, PCI > 65



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$500,000	\$500,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$65,790	\$65,790
Total		\$750,000	\$565,790	\$1,315,790

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

**Richard Lloyd Jones Jr.
(Tulsa)**

Businesses Utilizing the Airport:

- Unit Drilling Company •Kimberly-Clark •Arby's •Laredo Petroleum

Project Description

The Overall Development Objective (ODO) is reconstruct the connector taxiways for primary runway 1L/19R. The project scope and detailed cost estimate will be determined by a FY 2018 preliminary engineering study.

CY 2019: Preliminary engineering report

CY 2021: NPE funded Design Only.

CY 2022: Construct ODO.

Project Justification

The current pavement condition of the connector taxiways that serve runway 1L/19R are deteriorating to a point where it is necessary to conduct significant rehabilitation. Because of the non-standard nature of these taxiways (fillets, direct access from apron to runway, large size, and high speed taxiway angles) it would be appropriate to reconstruct these connectors to ensure they meet current FAA standards to ensure runway incursions are reduced and safety is increased in the runway environment.

Airport Information

- Regional Business Airport - reliever
- Based Aircraft & Operations: 517 (33 jets) & 188,024
- Runway 1L/19R: 5,102' x 100'
- Runway 1R/19L: 4,208' x 100'
- Runway 13/31: 2,641' x 50'
- Control Tower

Selection Criteria

- Pavement Management: 64
- NPS: Rehabilitate taxiway: 67
- OASP Goals: Taxiway PCI > 65



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$150,000	\$150,000
FAA State Apportionment		\$300,000		\$300,000
FAA Discretionary		\$2,250,000		\$2,250,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$150,000	\$166,667
Total	\$150,000	\$2,716,667	\$300,000	\$3,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

Richard Lloyd Jones Jr. (Tulsa)

Businesses Utilizing the Airport:

•Unit Drilling Company •Kimberly-Clark •Arby's •Laredo Petroleum

Regional Business Airport

Project Description

The Overall Development Objective (ODO) is rehabilitate crosswind runway 13/31, relocate LED lights, and install PAPIs.

CY 2024: Design & Construct ODO.

Project Justification

Currently the pavement is exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low to medium longitudinal cracking, transverse cracking and patching. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the existing traffic. Overlaying the pavement will protect the base structure and extend the life of the pavement. While the runway is closed for rehabilitation, the existing LED runway lights will be relocated to the proper location and PAPIs will be installed.

Airport Information

- Regional Business Airport - reliever
- Based Aircraft & Operations: 355 (21 jets) & 195,091
- Runway 1L/19R: 5,102' x 100'
- Runway 1R/19L: 4,208' x 100'
- Runway 13/31: 2,641' x 50'
- Control Tower

Selection Criteria

- Pavement Management: PCI 36
- NPS: Rehabilitate Runway: 72
- NPS: Install Runway PAPIs: 84
- OASP Goals: Runway PCI > 65, Safety & Standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$345,000	\$345,000
FAA State Apportionment		\$400,000		\$400,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$55,000	\$55,000
Total		\$700,000	\$400,000	\$1,100,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Watonga Regional Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct runway 17/35 and the connecting taxiways and install LED runway lights.

CY 2020: NPE funded Design Only.
CY 2021: Construct ODO.

Project Justification

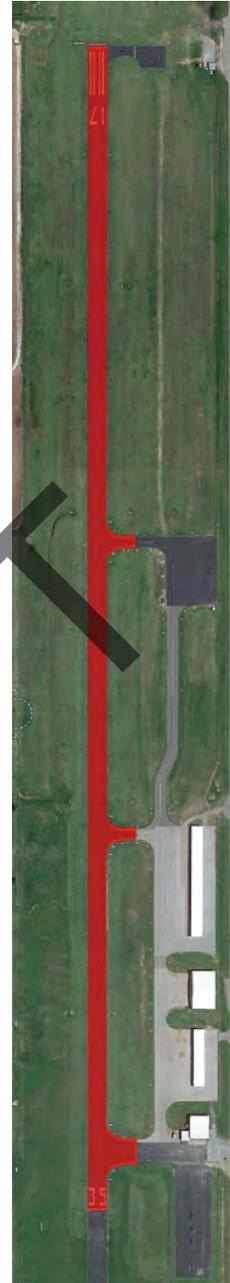
The Commission’s pavement management program forecasts a PCI rating of 38 for runway 17/35 for year 2021. Currently, the runway pavement is exhibiting medium and high severity longitudinal and transverse cracks, medium severity raveling throughout, and some areas of base failures. Since the PCI rating is significantly below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) and with the observed distresses it is likely the pavement requires full depth reconstruction.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 16 & 2,900
- Runway 17/35: 4,001' x 60'

Selection Criteria

- Pavement Management: 38
- NPS: Rehabilitate runway: 67
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

Federal grants require 10% matching funds while state grants require 5% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Waynoka Municipal Community Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to conduct pavement maintenance on the runway, connector taxiway, and apron.

