



# OKLAHOMA Aerospace & Aeronautics

**OKLAHOMA AEROSPACE AND AERONAUTICS COMMISSION MEETING  
WEDNESDAY, MARCH 6, 2024, AT 10 AM  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
FIRST FLOOR COMMISSION ROOM  
200 NE 21ST STREET, OKLAHOMA CITY, OK**

NOTE: The Oklahoma Aerospace and Aeronautics Commission may discuss, vote to approve, vote to disapprove, vote to table, decide not to discuss, or change the order of any item on the agenda. Any conflicts of interest must be disclosed prior to discussion, and the conflicted Commissioner must recuse from all discussion and votes pertaining to that item.”

## **AGENDA**

**1. ANNOUNCEMENT OF COMPLIANCE WITH THE OPEN MEETING ACT, FILING OF MEETING NOTICE, AND POSTING OF THE AGENDA — Vice-Chairman Blake Raney and Chris Wadsworth, Chief of Staff**

Pursuant to the Oklahoma Open Meeting Act, this meeting shall be held at the Oklahoma Department of Transportation (ODOT) First Floor Commission Room, 200 NE 21<sup>st</sup> Street in Oklahoma City, Oklahoma.

The Oklahoma Aerospace and Aeronautics Commission Meeting is open to the general public, but it is also available to watch through the link listed below:

**To watch:**

Public access meeting link: <https://video.ibm.com/channel/CKEfwftDGHZ>

Make sure the volume on your PC (or other device) and the Ustream volume are turned up. The meeting will be electronically recorded and audio livestreamed from 200 NE 21st St., Oklahoma City, Oklahoma 73105.

**Public Access to complete Commission Packet:** <https://oklahoma.gov/aerospace>

**2. CALL TO ORDER AND RECORDING OF MEMBERS PRESENT AND ABSENT — Vice-Chair Raney and Michelle Bouziden, Senior Project and Grants Manager**

**3. APPROVAL OF THE MINUTES OF THE OKLAHOMA AEROSPACE AND AERONAUTICS COMMISSION MEETING ON JANUARY 30, 2024 — Vice-Chair Raney**

Action Required

**4. AVIATION ART CONTEST – Sandra Shelton, Director of Government Affairs, Industry Development and Communications**

Commissioners will be briefed on the 2024 State Aviation Art Contest. This year’s contest theme was “Air Sports For A Peaceful World”. Contest judging occurred February 22, 2024. Student winners will be recognized by age group.

Information Only

**5. FINANCIAL REPORT — Chris Wadsworth, Chief of Staff**

The Commission will be briefed on current financial figures.

Information Only

**6. LEGISLATIVE, CONGRESSIONAL AND REGULATORY UPDATE — Director Ardies and Sandra Shelton**

The Commission will be briefed on legislation and public policy issues concerning airports, aviation and aerospace and Commission legislative initiatives for the 2024 Legislative session.

Information Only

**7. REVIEW OF UPCOMING AVIATION AND AEROSPACE EVENTS — Sandra Shelton**

The Commission will be briefed on upcoming events.

Information Only

**8. AEROSPACE & AVIATION EDUCATION UPDATE – Paula Kedy, Statewide Aerospace STEM Education Manager**

The Commission will be briefed on the following:

- A. Bessie Coleman Aviation All-Star Program Kick-Off, February 21
- B. ODAA/Oklahoma State University UAS Teacher Professional Development, March 1-2
- C. School Visits: Edmond Public Schools District-Wide Counselors Feb. 7, Watonga Public Schools/Watonga Airport Feb. 8, Okemah Public Schools Feb. 9, Kingston Public Schools Feb. 13, Oklahoma City Public Schools/Superintendent Feb. 23, Oklahoma Christian School Feb. 27, Perry Public Schools Feb. 27
- D. Preparation for AOPA Summer Teacher Training

Information Only

**9. INTRODUCTION OF STAFF MEMBERS – Grayson Ardies, Executive Director of the Oklahoma Department of Aerospace and Aeronautics**

The Commission will be informed of the Department’s new Executive Assistant, Antonja Ceballos, who started with the Department on February 5 and new Aerospace Education Coordinator, Stephanie Holt Lucas, who started on February 26.

Information Only

**10. AIRPORT CONSTRUCTION GRANT PROGRAM CONSENT DOCKET — Ben Naghavi, Airport Engineer**

*Any Commissioner may request that any or all of these items be considered individually.*

- A. The Commission will consider approving a state grant for a project that is currently identified in the Commission’s approved Airport Construction Program at **Alva Regional Airport**. The project consists of constructing a new Jet A fuel system. Based on bids, the total project cost is \$652,972 and will be funded with \$300,000 of state grant funds and \$352,972 of sponsor matching funds. An approval is contingent upon the Department receiving an acceptable grant application.
- B. The Commission will consider approving a state grant for a project that is currently identified in the Commission’s approved Airport Construction Program at **Bartlesville**

**Municipal Airport.** The project consists of constructing a taxiway. Based on bids, the total project cost is \$2,026,125 and will be funded with \$737,000 of federal grant funds, \$1,187,818.75 of state grant funds and \$101,306.25 of sponsor matching funds. An approval is contingent upon the Department receiving an acceptable grant application.

- C. The Commission will consider approving a change order to state grant 1K4-24-S for reconstructing the taxiway at **David J Perry (Goldsby) Airport**. The change order will allow for subgrade stabilization due to unsuitable subgrade. The estimated additional cost will be \$184,973.20 and will be funded with \$175,724.54 of state grant funds and \$9,248.66 of sponsor matching funds.
- D. The Commission will consider approving design costs for a project that is currently identified in the Commission's approved Airport Construction Program at **Durant Regional Airport**. The project consists of constructing a new access road and 75' x 75' hangar facility for the south hangar development area. The estimated design cost of the project is \$199,796.31 and will be funded with \$79,918.52 of state grant funds and \$119,877.79 of sponsor matching funds.
- E. The Commission will consider approving design costs for a project that is currently identified in the Commission's approved Airport Construction Program at **Robert S. Kerr (Poteau) Airport**. The project consists of rehabilitating the runway pavement. The estimated design cost of the project is \$189,400 and will be funded with \$170,460 of federal grant funds, \$9,470 of state grant funds and \$9,470 of sponsor matching funds.
- F. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **South Grand Lake Regional Airport**. The project consists of acquiring land. Based on negotiated land appraisals, the total project cost is \$205,500 and will be funded with \$195,225 of state grant funds and \$10,275 of sponsor matching funds. An approval is contingent upon the Department receiving an acceptable grant application.

#### Action Required

### 11. PROGRESSING RURAL ECONOMIC PROSPERITY (PREP) FUND PROJECT CONSTENT DOCKET – Director Ardies

*Any Commissioner may request that any or all of these items be considered individually.*

- A. The Commission will consider approving a project for new commercial air service development at the **Tulsa International Airport**. The grant award for this project will be used to assist in recruiting new, nonstop air service between Tulsa and one of the following destinations: San Francisco, Seattle, San Diego, Boston, or Cancun. Tulsa's grant request amount is \$2,000,000 from the state and they have committed to \$500,000 in matching funds for the project. An approval is contingent upon the Department receiving an acceptable final grant application based on a specific route that has been negotiated between an airline, Tulsa Community Foundation, and Tulsa International Airport.
- B. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **West Woodward Airport**. The project consists of acquiring a 110' x 70' hangar. Based on negotiated appraisals, the total project cost is \$316,500 and will be funded with \$316,500 of PREP funds. An approval is contingent upon the Department receiving an acceptable grant application.
- C. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **Will Rogers**

**World Airport.** The project consists of constructing a new three-bay MRO hangar. Based on estimates, the total project cost is \$37,053,197 and will be funded with \$19,600,000 of PREP funds and \$17,453,197 of sponsor matching funds. An approval is contingent upon the Department receiving an acceptable grant application.

Action Required

**12. PROGRESSING RURAL ECONOMIC PROSPERITY (PREP) FUND UPDATE – Director Ardies**

The Commission will be briefed on PREP funds allocated for certain infrastructure projects at Oklahoma airports.

Information Only

**13. FY 2025-2029 FIVE-YEAR AIRPORT CONSTRUCTION PROGRAM – Nick Young**

The Commission will be briefed on the projects being recommended for inclusion in the Commission's FY2025-2029 Airport Construction Program (ACP). The Commission's ACP is the programming guide for federal, state, and local funds for airport development consistent with the Oklahoma Airport System Plan. Staff requests that the ACP move into the public comment phase. The ACP will be presented to the Commission for formal approval during the May Commission meeting.

Action Required

**14. AEROSPACE EDUCATION CLASSROOM GRANT PROGRAM CONSENT DOCKET – Director Ardies**

*Any Commissioner may request that any or all of these items be considered individually.*

The Commission will consider approving grant applications from six schools for the development and/or improvement of classroom laboratories for teaching aerospace and aviation programs.

- A. Ada Public Schools - \$20,000
- B. Atoka Public Schools - \$20,000
- C. Bartlesville Public Schools - \$20,000
- D. Newcastle Public Schools - \$22,500
- E. Rose State College - \$22,500
- F. Wyandotte Public Schools - \$20,000

Action Required

**15. ADMINISTRATIVE RULES FOR THE OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS — Michelle Bouziden**

The Commission will consider approving the recommended changes to the agency's administrative rules regarding Title 25. These changes incorporate the agency name change per the requirements set forth in SB 782 and clarifies the operational difference of commission and department throughout the Title. Additional changes include updating airport construction program projects, funding information, clarifying fuel system project qualifications, updating airport sponsor assurances, adding airport compliance information and updates on when an APPPA permit is not required to be filed.

Action Required

**16. DIRECTOR'S REPORT— Director Ardies**

- A. ODIA Legislative Reception – Feb. 5
- B. State Chamber Legislative Reception – Feb. 13
- C. Legislative meetings with AAR Corp – Feb. 20
- D. WDG Planning for Hangar Development – Feb. 22
- E. SW Airports Partnership Conference – Feb. 26 & 27
- F. NASAO Washington Legislative Conference; - Feb. 28 – Mar. 1.

Information Only

**17. CONCLUDING REMARKS REGARDING AGENDA ITEMS — Director Ardies and Commissioners**

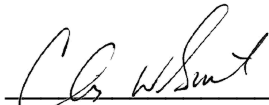
**18. ANNOUNCEMENT OF NEXT MEETING — Vice-Chairman Raney**

The Commission will announce the date, time and place for the next Commission meeting.

**19. NEW BUSINESS (“any matter not known about or which could not be reasonably foreseen 24 hours before the meeting”)**

**20. ADJOURNMENT**

This notice was posted prominently and publicly at the principal offices of the Oklahoma Department of Aerospace and Aeronautics at 110 N. Robinson, Suite 200, Oklahoma City, Oklahoma 73102, the Oklahoma Department of Transportation at 200 NE 21<sup>st</sup> Street, Oklahoma City, Oklahoma 73105 at 10:00 a.m. Tuesday, March 5, 2024, and the Oklahoma Department of Aerospace and Aeronautics website at 10:00 a.m. Tuesday, March 5, 2024.



3/5/2024

Chris Wadsworth  
Chief of Staff

03.05.2024 9:30 AM



# OKLAHOMA Aerospace & Aeronautics

**OKLAHOMA AEROSPACE AND AERONAUTICS COMMISSION MEETING  
TUESDAY, JANUARY 30, 2024, AT 10 AM  
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**DRAFT MINUTES**

**1. ANNOUNCEMENT OF COMPLIANCE WITH THE OPEN MEETING ACT, FILING OF MEETING NOTICE, AND POSTING OF THE AGENDA — Chairman Charles Ortega and Chris Wadsworth, Chief of Staff**

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**2. CALL TO ORDER AND RECORDING OF MEMBERS PRESENT AND ABSENT — Chairman Ortega and Michelle Bouziden, Senior Project and Grants Manager**

Michelle Bouziden called roll and recorded the following Commissioners present and absent:

<b>Present</b>	Kevin Potter	Secretary (District 2)
	Charles Ortega	Chairman (District 3)
	Lindy Ritz	Commissioner (District 4)
	Blake Raney	Vice Chair (District 5)
	Jerry Hunter	Commissioner (At-Large)

<b>Absent</b>	Jim Putnam	Commissioner (At-Large)
	Seth Phillips	Commissioner (District 1)

The meeting was called to order at 10:00 a.m. with 5 of 7 Commissioners present.

**3. APPROVAL OF THE MINUTES OF THE OKLAHOMA AEROSPACE AND AERONAUTICS COMMISSION MEETING ON DECEMBER 13, 2023 — Chairman Ortega**  
(Action Required)

Commissioner Hunter made a motion to approve the minutes as presented. Commissioner Ritz seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter  
Commissioner Raney

Nays - None

Abstain - Commissioner Potter

The motion carried 4-0.

**4. FINANCIAL REPORT — Chris Wadsworth, Chief of Staff** (Information Only)

The Commission will be briefed on current financial figures.

Mr. Wadsworth briefed the Commission on current financial figures and gave a general projection of future revenue levels.

**5. LEGISLATIVE, CONGRESSIONAL AND REGULATORY UPDATE — Director Ardies**  
(Information Only)

The Commission will be briefed on legislation and public policy issues concerning airports, aviation and aerospace and Commission legislative initiatives for the 2024 Legislative session.

The Commission was briefed on legislation and public policy issues concerning airports, aviation and aerospace and Department legislative initiatives for the 2024 Legislative session. Director Ardies mentioned several pieces of UAS legislation the Department is keeping an eye on and meeting with the respective authors about. Director Ardies also discussed FAA reauthorization and ensuring that the Mike Monroney Center is protected given the economic driver that it is for the city and state.

**6. FIVE-YEAR AIRPORT CONSTRUCTION PROGRAM – Nick Young, Airport Division Manager** (Action Required)

The Commission will consider approving an amendment to the five-year Airport Construction Program (ACP) to add a project for the **Altus/Quartz Mountain Regional Airport**. The project will install a 100LL Fuel System and a Jet A Fuel System. Based on preliminary estimates, the total project cost of the project is \$1,282,300 and will be funded with \$615,000 of federal grant funds, \$600,000 of state grant funds and \$68,300 of sponsor matching funds.

Commissioner Ritz made a motion to approve the proposed amendment to the five-year Airport Construction Program. Commissioner Potter seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Raney  
Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter

Commissioner Potter

Nays - None

Abstain - None

The motion carried 5-0.

**7. AIRPORT CONSTRUCTION GRANT PROGRAM — Ben Naghavi, Airport Engineer**  
(Information Only)

- A. The Commission will be briefed on an amendment to state grant WWR-24B-PREP to acquire land at the north end of the runway at **West Woodward Regional Airport**. The amendment will allow for additional funding due to a transposed number and additional fees to complete the acquisition. The additional cost will be \$5,430.30 and will be funded with \$5,430.30 of PREP funds.

Ben Naghavi shared with the Commission that the amendment would allow for additional funding due to a transposed number and additional fees needed to complete the acquisition.

**8. AIRPORT CONSTRUCTION GRANT PROGRAM CONSENT DOCKET — Ben Naghavi, Airport Engineer** (Action Required)

*Any Commissioner may request that any or all of these items be considered individually.*

- A. The Commission will consider approving a change order to state grant 1K4-24-S for reconstructing the taxiway at **David J Perry (Goldsby) Airport**. The change order will allow for subgrade stabilization due to unsuitable subgrade. The estimated additional cost will be \$121,342.20 and will be funded with \$115,275.09 of state grant funds and \$6,067.11 of sponsor matching funds.
- B. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **Elk City Regional Business Airport**. The project consists of constructing a terminal building. Based on bids, the total project cost is \$2,751,107 and will be funded with \$448,000 of federal funds, \$1,000,000 of state grant funds and \$1,303,107 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.
- C. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **Elk City Regional Business Airport**. The project consists of utility work for the new terminal building and hangar projects. Based on bids, the total project cost is \$540,715.68 and will be funded with \$513,679 of state grant funds and \$27,036.68 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.
- D. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **Miami Regional Airport**. The project consists of constructing a new terminal building. Based on bids, the total project cost is \$3,278,500 and will be funded with \$1,049,000 of federal funds, \$1,000,000 of state grant funds and \$1,229,500 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.
- E. The Commission will consider approving a state grant for a project that is currently identified in the Commission's approved Airport Construction Program at **Mid-America**



**Industrial Airport.** The project consists of constructing a new terminal building. Based on bids, the total project cost is \$3,131,585 and will be funded with \$985,000 of federal funds, \$1,000,000 of state grant funds and \$1,146,585 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.

- F. The Commission will consider approving design fees for a project that is currently identified in the Commission’s approved Airport Construction Program at **William R. Pogue Municipal Airport.** The project consists of constructing a new Jet A fuel system. Based on estimates, the cost of the design phase is \$51,000 and will be funded with \$25,500 of state grant funds and \$25,500 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.
  
- G. The Commission will consider authorizing staff to enter into a contract for the construction of projects that are currently identified in the Commission’s approved Airport Construction Program at **Sallisaw Municipal Airport, Seminole Municipal Airport, Stan Stamper Municipal Airport** and **Hefner-Easley Airport.** The projects consist of pavement crack repair and seal coat. The total combined project cost is \$763,844.05. Based on bids, the total project cost at **Sallisaw Municipal Airport** is \$224,508 and will be funded with \$213,282.60 of state funds and \$11,225.40 of sponsor matching funds; the total project cost at **Seminole Municipal Airport** is \$188,565 and will be funded with \$179,136.75 of state funds and \$9,428.25 of sponsor matching funds; the total project cost at **Stan Stamper Municipal** is \$210,970.95 and will be funded with \$200,422.40 and \$10,548.55 of sponsor matching funds; and the total project cost for **Hefner-Easley Airport** is \$139,800.30 and will be funded with \$132,810.29 of state funds and \$6,990.01 of sponsor matching funds.

Commissioner Ritz made a motion to approve the Airport Construction Grant Program Consent Docket. Commissioner Hunter seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes -     Commissioner Potter  
              Chairman Ortega  
              Commissioner Ritz  
              Commissioner Hunter  
              Commissioner Raney

Nays -     None

Abstain - None

The motion carried 5-0.

**9.    PROGRESSING RURAL ECONOMIC PROSPERITY (PREP) FUND PROJECT  
      CONSTENT DOCKET – Director Ardies (Action Required)**

- A. The Commission will consider approving a state grant for a project that is currently identified in the Commission’s approved Airport Construction Program at **Elk City Regional Business Airport.** The project consists of constructing a 100’x150’ hangar. Based on bids, the total project cost is \$2,142,433.05 and will be funded with \$856,973 of state grant funds and \$1,285,460.05 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.

- B.** The Commission will consider approving a state grant for a project that is currently identified in the Commission’s approved Airport Construction Program at the **University of Oklahoma Westheimer Airport**. The project consists of constructing two 100’ x 100’ hangars as well as necessary support infrastructure. Based on bids, the total project cost is \$4,410,220 and will be funded with \$295,000 of federal funds, \$1,764,088 of state grant funds and \$2,351,132 of sponsor matching funds. An approval is contingent upon the Commission receiving an acceptable grant application.

Commissioner Raney made a motion to approve the Progressing Rural Economic Prosperity (PREP) Fund Project Consent Docket. Commissioner Ritz seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Potter  
Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter  
Commissioner Raney

Nays - None

Abstain - None

The motion carried 5-0.

**10. PROGRESSING RURAL ECONOMIC PROSPERITY (PREP) FUND UPDATE – Director Ardies (Information Only)**

The Commission will be briefed on PREP funds allocated for certain infrastructure projects at Oklahoma airports.

The Commission was briefed on PREP funds allocated for certain infrastructure projects at Oklahoma airports, including the four megaprojects at Will Rogers MRO Hangar, Tulsa International Tower, Ardmore Air Cargo Development, and West Woodward Regional, which are all in the design or bidding phase. He mentioned that hangar projects have been identified under the \$14M discretionary hangar fund, including the project just approved at Elk City Regional and University of Oklahoma Max Westheimer Airport. Director Ardies mentioned that part of Ardmore’s project is now under construction, the MRO hangar at Will Rogers and Tulsa air traffic control tower are in the final stages of design, and West Woodward has several projects in design currently. The director also discussed the commercial air service grant program portion of the PREP funds and that Tulsa International has submitted their grant application and that Will Rogers will be doing so in the next couple of months. These will be considered as soon as the March 2024 meeting.

**11. POSSIBLE REVISIONS/ACTION RELATED TO AIRPORT(S) IN THE OKLAHOMA AIRPORT SYSTEM – Director Ardies (Action Required)**

As co-sponsor of the Lake Texoma State Park Airport under state law, the Commission will consider joining a request of the Oklahoma Department of Tourism and Recreation, the owner and co-sponsor of the airport, to remove the airport from the NPIAS and close/abandon the facility. As a part of this request and initial steps, the Commission will consider a joint request letter to the Federal Aviation Administration (FAA) indicating our desire to remove the airport and close/abandon it and a request to determine what necessary steps the FAA will require in that process. In addition, the Commission will consider offering a 30-day comment period for the public prior to final action being considered at the next Commission meeting.

The Commission was briefed on a request from the Oklahoma Department of Tourism and Recreation, co-sponsor of the Lake Texoma State Park Airport, that Lake Texoma State Park is under consideration for some development. Now that the development announcement has been made, Tourism has asked the Department to inquire with the Federal Aviation Administration and ask what the requirements are to remove the airport from the NPIAS system and close the airport. Director Ardies presented a request to join with Tourism and send a letter to determine steps needed to potentially close the airport. He noted that Lake Texoma is unobligated and has not taken federal or state grants in the last 20 years. In addition, he stated that the Department will offer a 30-day comment period to the public prior to final action at the next Commission Meeting. He said should the Department leave the airport in the system, it would require multiple hundreds of thousands if not millions of dollars because the pavement has deteriorated beyond its useful life. The airport does not have based aircraft or services and is utilized infrequently. Commission Hunter inquired as to the ownership of the property. Director Ardies advised Tourism has a long-term lease with the Army Corp of Engineers for a portion of the property and owns the other portion. Ownership will not change, Tourism may lease for commercial or cabin development as a non-airport asset. After Tourism learned the airport was at its maximum length due to a highway on one end and the lake on the other, they were no longer interested in keeping it open and would rather rely on a runway extension at the Madill Airport or use of the nearby Durant Airport. Commissioner Hunter inquired on the possibility of selling off the surrounding land for proceeds for further development. Director Ardies explained Tourism was not interested in occurring the cost themselves. Commissioner Raney could not see closing it with all this development even if it is only a grass strip. Commissioner Ritz inquired on visual aids. Director Ardies explained it is restricted to daytime VFR only and has a windsock. Commissioner Potter asked for clarification on what was being asked today and Director Ardies reiterated the intent of sending the letter to seek the steps necessary to close the airport. Comment period would essentially open January 31, 2024, emailed to our distribution listed, posted on Department website and posted to aviation groups so those interested have an opportunity to comment.