CY 2021: Design and Construct ODO.

Project Justification

Currently the asphalt portions of the airport are exhibiting raveling and longitudinal and transverse cracking due to seasonal environmental conditions with the concrete portions showing poor joint seal, corner/joint spalling and other distresses. The pavement is at a point where it needs basic maintenance in order to preserve the condition and prevent further deterioration and the need for more expensive rehabilitation. This airport is listed as Unclassified in FAA's ASSET study and will no longer receive any NPE funds.

Airport Information

- Community Airport
- Based Aircraft & Operations: 6 & 1,900
- Runway 17/35: 3,532' x 60'

Selection Criteria

- Pavement Management: PCI RW 57, TW 64, Apron 18
- NPS: Rehabilitate Runway: 67
- OASP Goals: Runway PCI > 65

DRAFT



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$15,000	\$15,000
Total			\$300,000	\$300,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Weatherford - Thomas P. Stafford Airport

Businesses Utilizing the Airport:

- Allen Foods • Bank of Hydro • ConAgra • Eagle Aviation
- Florida Power and Light • LineX • Love's • Phillips 66

Project Description

The Overall Development Objective of the proposed project is to construct a new terminal building.

CY 2021: Design and Construct terminal building.

Funding: The Commission will participate in 50 percent of the project cost. However, the Commission share will not exceed the Commission's funding policy for terminal buildings (\$500,000).

Project Justification

The current building has become outdated and is in need of repair/maintenance and updating. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the airport. The improvements will provide passengers and users of the terminal the facilities and amenities they would expect to receive at a Regional Business Airport.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 19 (1 jet) & 8,000
- Runway 17/35: 5,100' x 75'

Selection Criteria

- Pavement Management: N/A
- NPS: Construct Terminal Building: 45
- OASP Goals: Provide a functioning terminal building



DRAFT

Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$500,000	\$500,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$1,000,000	\$1,000,000
Total			\$1,500,000	\$1,500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

West Woodward Airport

Regional Business Airport

Businesses Utilizing the Airport:

- Atwoods•Chicken Express•Eagle Med•Edge Drilling •Mewbourne Oil•Precision Pipeline•Sage Holdings•Sandridge

Project Description

The Overall Development Objective of the proposed project is to construct new connector taxiways.

CY 2024: Design and Construct Connector Taxiways.

Project Justification

This project’s objective is to construct a new taxiway to provide access to Runway 23. Current access to Runway 23 is through an aligned taxiway that crosses Runway 17 at an angle. This project will address the non-standard access by providing a taxiway that crosses Runway 17 at a right angle and provides proper access to Runway 23.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 27 (1 jet) & 6,030
- Runway 17/35: 5,502 x 100
- Runway 05/23: 2,500 x 60

Selection Criteria

- Pavement Management: N/A
- NPS: Connector Taxiway: 45
- OASP Goals: Safety and Standards



DRAFT

Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$200,000	\$200,000
FAA State Apportionment		\$400,000		\$400,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$56,791	\$56,791
Total		\$700,000	\$256,791	\$956,791

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

West Woodward Airport

Regional Business Airport

Businesses Utilizing the Airport:

- Atwoods•Chicken Express•Eagle Med•Edge Drilling •Mewbourne Oil•Precision Pipeline•Sage Holdings•Sandridge

Project Description

The Overall Development Objective of the proposed project is to construct a new terminal building.

CY 2024: Design and Construct terminal building.

Funding: The Commission will participate in 50 percent of the project cost. However, the Commission share will not exceed the Commission's funding policy for terminal buildings (\$500,000).

Project Justification

The current building has become outdated and is in need of repair/maintenance and updating. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the airport. The improvements will provide passengers and users of the terminal the facilities and amenities they would expect to receive at a Regional Business Airport.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 27 (1 jet) & 6,030
- Runway 17/35: 5,502 x 100
- Runway 05/23: 2,500 x 60

Selection Criteria

- Pavement Management: N/A
- NPS: Terminal Building: 45
- OASP Goals: Provide a functioning terminal building



DRAFT

Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$500,000	\$500,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$1,000,000	\$1,000,000
Total			\$1,500,000	\$1,500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

Statewide AWOS Package

Project Description

The Overall Development Objective (ODO) of the proposed project is to replace the AWOS system at four airports and install new AWOS systems at three airports.

CY 2021: Design and construct overall development objective.

Project Justification

The replacement and installation of AWOS (Automated Weather Observation System) systems will improve the safety of each selected airport by providing pilots with accurate, real-time weather information. There will be 4 replacement systems installed and 3 new systems installed at airports across the state.



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Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$950,000	\$950,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$50,000	\$50,000
Total			\$1,000,000	\$1,000,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

State System

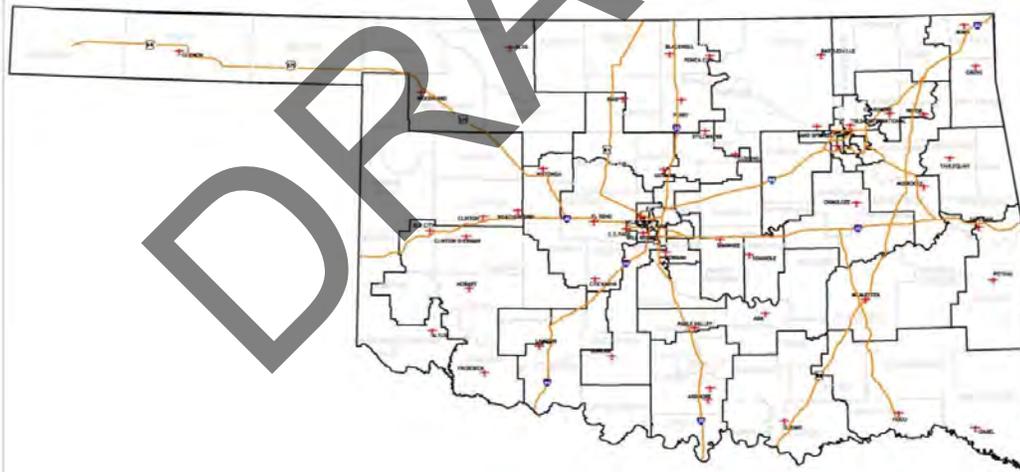
Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct preliminary engineering studies at various locations within the Oklahoma Airport System. The Commission’s various locations grant activities are categorized into the following work element(s):

CY 2020 Work Elements for Federal FY 2020 various locations grant:

1. Conduct preliminary engineering reports to determine project scope and detailed cost estimate to assist the Commission and FAA with the programming of federal and state funds. Projects that would be considered for preliminary engineering reports through this grant are projects anticipated for construction in FY 2023 and 2024. As those projects are identified they will be listed on this CIP page.



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$44,444	\$44,444
FAA State Apportionment		\$400,000		\$400,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total		\$400,000	\$44,444	\$444,444

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

State System

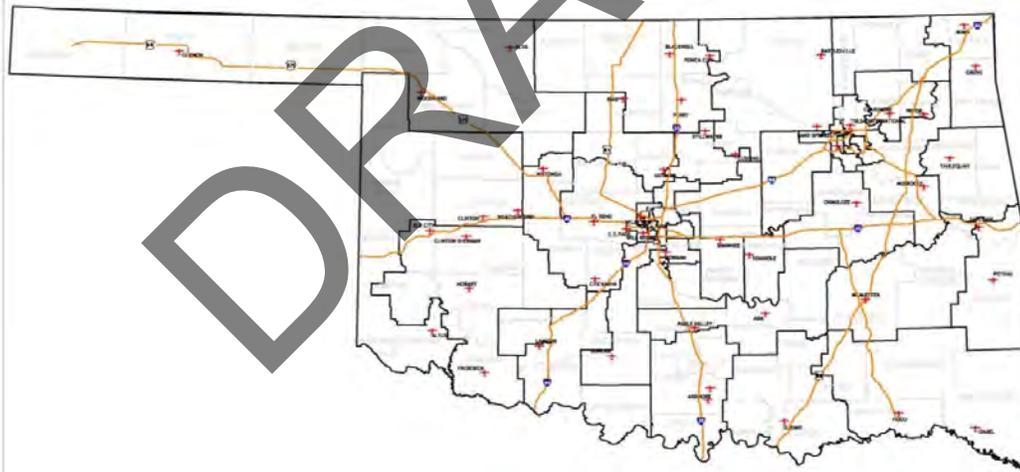
Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct preliminary engineering studies at various locations within the Oklahoma Airport System. The Commission’s various locations grant activities are categorized into the following work element(s):

CY 2021 Work Elements for Federal FY 2021 various locations grant:

1. Conduct preliminary engineering reports to determine project scope and detailed cost estimate to assist the Commission and FAA with the programming of federal and state funds. Projects that would be considered for preliminary engineering reports through this grant are projects anticipated for construction in FY 2024 and 2025. As those projects are identified they will be listed on this CIP page.