Commissioner Ritz made a motion to approve the Possible Revisions/Actions Related to the Airport(s) in the Oklahoma Airport System. Chairman Ortega seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Potter  
Chairman Ortega  
Commissioner Ritz

Nays - Commissioner Hunter  
Commissioner Raney

Abstain - None

The motion fails 3-2.

## **12. AVIATION AND AEROSPACE EDUCATION UPDATE – Paula Kedy (Information Only)**

The Commission will be briefed on the following:

- A.** Newly approved schools for 2024-2025
- B.** School meetings: Guthrie High School Jan. 11, Choctaw High School Jan. 18, Oklahoma City Public Schools Jan. 19, Stonewall High School Jan. 17, Southwest Technology Center Jan. 26.

**C. Bessie Coleman After-School All Star Program**

**D. OKC Thunder Aero Day**

Paula reported that 13 new schools, Bethany, Bixby, Blackwell, Edmond Memorial, Edmond North, Edmond Santa Fe, Idabel, Jenks, Sapulpa, Savannah, Silo, Tulsa Union High School, and Choctaw have all signed up as new schools to teach the AOPA curriculum for the 2024-2025 school year. Schools have until May 31<sup>st</sup> to apply. Paula also briefed the Commission on recent visits to Guthrie, Choctaw, Stonewall and Southwest Technology Center. Paula also briefed the Commission on two events that were held recently. On January 11<sup>th</sup> staff were at the Capitol to announce the launch of the Bessie Coleman Aviation All-Star Program that will be an after-school program for sixth and seventh grade students at Weatherford and Pryor Public Schools and Springdale Elementary in Tulsa. Our hope is to move it onto more Oklahoma schools in the future. On January 23<sup>rd</sup> the Department partnered with the Oklahoma City Thunder for Aero Day at the Paycom Center. About 450 AOPA students from across the state attended the event, spending the afternoon touring vendor booths and talking with industry representatives and then attending the basketball game that night.

**13. SPONSORSHIP OF 2024 AERO OKLAHOMA DAY AT THE CAPITOL – Director Ardies (Action Required)**

The Commission will consider approving up to \$5,000 for sponsorship of Aero Oklahoma Day at the Capitol scheduled for April 3, 2024, from 9:30 a.m. – 2:00 p.m.

Commissioner Hunter made a motion to approve the Sponsorship of 2024 Aero Oklahoma Day at the Capitol. Commissioner Raney seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Potter  
Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter  
Commissioner Raney

Nays - None

Abstain - None

The motion carried 5-0.

**14. PARTNERSHIPS WITH THE OKLAHOMA DEPARTMENT OF COMMERCE FOR 2024 CONFERENCES AND TRADE SHOWS CONSENT DOCKET – Director Ardies (Action Required)**

*Any Commissioner may request that any or all of these items be considered individually.*

**A. MRO AMERICAS CONFERENCE**

The Commission will consider approving a \$5,000 partnership/sponsorship with the Oklahoma Department of Commerce for a state exhibit booth at the MRO Americas Conference, April 9 - 11, 2024, in Chicago, IL.

**B. ASSOCIATION FOR UNCREWED VEHICLE SYSTEMS INTERNATIONAL (AUVSI) XPONENTIAL**

The Commission will consider approving a \$5,000 partnership/sponsorship with the Oklahoma Department of Commerce for a state exhibit booth at the AUVSI XPONENTIAL Conference & Expo, April 22 - 25, 2024, in San Diego, CA.

**C. FARNBOROUGH INTERNATIONAL AIRSHOW**

The Commission will consider approving a \$10,000 partnership/sponsorship with the Oklahoma Department of Commerce and other Oklahoma-based companies and organizations for a state exhibit booth at the Farnborough International Airshow, July 22-26, 2024, in Farnborough, England.

**D. EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) AIRVENTURE/OSHKOSH**

The Commission will consider approving a \$5,000 partnership/sponsorship with the Oklahoma Department of Commerce for a state exhibit booth at the EAA AirVenture event in Oshkosh, WI, July 22-28, 2024.

**E. NATIONAL BUSINESS AVIATION ASSOCIATION – BUSINESS AVIATION CONFERENCE & EXPO (NBAA-BACE)**

The Commission will consider approving a \$5,000 partnership/sponsorship with the Oklahoma Department of Commerce for a state exhibit booth at the NBAA-BACE, Oct. 22-24, 2024, in Las Vegas, NV.

Director Ardies noted that these are the same shows that the Department partnered with Commerce on last year. He gave a brief overview of Commerce’s process of incentivizing new business and on the opportunities trade shows provide for starting and continuing conversations with prospective businesses. Commissioner Raney made a motion to approve the Partnerships with the Oklahoma Department of Commerce for 2024 Conferences and Trade Shows Consent Docket. Commissioner Potter seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Potter  
Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter  
Commissioner Raney

Nays - None

Abstain - None

The motion carried 5-0.

**15. TULSA TECHNOLOGY CENTER SPONSORSHIP FOR AEROSPACE MAINTENANCE COMPETITION AT THE 2024 MRO AMERICAS CONFERENCE – Director Ardies (Action Required)**

The Commission will consider approving a \$5,000 sponsorship for the students of Tulsa Tech Aviation Academy Maintenance Team to travel and compete in the 2024 Aerospace Maintenance Competition at the MRO Americas Conference in Chicago, IL, April 8-11, 2024.

Commissioner Ritz made a motion to approve the Tulsa Technology Center Sponsorship for Aerospace Maintenance Competition at the 2024 MRO Americas Conference. Commissioner Raney seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Potter  
Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter  
Commissioner Raney

Nays - None

Abstain - None

The motion carried 5-0.

**16. UNMANNED AERIAL SYSTEMS PARTNERSHIP – Director Ardies (Action Required)**

The Commission will consider entering into a partnership with Tulsa area local and governmental entities to support the Tulsa Technology Hub proposal and invest in UAS/AAM infrastructure to support needed testing and development opportunities for the NE region of the state. The potential partnership will include support and acquisition of radar and other detection systems to allow UAS testing and eventual commercial operations as well as supporting the necessary centralized operations center if Tulsa is selected as a Tech Hub.

The Commission was briefed on an opportunity for the Department to support the Tulsa Technology Hub proposal and potentially invest funds in permanent infrastructure items that will support testing and eventual commercial operations of UAS. Director Ardies explained that the goal is for this development to occur in Northeast Oklahoma first as part of this project and then eventually expand it to the rest of the state. Commissioner Potter made a motion to approve the Partnerships with the Unmanned Aerial Systems Partnership. Commissioner Ritz seconded the motion. Chairman Ortega called for the vote, and the votes were recorded as follows:

Ayes - Commissioner Potter  
Chairman Ortega  
Commissioner Ritz  
Commissioner Hunter  
Commissioner Raney

Nays - None

Abstain - None

The motion carried 5-0.

**17. REVIEW OF UPCOMING AVIATION AND AEROSPACE EVENTS — Katelyn Wade (Information Only)**

The Commission will be briefed on upcoming events.

Katelyn Wade briefed the Commission on upcoming aviation and aerospace events throughout the state.

**18. DIRECTOR’S REPORT— Director Ardies (Information Only)**

- A.** Airport meetings – Stan Stamper and Vinita, Dec. 15; Carlton Landing Jan. 3  
Department staff met with these airports to discuss future plans and ways to spend their state and federal funds.
- B.** Tinker Air Force Base strategic planning meeting, Jan. 5  
Department staff met with Tinker officials as well as members of other community groups to discuss protocol and process procedures.
- C.** KOCO interview with Sandra Shelton, Jan. 8  
Director Ardies and Sandra Shelton were interviewed on the morning show discussing the Department and Sandra’s role.
- D.** Fort Sill tour, Jan. 16  
Sandra Shelton, Doug Wood and Katelyn Wade visited Fort Sill regarding how we can better partner and engage with them on future events.

**E. TUL customs facility groundbreaking, Jan. 24**

Nick Young attended the groundbreaking ceremony on behalf of the Department. The facility is expected to be completed at the end of 2025 and will allow for international commercial air travel.

**19. CONCLUDING REMARKS REGARDING AGENDA ITEMS — Director Ardies and Commissioners**

Director Ardies told the Commission that a new Executive Assistant has been hired and will start on February 5, 2024. Chairman Ortega and Hunter requested that the Department of Commerce provide metrics and outcomes for the benefits of attending trade shows. Director Ardies said that he would ask Commerce for figures and update the Commission at a future meeting.

**20. ANNOUNCEMENT OF NEXT MEETING — Chairman Ortega**

Chairman Ortega announced that the next meeting will be at 10:00 a.m. on Wednesday, March 6, 2024, at the Oklahoma Department of Transportation First Floor Commission Room, 200 Northeast 21<sup>st</sup> Street in Oklahoma City.

**21. NEW BUSINESS (*“any matter not known about or which could not be reasonably foreseen 24 hours before the meeting”*)**

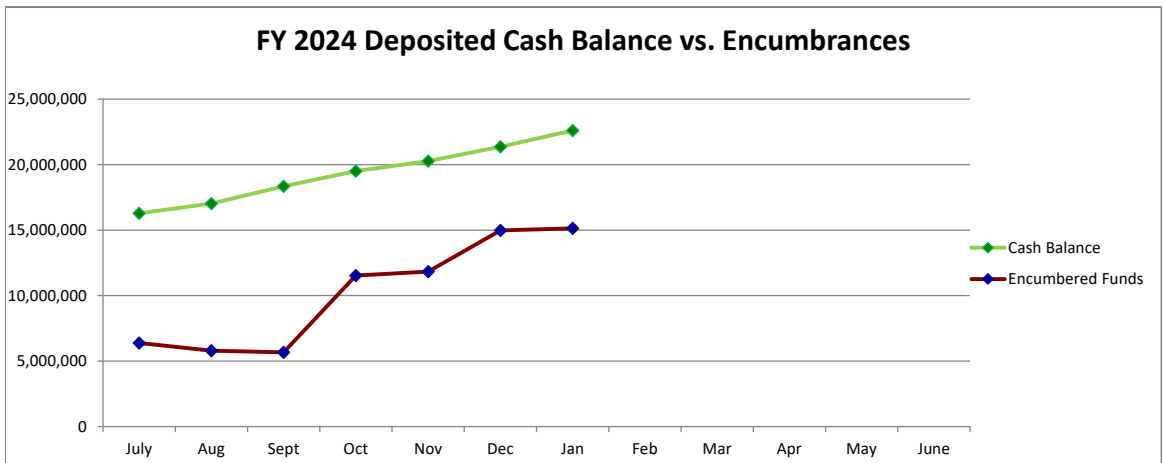
No new business.

**22. ADJOURNMENT**

Chairman Ortega requested a motion to adjourn. Commissioner Raney made a motion to adjourn. Commissioner Potter seconded. Chairman Ortega declared the meeting adjourned at 11:40 a.m.

**Oklahoma Department of Aerospace & Aeronautics  
Financial Summary as of 1/31/24**

<b>CASH BALANCES:</b>	
Fund 200 (Revolving Fund)	14,705,550.21
Fund 193 (FY23 Appropriation)	1,563,021.21
Fund 194 (FY24 Appropriation)	5,743,464.69
Fund 400 (Federal Reimbursement Fund)	591,198.20
<b>Total Cash</b>	<b>\$22,603,234.31</b>
<b>ENCUMBRANCES:</b>	
Operations and Maintenance	601,241.47
Aviation Education	926,326.80
UAS/AAM	1,516,090.20
Fund 400 FAA Grants	316,491.61
Airport Construction Program	11,771,231.75
<b>Total Encumbered</b>	<b>(\$15,131,381.83)</b>
<b>UNENCUMBERED CASH BALANCE:</b>	
	<b>\$7,471,852.48</b>
<b>REMAINING EXPECTED REVENUE FOR FY 2024:</b>	
Balance of FY23 Appropriation	4,583,333.31
Balance of 3 Yr. Average of Estimated Aircraft Excise Tax	117,429.25
Balance of 3 Yr. Average of Estimated Aircraft Registration Fees & Fuel Tax	331,057.85
APPPA Permit Fees	8,400.00
<b>Total Remaining Expected Revenue for FY 2024</b>	<b>\$5,040,220.40</b>
<b>REMAINING EXPECTED REIMBURSEMENTS:</b>	
Non-Primary Entitlement Reimbursement on funds	0.00
Sponsor Reimbursements on State Grants	506,453.50
FAA Grant Reimbursements	465,198.45
<b>Total Remaining Expected Reimbursements for FY 2024</b>	<b>\$1,088,196.55</b>
<b>REMAINING POSSIBLE ENCUMBRANCES FOR FY 2024:</b>	
Airport Construction Program (pre-encumbered projects)	0.00
Airport Construction Program (FY 2024 granted, but not yet fully executed)	7,365,684.05
Airport Construction Program (scheduled for FY 2024 - not yet granted)	10,293,890.00
Operations/Aviation Education/UAS (budgeted but not encumbered/spent)	1,294,220.39
<b>Total Remaining Possible Encumbrances for FY 2024</b>	<b>(\$18,953,794.44)</b>
<b>AVAILABLE CASH AFTER ENCUMBRANCES &amp; EXPECTED INCOME:</b>	
	<b>(\$5,353,525.01)</b>
<b>YTD EXPENDITURES DURING FY 2024:</b>	
Operations and Maintenance	605,849.67
Aviation Education	409,079.86
UAS/AAM	65,052.08
Airport Construction Program	3,579,667.48
<b>Total YTD Expenditures During FY 2024</b>	<b>\$4,659,649.09</b>

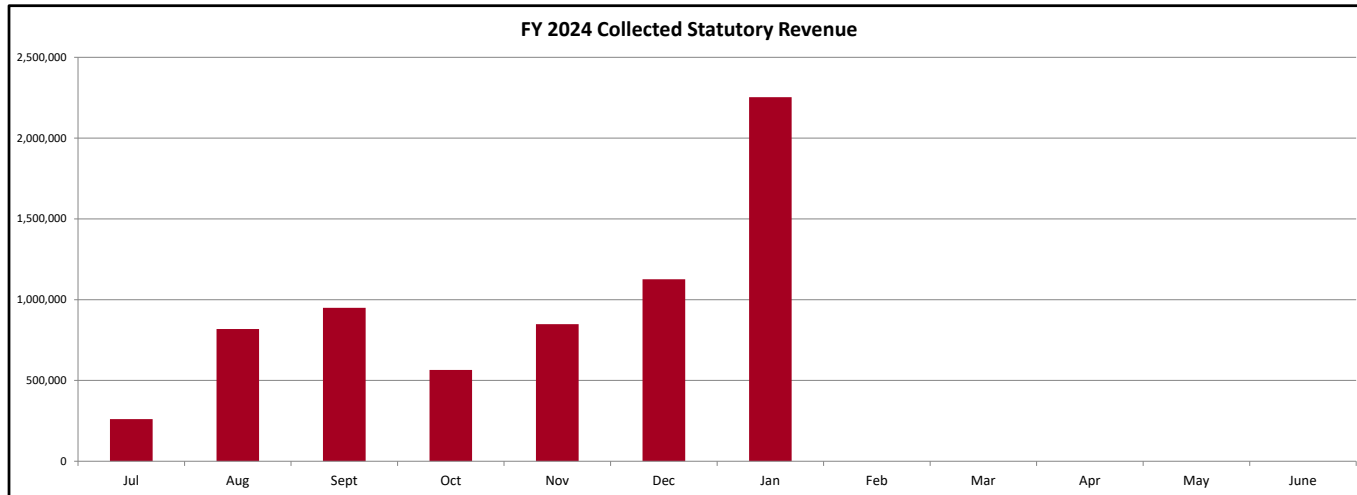


COMPLETION TIME OF PROJECTS ON THIS WORKPAPER ARE SPECULATED FOR ILLUSTRATION TO THE COMMISSION.



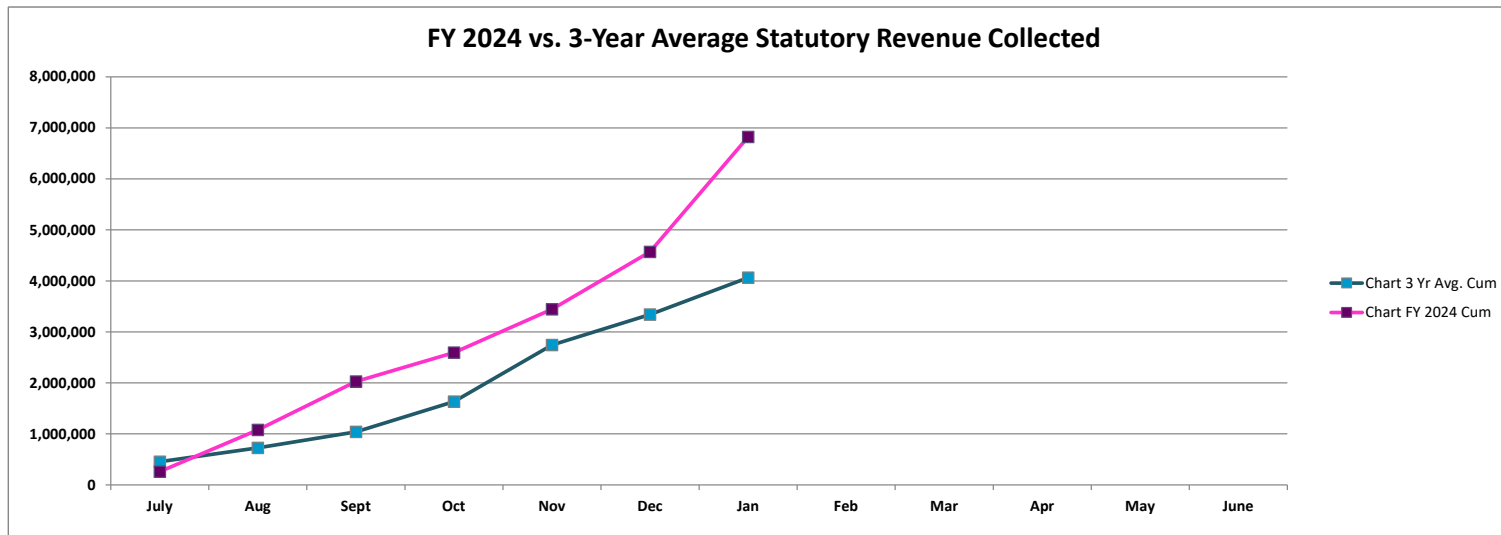
**FY 2024 OKLAHOMA DEPARTMENT OF AEROSPACE & AERONAUTICS COLLECTED REVENUE BY MONTH & SOURCE**

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	YTD Received FY 2024	YTD Comparison FY 2023
<b>200 STATUTORY REVENUE:</b>														
423453 Speciality License Plate	1,176.00	912.00	840.00	1,176.00	720.00	792.00	864.00						6,480.00	5,688.00
415509 Gasoline Excise Tax	7,549.14	6,888.07	7,690.07	6,530.42	8,626.01	7,219.71	7,376.99						51,880.41	50,579.05
417171 Aircraft Excise Tax	207,359.70	730,910.68	906,912.93	490,086.20	583,297.15	915,335.41	2,117,440.03						5,951,342.10	5,503,311.31
428101 Aircraft Registration Fees	39,190.13	57,520.58	12,495.56	32,800.60	249,909.70	192,788.51	122,097.86						706,802.94	1,047,457.20
428911 APPPA Permit Fee	0.00	200.00	200.00	0.00	0.00	0.00	200.00						600.00	1,600.00
454102 Funds Previously Disbursed - Cities	0.00	18,773.47	17,224.75	16,783.00	0.00	8,500.00	0.00						61,281.22	4,221.40
458101 & 479199 Funds Previously Disbursed - Misc	0.00	8.50	79.00	13,263.83	0.00	1,683.00	1,049.21						16,083.54	11,272.10
458105 Funds Previously Disbursed - GCR	5,600.00	2,800.00	4,200.00	4,900.00	5,565.33	0.00	3,905.00						26,970.33	32,371.31
<b>TOTAL STATUTORY REVENUE</b>	<b>260,874.97</b>	<b>818,013.30</b>	<b>949,642.31</b>	<b>565,540.05</b>	<b>848,118.19</b>	<b>1,126,318.63</b>	<b>2,252,933.09</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>6,821,440.54</b>	<b>6,656,500.37</b>
<b>400 OAC FEDERAL FUNDS:</b>														
455101 OAC FAA/DoD Reimburse Draws	0.00	113,079.33	0.00	53,897.00	0.00	0.00	77,163.00						244,139.33	556,358.78
<b>TOTAL OAC FEDERAL FUNDS</b>	<b>0.00</b>	<b>113,079.33</b>	<b>0.00</b>	<b>53,897.00</b>	<b>0.00</b>	<b>0.00</b>	<b>77,163.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>244,139.33</b>	<b>556,358.78</b>
<b>GRAND TOTAL: ALL FUNDS</b>	<b>260,874.97</b>	<b>931,092.63</b>	<b>949,642.31</b>	<b>619,437.05</b>	<b>848,118.19</b>	<b>1,126,318.63</b>	<b>2,330,096.09</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>7,065,579.87</b>	<b>7,212,859.15</b>



### FY 2024 vs. 3 Year Average Collected Statutory Revenue Comparison

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Totals
<b>FY 2021</b>	264,356	477,931	102,269	152,141	413,341	441,409	180,638	95,077	933,191	1,476,857	273,220	480,535	<b>\$5,290,965</b>
<b>FY 2022</b>	434,517	164,080	372,637	629,392	803,856	763,893	331,556	421,811	367,803	187,473	328,866	691,862	<b>\$5,497,746</b>
<b>FY 2023</b>	666,796	167,776	464,676	1,007,709	2,108,923	580,632	1,659,987	245,228	768,137	1,264,115	192,689	832,412	<b>\$9,959,081</b>
<b>Totals</b>	<b>1,365,670</b>	<b>809,787</b>	<b>939,582</b>	<b>1,789,243</b>	<b>3,326,120</b>	<b>1,785,934</b>	<b>2,172,181</b>	<b>762,116</b>	<b>2,069,131</b>	<b>2,928,445</b>	<b>794,776</b>	<b>2,004,808</b>	
<b>3 Year average</b>	455,223	269,929	313,194	596,414	1,108,707	595,311	724,060	254,039	689,710	976,148	264,925	668,269	<b>\$6,915,931</b>
<b>FY 2024</b>	260,875	818,013	949,642	565,540	848,118	1,126,319	2,252,933						<b>\$6,821,441</b>
<b>Chart 3 Yr Avg. Cum</b>	<b>455,223</b>	<b>725,152</b>	<b>1,038,346</b>	<b>1,634,761</b>	<b>2,743,467</b>	<b>3,338,779</b>	<b>4,062,839</b>						
<b>Chart FY 2024 Cum</b>	<b>260,875</b>	<b>1,078,888</b>	<b>2,028,531</b>	<b>2,594,071</b>	<b>3,442,189</b>	<b>4,568,507</b>	<b>6,821,441</b>						



## ANTONJA CEBALLOS



### Objectives

Seeking the opportunity to contribute to the success of a worthy organization as an Executive Assistant. Highly collaborative EA with 5+ years' experience supporting C-Suite executives. Seeking to take on a more challenging role that fully utilizes my extensive skill set.