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$44,444	\$44,444
FAA State Apportionment		\$400,000		\$400,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total		\$400,000	\$44,444	\$444,444

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

State System

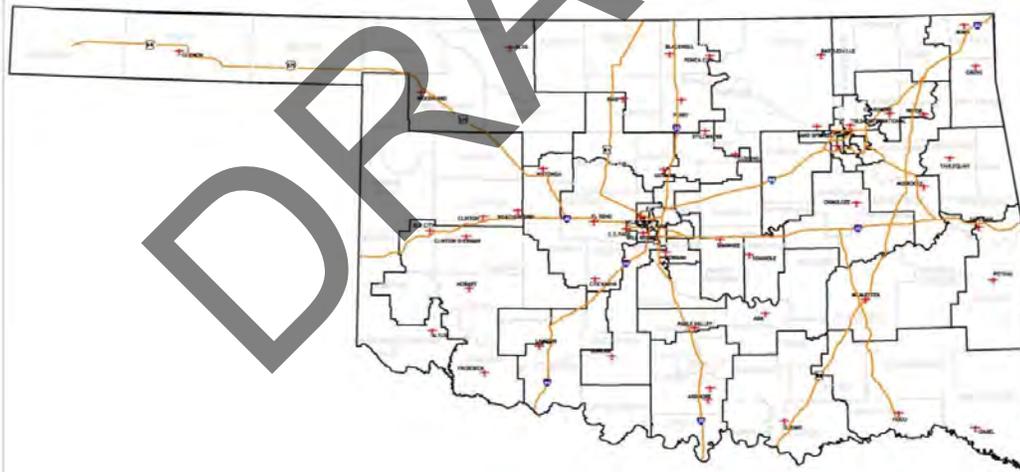
Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct preliminary engineering studies at various locations within the Oklahoma Airport System. The Commission’s various locations grant activities are categorized into the following work element(s):

CY 2022 Work Elements for Federal FY 2022 various locations grant:

1. Conduct preliminary engineering reports to determine project scope and detailed cost estimate to assist the Commission and FAA with the programming of federal and state funds. Projects that would be considered for preliminary engineering reports through this grant are projects anticipated for construction in FY 2025 and 2026. As those projects are identified they will be listed on this CIP page.



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$50,000	\$50,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total		\$450,000	\$50,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

State System

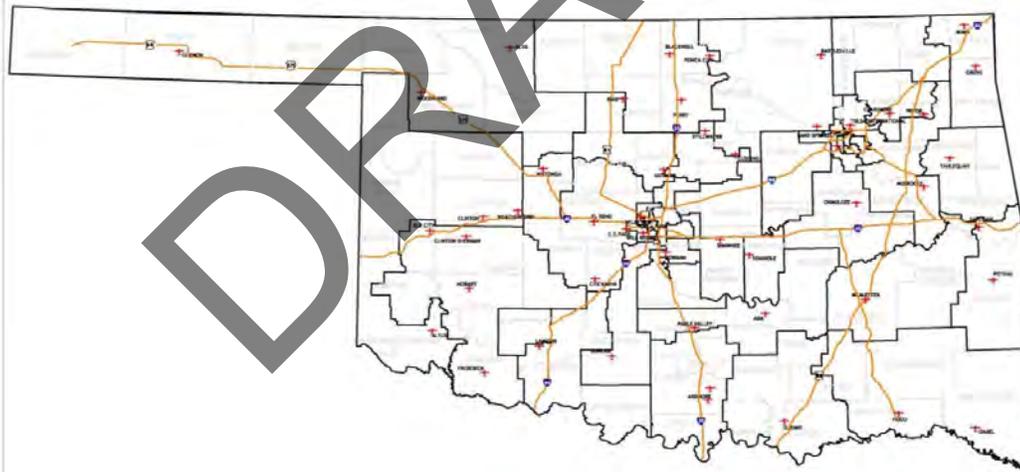
Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct preliminary engineering studies at various locations within the Oklahoma Airport System. The Commission's various locations grant activities are categorized into the following work element(s):

CY 2023 Work Elements for Federal FY 2023 various locations grant:

1. Conduct preliminary engineering reports to determine project scope and detailed cost estimate to assist the Commission and FAA with the programming of federal and state funds. Projects that would be considered for preliminary engineering reports through this grant are projects anticipated for construction in FY 2026 and 2027. As those projects are identified they will be listed on this CIP page.



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$50,000	\$50,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total		\$450,000	\$50,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

State System

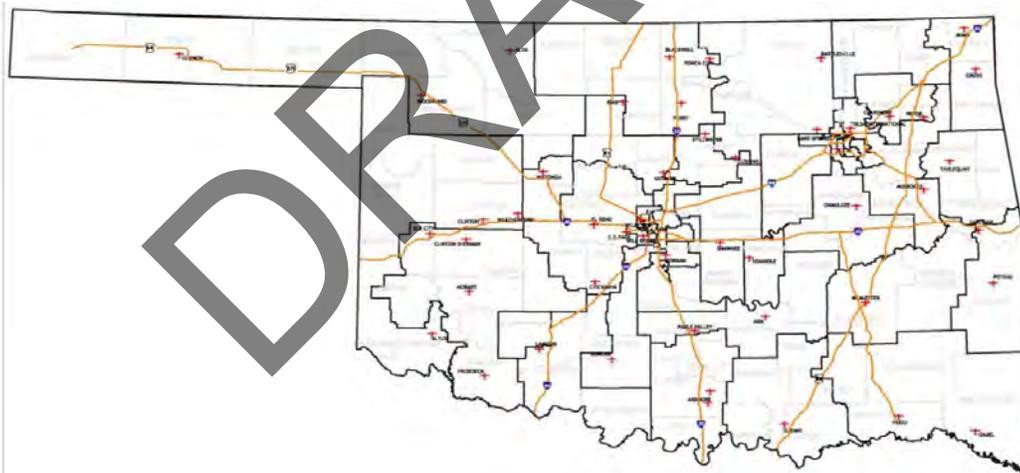
Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct preliminary engineering studies at various locations within the Oklahoma Airport System. The Commission’s various locations grant activities are categorized into the following work element(s):

CY 2024 Work Elements for Federal FY 2024 various locations grant:

1. Conduct preliminary engineering reports to determine project scope and detailed cost estimate to assist the Commission and FAA with the programming of federal and state funds. Projects that would be considered for preliminary engineering reports through this grant are projects anticipated for construction in FY 2027 and 2028. As those projects are identified they will be listed on this CIP page.



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$50,000	\$50,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total		\$450,000	\$50,000	\$500,000

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov

State System

Oklahoma Aeronautics Commission

Project Description

The Overall Development Objective is to conduct a system planning activities. Once the scope and detailed cost estimate for the individual projects are determined the project will be listed on an individual slide.

CY 2020 Work Elements for Federal FY 2020 system planning grant:

Work Element 1: Phase 2 Oklahoma Airport System Plan Update

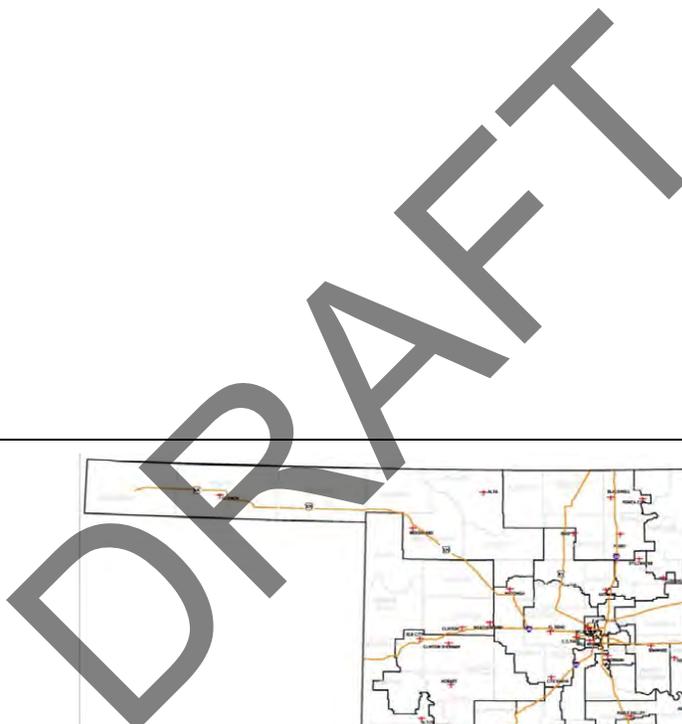
CY 2021 Work Elements for Federal FY 2021 system planning grant:

Work Element 1: Airport Information Management Activities

- 1. Pavement management

Work Element 2: Capital Planning Process

- 1. Commission’s three-year capital improvement program
- 2. Review and update NPIAS needs with sponsor



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission		\$30,000	\$11,111	\$41,111
FAA State Apportionment	\$270,000	\$100,000		\$370,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total	\$270,000	\$130,000	\$11,111	\$411,111

Federal grants require 10% matching funds while state grants require 5% matching funds. Commission funding is dependent on availability of State funds.