### Experience

Executive Assistant to Sr. Executive VP of Human Resources

▪ September 2021 - Current

Paycom

- Provide support to Sr. EVP and direct reports in various administrative tasks including:
  - Travel (domestic & international).
  - Expense reporting.
  - Weekly metrics reports, turnover reports, and various HR reports for CEO.
  - Correspondence via email or written word.
  - Meeting planning and attendance.
  - Document and presentation preparation.
  - Public relations events & speaking engagements.
- Heavy calendar management and optimization of EVP's time.
- Event planning such as:
  - Luncheons.
  - Companywide engagement activities.
  - Department conferences.
- Create and implement project timelines to keep teams on task and complete milestones according to schedule.
- Maintain office of EVP as well as shared spaces within department.

Executive Assistant to COO and Director of Operations

▪ January 2021 – September 2021

Paycom

- Provide support to COO and Director of Operations in various administrative tasks including:
  - Travel (domestic & international).
  - Expense reporting.
  - Weekly departmental metrics and KPI reports.
  - Meeting planning and attendance.
  - Document and presentation preparation.
  - Public relations events & speaking engagements.
- Heavy calendar management and optimization of COO's & Directors time.
- Create and implement project timelines to keep teams on task and complete milestones according to schedule.

- Maintain office of COO & Directors offices as well as shared spaces within department.

#### Team Leader of Customer Service & Assistant to VP of Operations

- October 2015 – December 2020

#### Hobby Lobby E-commerce

- Training, development, and coaching of team of 30+ CSR's.
- Monitored phones and emails to ensure SOP's were being met.
- Received escalated issues and resolved in timely manner.
- Assisted VP of Operations with calendar management, travel arrangements, reporting, and department engagement activities.

#### Gift Shop Manager & Assistant to Director of Volunteer Services

- April 2014 – October 2015

#### OU Medical Center

- Assisted Director with calendar management.
- Meeting preparation and attendance.
- Weekly & monthly reports.
- Engagement activities at the gift shop.
- Drove sales through effective product placement and marketing strategies.

### Skills

- Communication
- Collaboration
- Problem solving
- Leadership
- Organization
- Customer service
- Prioritization
- Time management
- Soft skills
- Multitasking
- Event management

### Education

University of Oklahoma

Current ▪ Bachelor of Arts in Organizational Leadership

Francis Tuttle School of Culinary Arts

August 2012-May 2014 ▪ Culinary Arts Certification

### Volunteering

Regional Food Bank of Oklahoma

Salvation Army – Food pantry, Angel tree warehouse, bell ringing

YWCA – Women's Shelter

Pivot

City Rescue Mission

Jesus House

# Stephanie Holt Lucas



I am an innovative academic leader with 36 years experience focused on engaging students and educators to meet learning objectives and drive student success. I am energetic and passionate about providing empowering leadership for students and teachers. Known for my excellent communication skills, creative thinking, and solid history of achievement and leadership, I have earned a reputation as a consummate professional who inspires excellence in self and others.

## Work Experience

- **Super Star ESL**  
Online English as Foreign Language Teacher  
My Independent Education Consulting Firm  
Edmond, Oklahoma  
September 2021 to Present
- **VIPKID**  
Online English as Foreign Language Teacher  
Hong Kong, China  
December 2017 to Present
- **Chickasaw Nation of Oklahoma**  
Independent Contractor/Curriculum Developer  
November 2018 to Present
- **McAlester Public Schools**  
Director of Curriculum/Professional Development  
July 2012 to June 2021 (retired)  
  
Assistant Principal, McAlester High School  
July 2001 to June 2012  
  
English Teacher/Library Media Specialist  
McAlester High School  
January 1996 to May 2001
- **Norman Public Schools**  
Library Media Specialist  
Jackson Elementary, August 1993 to May 1995
- **University of Oklahoma**  
Assistant, Western History Collections, 1992-1993  
  
Graduate Instructor, English Department, 1989-1992

## Educational Background

- **Doctoral Studies--Education Leadership and Administration**  
University of Oklahoma, 1998-2000  
Endorsement for Secondary School Principal  
Completed Coursework in Education Administration, Supervision & Instruction, School Law, School Finance, The Principalship
- **Master's Degree-- Information Studies**  
University of Oklahoma, 1993  
Endorsement for K-12 Library Media Specialist  
Completed Coursework in Technology of Educational Communications, Computers in Education, School Media Center Administration
- **Master's Degree--English**  
University of Oklahoma, 1992  
Received Honors Distinction on Comprehensive Exams and Recommendation for Doctoral Study
- **Bachelor's Degree--English & Secondary Education**  
East Central University, 1987  
With Highest Honors, GPA 3.98

## Certifications

- **Oklahoma Standard Teaching Certificate**  
Superintendent, Secondary Principal, Library Media Specialist K-12, English Language Arts 6-12, Grammar & Composition 6-12, American Literature, British Literature, World Literature, Yearbook, Journalism, Newspaper
- **TEFL/TESOL Certification**  
International English Academy, 2020  
120 Hours Coursework

# Ada Regional (ADH)

National Business Airport

## Businesses Utilizing the Airport:

•Chickasaw Nation•Walmart•Flex-N-Gate•Dart•Hoppe Const.

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct new taxilanes to build out the south hangar development area.

CY 2027: Design & Construct ODO

### Project Justification

The statewide pavement management program forecasts a PCI rating of less than 65 for the T-hangar taxilanes. Due to the amount of deterioration of the pavement, a reconstruction will be required. The City is pursuing this as an opportunity to deconflict

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 45 (4 jets) & 12,400
- Runway 18/36: 6,203' x 100'
- Runway 13/31: 2,717' x 50'

### Selection Criteria

- Pavement Management: Poor
- NPS: Reconstruct Taxilanes: 68
- OASP Goals: Safety and Standards, PCI > 70



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department		\$250,000		\$250,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement	\$300,000			\$300,000
FAA AIG/BIL	\$292,000			\$292,000
Sponsor		\$47,000		\$47,000
<b>Total</b>	<b>\$592,000</b>	<b>\$297,000</b>		<b>\$889,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Ada Regional (ADH)

National Business Airport

## Businesses Utilizing the Airport:

•Chickasaw Nation•Walmart•Flex-N-Gate•Dart•Hoppe Const.

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct T-Hangars in conjunction with an FAA-funded project to develop the south hangar area.

CY 2027: Design & Construct ODO

### Project Justification

This project consists of constructing 2 new T-hangars. This is in support of a statewide effort to increase revenue-generating aircraft storage facilities at airports across the state.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 45 (4 jets) & 12,400
- Runway 18/36: 6,203' x 100'
- Runway 13/31: 2,717' x 50'

### Selection Criteria

- Pavement Management: Poor
- NPS: Construct Hangars: 57
- OASP Goals: Safety and Standards, PCI > 70



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department		\$1,000,000		\$1,000,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$1,500,000		\$1,500,000
<b>Total</b>		<b>\$2,500,000</b>		<b>\$2,500,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Alva Regional (AVK)

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 2024: NPE Funded Design Only

CY 2025: 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

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

### Selection Criteria

- Pavement Management: NA
- • NPS: Rehabilitate Runway
- OASP Goals: Safety & Standards, Airside PCI > 70



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department			\$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
Sponsor			\$100,000	\$100,000
<b>Total</b>		\$1,800,000	\$200,000	\$2,000,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Anadarko Municipal (F68)

## Community Airport

### Proposed Project

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

**CY 2025:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include a crack seal and seal coat.

### Airport Information

- Non-NPIAS
- Based Aircraft & Operations: 16 & 3,500
- Runway 17/35: 3,100' x 50'

### Selection Criteria

- Pavement Management: Poor
- NPS: Rehabilitate Runway: 77
- OASP Goals: Airside PCI > 70



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
<b>Department</b>		\$285,000		\$285,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>Sponsor</b>		\$15,000		\$15,000
<b>Total</b>		\$300,000		\$300,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Antlers Municipal (80F)

## General Airport

### Proposed Project

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

**CY 2026:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include a crack seal and seal coat.

### Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 10 & 2,300
- Runway 17/35: 3,298' x 60'

### Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate Runway: 79
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
<b>Department</b>			\$285,000	\$285,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>FAA AIG/BIL</b>				
<b>Sponsor</b>			\$15,000	\$15,000
<b>Total</b>			\$300,000	\$300,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Ardmore Downtown Executive (1F0)

Regional Business Airport

## Businesses Utilizing the Airport:

- Michelin • Dollar General • Noble Foundation
- Valero • Dot Foods

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to install a perimeter fence around the airport.

CY 2028: Design and Construct ODO.

### Project Justification

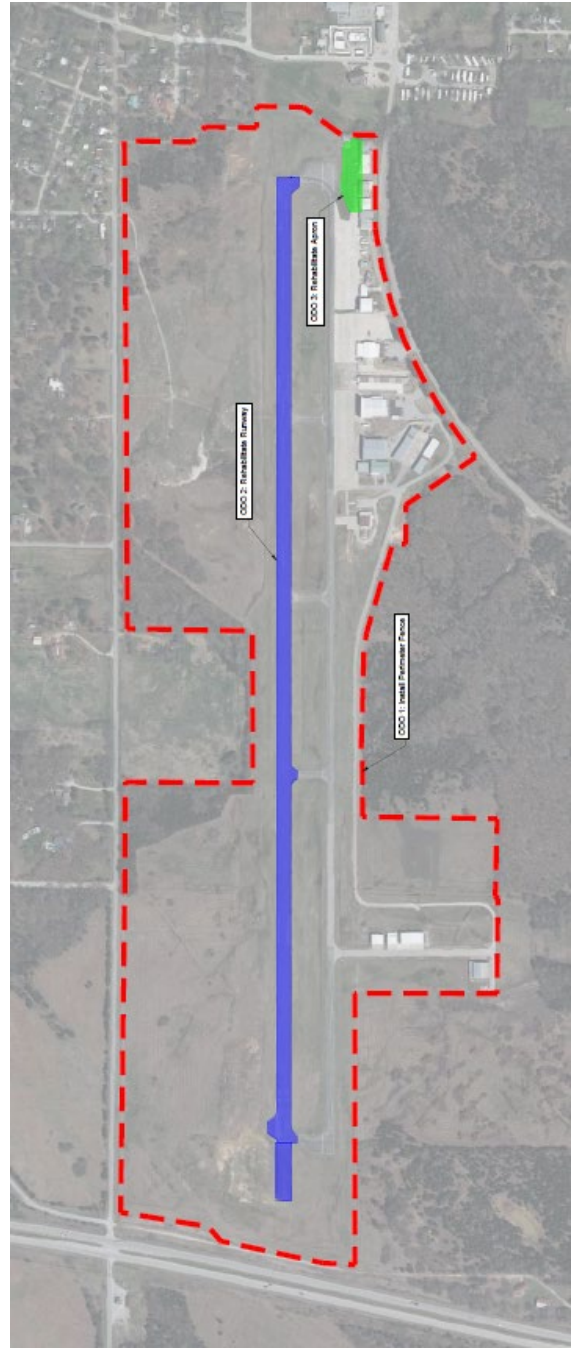
The project consist of installing a perimeter fence around the airport to ensure safety and security of the airfield.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 21 (2 jets) & 26,170
- Runway 17/35: 5,014' x 75'

### Selection Criteria:

- Pavement Management: PCI - TBD
- NPS: Install Perimeter Fence: 80
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$475,000	\$475,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$25,000	\$25,000
<b>Total</b>			<b>\$500,000</b>	<b>\$500,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Ardmore Downtown Executive (1F0)

Regional Business Airport

## Businesses Utilizing the Airport:

- Michelin • Dollar General • Noble Foundation
- Valero • Dot Foods

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct a new Terminal building.

CY 2026: Design and Construct ODO.

### 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 expected at a Regional Business Airport.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 21 (2 jets) & 26,170
- Runway 17/35: 5,014' x 75'

### Selection Criteria:

- Pavement Management: PCI
- NPS: Construct Terminal: 55
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$500,000	\$500,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$600,000		\$600,000
FAA AIG		\$590,700		\$590,700
Sponsor			\$632,300	\$632,300
<b>Total</b>		<b>\$1,190,700</b>	<b>\$1,132,300</b>	<b>\$2,323,000</b>

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

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# Carlton Landing (91F)

Community Airport

## Proposed Project

The Overall Development Objective (ODO) of the proposed project is to conduct a terminal area planning study.

**CY 2024:** Construct ODO.

## Project Justification

The existing facilities are filling up and expansion for the airport is imminent. This project is to conduct a study to provide a general layout of future facilities so that the airport can plan accordingly depending on whether there are privately build facilities or additional hangar space built by the current management lessee.

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 11 & 700
- Runway 15/33: 3,500 x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Construct Terminal Building: 46
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department		\$100,000		\$100,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
<b>Total</b>		\$100,000		\$100,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Carlton Landing (91F)

Community Airport

## Proposed Project

The Overall Development Objective (ODO) of the proposed project is to conduct a terminal area planning study.

**CY 2026:** Construct ODO.

## Project Justification

The existing facilities are filling up and expansion for the airport is imminent. This project is to proceed with Phase I of expansion to create a taxilane and expanded apron following the terminal area planning study. The study will outline the locations of future facilities so that the airport can proceed with a clear plan in place accordingly depending on whether there are privately build facilities or additional hangar space built by the current management lessee.

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 11 & 700
- Runway 15/33: 3,500 x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Construct Terminal Building: 46
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$150,000	\$150,000
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor				
<b>Total</b>		\$750,000	\$150,000	\$900,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Carlton Landing (91F)

Community Airport

## Proposed Project

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

**CY 2027:** Construct ODO.

## 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 expected.

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 11 & 700
- Runway 15/33: 3,500 x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Construct Terminal Building: 46
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department		\$1,000,000		\$1,000,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
<b>Total</b>		\$1,000,000		\$1,000,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Carlton Landing Field (91F)

Community Airport

## Proposed Project

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

**CY 2027:** Construct ODO.

## Project Justification

This project consists of constructing additional perimeter fencing along the west side of the airport in an effort to mitigate wildlife hazards to pilots on the airfield by diverting them away from the central portion of the runway. There is currently a partial fence near the terminal area with plans to extend to the south as far as practical.

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 11 & 700
- Runway 15/33: 3,500 x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Install Perimeter Fence: 80
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department		\$150,000		\$150,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
<b>Total</b>		\$150,000		\$150,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Carlton Landing Field (91F)

Community Airport

## Proposed Project

The Overall Development Objective (ODO) of the proposed project is to to rehabilitate Runway 15/33 and improve airport drainage.

**CY 2029:** Construct ODO.

## Project Justification

The objective of this project is to investigate sinkholes locations and complete a drainage study to aid in the design of drainage improvements on the airport, prevent continuous erosion, and preserve the safety areas at the Carlton Landing Airport. The project will also include a runway overlay.

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 11 & 700
- Runway 15/33: 3,500 x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate Runway: 77
- NPS: Safety Area Drainage Improvements: 45
- OASP Goals: Capacity & Economic Development



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
Department			\$200,000	\$200,000
FAA State Apportionment				
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor				
<b>Total</b>		\$1,800,000	\$200,000	\$2,000,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Chandler Regional (CQB)

## Regional Business Airport

### Proposed Project

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

**CY 2028:** NPE funded Design Only.

**CY 2029:** 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 an overlay.

### Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 9 & 6,500
- Runway 18/36: 4,000' x 60'

### Selection Criteria

- Pavement Management: PCI NA
- NPS: Rehabilitate Runway : 77
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
Department			\$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		\$150,000
Sponsor			\$125,000	\$125,000
<b>Total</b>		\$2,250,000	\$250,000	\$2,500,000

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](http://oac.ok.gov)

# Chattanooga Sky Harbor (92F)

Community Airport

## Proposed Project

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

**CY 2024:** Design and Construct ODO.

## Project Justification

Currently the pavement serving the main apron area is exhibiting significant distresses to include longitudinal/transverse cracking, raveling, and block cracking. Given the age of the pavement and its current condition it is likely several areas will require full pavement reconstruction as a rehabilitation would not provide for a long-term solution to the pavement distresses.

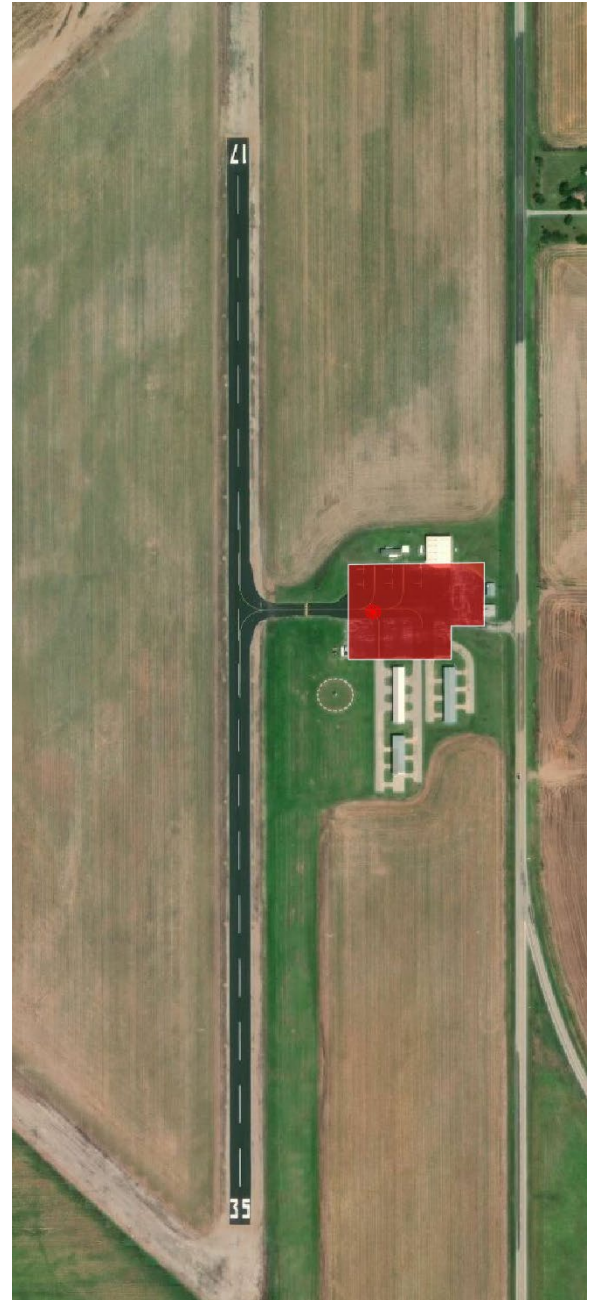
## Airport Information

- Non-NPIAS
- Based Aircraft & Operations: 16 & 3,500
- Runway 17/35: 3,400' x 60'

## Selection Criteria

- Pavement Management: Poor
- NPS: Rehabilitate Apron: 71
- OASP Goals: Airside PCI > 70

Design Phase Approved 10/31/2023: \$93,940



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department		\$380,000		\$380,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$20,000		\$20,000
<b>Total</b>		\$400,000		\$400,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Chattanooga Sky Harbor (92F)

Community Airport  
Non-NPIAS

## Proposed Project

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

**CY 2028:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include an overlay.

## Airport Information

- NPIAS: Non-NPIAS
- Based Aircraft & Operations: 16 & 3,500
- Runway 17/35: 3,400' x 60'

## Selection Criteria

- Pavement Management: Poor
- NPS: Rehabilitate Runway: 73
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
Commission		\$902,500		\$902,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$47,500		\$47,500
<b>Total</b>		\$950,000		\$950,000

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](http://oac.ok.gov)



# Claremore Regional (GCM)

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 install perimeter fence.

**CY 2028:** Design and Construct ODO.

### Project Justification

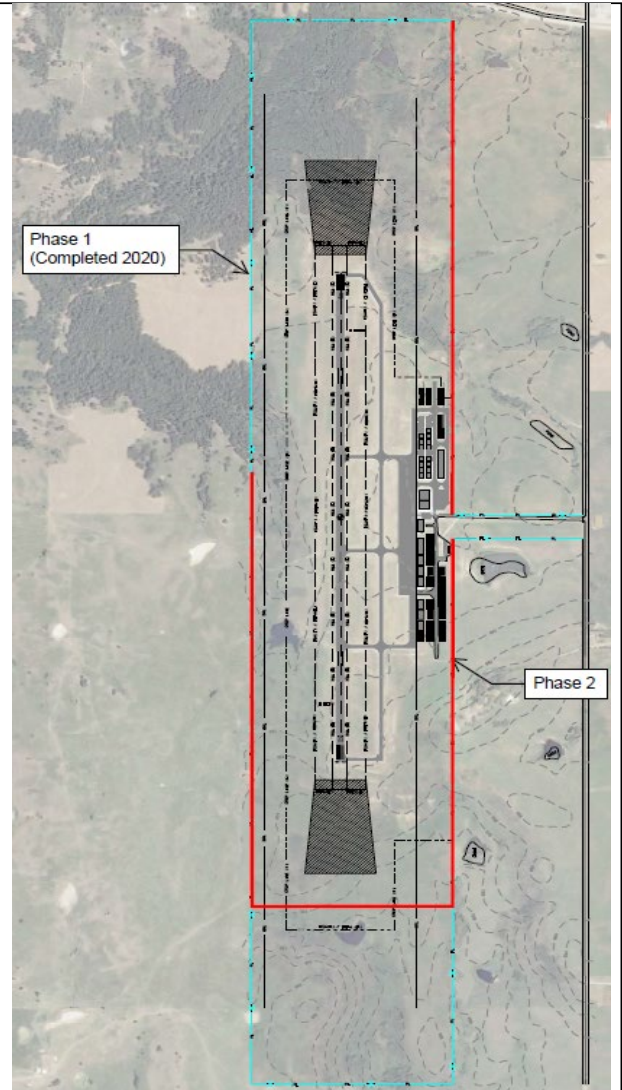
This project consists of constructing a perimeter fence around the airport. To mitigate wildlife creating a hazard to pilots on the airfield.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 70 & 15,000
- Runway 18/36: 5,200' x 75'

### Selection Criteria

- Pavement Management: N/A
- NPS: Construct Fence: 72
- OASP Goals: Meet Aviation Demand / PCI > 70



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
<b>Department</b>			\$475,000	\$475,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>FAA Additional AIP</b>				
<b>Sponsor</b>			\$25,000	\$25,000
<b>Total</b>			\$500,000	\$500,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Clarence E. Page Municipal (RCE)

National Business Airport

## Project Description

The Overall Development Objective of the proposed project is to rehabilitate taxiway A.