To view full ACP please visit our website oac.ok.gov



FY 2020 Airport Construction Program

State funds are from FY 2021

Airport	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ardmore Downtown Executive	Rehabilitate RWY (crack seal & seal coat) and install RWY lights	\$1,000,000	\$450,000	\$450,000		\$50,000	\$50,000
El Reno Municipal	Construct terminal building	\$1,000,000				\$500,000	\$500,000
Eufaula Fountainhead	Rehabilitate RWY (crack seal & seal coat). Special unclassified NPE funding combined 2019/2020.	\$333,334	\$300,000			\$33,334	
Jones Memorial (Bristow)	Reconstruct parallel TWY & install lights/signs	\$2,722,222	\$450,000	\$1,000,000	\$1,000,000	\$136,111	\$136,111
Kingfisher Municipal	Rehabilitate apron	\$400,000				\$380,000	\$20,000
McCurtain County Regional (Idabel)	Rehabilitate AWOS	\$150,000				\$142,500	\$7,500
Miami Regional	Rehabilitate runway and taxiway	\$500,000	\$225,000			\$237,500	\$37,500
Mid-America Industrial (Pryor)	Construct parallel TWY - Final phase (approx 1,600'), rehabilitate (crack seal & seal coat) existing TWY, and install TWY lights (OAC)	\$2,000,000	\$150,000	\$75,000	\$1,125,000	\$575,000	\$75,000
Ponca City Regional	Reconstruct RWY (100' width) and Improve Drainage	\$7,500,000	\$300,000	\$825,000	\$5,625,000	\$375,000	\$375,000
Seminole Municipal	Install RWY lights & PAPIs	\$500,000				\$475,000	\$25,000
Seminole Municipal	Phase 1 - Realign parallel TWY (construct taxilanes)	\$500,000		\$450,000		\$25,000	\$25,000
Shawnee Regional	Rehabilitate RWY & TWY (crack seal, seal coat, & remark)	\$807,018	\$300,000			\$450,000	\$57,018
Skiatook Municipal	Rehabilitate/Reconstruct RWY & install RWY lights	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
System Plan	Additional infrastructure items (lighting, RPZ, approaches, etc.) to be added to APMS	\$300,000		\$270,000		\$30,000	
Tahlequah Municipal	Install TWY lights & signs	\$748,421	\$360,000			\$350,000	\$38,421
Unclassified Airport Program	Runway pavement, lighting, safety area, and/or obstruction removal projects at FAA unclassified airports	\$2,500,005	\$2,250,000				\$250,005
Various Locations	Develop Preliminary Engineering Reports for FY 2023 and 2024 projects.	\$444,444		\$400,000		\$44,444	
Waynoka Municipal	Rehabilitate RWY	\$300,000				\$285,000	\$15,000
Fiscal Year ACP Totals:		\$23,705,444	\$4,935,000	\$3,620,000	\$9,250,000	\$4,188,889	\$1,711,555

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018)



FY 2021 Airport Construction Program

State funds are from FY 2022

Airport	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ada Regional Airport	Install AWOS	\$250,000				\$237,500	\$12,500
Ardmore Downtown Executive	Rehabilitate Parallel TWY and install TWY lights/signs (OAC)	\$2,800,000	\$150,000	\$195,000	\$1,725,000	\$615,000	\$115,000
AWOS Package (Statewide)	Install 3 new AWOS system and 4 replacement systems.	\$1,000,000				\$950,000	\$50,000
Boise City Municipal	Rehabilitate RWY 04/22 (Overlay) & install RWY lights	\$1,587,720	\$600,000	\$450,000		\$458,333	\$79,387
CE Page	Reconstruct apron	\$1,530,478	\$600,000	\$777,431		\$76,523	\$76,524
Clinton Regional	Rehabilitate Apron	\$500,000	\$150,000			\$325,000	\$25,000
Elk City Regional	Rehabilitate runway lights, PAPIs, & AWOS	\$850,000	\$487,500			\$320,000	\$42,500
El Reno Regional	Rehabilitate RWY 17/35	\$600,000				\$570,000	\$30,000
Guymon Municipal	Rehab RWY 18/36 (Overlay) and parallel TWY (Overlay)	\$2,200,000	\$150,000	\$180,000	\$1,650,000	\$110,000	\$110,000
Hobart Regional	Rehabilitate RWY 17/35	\$300,000				\$285,000	\$15,000
Perry Municipal	Rehabilitate Runway pavement	\$300,000				\$285,000	\$15,000
Seminole Municipal	Phase 2 - Realign parallel TWY (construct taxilanes)	\$500,000		\$450,000		\$25,000	\$25,000
System Plan	Conduct Airport Information Management Activities (PCI Inspections) & Capital Planning Process (NPIAS Update)	\$111,111		\$100,000		\$11,111	
Thomas P. Stafford (Weatherford)	Construct Terminal Building	\$1,500,000				\$500,000	\$1,000,000
Various Locations	Develop Preliminary Engineering Reports for FY 2024 and 2025 projects.	\$444,444		\$400,000		\$44,444	
Watonga	Rehabilitate/reconstruct RWY	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Wiley Post (Oklahoma City)	Rehabilitate RWY 13/31 pavement & lights	\$1,500,000	\$150,000	\$850,000		\$425,000	\$75,000
Fiscal Year ACP Totals:		\$17,973,753	\$2,437,500	\$3,552,431	\$4,875,000	\$5,337,911	\$1,770,911