**CY 2026:** Design and Construct ODO.

## Project Justification

The existing taxiway pavement will be deteriorated to a point where it needs to be rehabilitated in 2026. Observed distresses include environmental deteriorations such as raveling and longitudinal/transverse cracking.

## Airport Information

- NPIAS: Regional
- Based Aircraft & Operations: 47 (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 Taxiway: 80
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department			\$34,200	\$34,200
FAA State Apportionment		\$249,900		\$249,900
FAA Discretionary				
FAA Non-Primary Entitlement		\$331,500		\$331,500
Sponsor			\$34,200	\$34,200
<b>Total</b>		\$581,400	\$68,400	\$649,800

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Cleveland Municipal

(95F)

Regional Business Airport

## Proposed Project

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

**CY 2026:** Construct ODO

## Project Justification

The existing runway pavement is exhibiting distresses that affect aircraft maneuverability and will require rehabilitation. 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

- NPIAS: Unclassified
- Based Aircraft & Operations: 5 & 1,600
- Runway 16/36: 4,000' x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate runway: 73
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$15,000	\$15,000
<b>Total</b>			<b>\$300,000</b>	<b>\$300,000</b>

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

*To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)*

# Cushing Municipal (CUH)

## Regional Business Airport

### Project Description

The Overall Development Objective (ODO) of the proposed project is to realign the parallel taxiway for Runway 18/36 Phase 2 of the project.

**CY 2029:** Construct ODO

### Project Justification

This project aims to provide a full parallel taxiway for Runway 18/36 which is the primary runway at CUH. This will be Phase II of the project the project will enhance safety and fulfill the FAA recommendation of having a parallel taxiway for runways with instrument approaches.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 27 & 5,800
- Runway 18/ 36: 5,201' x 100'

### Selection Criteria

- Pavement Management: PCI 65
- NPS: Construct Parallel Taxiway: 68
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
<b>Department</b>			\$250,000	\$250,000
<b>FAA State Apportionment</b>		\$378,900		\$378,900
<b>FAA Discretionary</b>		\$3,750,000		\$3,750,000
<b>FAA Non-Primary Entitlement</b>		\$371,100		\$378,900
<b>Sponsor</b>			\$250,000	\$250,000
<b>Total</b>		\$4,500,000	\$500,000	\$5,000,000

*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](http://oac.ok.gov)*



# El Reno Regional (RQO)

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 2025: Design & Construct ODO.

### Project Justification

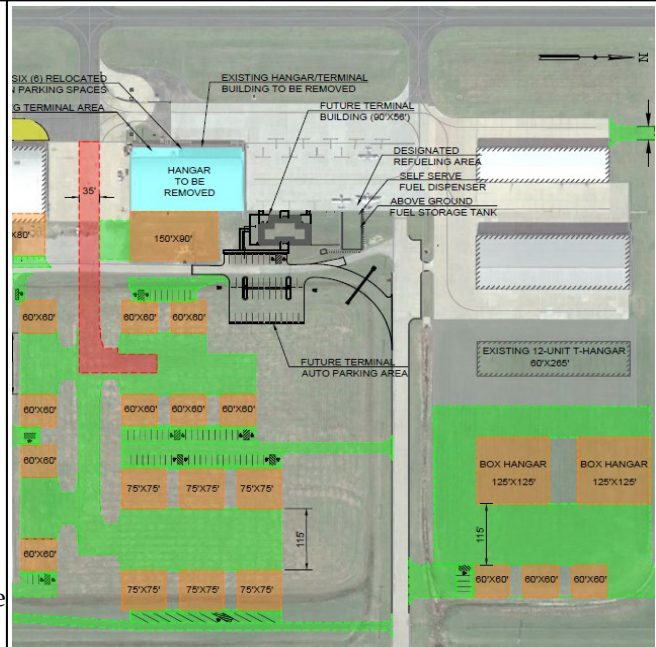
The objective of the proposed project is to design and construct a new taxilane that will facilitate the airport's new hangar and terminal layout. As part of a master plan conducted several years ago, the airport identified a need to realign the terminal area and future hangar locations as well as the need to replace their 4 large existing hangar structures. These taxilanes will go to improve the terminal area (terminal building is in the Department's ACP for FY22) and ensure successful future development for years to come.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 54 (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 2024	FY 2025	FY 2026	Total
Department			\$900,000	\$900,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$161,773		\$161,773
FAA AIG/BIL		\$290,000		\$290,000
Sponsor			\$97,600	\$97,600
<b>Total</b>		<b>\$451,773</b>	<b>\$997,600</b>	<b>\$1,449,373</b>

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

To view full ACP please visit our website [oklahoma.gov/aeropspace](http://oklahoma.gov/aeropspace)

# Elk City Regional Business (ELK)

## Regional Business Airport

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to replace the 100LL fuel system.

**CY 2028:** Design and Construct ODO.

### Project Justification

The objecting of this project is to install a 100LL fuel system to replace the current fuel tank. The current system has become outdated requiring frequent maintenance.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 31 & 8,040
- Runway 17/35: 5,399' x 75'

### Selection Criteria

- Pavement Management: NA
- NPS: Replace Fuel System:
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
<b>Department</b>		\$300,000		\$300,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>Sponsor</b>		\$700,000		\$700,000
<b>Total</b>		\$1,000,000		\$1,000,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Enid Woodring Regional (WDG)

National 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 construct taxilanes for future hangar development.

**CY 2025:** 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 need for additional hangar development. These taxilanes will go to improve access to additional development areas to help ensure successful future economic development opportunities for years to come.

### Airport Information

- NPIAS: Regional
- Based Aircraft & Operations: 61 (1 jet) & 35,000
- Runway 17/35: 8,613 x 100
- Runway 13/31: 3,149 x 108

### Selection Criteria

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



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
<b>Department</b>			\$500,000	\$500,000
<b>FAA State Apportionment</b>		\$400,000		\$400,000
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>		\$450,000		\$450,000
<b>FAA AIG/BIL</b>				
<b>Sponsor</b>			\$73,000	\$73,000
<b>Total</b>		\$850,000	\$573,000	\$1,423,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Enid Woodring Regional (WDG)

National 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 2025:** 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

- NPIAS: Regional
- Based Aircraft & Operations: 61 (1 jet) & 35,000
- Runway 17/35: 8,613 x 100
- Runway 13/31: 3,149 x 108

### 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 > 70, Safety/Standards



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
<b>Department</b>			\$345,000	\$345,000
<b>FAA State Apportionment</b>		\$400,000		\$400,000
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>		\$300,000		\$300,000
<b>Sponsor</b>			\$55,000	\$55,000
<b>Total</b>		\$700,000	\$400,000	\$1,100,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)





# Halliburton Field (DUC)

National Business Airport

## Businesses Utilizing the Airport:

- Halliburton Energy •Family Dollar •McAsland Energy
- Carroll Surveying •Sooner Trucking •Robinson Trucking

### Project Description

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

**CY 2028:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include an overlay.

### Airport Information

- NPIAS: Regional
- Based Aircraft & Operations: 37 (1 jet) & 8,750
- Runway 17/ 35: 6,326' x 100'

### Selection Criteria

- Pavement Management: PCI 39 Poor
- NPS: Rehabilitate Runway: 80
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
Department			\$450,000	\$450,000
FAA State Apportionment		\$1,050,000		\$1,050,000
FAA Discretionary		\$6,750,000		\$6,750,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$450,000	\$450,000
<b>Total</b>		<b>\$8,100,000</b>	<b>\$900,000</b>	<b>\$9,000,000</b>

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 CIP please visit our website [oac.ok.gov](http://oac.ok.gov)



# Hefner-Easley (Wagoner - H68)

General Airport

**Proposed Project**

The Overall Development Objective (ODO) of the proposed project is to rehabilitate Ruway 18/36.

**CY 2024:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include a crack seal and seal coat.

**Airport Information**

- NPIAS: Local
- Based Aircraft & Operations: 33 & 4,000
- Runway 13/31: 3,401' x 60'

**Selection Criteria:**

- Pavement Management: PCI 61
- NPS: Rehabilitate Runway: 79
- OASP Goals: Meet Aviation Demand

Contract Approved 1/30/2024



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
<b>Department</b>		\$75,000		\$75,000
<b>FAA State Apportionment</b>	\$200,000			\$200,000
<b>FAA Discretionary</b>	\$1,000,000			\$1,000,000
<b>FAA Non-Primary Entitlement</b>	\$150,000			\$150,000
<b>Sponsor</b>		\$75,000		\$75,000
<b>Total</b>		\$150,000		\$1,500,000

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

*To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)*

# Hinton Municipal

(208)

General Airport

## Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct new hangars.

CY 2025: AIG funded design only

CY 2026: Construct ODO

## Project Justification

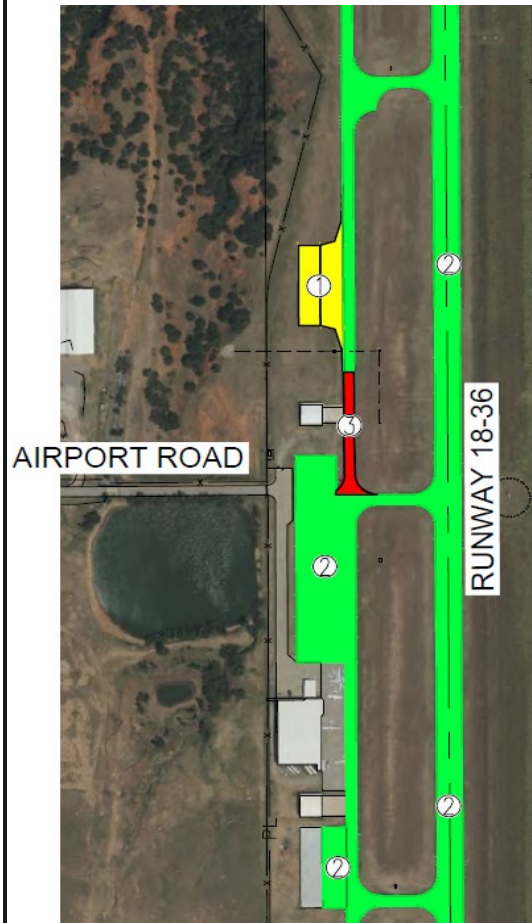
This project consists of constructing a new hangars. This is in support of a statewide effort to increase revenue-generating aircraft storage facilities at airports across the state.

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 11 & 3,500
- Runway 18/36: 4,001' x 60'

## Selection Criteria

- Pavement Management: NA
- NPS: Construct Hangars: 56
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$360,000	\$360,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA AIG		\$440,000		\$440,000
Sponsor			\$100,000	\$100,000
<b>Total</b>		\$440,000	\$460,000	\$900,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Hollis Municipal (O35)

## General Airport

### Proposed Project

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

**CY 2026:** Construct ODO

### Project Justification

The existing runway pavement is exhibiting distresses that affect aircraft maneuverability and will require rehabilitation. 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

- NPIAS: Basic
- Based Aircraft & Operations: 8 & 1,200
- Runway 18/36: 3000' x 60'

### Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate runway: 73
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$15,000	\$15,000
<b>Total</b>			<b>\$300,000</b>	<b>\$300,000</b>

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

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# Madill Municipal (1F4)

## General 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 2025: Preliminary Engineering Report.

CY 2027: NPE Funded Design Only.

CY 2028: Construct ODO.

### Project Justification

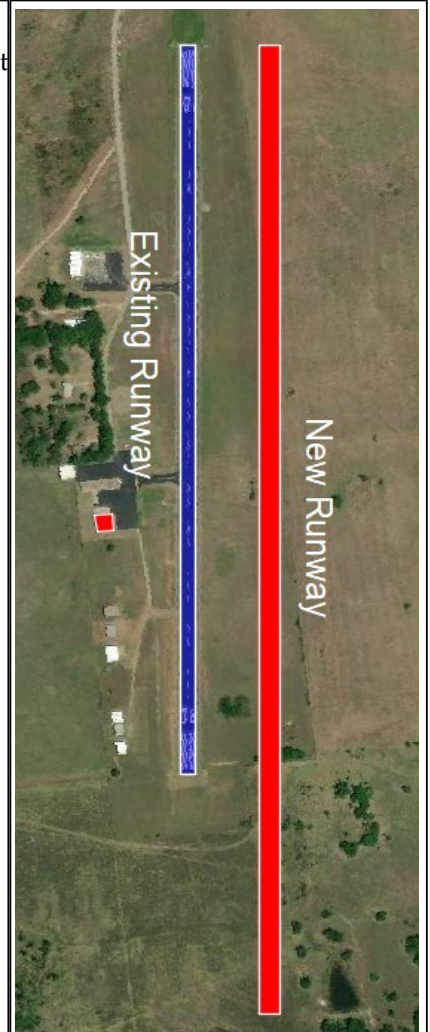
This project consists of constructing a new runway approximately 240 ft. east of the existing runway. Based on the airport's recently completed planning study, the existing runway does not meet standards due to its proximity to the hangar and terminal area. In addition there is rising terrain towards 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

- NPIAS: Local
- 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 > 70



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department			\$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
Sponsor			\$250,000	\$250,000
<b>Total</b>		<b>\$4,500,000</b>	<b>\$500,000</b>	<b>\$5,000,000</b>

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

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# McAlester Regional (MLC)

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 the taxiway and replace the taxiway lighting system and REILs.

CY 2025: Design & ODO

### Project Justification

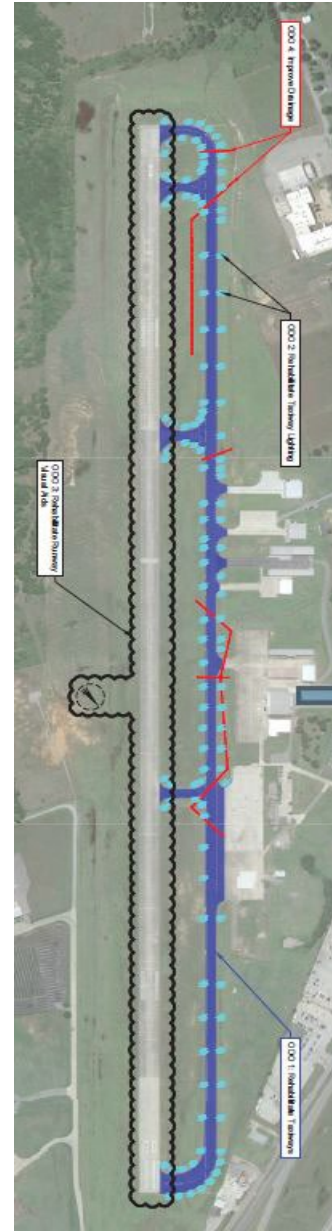
The lights have reached the end of their useful life and are beginning to fail regularly. Installing new LED taxiway lights in a can and conduit system will ensure the airport has 24/7 functionality and increase situational awareness for pilots during inclement weather. Department funds will be partnered with an FAA NPE-only project to rehabilitate the taxiway at the same time in order to minimize closures and prolong the life of the pavement.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 31 & 8,550
- Runway 2/20: 5,602' x 100'

### Selection Criteria

- Pavement Management: NA
- NPS: Replace Lighting: 74
- NPS: Rehabilitate Taxiway: 74
- OASP Goals: Safety & Standards, Airside PCI > 70



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$600,000	\$600,000
FAA State Apportionment		\$400,000		\$400,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
FAA AIG/BIL		\$279,150		\$279,150
Sponsor			\$114,350	\$114,350
<b>Total</b>		<b>\$979,150</b>	<b>\$714,350</b>	<b>\$1,693,500</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# McAlester Regional (MLC)

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 acquire land.

CY 2026: Construct ODO

### Project Justification

The project will consist of acquiring land to allow for the expansion of aeronautical-use land. This will help to facilitate bringing the taxiway to standards, allow for a much needed expansion of apron space, and provides more area for future developments.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 31 & 8,550
- Runway 2/20: 5,602' x 100'

### Selection Criteria

- Pavement Management: NA
- NPS: Acquire Land: 65
- OASP Goals: Safety & Standards, Airside PCI > 70



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA Additional AIP				
Sponsor			\$15,000	\$15,000
<b>Total</b>			<b>\$300,000</b>	<b>\$300,000</b>

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

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# Miami Regional (MIO)

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 install perimeter fencing.

CY 2028: Design and Construct

### Project Justification

This project consists of constructing a perimeter fence around the airport. To mitigate wildlife creating a hazard to pilots on the airfield.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 26 & 12,050
- Runway 17/35: 5,020' x 100'

### Selection Criteria

- Pavement Management: PCI 33
- NPS: Install Perimeter Fence: 80
- OASP Goals: Safety & Standards, PCI > 70



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department			\$285,000	\$285,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA AIG/BIL				
Sponsor			\$15,000	\$15,000
<b>Total</b>			<b>\$300,000</b>	<b>\$300,000</b>

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

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# Okmulgee Regional (OKM)

## Regional Business Airport

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconfigure the main apron.

**CY 2029:** Construct ODO.

### Project Justification

Currently the pavement serving the main apron area is exhibiting significant distresses to include longitudinal/transverse cracking, raveling, and block cracking. Given the age of the pavement and its current condition it is likely several areas will require full pavement reconstruction as a rehabilitation would not provide for a long-term solution to the pavement distresses. This would also support the new terminal that will be constructed at the airport. Configuration will be determined as a result of a previously-funded terminal area planning project.

### Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 20 & 12,410
- Runway 18/36: 5150 x 101'

### Selection Criteria

- Pavement Management: NA
- NPS: Reconfigure Apron: 65
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
<b>Department</b>			\$125,000	\$125,000
<b>FAA State Apportionment</b>		\$225,000		\$225,000
<b>FAA Discretionary</b>		\$1,875,000		\$1,875,000
<b>FAA Non-Primary Entitlement</b>		\$150,000		\$150,000
<b>Sponsor</b>			\$125,000	\$125,000
<b>Total</b>		\$2,250,000	\$250,000	\$2,500,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Pauls Valley Municipal (PVJ)

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 construct the north of the taxiway to current design standards.

CY 2029: Design ODO.

CY 2030: 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 backtaxi on the runway. Construction of a parallel taxiway system will improve the safety and efficiency of the airport for the flying public while bringing taxiway connectors into current design standards.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 34 & 7,300
- Runway 17/ 35: 5,001' x 100'

### Selection Criteria

- Pavement Management: PCI 57
- NPS: Construct Taxiway: 56
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2028	FY 2029	FY 2030	Total
Department			\$125,000	\$125,000
FAA State Apportionment		\$1,800,000		\$1,800,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$450,000		\$450,000
Sponsor			\$125,000	\$125,000
<b>Total</b>		\$2,250,000	\$250,000	\$2,500,000

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

To view full ACP please visit our webpage [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Perry Municipal (F22)

Regional Business Airport

## Businesses Utilizing the Airport:

•Chaparral Energy•Ditch Witch•Emdle Aircraft•Reim Spraying

### Project Description

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

**CY 2029:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include an overlay.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 21 & 35,000
- Runway 17/35: 5,103' x 75'

### Selection Criteria

- Pavement Management: 79
- NPS: Repair runway pavement: 75
- OASP Goals: Runway PCI > 65



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
<b>Commission</b>			\$200,000	\$200,000
<b>FAA State Apportionment</b>		\$450,000		\$450,000
<b>FAA Discretionary</b>		\$3,000,000		\$3,000,000
<b>FAA Non-Primary Entitlement</b>		\$150,000		\$150,000
<b>Sponsor</b>			\$200,000	\$200,000
<b>Total</b>		\$3,600,000	\$400,000	\$4,000,000

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 webpage [oac.ok.gov](http://oac.ok.gov)



# Ponca City Regional (PNC)

National 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 expand the terminal apron.

**CY 2027:** 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

- NPIAS: Local
- 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 2026	FY 2027	FY 2028	Total
Department			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$2,500,000		\$2,500,000
FAA Non-Primary Entitlement		\$150,000		\$150,000
Sponsor			\$100,000	\$100,000
<b>Total</b>		\$2,800,000	\$200,000	\$3,000,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Prague Municipal (O47)

## General Airport

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to crack seal and repair cracks on the runway.

**CY 2026:** 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 more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Rehabilitation will include a crack seal and repair of more severe crack related distresses.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 17 & 2,600
- Runway 17/35: 3,600' x 60'

### Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate Runway: 79
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
<b>Department</b>			\$285,000	\$285,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>FAA AIG/BIL</b>				
<b>Sponsor</b>			\$15,000	\$15,000
<b>Total</b>			\$300,000	\$300,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

**Robert S. Kerr  
(Poteau - RKR)**

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 rehabilitate (overlay) runway 18/36.

CY 2024: NPE funded design only

CY 2025: Construct ODO

**Project Justification**

The existing runway pavement is exhibiting distresses that affect aircraft maneuverability and will require rehabilitation. 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**

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

**Selection Criteria**

- Pavement Management: NA
- NPS: Rehabilitate runway: 75
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department			\$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		\$150,000
FAA AIG				
Sponsor			\$125,000	\$125,000
<b>Total</b>		\$2,250,000	\$250,000	\$2,500,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

**Robert S. Kerr  
(Poteau - RKR)**

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 2023:** Preliminary Engineering Report

**CY 2024:** NPE funded design only

**CY 2025:** 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**

- NPIAS: Basic
- 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 2024	FY 2025	FY 2026	Total
<b>Department</b>			\$200,000	\$200,000
<b>FAA State Apportionment</b>		\$450,000		\$450,000
<b>FAA Discretionary</b>		\$3,000,000		\$3,000,000
<b>FAA Non-Primary Entitlement</b>		\$150,000		\$150,000
<b>Sponsor</b>			\$200,000	\$200,000
<b>Total</b>		\$3,600,000	\$400,000	\$4,000,000

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

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**Sallisaw Municipal (JSV)**  
Regional Business Airport

**Businesses Utilizing the Airport:**  
•Borg Warner

**Proposed Project**

The Overall Development Objective (ODO) of the proposed project is to construct a 10 bay T-Hangar.

**CY 2026:** Construct ODO.

**Project Justification**

This project consists of constructing a 10 bay T hangar. This is in support of a statewide effort to increase revenue-generating aircraft storage facilities at airports across the state.

**Airport Information**

- NPIAS: Basic
- Based Aircraft & Operations: 27 & 2,764
- Runway 17/35: 4,006' x 75'

**Selection Criteria**

- Pavement Management: PCI 53
- NPS: Construct Hangar: 55
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
<b>Department</b>			\$1,200,000	\$1,200,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>FAA AIG/BIL</b>		\$279,732		\$279,732
<b>Sponsor</b>			\$520,268	\$520,268
<b>Total</b>		\$279,732	\$1,720,268	\$2,000,000

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

*To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)*



# Scott Field (Mangum) (2K4)

General Airport

## Proposed Project

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

**CY 2027:** Design and Construct ODO.

## Project Justification

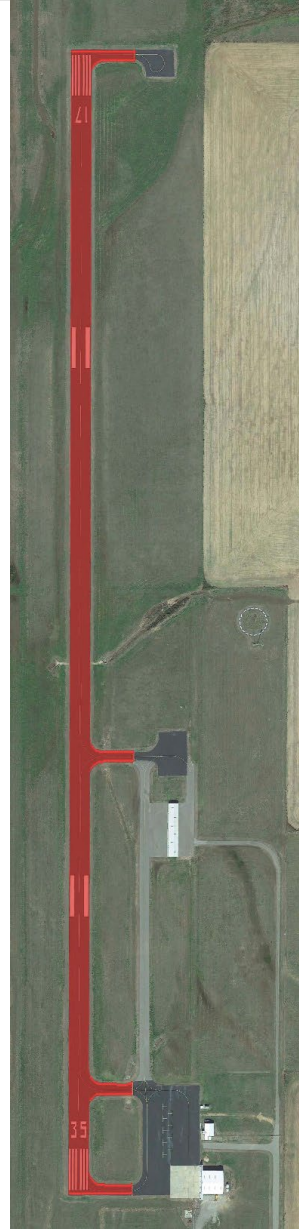
Currently the airport pavements are exhibiting longitudinal and transverse cracking due to seasonal environmental conditions. The pavement is at a point where it needs basic maintenance in order to preserve the condition and prevent further deterioration and the need for more expensive rehabilitation. This airport is listed as an unclassified airport in the most recent FAA ASSET Study and no longer receives any federal funds. The existing runway lights are at the end of their service life. The electrical cabling is also direct bury which has caused several issues. This project will provide dependable runway lighting during nighttime hours and periods of inclement weather.

## Airport Information

- NPIAS: Unclassified
- Based Aircraft & Operations: 8 & 3,100
- Runway 17/35: 4,199 x 75'
- GPS approaches RW 17/35

## Selection Criteria

- Pavement Management: RW PCI 53
- FAA NPS: Rehabilitate runway 67
- OASP Goals: RW pavement PCI > 65



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Commission		\$902,500		\$902,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$47,500		\$47,500
<b>Total</b>		\$950,000		\$950,000

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 CIP please visit our website [oac.ok.gov](http://oac.ok.gov)

# Seminole Municipal (SRE)

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 construct a new terminal building.

CY 2028: Construct ODO.

### 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 expected.

### Airport Information

- NPIAS: Regional
- Based Aircraft & Operations: 32 & 17,150
- Runway 16/34: 5,004' x 75'
- Runway 05/23: 2,000' x 150' (turf)

### Selection Criteria

- Pavement Management: PCI 44
- NPS: Construct Terminal: 70
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
Department		\$1,000,000		\$1,000,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$1,000,000		\$1,000,000
<b>Total</b>		<b>\$2,000,000</b>		<b>\$2,000,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Shawnee Regional (SNL)

National 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 construct a new terminal building.

**CY 2025:** Design and Construct ODO.

### Project Justification

Due to recent weather disaster a new terminal is needed in order to continue to operate at max capacity. This is in support of a statewide effort to increase revenue-generating aircraft storage facilities at airports across the state through the use of the hangar loan program.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 39 (2 jets) & 9,182
- Runway 17/35: 5,997' x 100'

### Selection Criteria

- Pavement Management: NA
- NPS: Construct Terminal Building:
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department			\$1,000,000	\$1,000,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$1,500,000	\$1,500,000
<b>Total</b>			\$2,500,000	\$2,500,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Shawnee Regional (SNL)

National 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 construct taxilane around hangars.

**CY 2025:** Design and Construct ODO.

### Project Justification

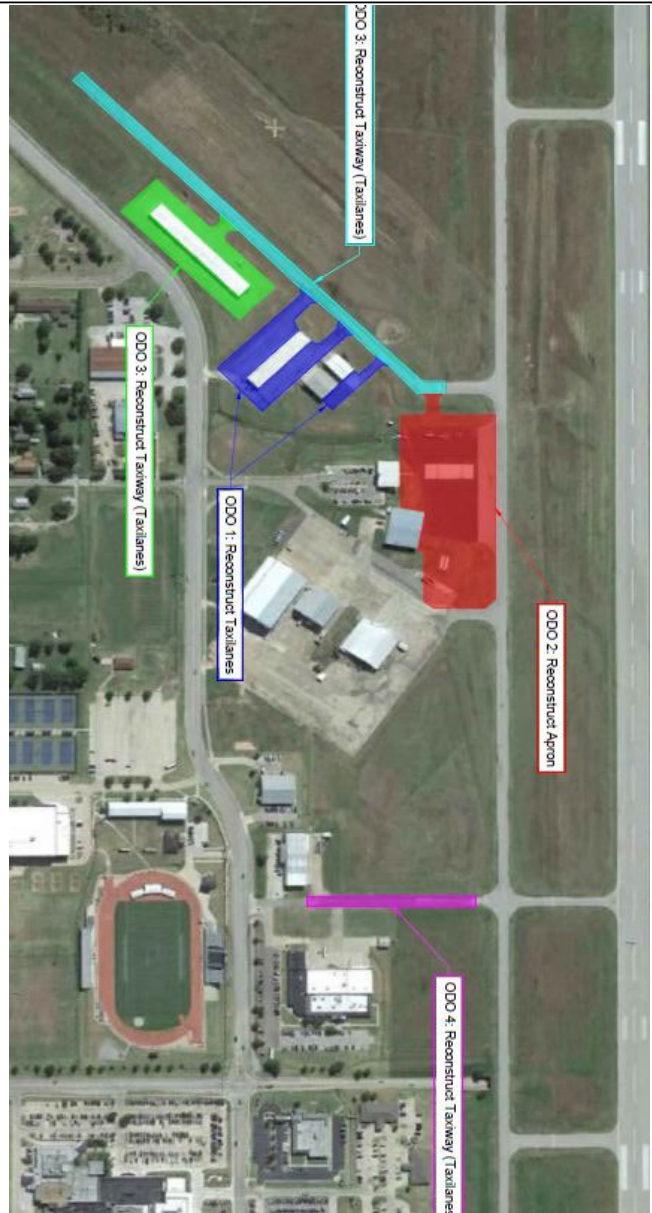
The objective of the proposed project is to design and construct a new taxilane for hangar development. These taxilane will provide access to additional hangar areas to ensure successful future economic development opportunities for the airport given the current constraints for hangar space at the facility.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 39 (2 jets) & 9,182
- Runway 17/35: 5,997' x 100'

### Selection Criteria

- Pavement Management: NA
- NPS: Construct T-Hangar Taxilane: 64
- OASP Goals: Safety and Standards



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

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Shawnee Regional (SNL)

National 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 construct T-Hangar building.

**CY 2025:** Design and Construct ODO.

### Project Justification

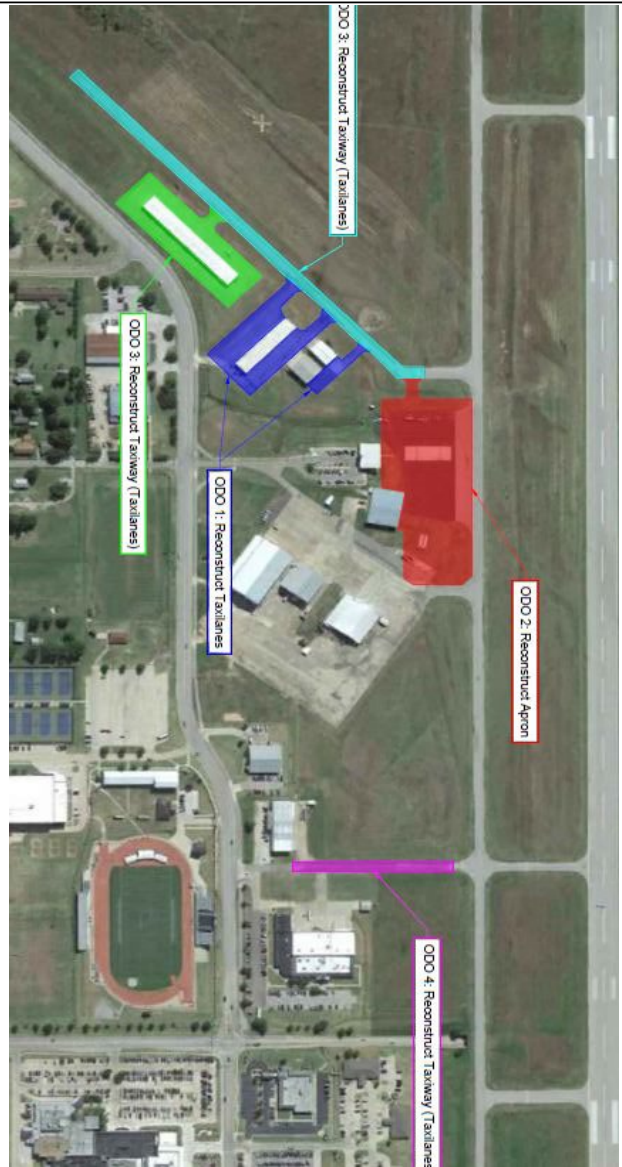
This project consists of constructing a new T-Hangar. This is in support of a statewide effort to increase revenue-generating aircraft storage facilities at airports across the state.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 39 (2 jets) & 9,182
- Runway 17/35: 5,997' x 100'

### Selection Criteria

- Pavement Management: NA
- NPS: Construct T-Hangar Building: 42
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department			\$800,000	\$800,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$1,200,000	\$1,200,000
<b>Total</b>			<b>\$2,000,000</b>	<b>\$2,000,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Stan Stamper Municipal (Hugo-HHW)

General Airport

## Proposed Project

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

CY 2027: Design & Construct ODO.

## Project Justification

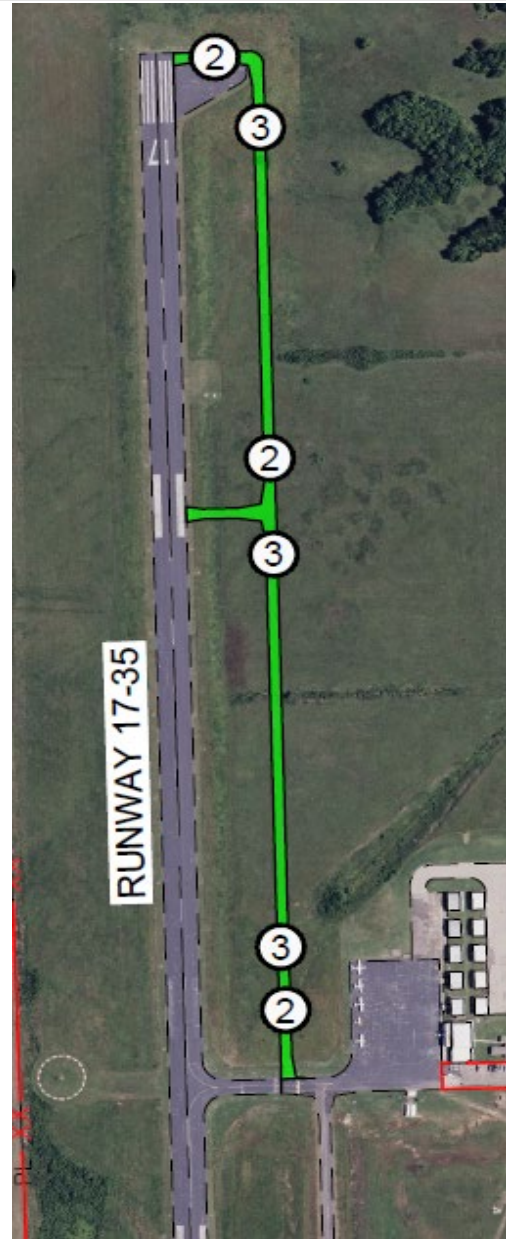
This project will complete the parallel taxiway to allow for

## Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 14 & 4,835
- Runway 17/35: 4,007' x 75'

## Selection Criteria

- Pavement Management: NA
- NPS: Construct Parallel Taxiway: 72
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
<b>Department</b>			\$40,055	\$40,055
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>		\$150,000		\$150,000
<b>FAA Non-Primary Entitlement</b>		\$219,000		\$219,000
<b>FAA AIG</b>		\$352,000		\$352,000
<b>Sponsor</b>			\$40,056	\$40,056
<b>Total</b>		\$721,000	\$80,111	\$801,111

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

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# Stigler Regional (GZL)

## General Airport

### Project Description

The Overall Development Objective (ODO) of the proposed project is to improve the runway safety area grading and drainage system.

**CY 2026:** NPE Funded design only

**CY 2027:** Construct ODO

### Project Justification

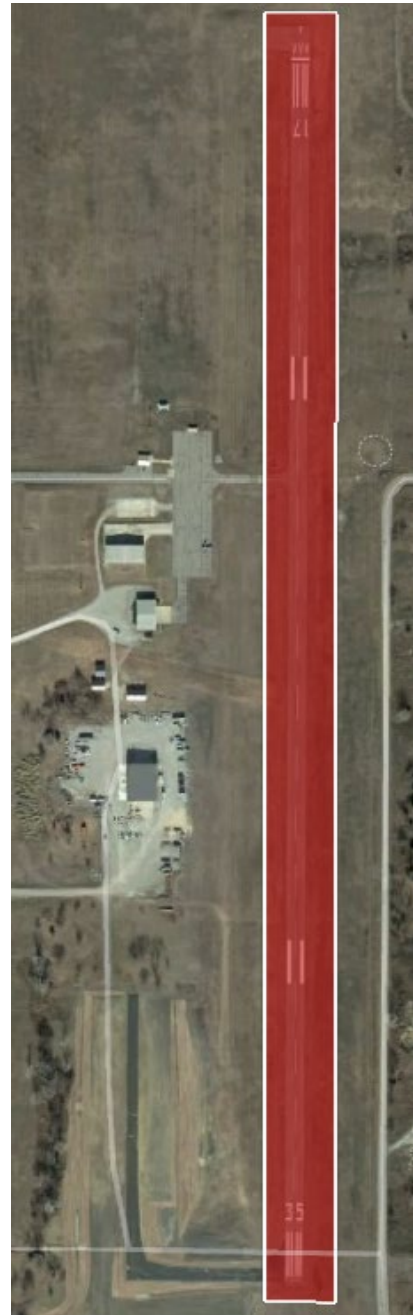
The objective of this project is to investigate sinkholes locations and complete a drainage study to aid in the design of drainage improvements on the airport, prevent continuous erosion, and preserve the safety areas at the airport.

### Airport Information

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

### Selection Criteria

- Pavement Management: NA
- NPS: Improve Drainage: 77
- OASP Goals: Safety and standards



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
<b>Department</b>			\$125,000	\$125,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>		\$111,000		\$111,000
<b>FAA AIG/BIL</b>		\$339,000		\$339,000
<b>Sponsor</b>			\$30,000	\$30,000
<b>Total</b>		\$450,000	\$155,000	\$605,000

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

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# Tahlequah Municipal (TQH)

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 construct a taxilane.

CY 2025: Design & Construct ODO

### Project Justification

Several of the hangars on the west side of the airport penetrate the Part 77 Transitional Surface. In an effort to spur relocation of the hangars and the aircraft based within, this project will establish a taxilane to which the hangars can be relocated. The taxilane will improve access to additional development areas to ensure successful economic development opportunities for the airport. The project also consists of constructing one box hangar to support the initial relocation of aircraft to the east side of the airfield.

### Airport Information

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

### Selection Criteria

- Pavement Management: NA
- NPS: Relocate Hangars: 62
- NPS: Construct Taxilane: 70
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department		\$855,000		\$855,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA AIG/BIL				
Sponsor		\$45,000		\$45,000
<b>Total</b>		<b>\$900,000</b>		<b>\$900,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Tahlequah Municipal (TQH)

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 construct a T-hangar facility.

CY 2025: Design & Construct ODO

### Project Justification

Several of the hangars on the west side of the airport penetrate the Part 77 Transitional Surface. In an effort to spur relocation of the hangars and the aircraft based within, this project will establish a taxilane to which the hangars can be relocated. The taxilane will improve access to additional development areas to ensure successful economic development opportunities for the airport. The project also consists of constructing one box hangar to support the initial relocation of aircraft to the east side of the airfield.

### Airport Information

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

### Selection Criteria

- Pavement Management: NA
- NPS: Relocate Hangars: 62
- NPS: Construct Taxilane: 70
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
Department		\$400,000		\$400,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA AIG/BIL	\$449,000			\$449,000
Sponsor		\$151,000		\$151,000
<b>Total</b>	<b>\$449,000</b>	<b>\$551,000</b>		<b>\$1,000,000</b>

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

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# Thomas Municipal (104)

## District Airport

### Proposed Project

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

CY 2028: Design ODO

CY 2029: 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 an overlay.

### Airport Information

- NPIAS: Basic
- Based Aircraft & Operations: 10 & 10,000
- Runway 03/21: 3771 x 60'

### Selection Criteria

Pavement Management: NA

- NPS: Rehabilitate Runway: 77
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
Department			\$100,000	\$100,000
FAA State Apportionment				
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$100,000	\$100,000
<b>Total</b>		\$1,800,000	\$200,000	\$2,000,000

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

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# Vinita Municipal (HO4)

## General Airport

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct a new apron and connector taxiway.

**CY 2025:** Design ODO

**CY 2026:** Construct ODO.

### Project Justification

The purpose for the project is to plan for apron development as well as constructing connecting taxiways to allow pilots to navigate more efficiently around the airport.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 27 & 10,500
- Runway 17/35: 4,209 x 60'

### Selection Criteria

- Pavement Management: RW PCI 53
- FAA NPS: Construct Apron & Connector TWY: 68
- OASP Goals: RW pavement PCI > 65



Agency Fiscal Year	FY 2024	FY 2025	FY 2026	Total
<b>Department</b>			\$68,500	\$68,500
<b>FAA State Apportionment</b>		\$535,000		\$535,000
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>		\$408,000		\$408,000
<b>FAA AIG</b>		\$290,000		\$290,000
<b>Sponsor</b>			\$68,500	\$68,500
<b>Total</b>		\$1,233,000	\$137,000	\$1,370,000

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

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# Vinita Municipal (HO4)

## General Airport

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct new airport entrance road and parking area.

**CY 2026:** Construct ODO.

### Project Justification

The project consists of constructing a new airport entrance road to open up a primary terminal apron area south of the existing airport hangar development.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 27 & 10,500
- Runway 17/35: 4,209 x 60'

### Selection Criteria

- Pavement Management: NA
- FAA NPS: Construct Roads and Parking: 36
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
Department		\$902,500		\$902,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$47,500		\$47,500
<b>Total</b>		\$950,000		\$950,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Vinita Municipal (HO4)

## General Airport

### Proposed Project

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

**CY 2026:** Construct ODO.

### 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 expected.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 26 & 10,500
- Runway 17/35: 4,209 x 60'

### Selection Criteria

- Pavement Management: RW PCI 53
- FAA NPS: Construct Terminal: 68
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
Department		\$500,000		\$500,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$500,000		\$500,000
<b>Total</b>		<b>\$1,000,000</b>		<b>\$1,000,000</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Watonga Municipal (JWG)

## General Airport

**Proposed Project**

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

**CY 2029:** Design and Construct ODO.

**Project Justification**

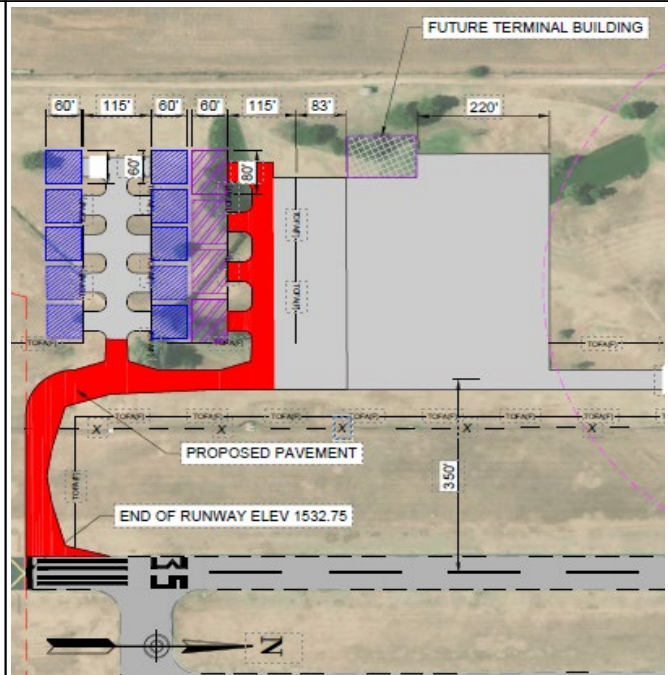
The current building has become outdated and is in need of repair/maintenance and updating. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the airport. The improvements will provide passengers and users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

**Airport Information**

- NPIAS: Local
- Based Aircraft & Operations: 18 & 2,900
- Runway 17/35: 4,001' x 60'

**Selection Criteria**

- Pavement Management: NA
- NPS: Construct Terminal: 52
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2027	FY 2028	FY 2029	Total
<b>Department</b>			\$1,000,000	\$1,000,000
<b>FAA State Apportionment</b>				
<b>FAA AIG/BIL</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>Sponsor</b>			\$1,000,000	\$1,000,000
<b>Total</b>			\$2,000,000	\$2,000,000

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

*To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)*



# Watonga Municipal (JWG)

## General Airport

### Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct a taxiway and apron on the west side of the airport.