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018)



FY 2022 Airport Construction Program

State funds are from FY 2023

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ardmore Municipal	Rehabilitate RWY 13/31 (joint seal and spall repair)	\$1,662,250	\$355,500	\$850,000		\$373,637	\$83,113
Chickasha Municipal	RWY and TWY Pavement Rehabilitation (joint seal & spall repair)	\$500,000				\$475,000	\$25,000
Enid Woodring Regional	Reconstruct RWY 13/31	\$1,911,111	\$600,000	\$850,000		\$380,555	\$80,556
Frederick Regional	Rehab RWY 17/35 Lighting System & Install PAPIs	\$710,527	\$450,000			\$200,000	\$60,527
Grove Regional	Rehab RWY 18/36 Pavement (Overlay) and RWY Lights	\$3,483,333	\$150,000	\$285,000	\$2,700,000	\$174,166	\$174,167
Pauls Valley Municipal	Construct Parallel TWY and install TWY Lights	\$1,240,000	\$621,000			\$522,500	\$96,500
Ponca City Regional	Construct Terminal Building	\$2,500,000				\$500,000	\$2,000,000
RL Jones Jr (Tulsa)	Reconstruct Connector TWYs for RWY 19R/1L	\$3,000,000	\$150,000	\$300,000	\$2,250,000	\$150,000	\$150,000
Sallisaw Municipal	Install LED runway lights, lighted windsock, and electrical vault. Rehabilitate taxiway	\$612,500	\$326,250			\$237,500	\$48,750
Sand Springs - William R Pogue Municipal	Rehabilitate RWY 17/35 and Taxiway A.	\$600,000	\$270,000			\$285,000	\$45,000
Stigler Regional	Install LED runway lights, PAPIs, and windsock. Rehabilitate AWOS	\$750,000	\$352,127			\$360,373	\$37,500
Tahlequah Municipal	Rehabilitate apron pavement and improve runway safety area.	\$1,315,790	\$300,000	\$450,000		\$500,000	\$65,790
Various Locations	Develop Preliminary Engineering Reports for FY 2025 and 2026 projects.	\$500,000		\$450,000		\$50,000	
Fiscal Year ACP Totals:		\$18,785,511	\$3,574,877	\$3,185,000	\$4,950,000	\$4,208,731	\$2,866,903

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018)



FY 2023 Airport Construction Program

State funds are from FY 2024

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Blackwell-Tonkawa Municipal	Widen (75') and Overlay RWY	\$2,000,000	\$384,916	\$415,084	\$1,000,000	\$100,000	\$100,000
Claremore	Rehabilitate Apron Phase 1	\$1,000,000	\$150,000	\$750,000		\$50,000	\$50,000
Clinton Regional	Rehabilitate RWY (Overlay)	\$2,650,000	\$300,000	\$225,000	\$1,875,000	\$125,000	\$125,000
Max Westheimer (Norman)	Construct New Contract Air Traffic Control Tower	\$5,000,000	\$150,000	\$600,000	\$3,750,000	\$250,000	\$250,000
McAlester Regional	Construct Terminal Building	\$1,500,000				\$500,000	\$1,000,000
McCurtain County Regional (Idabel)	Rehab RWY 2/20 (Overlay)	\$3,000,000	\$150,000	\$300,000	\$2,250,000	\$150,000	\$150,000
Muskogee Davis Regional	Rehabilitate RWY 13/31 Lighting, PAPIs, vault, beacon, and homerun.	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Ponca City Regional	Expand Apron	\$1,500,000	\$315,000	\$1,035,000		\$75,000	\$75,000
Robert S Kerr (Poteau)	Extend RWY to 5,000' and rehabilitate (crack seal & seal coat) existing pavement.	\$5,100,000	\$300,000	\$420,000	\$3,600,000	\$540,000	\$240,000
Shawnee Regional	Improve Airport Drainage	\$973,685	\$450,000			\$450,000	\$73,685
Various Locations	Develop Preliminary Engineering Reports for FY 2026 and 2027 projects.	\$500,000		\$450,000		\$50,000	
William R Pogue (Sand Springs)	Install RWY Lights	\$500,000				\$475,000	\$25,000
Wiley Post (OKC)	Widen RWY 17R/35L (100')	\$4,000,000	\$150,000	\$450,000	\$3,000,000	\$200,000	\$200,000
Fiscal Year CIP Totals:		\$29,723,685	\$2,499,916	\$4,795,084	\$16,975,000	\$3,065,000	\$2,388,685