**CY 2024:** Design and Construct ODO.

### Project Justification

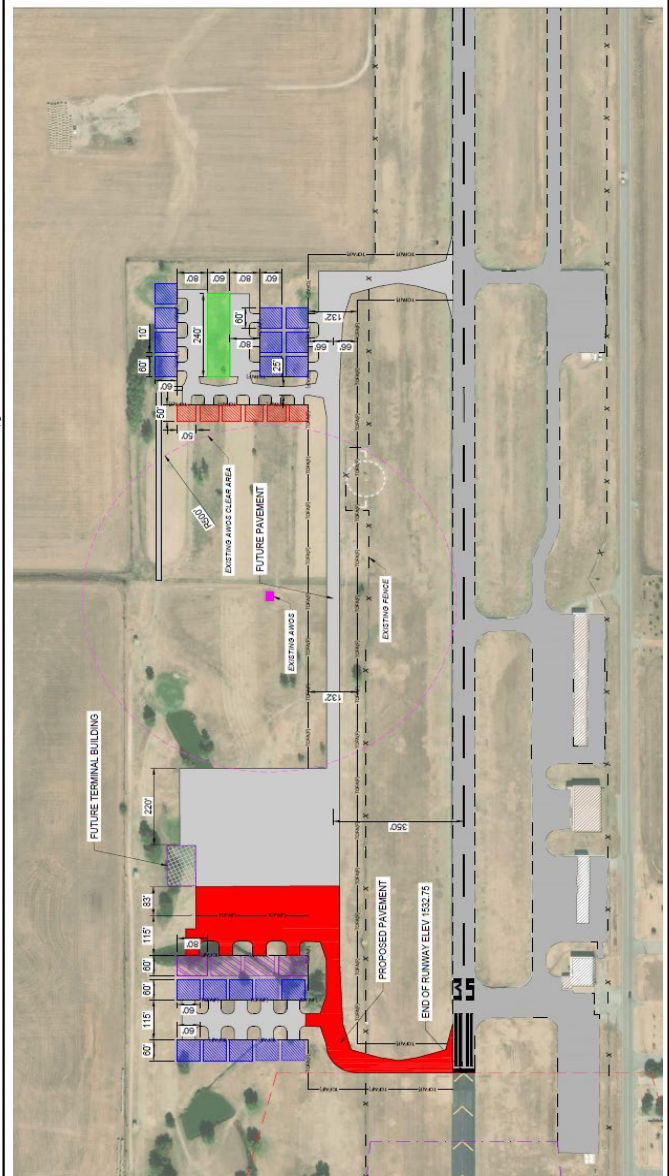
The project would be to prepare the land and begin initial development on the west side of the airport. This will open up the area for the addition of new hangars and facilities, as additional development on the east side is constrained due to design standards and airspacing requirements.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 18 & 2,900
- Runway 17/35: 4,001' x 60'

### Selection Criteria

- Pavement Management: NA
- NPS: Construct taxiway: 65
- OASP Goals: Safety & Standards; Airport Capacity



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Department			\$900,000	\$900,000
FAA State Apportionment				
FAA AIG/BIL		\$304,000		\$304,000
FAA Non-Primary Entitlement		\$388,530		\$388,530
Sponsor			\$124,500	\$124,500
<b>Total</b>		<b>\$692,530</b>	<b>\$1,024,500</b>	<b>\$1,717,030</b>

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



# Weatherford Stafford (OJA)

Regional Business 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 (ODO) of the proposed project is to construct a taxilane for future hangar development.

CY 2026: Design and Construct ODO.

### Project Justification

The objective of the proposed project is to design and construct a new taxilane for hangar development. These taxilane will provide access to additional hangar areas to ensure successful future economic development opportunities for the airport given the current constraints for hangar space at the facility.

### Airport Information

- NPIAS: Local
- Based Aircraft & Operations: 36 (4 jets) & 8,000
- Runway 17/35: 5,100' x 75'

### Selection Criteria

- Pavement Management: N/A
- NPS: Rehabilitate Taxiway Lights: 76
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
Department			\$900,000	\$900,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA AIG/BIL		\$594,000		\$594,000
Sponsor			\$113,000	\$113,000
<b>Total</b>		\$594,000	\$1,013,000	\$1,607,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Wilburton Municipal (H05)

## Community Airport

### Proposed Project

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

**CY 2026:** 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 and repair of more severe crack related distresses.

### Airport Information

- NPIAS: Unclassified
- Based Aircraft & Operations: 7 & 3,000
- Runway 17/35: 3,000' x 60'

### Selection Criteria

- Pavement Management: Fair to Poor
- NPS: Rehabilitate Runway: 75
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
<b>Department</b>		\$285,000		\$285,000
<b>FAA State Apportionment</b>				
<b>FAA Discretionary</b>				
<b>FAA Non-Primary Entitlement</b>				
<b>FAA AIG/BIL</b>				
<b>Sponsor</b>		\$15,000		\$15,000
<b>Total</b>		\$300,000		\$300,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

# Wiley Post (PWA)

National 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 rehabilitate Taxiway B.

**CY 2027:** Design & Construct ODO

### Project Justification

The 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.

### Airport Information

- NPIAS: National
- 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: PCI Fair
- NPS: Rehabilitate Taxiway: 74
- OASP Goals: Safety & Standards; PCI > 70



Agency Fiscal Year	FY 2026	FY 2027	FY 2028	Total
Department			\$42,500	\$42,500
FAA State Apportionment		\$615,000		\$615,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$300,000		\$300,000
Sponsor			\$1,042,500	\$1,042,500
<b>Total</b>		\$915,000	\$1,085,000	\$2,000,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)



**William R. Pogue Municipal (OWP)**  
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 construct a 100'x90' box hangar.

**CY 2026:** Design and Construct ODO.

**Project Justification**

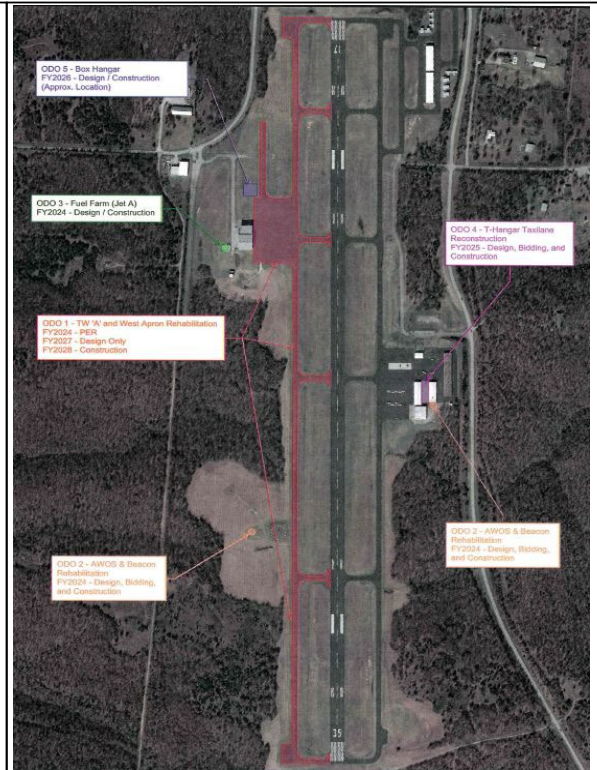
This project consists of constructing a new 100' x 90' box hangar. This is in support of a statewide effort to increase revenue-generating aircraft storage facilities at airports across the state.

**Airport Information**

- NPIAS: Local
- Based Aircraft & Operations: 56 & 30,000
- Runway 17/35: 5,799' x 100'

**Selection Criteria**

- Pavement Management: Predicted PCI: 68
- NPS: Construct Hangar: 67
- OASP Goals: Meet Aviation Demand



Agency Fiscal Year	FY 2025	FY 2026	FY 2027	Total
Department			\$400,000	\$400,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA AIG/BIL		\$533,797		
Sponsor			\$366,203	\$366,203
<b>Total</b>		\$533,797	\$766,203	\$1,300,000

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

To view full ACP please visit our website [oklahoma.gov/aerospace](http://oklahoma.gov/aerospace)

**TITLE 25. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS  
CHAPTER 1. COMMISSION DEPARTMENT OPERATIONS**

**25:1-1-1. Purpose**

The purpose of this chapter is to set forth rules, regulations, policies and procedures to govern the proper and orderly performance by the Oklahoma Department of Aerospace and Aeronautics Commission of the aeronautical functions, duties and responsibilities required by law, including, but not limited to, effectively assisting in the development of a statewide system of airports, cooperating with and assisting the municipalities of the state of Oklahoma and others engaged in aeronautics, encouraging and developing aeronautics in all its phases, promoting safety in aeronautics, and cooperating with federal authorities in the development of a national system of civil aviation.

**25:1-1-3. Definitions**

The following words and terms, when used in this chapter, shall have the following meaning unless the context clearly indicates otherwise:

**"Aeronautical hazard"** means any structure, object of natural growth, or use of land, which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or that is otherwise hazardous to the operation and navigation of aircraft.

**"Aeronautics"** means the science, art and practice of flight, including, but not limited to, transportation by aircraft and matters relating to air commerce; the operation, construction, repair, or maintenance of aircraft, aircraft power plants and accessories, including the repair, packing, and maintenance of parachutes; the design, establishment, construction, extension, operation, improvement, repair, or maintenance of airports, restricted landing areas, or other air navigation facilities; and instruction in flying or ground subjects pertaining thereto.

**"Aerospace"** means the industry that is associated with the design, manufacture, operation, testing, maintenance, and repair of aircraft, spacecraft, and other aerial vehicles that operate in and out of the earth's atmosphere as well as their associated components.

**"Air navigation facility"** means any facility used in, available for use in, or designed for use in, aid of air navigation, including landing areas, any structures, mechanisms, lights, beacons, markers, communicating systems, or other instrumentalities or devices used or useful as an aid, or constituting an advantage or convenience, to the safe taking off, navigation, and landing of aircraft, or the safe and efficient operation or maintenance of an airport, and any combination of any or all of such facilities.

**"Aircraft"** means any contrivance now known, or hereafter invented, used, or designed for navigation of or flight in the air or airspace.

**"Airman"** means any individual who engages, as the person in command, or as pilot, mechanic, or member of the crew, in the navigation of aircraft while under way, and any individual who is directly in charge

**"Airport"** means any area of land or water which is used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas which are



used, or intended for use, for airport buildings, clear zones, or other airport facilities or right-of-ways, together with all airport buildings and facilities located thereon.

**"Airspace"** means the portion of the atmosphere overlying a designated geographical area considered as subject to territorial jurisdiction or international law in respect to its use by aircraft, guided missiles, and rockets.

**"Commission"** means the seven members of the Oklahoma Aerospace and Aeronautics Commission as appointed by the governor ~~created in Title 3 Section 84 of the Oklahoma Statutes.~~

**"Department"** means the Oklahoma Department of Aerospace and Aeronautics.

**"Director"** means the Director of the Oklahoma Department of Aerospace and Aeronautics Commission.

**"Designated Emergency Management Use Landing Site"** means any area of land which has been designated for the landing and take-off of aircraft for emergency management use, including, but not limited to law enforcement, search and rescue, and medical.

**"Municipality"** means any incorporated city, village, or town of this state and any county or political subdivision or district in this state which is, or may be authorized by law to acquire, establish, construct, maintain, improve, and operate airports, airstrips, and aeronautical navigation facilities.

**"Operation of aircraft"** or **"operate aircraft"** means the use, navigation, or piloting of aircraft in the airspace over this state or upon any airport within this state of the inspection, maintenance, overhauling, or repair, of aircraft, aircraft engines, propellers, and appliances.

**"Person"** means any individual, firm, partnership, corporation, company, association, joint stock association or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.

**"Resources"** means services, facilities, funds, equipment, property, personnel, and such other activities as are customarily included within the term.

**"State"** means the State of Oklahoma.

#### **25:1-1-4. Organization and responsibilities of Commission**

(a) At the last scheduled meeting at the end of each calendar year, the Commission shall organize itself by electing a Chairman, Vice-Chairman, and Secretary. The Chairman shall be the presiding officer at all official meetings and shall execute all documents requiring the Commission's approval. The Vice-Chairman shall act in the capacity of the Chairman, in the absence of the Chairman. The Secretary shall be responsible for written recording of the Commission's actions and shall attest to the signature of the Chairman as required. The Secretary shall act in the capacity of Chairman or Vice-Chairman during their absence providing there is a quorum.

(b) The Commission shall meet as prescribed by law, and all meetings of the Commission shall be in conformance with the "Oklahoma Open Meeting Act", Title 25, Oklahoma Statutes 1981, Section 301 et seq.

(c) The Commission shall prescribe the basic rules, regulations, policies, and procedures by which the Oklahoma Department of Aerospace and Aeronautics Commission operates.

(d) The ~~Commission~~ Department shall coordinate, develop, and maintain a comprehensive airport systems plan for the State of Oklahoma that is approved by the Commission, develop measurable goals and objectives designed to carry out such a plan, and cooperate with local governments in the planning and development of airport related activities, when consistent with the goals and objectives of the State system plan for airports and the laws of the State of Oklahoma.

(e) The Commission shall ~~formulate and~~ adopt a program of airport construction, improvements, and maintenance throughout the entire state. Its purpose shall be to invest available funding for ~~monitor~~ the construction, development, and maintenance of the statewide system of airports with emphasis on current and future needs while considering the impact of population centers, traffic volume requirements, traffic data, and industrial development areas on these needs.

(f) The Commission shall appoint, by a majority vote of the entire Commission, ~~a~~ an Executive State Aeronautics Director to be the principal officer of the Oklahoma Department of Aerospace and Aeronautics Commission in accordance with Title 3, Oklahoma Statutes ~~1985 Supp.~~, Section 84.B.(1).

#### **25:1-1-5. Director**

The Director is hereby granted all the powers and authority necessary for the orderly operation of the Oklahoma Department of Aerospace and Aeronautics Commission, not in conflict herewith or prohibited by law, including, but not limited to the following:

##### **(1) General duties.**

(A) To approve claims for all lawful expenses of the Commission.

(B) To act as the claims and request officer for the Oklahoma Department of Aerospace and Aeronautics Commission.

(C) To appoint an Assistant Director and to delegate to him/her the appropriate authority and responsibility.

(D) To keep the Commission informed on operations and official actions.

(E) To appoint and employ, supervise, and discharge such professional, clerical, and skilled help, labor, and other employees as may be deemed necessary for the proper and lawful discharge of the duties of the ~~Commission~~ Department.

(F) To establish and maintain training and educational programs.

(G) To keep files and to record therein such matters as he/she may deem necessary or advisable, or which the Commission may direct.

(H) To be the keeper of the official seal of the ~~Commission~~ Department.

(I) To make budgetary transfers within the ~~Commission~~ Department, within the limits of statutory control and Commission authorization.

(J) To cooperate with governing bodies of cities and towns, boards of the various counties, and other entities, on the basis prescribed by state and federal laws, to the end that joint efforts will be coordinated to attain a maximum of airport development and service; and to execute any appropriate contracts and agreements necessary toward the accomplishment of the ~~Commission's~~ Department's

approved program programs.

(K) Contracts:

(i) To execute all contracts and agreements on behalf of the ~~Commission~~ Department as provided by law, and in accordance with ~~Commission~~ Department policy.

(ii) To approve necessary contract extensions or modifications made necessary by unexpected developments as allowed by law.

(L) Federal Aid:

(i) To act for and represent the Oklahoma Department of Aerospace and Aeronautics ~~Commission~~ in all official matters involving the Federal Aviation Administration or any other agency of the United States government, for the purpose of executing Federal Grant Programs.

(ii) To make or withhold commitments, execute contracts and agreements, and to bind the ~~Commission~~ Department by any other action which the ~~Commission~~ Department may lawfully do.

(2) **Administration.** To develop forms and to issue more detailed instructions, not inconsistent with the rules of this Chapter, or applicable state and federal laws, by appropriate orders and memoranda for the general guidance and administration of the ~~Commission~~ Department.

#### **25:1-1-6. Prohibited activities for ~~Commission~~ Department employees**

~~Commission~~ Department employees shall not engage in any outside employment or enterprise which would constitute a conflict of interest, as defined by law, or which would violate the State Employees' Code of Ethics.

#### **25:1-1-7. Printed material; fees**

Official ~~Commission~~ Department publications and reproductions of printed matter will be furnished to other states, the federal government, cities, towns, counties, and state officials without cost. The same matter will be offered to the general public in accordance with the Director's approved schedule of fees, as determined by actual cost. The official Oklahoma Department of Aerospace and Aeronautics ~~Commission~~ aeronautical chart shall be distributed free in reasonable amounts upon request.

#### **25:1-1-8. Windsock program**

In order to ~~insure~~ ensure that a functional wind indicator is present and visible at each airport, open to the public, within the State of Oklahoma, replacement wind socks shall be made available, upon request and proof of need, free of cost to the airport. Airports which are not open to the public shall be provided a wind sock upon request for a fee equal to the cost of the item to the Oklahoma Department of Aerospace and Aeronautics ~~Commission~~. To ~~insure~~ ensure that a functional wind indicator is present and visible at designated emergency management use landing sites, within the State of Oklahoma, wind socks shall be made available, upon request and proof of need, free of cost to the emergency management use landing site.

**TITLE 25. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS  
CHAPTER 15. OAG AIRPORT CONSTRUCTION PROGRAM**

**25:15-1-1. Purpose**

The purpose of this chapter is to set forth the requirement for participation in the airport grant program administered by the Oklahoma Department of Aerospace and Aeronautics-Commission, and to establish the procedures to be followed by the Commission Department in the administration and enforcement of its duties under Title 3, Oklahoma Statutes, Section 81-93 and Title 68, Oklahoma Statutes, Section 6003.1.

**25:15-1-2. Definitions**

The following words or terms, when used in this Chapter, shall have the following meaning, unless the context clearly indicates otherwise:

**"Administrative official"** means an official of the airport sponsor who is authorized to legally bind the airport sponsor.

**"Airport Construction Program"** means a list of airport construction projects approved by the Commission for implementation within a five-year programming horizon showing a description of the project, the cost of each phase of the project, when the project is expected to occur, and the sources of funding.

**"Airport Development Worksheet"** means a listing of the capital infrastructure projects needed at an airport over a twenty-year planning horizon together with the estimated cost, construction type, ~~objective code~~, and airport component for each project. Projects identified for a particular airport must be consistent with the service level, functional classification, design standard, and airport reference code identified for the airport in the Oklahoma Airport System Plan. An airport development worksheet is developed and maintained for each system plan airport that is not part of the National Plan of Integrated Airport Systems (NPIAS) cooperatively by the airport sponsor and the Commission Department staff.

**"Airport layout plan/drawing"** means the basic plan for the layout of an airport that shows, at a minimum, the present boundaries of the airport, the areas that the airport sponsor owns or controls for airport purposes, and any proposed areas that will be acquired by the airport sponsor in the future. It will include the location and nature of existing and proposed airport facilities such as runways, taxiways, aprons, terminal buildings, hangars, roads, and other vital airport infrastructure items. Also, it will provide the location of existing and proposed uses of property under control by the airport sponsor. The full airport layout plan-set is a combination of many pages of documents, including items such as instrument approach path details, terminal area maps, property maps, and the page that is identified as the airport layout drawing. Not every airport will have a full plan-set and may only have an airport layout drawing which will detail most of the above information on a single page drawing.

**"Airport Sponsor" or "Municipality"** is used interchangeably throughout this chapter. Either term means any incorporated city, village, or town of this state, any public institution of higher education, and any county or political subdivision or district of this state, or any public trust thereof, which is, or may be, authorized by law to acquire, establish, construct, maintain, improve, and operate airports, airstrips, and aeronautical facilities. To be eligible for the state grant program, the airport sponsor must be one of



the governmental entities referenced in the preceding sentence and included in the Oklahoma Airport System Plan that has been adopted by the Commission. Nothing herein precludes two or more of these entities from acting jointly as an airport sponsor. In the event a public trust is the airport sponsor, the beneficiary of that public trust must also be a record owner of the airport property.

**"Airport Sponsor Matching Share"** means any funds provided by the airport, municipality or public trust, or any other source of funding that is not FAA.

**"Commission"** means the seven members of the Oklahoma Aerospace and Aeronautics Commission as appointed by the governor; ~~the state agency responsible for administering airport grant programs for the State of Oklahoma and the Federal Aviation Administration.~~

**"Department"** means the Oklahoma Department of Aerospace and Aeronautics, the state agency responsible for administering airport grant programs for the State of Oklahoma and the Federal Aviation Administration.

**"Emergency"** means a condition that could not have been foreseen and which affects the safety of the airport sufficiently that the airport or runway may need to be closed if the situation is not remedied.

**"FAA"** means the Federal Aviation Administration, a unit of the U.S. Department of Transportation.

**"Letter of Interest"** means a letter expressing the desire of an airport sponsor to have one or more projects included in the Airport Construction Program.

**"Non- Primary Entitlement (NPE) funds"** are FAA Airport Improvement Program (AIP) funds set aside for general aviation airports listed in the National Plan of Integrated Airport Systems. ~~These airports can each receive up to \$150,000 per year based on the FAA assessment of needs over a 5 year period.~~

**"Notification Letter"** means correspondence prepared by the Department ~~Commission~~ staff informing an airport sponsor that one or more of their projects have advanced to the current year of the Airport Construction Program. The letter sets forth the terms the Department ~~Commission~~ imposes on airport sponsors participating in the state grant program, describes the project, authorizes the airport sponsor to begin engineering work for the project and directs the sponsor to prepare a grant application once project bids have been received.

**"Oklahoma Airport System Plan"** means the plan, adopted by the Commission, which identifies the airports included in the State's airport system and identifies the service level, functional classification, design standard, and airport reference code for each system airport.

**"Project Sketch"** shown in color the area and location of proposed construction or rehabilitation work for the accompanying construction grant application.

### **25:15-1-3. Planning**

#### **(a) Planning and Programming Process.**

(1) The Department ~~Commission~~ staff shall, in consultation with airport sponsors, prepare and maintain the Oklahoma Airport System Plan. The Commission shall adopt and approve changes to the plan.

(2) The Department ~~Commission~~ staff shall assist publicly owned, publicly used airports in identifying airport needs and deficiencies. Airport sponsors eligible to

participate in grant or loan programs are sponsors of publicly owned, public use airports included in the Oklahoma Airport System Plan. The ~~Department Commission~~ staff shall, in consultation with each airport sponsor, prepare and maintain an airport development worksheet for each airport included in the Oklahoma Airport System Plan. The airport development worksheet shall be reviewed and updated at least once every three years. The airport development worksheet shall identify the capital projects needed at the airport over a 20 year planning horizon, together with the estimated cost, construction type, objective code, and airport component for each project. The identified projects shall be consistent with the service level, functional classification, design standard, and airport reference code identified for the airport in the Oklahoma Airport System Plan.

(3) The ~~Department Commission~~ staff shall, in consultation with airport sponsors, prepare and update annually the Airport Construction Program. The Commission shall approve the Airport Construction Program.

**(b) Airport Construction Program Content.**

(1) The Airport Construction Program shall contain a list of proposed State and FAA funded projects that can be implemented with forecast revenues within the five year programming horizon.

(2) Projects included for an airport in the Airport Construction Program shall be consistent with service level, functional classification, design standard, and airport reference code identified for the airport in the Oklahoma Airport System Plan.

(3) The Airport Construction Program shall show the proposed sources of funding for each project.

(4) The Airport Construction Program shall show the proposed implementation schedule for each project.

(5) The Airport Construction Program shall include other priorities, policies, and procedures as adopted by the Commission.

**(c) Airport Construction Program Projects.**

(1) To be included in the Airport Construction Program a project must be eligible to receive airport grant or loan funding from ~~OAG~~ the Department. To be eligible a project must be conducted on active public-use areas of an airport or to support those public-use areas of an airport. Types of projects considered eligible are listed below:

(A) Maintenance: this type of work is limited to pavement maintenance of runways, taxiways, and aprons and can include routine cleaning, filling, or sealing of cracks/joints, maintenance of pavement drainage systems, patching pavement, and remarking of the above mentioned pavement areas. Items not considered maintenance are applying herbicide to prevent grass encroachment, mowing of airport grass, FOD sweeping, replacing light bulbs, replacing light fixtures due to damage from a manmade source, re-topping of trees that had been previously topped in ~~an OAG~~ a Department project, and other similar type activities.

(B) Rehabilitation: this type of work is a more comprehensive restoration of an item to its original functionality. Items such as pavement sealcoats,

overlays, reclamation, replacement of an entire set of lighting fixtures would be considered rehabilitation.

(C) Reconstruction: this type of work is a complete restoration of an item to its original functionality once it has reached the end of its useful life. This results in a virtually new piece of pavement, electrical system, or building.

(D) New Construction/Installation: this type of work would construct new pavement such as a runway widening or extension, hangar taxiway area, or apron expansion, or construct new structures such a terminal building or hangar, or construct new drainage structures to support the removal of water from the airport. This work item would also include the installation of new navigational aids that weren't previously at an airport such a precision approach path indicator, runway edge lighting, omnidirectional approach light system, weather observation system, or similar item.

(E) Planning/Design: this type of work includes the engineer design and associated support work with any of the eligible project types. This could also include planning projects such as master plans, airport layout plans, specialty planning studies, and obstruction/approach surveys.

(F) Off-airport: this type of work is typically for the support of on-airport operations. This work item could include items such as obstruction removal, land acquisition, drainage improvements, relocation of roads and utilities, installation of navigational aids, or similar projects.

(2) The following are three basic tests that must be met to determine if a project is justified for inclusion in the Airport Construction Program:

(A) The project advances ~~OAG~~ Department policy laid out in 3 O.S. § 85 and the adopted Oklahoma Airport System Plan. The basic goals and objectives in these policies include airport safety, security, economic enhancement, and capacity, meeting FAA or ~~OAG~~ Department standards, preserving and improving airport infrastructure that is for the use and benefit of the public, airport planning, and other similar projects.

(B) ~~OAG~~ The Department must determine if there is an actual need for the project at the airport within the five-year horizon.

(C) The project scope is appropriate. ~~OAG~~ The Department must determine that all the elements of the project are necessary to obtain the project scope's overall goal. Any elements that do not meet this criteria must stand on their own separate merit and justification.

(3) For hangar construction projects, special selection criteria and requirements will be implemented to include the following:

(A) Preference will be given to hangar projects which will support new businesses, expansion/enhancement of existing on-airport businesses, and new aircraft being brought to the state. Preference will also be given to hangar projects which help an airport sponsor increase their based aircraft for potential inclusion into the NPIAS or to attain classified status within the NPIAS.

(B) An airport sponsor must show a valid hangar waiting list for those potential occupants of the hangars to be constructed.

- (C) Airport sponsors will need to provide a plan to charge fair market aeronautical rates for hangars that are constructed as a part of this program.
- (4) For a project to be considered for inclusion in the Airport Construction Program, the airport sponsor must submit a letter of interest to the Commission Department detailing the basic scope and estimated cost of the project that they want to have included in the Airport Construction Program.
- (d) **Airport Construction Program Development.**
- (1) The Airport Construction Program lists projects for which expenditures are expected to begin within the five year programming horizon.
- (2) On a two-year cycle, the Commission Department staff shall update the NPIAS needs database and the ADWS database (for Non-NPIAS airports). To update the Commission's Department's database, sponsors will use FAA's Overall Development Objective (ODO) data sheet or similar document for each requested project.
- (3) The Commission Department staff shall evaluate projects in the NPIAS and ADWS databases and recommend projects for inclusion in the Airport Construction Program based on:
- (A) Airport system development priorities, policies, and procedures adopted by the Commission and/or the FAA.
- (B) Multi-year on-going projects that are currently identified in the approved Airport Construction Program will be given higher priority during the development of the Airport Construction Program.
- (C) The airport's pavement condition index, pavement life-cycle consideration as developed by the pavement management program.
- (D) The National Priority Rating System developed by FAA and included in FAA's Order 5090.5 titled "Formulation of the National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP)".
- (E) The amount of aviation activity, the types of airplanes served, the numbers of based airplanes at the airport, and the population included in the airport's service area.
- (F) Other factors as may be relevant (for example, the services provided at the airport, the sponsor's demonstrated ability to maintain and operate the airport, the sponsor's ability to address safety inspection deficiencies, etc.)
- (G) An emergency project request, with verifiable justification, may be submitted to the Commission Department for inclusion in the Airport Construction Program at any time.
- (4) The five year programming horizon of the Airport Construction Program shall be broken down into three general time periods (Appendix A): near-term program, transition year, and the extended program.
- (A) Near-term program: This shall be the current year plus years two and three. Projects in this time period are considered to be of low flexibility.
- (B) Transition year: This shall be year four. Projects in this time period are considered to be of moderate flexibility.

(C) Extended program: This shall be year five. Projects in this time period are considered to be flexible.

#### **25:15-1-4. Programming Implementation Airport Grant and Loan Program Requirements and Procedures**

(a) **Contingency.** Implementation of an airport grant program or loan program is contingent upon funding being available to the ~~Commission~~ Department for this purpose.

(b) **Notification to Proceed.**

(1) As funding becomes available, the ~~Commission~~ Department staff shall send a notification letter to each airport sponsor that has a capital project included in the approved Airport Construction Program as described in 25:15-1-3.

(2) The notification letter shall:

(A) Advise the airport sponsor of the proposed cost sharing for the project and identify project development items eligible for funding.

(B) Authorize or direct the airport sponsor to:

(i) confirm in writing within 30 days the airport sponsor's intention to proceed with the project as programmed;

(ii) select an engineering consultant and provide a copy of the contract entered into with the consultant;

(iii) prepare project plans and specifications and to coordinate the project design with the ~~Commission~~ Department staff;

(iv) prepare to meet the federal and state administrative requirements depending upon the proposed funding sources;

(v) provide updated project costs after the final design is completed;

(vi) proceed to bid when directed by the ~~Commission~~ Department's staff; and

(vii) submit a grant application for the ~~Commission's~~ Department's consideration and approval.

(c) **Grant Application or Loan Application; General Information.**

(1) The airport sponsor shall submit a complete grant or loan application for a capital project for:

(A) Reimbursement of the cost of planning and engineering; and/or

(B) Reimbursement for the cost of construction based on the bids received by the airport sponsor.

(2) The airport sponsor's administrative official must sign the grant or loan application form(s). If the administration and/or operation of the airport is performed by a Trust, the Chairman of the Trust must also sign the grant or loan application.

(3) The ~~Commission~~ Department shall consider all grant or loan applications in accordance with 25:15-1-3(c).

(4) Reimbursement for the cost of engineering is contingent upon submission of the final set of plans and specifications to the ~~Commission~~ Department staff.

(d) **Grant or Loan Application; Funding Information.**

(1) Each airport sponsor must state in its application that it has on hand funds to pay all estimated costs of the proposed project that are not borne by the



~~Commission~~ Department or any other state or federal agency. As part of this requirement, each airport sponsor is required to provide written verification in the grant or loan application (designated as Exhibit E) to the ~~Commission~~ Department that the airport sponsor's share of the project has been ~~deposited~~ reserved in an account that will be used for defraying the costs of the project.

(2) If any of the funds for the project are to be furnished by another state or federal agency, the airport sponsor must provide evidence that the funds are available with the grant or loan application.

(e) **Information Regarding State Level of Participation and Required Matches.**

(1) For state grants, the maximum level of participation for the ~~Commission~~ Department shall not exceed 95 percent. The airport sponsor is required to provide a minimum of 5 percent of the project funding for the airport sponsor matching share.

(2) For FAA grants for projects identified in the ~~Commission's~~ Department's Airport Construction Program, the ~~Commission~~ Department may provide half of the match that is required from the airport sponsor.

(3) For FAA grants for projects identified in the ~~Commission's~~ Department's Airport Construction Program, the ~~Commission~~ Department may provide supplemental state grant funding for project items. The maximum level of participation for the ~~Commission~~ Department in such supplemental funding shall not exceed 95 percent. The airport sponsor is required to provide a minimum of 5 percent of the supplemental project funding for the airport sponsor matching share.

(4) For non-primary entitlement (NPE) grants or special federal earmarks not identified in the ~~Commission's~~ Department's Airport Construction Program, the ~~Commission~~ Department will not provide half the match that is required from the airport sponsor. If NPE grant funds are transferred from other airport sponsors to an airport sponsor for a project identified in the ~~Commission's~~ Department's Airport Construction Program, the ~~Commission~~ Department may assist with half of any required match from the receiving airport sponsor so long as it will save the ~~Commission~~ Department state funds.

(5) For terminal building projects, the ~~Commission's~~ Department's maximum cost-share level shall be 50 percent and shall not exceed \$1,000,000. The airport sponsor is required to provide a dollar-for-dollar airport sponsor matching share for every dollar the ~~Commission~~ Department provides. Remaining share to complete project could come from any available source.

(6) For hangar construction projects, the ~~Commission~~ Department may provide funding via grant or loan.

(A) For state grants the ~~Commission's~~ Department's maximum cost-share level of participation shall not exceed 40 percent. The airport sponsor is required to provide a minimum 5 percent for the airport sponsor matching share. Remaining share to complete project could come from any available source.

(B) For state loans the maximum cost-share level of participation shall be not exceed 70 percent. The airport sponsor is required to provide a minimum 5 percent for the airport sponsor matching share. Remaining share to complete project could come from any available source.

(7) For fuel system construction projects, the ~~Commission's~~ Department's maximum cost-share level shall be 50 percent and shall not exceed \$300,000 per system type (fixed or mobile) per fuel type (e.g Jet-A, AvGas). The airport sponsor is required to provide a minimum of 5 percent for the airport sponsor matching share. Remaining share to complete project could come from any available source.

(8) For funding directed to the ~~Commission~~ Department as a part of the Preserving Rural Economic Prosperity (PREP) program or other similar state program created by the legislature for specifically identified site locations and infrastructure projects of a non-competitive nature within the Oklahoma Airport System the ~~Commission~~ Department may provide funds at a 100 percent level.

(f) **Grant Application; Project Information.** The airport sponsor will provide the following information:

(1) The airport sponsor shall submit an Airport Layout Drawing or project sketch (designated as Exhibit A) indicating the location of the proposed construction work with all grant applications.

(2) The airport sponsor shall submit final project plans and specifications with the grant application (designated as Exhibit B).

(3) The airport sponsor shall submit a project narrative with the grant application describing the items of airport development for which the airport sponsor is requesting assistance (designated as Exhibit B-1).

(4) The airport sponsor shall submit a line-item project cost list with the grant application that provides a detailed cost breakdown of the project (designated as Exhibit B-2). This list will be based on the bid awarded by the airport sponsor. The amounts on this list are considered not to be exceeded amounts without prior approval. Any expenditure over these line-item amounts will not be considered for reimbursement unless approval has been received as described in 25:15-1-4(h).

(5) The airport sponsor shall submit the engineering contract for the project scope and the project engineering fees with the grant application (designated as Exhibit B-3).

(6) The Sponsor will submit a certification stating compliance with FAA standards unless an approved Modification to Standards for state standards has been received from the appropriate funding agency.

(7) The airport sponsor shall submit the contract for on-site construction observations (designated Exhibit B-4).

(8) The airport sponsor shall provide a signed statement in the grant application that the airport sponsor is not currently in default to any state agency for any obligation related to the development, operation or maintenance of the airport (designated as Exhibit C).

(9) The airport sponsor shall provide a signed statement with the grant application that the airport sponsor will not award any contract to any contractor who is currently suspended or disbarred by any federal agency, the Oklahoma Department of Central Services or the Oklahoma Department of Transportation for the project contemplated under the grant application (designated as Exhibit C-1).

(10) The airport sponsor shall provide an affidavit with the grant application that states the person signing is the administrative official for the sponsor, that the sponsor has not provided any compensation, donation or gift to an officer or

employee of the state in procuring the grant, that any employee of the state compensated by the airport sponsor involved in the development of the grant will not provide any services in the project, and that this project will not result in any duplication of previous grant requests or awards (designated as Exhibit C-2).

(g) **Hangar Loan Application; Project Information.** The airport sponsor will provide the following information:

(1) The airport sponsor shall submit an Airport Layout Drawing or project sketch (designated as Exhibit A) indicating the location of the proposed construction work with all loan applications.

(2) The airport sponsor shall submit final project plans and specifications with the loan application (designated as Exhibit B).

(3) The airport sponsor shall submit a project narrative with the loan application describing the items of airport development for which the airport sponsor is requesting assistance (designated as Exhibit B-1).

(4) The airport sponsor shall submit a line-item project cost list with the loan application that provides a detailed cost breakdown of the project (designated as Exhibit B-2). This list will be based on the bid awarded by the airport sponsor. The amounts on this list are considered not to be exceeded amounts without prior approval. Any expenditure over these line-item amounts will not be considered for reimbursement unless approval has been received as described in 25:15-1-4(h).

(5) The airport sponsor shall submit the engineering contract for the project scope and the project engineering fees with the loan application (designated as Exhibit B-3).

(6) The Sponsor will submit a certification stating compliance with FAA standards unless an approved Modification to Standards for state standards has been received from the appropriate funding agency.

(7) The airport sponsor shall submit the contract for on-site construction observations (designated Exhibit B-4).

(8) The airport sponsor shall provide a signed statement in the loan application that the airport sponsor is not currently in default to any state agency for any obligation related to the development, operation or maintenance of the airport (designated as Exhibit C).

(9) The airport sponsor shall provide a signed statement with the loan application that the airport sponsor will not award any contract to any contractor who is currently suspended or disbarred by any federal agency, the Oklahoma Department of Central Services or the Oklahoma Department of Transportation for the project contemplated under the loan application (designated as Exhibit C-1).

(10) The airport sponsor shall provide an affidavit with the loan application that states the person signing is the administrative official for the sponsor, that the sponsor has not provided any compensation, donation or gift to an officer or employee of the state in procuring the loan, that any employee of the state compensated by the airport sponsor involved in the development of the loan will not provide any services in the project, and that this project will not result in any duplication of previous grant or loan requests or awards (designated as Exhibit C-2).

(11) The airport sponsor shall provide a signed Loan Agreement with the loan application that confirms the airport sponsor agrees to the terms established in the Loan Agreement.

(A) The interest rate will be determined by the ~~Commission~~Department at the time a loan is issued but will be more competitive than what is available in the traditional loan market and allow for the ~~Commission~~Department to recover costs associated with administering the loan.

(B) The payback period for a hangar loan will be a year term with annual payments.

(C) The first payment will be due no later than the last day of the month beginning two months after completion and final acceptance of the project and continuing each subsequent year by the last day of that same month for the entire loan term.

(h) **Change Orders.** As described in 25:15-1-4(f) and 25:15-1-4(g) the B-2 form lists line-item project costs that cannot be exceeded. During the course of the construction of a project, change orders and/or supplemental agreements may be necessary to increase or decrease bid or line-item amounts and quantities due to unknown or unforeseen circumstances. A change order and/or supplemental agreement shall be sent to the ~~Commission~~Department along with a request to amend the approved grant's B-2 line-item or bid item.

(1) For change orders and/or supplemental agreements that will not increase the ~~Commission's~~Department's overall share for the project the Director may approve such an amendment to the grant application. Change orders and/or supplemental agreements approved by the Director shall be presented to the Commission at its next regular or special business meeting stating the reasons for the change order and/or supplemental agreement with such information as the Commission may require.

(2) For change orders and/or supplemental agreements involving a total increase to the ~~Commission's~~Department's overall share for the project not to exceed Ten Thousand Dollars (\$10,000) the Director may approve such an amendment to the grant application. Such change orders and/or supplemental agreements approved by the Director shall be presented to the Commission at its next regular or special business meeting stating the reasons for the change order and/or supplemental agreement with such information as the Commission may require.

(3) Change orders and/or supplemental agreements involving a total increase to the ~~Commission's~~Department's overall share for the project in excess of Ten Thousand Dollars (\$10,000) must be presented to and approved by the Commission before such an amendment can be made to the grant application.

(i) **Grant or Loan Application; Height Hazard Zoning and Land Use.** Each airport sponsor shall indicate within the application that it has taken action to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and take-off of aircraft, and assuring the protection or control of the aerial approaches to the airport (designated as Exhibit D). The adoption and enacting of these zoning regulations is outlined in Title 3, Section 103 through 116, of the Oklahoma State Statutes.

(j) **Grant or Loan Application; Assurances.** The airport sponsor, upon signing the grant or loan application, agrees to the following assurances:

(1) Upon the approval of the grant or loan by the Commission, the capital project will be completed within a maximum of two years unless otherwise explicitly authorized by the Commission.

(2) The airport sponsor agrees to the following conditions regarding the users of the airport:

(A) Neither the airport sponsor nor the occupant of any of the airport facilities shall discriminate against any person or a class of persons in the use of any facility provided to the public on airport property.

(B) The airport sponsor shall operate the airport in such a manner that the airport is open to all types and classes of users and establish such non-discriminatory conditions required for the safe and efficient operation of the airport.

(C) Any agreement, contract, lease or other arrangement that the airport sponsor enters into shall include provisions that such services meet the demands of all users of the airport, that services shall be provided on a non-discriminatory basis, that charges for goods and services shall be fair and reasonable, that services allow any user of the airport to perform any and all services to their own aircraft, and that essential facilities will be operated in a manner that these facilities shall be available to all users of the airport. In addition, if the airport sponsor provides any or all of these services, the airport sponsor agrees to the same provisions.

(3) The airport sponsor certifies that it has the legal authority to carry out all provisions of the grant or loan application in conformity with State and Federal Statutes, Acts, and Regulations.

(4) The airport sponsor shall reserve sufficient powers and authority when entering into any transaction or arrangement to perform any of the covenants expressed in the grant or loan application.

(5) The airport sponsor shall provide the following minimum essential facilities: a landing area and an aircraft parking area.

(6) The airport sponsor shall agree to properly maintain the airport under the following conditions:

(A) The airport sponsor will operate and maintain the airport and all facilities to meet the needs of all users of the airport.

(B) The airport sponsor shall not permit the airport to be used for an activity that would impede or obstruct aeronautical activity.

(C) The airport sponsor shall appropriate the funds required to properly maintain the airport to prevent deterioration of the facilities. Failure to have a documented pavement maintenance program shall be cause for the ~~Commission~~ Department to disqualify the airport sponsor for additional funds. In addition, failure to have a documented pavement maintenance program shall be considered a breach of these assurances.

(7) The airport sponsor shall maintain an updated Airport Layout Plan that has been prepared in accordance with the FAA's regulations and shall not make any



alterations to the airport other than those outlined in the approved Airport Layout Plan, or approved by the FAA or the ~~Commission-Department~~ in writing.

(8) The ~~Commission-Department~~ shall prepare a financial report of income and expenditures of all project funds. All project records shall be maintained by the airport sponsor for not less than three (3) years from the final acceptance of the project by the ~~Commission-Department~~, and the airport sponsor shall provide access to these records upon request of the ~~Commission-Department~~ or the FAA. This provision shall in no way affect any requirement imposed upon the airport sponsor by the Oklahoma Open Records Act or any other state or federal law. These records shall include such documentary evidence as invoices, cost estimates, payrolls, vouchers, cancelled checks or warrants, and receipts for cash payments that support each item of project costs. The final 10% of state grant or loan funds will not be released until a satisfactory financial report has been completed and accepted by the ~~Commission-Department~~ staff.

(9) The ~~Commission-Department~~ shall not pay or be obligated to pay for any work on the project that has been incurred prior to the grant or loan application being submitted to and awarded by the ~~Commission-Department~~ except for planning and/or engineering costs incurred pursuant to submitting a completed grant or loan application. In addition, any funds approved by the Commission shall only be used for project costs identified in the grant or loan application unless approval has been obtained as described in 25:15-1-4(g).

(10) The airport sponsor understands that fuel systems funded by the ~~Commission-Department~~ must be operated by the public airport sponsor and not a third party entity or contractor.