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018)



FY 2024 Airport Construction Program

State funds are from FY 2025

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ada Municipal	Rehabilitate RWY (Overlay) & Improve RWY 36 Safety Area	\$3,250,000	\$150,000	\$337,500	\$2,437,500	\$162,500	\$162,500
Alva Regional	Rehab TWY (overlay) and install TWY lights	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
El Reno Regional	Construct Taxilanes for New Hangar Development	\$789,474	\$300,000			\$450,000	\$39,474
Enid Woodring Regional	Rehabilitate RWY 17/35 (joint seal and spall repair) and install RWY lights.	\$1,100,000	\$300,000	\$400,000		\$345,000	\$55,000
Fairview Municipal	Construct parallel TWY - Phase 2	\$2,000,000	\$300,000		\$1,500,000	\$100,000	\$100,000
Max Westheimer (Norman)	Rehabilitate Parallel TWY System - Phase 2	\$5,000,000	\$150,000	\$600,000	\$3,750,000	\$250,000	\$250,000
RL Jones Jr (Tulsa)	Rehabilitate RWY 13/31, relocate lights, and install PAPI.	\$1,100,000	\$300,000	\$400,000		\$345,000	\$55,000
Seminole Municipal	Realign parallel TWY system	\$3,500,000	\$150,000	\$375,000	\$2,625,000	\$175,000	\$175,000
Various Locations	Develop Preliminary Engineering Reports for FY 2027 and 2028 projects.	\$500,000		\$450,000		\$50,000	
West Woodward	Construct Terminal Building	\$1,500,000				\$500,000	\$1,000,000
West Woodward	Construct Taxiway	\$956,791	\$300,000	\$400,000		\$200,000	\$56,791
Fiscal Year CIP Totals:		\$21,696,265	\$2,100,000	\$3,112,500	\$11,812,500	\$2,677,500	\$1,993,765

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018)



FY 2025 Airport Construction Program

State funds are from FY 2026

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Guthrie-Edmond Regional	Realign South Portion of the Parallel Taxiway	\$4,800,000	\$150,000	\$570,000	\$3,600,000	\$240,000	\$240,000
Madill Municipal	Reconstruct Runway	\$5,000,000	\$150,000	\$600,000	\$3,750,000	\$250,000	\$250,000
Miami Regional	Realign South Portion of the Parallel Taxiway	\$4,000,000			\$3,600,000	\$200,000	\$200,000
South Grand Lake Regional	Construct Parallel TWY	\$4,355,000	\$350,000	\$303,250	\$3,266,250	\$217,750	\$217,750
Stigler Regional	Construct Parallel TWY	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Various Locations	Develop Preliminary Engineering Reports for FY 2027 and 2028 projects.	\$500,000		\$450,000		\$50,000	
Fiscal Year CIP Totals:		\$20,655,000	\$800,000	\$2,073,250	\$15,716,250	\$1,057,750	\$1,007,750

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018)

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FY 2021 - 2025 Airport Construction Program Totals

Year	Total	Funding Plan				
		FAA NPE	FAA State Apportionment	FAA Discretionary	State	Local Match
FAA FY 2020 (state funding is from FY 2021)	\$23,705,444	\$4,935,000	\$3,620,000	\$9,250,000	\$4,188,889	\$1,711,555
FAA FY 2021 (state funding is from FY 2022)	\$17,973,753	\$2,437,500	\$3,552,431	\$4,875,000	\$5,337,911	\$1,770,911
FAA FY 2022 (state funding is from FY 2023)	\$18,785,511	\$3,574,877	\$3,185,000	\$4,950,000	\$4,208,731	\$2,866,903
FAA FY 2023 (state funding is from FY 2024)	\$29,723,685	\$2,499,916	\$4,795,084	\$16,975,000	\$3,065,000	\$2,388,685
FAA FY 2024 (state funding is from FY 2025)	\$21,696,265	\$2,100,000	\$3,112,500	\$11,812,500	\$2,677,500	\$1,993,765
FAA FY 2025 (state funding is from FY 2026)	\$20,655,000	\$800,000	\$2,073,250	\$15,716,250	\$1,057,750	\$1,007,750
Totals	\$132,539,658	\$16,347,293	\$20,338,265	\$63,578,750	\$20,535,781	\$11,739,569

Due to the way FAA funds are granted at the end of the federal fiscal year, state grant funds that are associated with a federal grant are listed in the following fiscal year (i.e. a federal grant from federal FY 2017 will have any associated state grant funds from state FY 2018).

End of Five Year ACP

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