(11) The airport sponsor certifies that it will take the necessary and appropriate action, to the furthest extent possible, including the potential acquisition of property, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft. In addition, an airport sponsor shall take the necessary and appropriate action to assure that such terminal airspace as is required to protect instrument and visual operation to the airport will be adequately cleared and protected by removing, lowering, marking, lighting, or otherwise mitigating existing airport hazards and by preventing the establishment or creation of new airport hazards.

(k) **Grant or Loan Agreement; Terms and Conditions.** Upon approval by the Commission, the completed grant or loan application shall constitute an agreement between the ~~Commission-Department~~ and the airport sponsor. Both the ~~Commission-Department~~ and the airport sponsor are bound to all the requirements of the grant or loan agreement. In addition, all grants or loans of the ~~Commission-Department~~ shall be subject to the following terms and conditions:

(1) The time period of the grant or loan agreement between the airport sponsor and the ~~Commission-Department~~ shall be twenty (20) years from the date of the airport sponsor's acceptance and/or the life of the improvements contemplated under the grant or loan application, whichever is longer.

- (2) The airport and all visual navigational aids shall be under the control of and maintained by the airport sponsor for the period covered by the grant or loan agreement.
- (3) For the purposes of the grant or loan agreement, the airport sponsor must have title free and clear of any reversionary interest, lien, easement, lease, or other encumbrance for all property to be constructed on during the grant or loan agreement. If the property is leased, the airport sponsor asserts that the lease will be maintained no less than the time period of the grant or loan agreement, and in both circumstances, asserts that the property will not be used for any purpose other than the operation of the airport. In addition, airport property as defined in the airport layout plan cannot be transferred by the airport sponsor without the written approval of the ~~Commission-Department~~.
- (4) The airport and all visual navigational aids shall be made available to all classes of aeronautical users without discrimination by airport sponsor with adequate access at all times.
- (5) The airport sponsor will not grant or permit, either directly or indirectly, any exclusive right to any person, firm or corporation for any aeronautical activities, and will terminate any existing exclusive rights now existing before accepting a grant from the ~~Commission-Department~~.
- (6) The airport sponsor shall complete the project in accordance with FAA's standard specifications unless prior written modification to standards has been approved by the FAA (for federally funded projects) or the ~~Commission Department~~ (for state only projects). The airport sponsor shall provide the following reports to the Commission:
  - (A) A weekly progress report using the appropriate FAA form;
  - (B) A copy of all acceptance tests shall be provided by the acceptance testing laboratory as soon as they are available; and
  - (C) An acceptance test summary report shall be provided to the ~~Commission-Department~~ upon completion of the project.
- (7) The airport sponsor, upon request by the ~~Department~~, shall provide annual statements of airport revenues and expenses.
- (8) The airport sponsor shall comply with the Municipal Airports Act, Title 3, Section 65, and the provisions thereafter, of the Oklahoma State Statutes, specifically Section 65.12, that requires that revenues from airport operations be deposited in a separate fund and used exclusively for the airport.
- (9) All airport development using grant or loan funds shall be consistent with the Airport Layout Plan approved by the FAA. A copy of the approved Airport Layout Plan, with any modifications, will be filed with the ~~Commission-Department~~.
- (10) The airport sponsor shall comply with all applicable provisions of Title 61 of the Oklahoma State Statutes which governs competitive bidding for public construction contracts.
- (11) The airport sponsor shall provide a tabulation of all bids signed by the Engineer-of-record for the project with the grant or loan application.
- (12) The airport sponsor shall operate lighting for the airport when such lighting is included in the project.

(13) The ~~Commission-Department~~ and/or the state are not parties to any contract entered into by the airport sponsor to accomplish the project.

(14) The airport sponsor shall understand and agree that should the airport sponsor fail to abide by all of the terms and conditions of the grant or loan agreement, then the funds provided by the ~~Commission-Department~~ shall be withdrawn. In addition, the airport sponsor shall notify the ~~Commission-Department~~ of any delays or problems with the project and request an extension or deviation from the ~~Commission-Department~~.

(15) The airport sponsor shall understand and agree that should the airport sponsor fail to submit timely loan payments during the course of the 10 year loan payback period, the airport sponsor will be prohibited from receiving any additional grants or loans until such payments are made and may have existing federal and state projects programmed in the 5-year Airport Construction Program delayed or removed.

(l) **Grant or Loan Agreement; Payments.**

(1) The airport sponsor shall request reimbursement for project costs from the ~~Commission-Department~~ on a monthly basis upon initiation of the project. The ~~Commission-Department~~ shall reimburse the sponsor only for bid items at the bid unit price. The ~~Commission-Department~~ will only process the request for reimbursement when accompanied by the following documentation:

(A) For federal participation grants, a copy of a FAA Invoice Summary Worksheet and a Cost Distribution Worksheet based upon the line items in the executed grant or loan.

(B) For non-federal participation grants, an Invoice Summary Worksheet based upon line items in the executed grant or loan.

(C) Copies of all vendor invoices.

(D) A construction quantities report from the primary contractor signed by the Engineer-of-record.

(E) All test invoices.

(2) The ~~Commission-Department~~ shall process the monthly requests for reimbursement until 90% of the grant or loan awarded by the ~~Commission-Department~~ is expended or 90% of the ~~Commission's-Department's~~ total project cost is expended in the event the project comes in under budget. The final 10% will be released upon the completion of the following items:

(A) The summary of acceptance testing report and if required by the specifications, the calculated lot-wise percentage within limits (PWL) of the project. The report shall document the results of all acceptance tests performed, the construction lot, location of the material tested and the quantity represented.

(B) A report submitted by the Resident Inspector or Engineer-of-Record detailing those acceptance tests that were out-of-tolerance and include the pay reductions applied and reasons for accepting any out-of-tolerance material.

(C) All final acceptance and close-out forms for the project have been submitted to the ~~Commission-Department~~.

(D) For federal participation grants, a copy of the final signed FAA form SF 271 Outlay Report.

(E) A satisfactory financial report has been completed by the ~~Commission~~ Department.

(m) **Endorsement by the Commission:**

(1) Upon receipt of the fully executed and complete grant or loan application, the ~~Commission-Department~~ staff shall verify compliance with the terms of the notification letter.

(2) If the grant or loan application is found to be in compliance with the terms of the notification letter, the ~~Commission-Department~~ staff shall forward the grant or loan application to the Commission for action.

(3) If the Commission approves the grant or loan application, the ~~Commission-Department~~ staff shall communicate that approval to the airport sponsor with authorization to proceed.

(4) If the ~~Commission-Department~~ staff finds that the grant or loan application is not in compliance with the terms of the notification letter, the ~~Commission-Department~~ staff shall notify the airport sponsor of the non-compliance and suggest possible remedies.

(5) Upon receipt of the ~~Commission-Department~~ staff's finding of non-compliance, the airport sponsor may:

(A) Modify the grant or loan application to bring it into compliance with the terms of the notification letter; or

(B) State the reason that the airport sponsor believes it is in compliance and request that the grant or loan application be forwarded to the Commission for action; or

(C) Agree that it is not in compliance and request that the grant or loan application be forwarded to the Commission as is.

(D) Request the grant or loan application not be forwarded to the Commission.

(6) The ~~Commission-Department~~ staff shall notify the airport sponsor of the Commission's action.

**25:15-1-5. Airport Compliance**

It is the Department's goal to use the most effective means to maintain airports in full compliance of grant assurance requirements. Airports must remain in compliance with all grant assurances to remain eligible for grant funding from the Department. When the Department is working with airports to correct a grant assurance violation, the Commission, as the governing body of the Department, may elect to move the airport's compliance status to conditional compliance. Conditional compliance status means an airport may continue to receive grant funding in the future and does not necessitate the immediate removal of any currently awarded grant funding provided the airport is complying with the conditions that the Commission has stipulated and is actively working to correct the grant assurance violation. The Commission may elect to move an airport's compliance status to non-compliance if a grant assurance has been violated. Non-compliance status means that an airport will not be eligible to receive grant funds

from the Department in the future and may, at the Commission's sole discretion, require the repayment of previously awarded grant funding.



**TITLE 25. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS  
CHAPTER 25. AEROSPACE AND AVIATION EDUCATION GRANT PROGRAM**

**25:25-1-1. Purpose**

The purpose of this chapter is to set forth the requirements and criteria for aviation education programs to receive funding from the Oklahoma Department of Aerospace and Aeronautics-Commission, and to establish the procedures to be followed by the ~~Commission~~ Department in the administration and enforcement of its duties under Title 3, Oklahoma Statutes, Section 85.

**25:25-1-2. Requirements for receiving funding for an Aerospace and Aviation Education Grant Program**

- (a) The Oklahoma Department of Aerospace and Aeronautics-Commission shall identify and award grants to public schools, colleges, and universities, and execute contracts with private entities to promote aviation, aerospace, and STEM (science, technology, engineering and mathematics) education programs that have direct application to aviation and promote careers in aviation and aerospace among Oklahoma students. All grant proposals must demonstrate a direct application to aviation.
- (b) Each school, college, university, teacher or private entity must complete the Aerospace and Aviation Education Grant application located on the website of the Commission Department.
- (c) A private entity or organization must also complete the Aerospace and Aviation Education Grant application and if their application is selected, enter into a contract with the Oklahoma Department of Aerospace and Aeronautics-Commission for the project. Additional contractual forms will also need to be completed.
- (d) Applications must be submitted or postmarked no later than May 31st in order to be considered for the following fiscal year which starts July 1st. If May 31st occurs on a weekend or holiday, applications may be submitted on the next business day following the weekend or holiday.
- (e) Applicants who receive approval must provide a Financial Report, corresponding receipts, final invoice and a Completion Report to the Oklahoma Department of Aerospace and Aeronautics-Commission which documents the usage of funds and gives a detailed description of the program's implementation. This documentation is due within sixty (60) days of the completion of the program.
- (f) If the Financial Report, corresponding receipts, final invoice and the Completion Report are not turned in within the sixty (60) day period, the applicant forfeits the remaining twenty percent (20%) or any outstanding balances.
- (g) If an applicant forfeits money, the applicant is prohibited from applying for a grant the following year.
- (h) Applicants may request a thirty (30) day extension if they are unable to submit the Financial Report, corresponding receipts, final invoice and the Completion Report within the sixty (60) day period.
- (i) The thirty (30) day extension request must be received within sixty (60) days of the completion of the program.

(j) The maximum cost share of any grant or contract awarded by the ~~Commission~~ Department shall not exceed 50% of the total program cost unless the funding request by the applicant is less than \$3,000 in which case the maximum cost share shall be 90%.

(k) For start-up or new programs, ~~Commission~~ Department funding cannot be provided until all other funding sources necessary to complete the program have been identified.

### **25:25-1-3. Criteria selection for applicants**

(a) An applicant's program must have a direct application to aviation with the purpose of increasing aerospace and aviation awareness by promoting science, technology, engineering, and mathematics (STEM) education, or encourage Oklahoma students to pursue a career in the aviation/aerospace industry.

(b) Applications will be rated based on, but not limited to, information provided in the application packet, information obtained from an organization's readily available public information, website, or social media, and past history of administering any aviation education grants the organization may have received from the ~~Commission~~ Department. The following criteria will be utilized to rate an applicant:

- (1) Program description to include the ability of the program to energize students into joining the aviation/aerospace workforce.
- (2) Number of students involved
- (3) Program goals and objectives, (items to be funded by the ~~Commission~~ Department must be directly linked to aviation).
- (4) Program relevance to current aviation/aerospace industry issues and workforce demands.
- (5) Curriculum/subject areas covered
- (6) Desired learning outcomes, (items to be funded by the ~~Commission~~ Department must be directly linked to aviation)
- (7) Ability of the program to determine measurements of success for students who complete the program. Ability of the program to track students' successes, career path, level of education, or similar measure after completing the program.
- (8) Justification of need for the funding
- (9) Ability of the program to achieve geographic/demographic diversity among the students who participate in the program.

(c) Applications will also be rated according to the following financial information provided by the applicant:

- (1) Total budget of the organization
- (2) Total budget of the program
- (3) Other contributors and the amount contributed
- (4) Percentage of the program that the Oklahoma Department of Aerospace and Aeronautics ~~commission~~ is being asked to fund
- (5) Cost of the program per student or for fixed, one-time expenditures, projected benefit and estimated longevity of the program.

### **25:25-1-4. Procedures for awarding funding to an Aerospace and Aviation Education Grant Program**

(a) Staff will take up to sixty (60) days after the May 31st deadline date to review the applications based upon the above mentioned criteria. Applications will then be submitted to the Commission for approval at the next regularly scheduled Commission meeting. The start date of the program cannot be prior to the date the application is taken before the Commission for approval. Any costs incurred prior to this date are not eligible for reimbursement.

(b) The Oklahoma Department of Aerospace and Aeronautics Commission will make a partial payment of eighty percent (80%) upon completion of the program. The remaining twenty percent (20%) will be paid upon receipt of the Financial Report, corresponding receipts, final invoice and the Completion Report.

**TITLE 25. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS  
CHAPTER 30. AIRCRAFT PILOT AND PASSENGER PROTECTION ACT**

**SUBCHAPTER 1. GENERAL PROVISIONS**

**25:30-1-1. Purpose**

The purpose of this chapter is to set administrative rules for the implementation of HB 2919-the Aircraft Pilot and Passenger Protection Act. This chapter establishes the requirements and procedures to be followed by the ~~Commission~~Department in the administration and enforcement of its duties under Title 3, Oklahoma Statutes, Section 120.1 for construction of structures in the vicinity of public-use airports.

**25:30-1-2. Definitions**

The following words and terms, when used in this Chapter, shall have the following meaning, unless the context clearly indicates otherwise:

**"Airport elevation"** is the highest point of an airport's usable runways measured in feet from mean sea level;

**"Airport reference point"** is the geometrical center of all usable runways;

**"Applicant"** is an individual, firm, partnership, corporation, association, or body politic and includes a trustee, receiver, assignee, or other similarly authorized representative of any of them;

**"Approach surface"** is an imaginary surface shaped like a trapezoid:

(A) longitudinally centered on the extended runway centerline at a public use airport,

(B) beginning two hundred (200) feet beyond the end of each runway pavement and at the runway end elevation,

(C) having an inner-edge width of one thousand (1,000) feet expanding outward uniformly to a width of sixteen thousand (16,000) feet at the outer edge, and

(D) sloping upward for a distance of ten thousand (10,000) feet at a slope of fifty (50) to one (1), with an additional forty thousand (40,000) feet at a slope of forty (40) to one (1);

**"Commission"** means the seven members of the Oklahoma Aerospace and Aeronautics Commission or a successor agency, as appointed by the governor.

**"Department"** means the Oklahoma Department of Aerospace and Aeronautics, the state agency responsible for the administration and enforcement of the aircraft pilot and passenger protection act.

**"Conical surface"** is an imaginary surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) to one (1) for a horizontal distance of four thousand (4,000) feet;

**"FAA"** means the Federal Aviation Administration or a successor agency;

**"Horizontal surface"** is an imaginary horizontal plane one hundred fifty (150) feet above the airport elevation, the perimeter of which is constructed by swinging arcs of ten thousand (10,000) feet radii from a point located on the extended runway centerline two hundred (200) feet beyond each end of runway

pavement and connecting the adjacent arcs by lines tangent to those arcs;

**"Incompatible purpose"** means the use of a building structure, or area as a residence, educational center (including all types of primary and secondary schools, preschools, and child-care facilities), place of worship, place of public assembly, hospital, medical inpatient treatment facility, nursing/convalescent home, retirement home, transportation facility, storage facility, above-ground utility facility, or similar use;

**"Legal representative"** means a person who is authorized to legally bind an entity;

**"Permit"** means a permit issued by the ~~Commission~~ Department under this act;

**"Person"** means an individual, firm, partnership, corporation, association, or body politic and includes a trustee, receiver, assignee, or other similarly authorized representative of any of them;

**"Primary surface"** is a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred (200) feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is one thousand (1,000) feet;

**"Public-use airport"** means a structure or an area of land or water that is designed and set aside for the landing and taking off of aircraft, is utilized or to be utilized by and in the interest of the public for the landing and taking off of aircraft and is identified by the FAA as a public-use airport. Public-use airport shall include any military airport operated by a branch of the armed services of the United States government. Public-use airport shall not include any privately owned airport for private use as identified by the FAA, or any airport owned by a municipality with a population exceeding five hundred thousand (500,000) according to the most recent Federal Decennial Census;

**"Runway"** means the portion of an airport designated as the area used for the landing or takeoff of aircraft;

**"Runway protection zone"** is a trapezoidal zone centered along the extended runway centerline, beyond each end of the primary surface, two thousand five hundred (2,500) feet long, with an inner width of one thousand (1,000) feet and an outer width of one thousand seven hundred fifty (1,750) feet. The function of the runway protection zone is to enhance the protection of people and property on the ground;

**"Structure"** means any constructed or installed object or area, including, but not limited to, buildings, towers, wind turbines, smokestacks, electronic transmission or receiving towers, and antennae and overhead transmission lines. The term does not include:

- (A) any aviation navigational aids that are fixed by function, or
- (B) any construction or installed object on property owned by the federal government; and

**"Total structure height"** means the elevation of the ground above mean sea level at the structure's location, plus the height of the structure above ground



level in feet, plus the applicable survey type adjustment, as described in Appendix A, provided the survey adjustment is in accordance with Federal Aviation Administration standards.

### **25:30-1-3. Who is required to file**

A person shall obtain a permit from the ~~Commission~~Department prior to the construction or installation of any of the following near a public-use airport:

- (1) Any proposed structure for an incompatible purpose in the primary surface or the runway protection zone;
- (2) Any structure, alteration or addition to a structure within three (3) statute miles from the airport reference point of a public-use airport, that would result in a total structure height in excess of one hundred fifty (150) feet above the airport elevation; and
- (3) Any structure, alteration or addition to a structure that would result in a total Structure height greater than the horizontal, conical or approach surfaces, as Defined in 25:30-1-2 of the Aircraft Pilot and Passenger Protection Act.

### **25:30-1-4. Who is not required to file**

A permit from the ~~Commission~~Department shall not be required for the following:

- (1) For mobile or temporary equipment used to construct or install a new structure or to perform routine maintenance, repairs, or replace parts of an existing structure, or for temporary structures that will be in place for less than 24 months; or
- (2) To repair, replace, or alter an existing structure or change the location of an existing structure that would not result in a total structure height greater than the horizontal, conical or approach surfaces as defined in Section 25:30-1-2,~~or change the location of an existing structure.~~
- (3) Structures that exist or have an approved building permit from the local authority with jurisdiction over the property that the structure is proposed to be constructed upon, prior to October 1, 2010.
- (4) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation. This shielding is only applicable for a tall structure permit and is not pertinent for an incompatible purpose permit.

### **25:30-1-5. Violations**

Each violation of the Aircraft Pilot and Passenger Protection Act, or rulings promulgated by the ~~Commission~~Department pursuant to this act, shall constitute a misdemeanor punishable by a fine of not more than Five Hundred Dollars (\$500.00). Each day that such a failure continues constitutes a separate violation. In addition, the ~~Commission~~Department may institute in any court of general jurisdiction, an action to prevent, restrain, correct, or abate any violation of this act, or any rules

adopted or orders issued by the ~~Commission-Department~~ pursuant to this act. The court may grant such relief, by way of injunction, which may be mandatory, or otherwise, as may be necessary under this act and the applicable rules or orders of the ~~Commission-Department~~ issued under this act.

### SUBCHAPTER 3. APPLICATION REQUIREMENTS

#### **25:30-3-1. Application form and time of notice**

(a) **Form.** Each person that is required to file for a permit from the ~~Commission-Department~~ in accordance with 25:30-1-3, shall send one original and one copy of ~~OAG-Department~~ form A-1 to the ~~Commission-Department~~ or on an electronic form approved by the ~~Commission-Department~~. Copies of the Form may be obtained free of charge from the ~~Commission's-Department's~~ Office or downloaded in electronic format from the ~~Commission's-Department's~~ website. The ~~Commission-Department~~ will make available a web-based application for online permit application that is consistent with the requirements set forth in Title 62 of the Oklahoma Statutes.

(b) **Additional application requirements.** Applications to the ~~Commission-Department~~ for a permit in accordance with the provisions of these rules shall include the following in addition to the requirements of 25:30-3-1(a):

(1) For construction in a primary surface or runway protection zone, in accordance with section 25:30-5-1:

(A) The following statement signed by a legal representative of the applicant: "The applicant acknowledges for itself, its heirs, its successors, and its assigns, that the real estate described in this application is located in the primary surface or the runway protection zone of a public-use airport, and that the applicant is building a structure upon this real estate, with the full knowledge and acceptance that it may be incompatible with the normal airport operations including the landing and takeoff of aircraft."

(B) if notice is required to be filed with FAA, a copy of the FAA Form 7460-1, "Notice of Proposed Construction or Alteration", as described in 14 CFR part 77, sub-part B, Section 17, to be submitted to the FAA.

(2) For construction or alteration of a structure in a horizontal, conical, or approach surface in accordance with section 25:30-5-2: a copy of FAA Form 7460-1, if required to be submitted to the FAA.

(c) **When to file for a permit.** If FAA Form 7460-1 is required to be filed for the proposed construction, then an application for a permit pursuant to Section 25:30-1-3 shall be filed at the same time the FAA Form 7460-1 is sent to the FAA, or at any time before that. If FAA Form 7460-1 is not required to be filed with the FAA, then the application shall be filed at least thirty (30) days before the earlier of the following:

(1) The date the proposed construction or alteration is to begin; or

(2) The date an application for a construction or building permit is to be filed with the municipality.

### **25:30-3-2. Acceptance of application and amendments**

(a) **Complete applications.** The date of receipt of an application shall be the date the ~~Commission-Department~~ determines an application is complete in all respects including application fee in accordance with 25:30-3-4, and this date termed as the "date of record" shall be noted in the records.

(b) **Incomplete applications.** If the ~~Commission-Department~~ determines the application is incomplete, the ~~Commission-Department~~ shall advise the applicant and a period of sixty (60) days shall be allowed for the refile of a complete application. If the ~~Commission-Department~~ determines that a completed application was not submitted within the time allowed, the ~~Commission-Department~~ will consider the application withdrawn, unless the ~~Commission-Department~~ agrees to give the applicant more time.

(c) **Application amendments.** Applications shall be amended or revised by the applicant or his legal representative. Amendments to the application will be classified as either minor or major, depending upon the nature of the amendment requested.

(1) **Minor amendments** are administrative in nature and do not amend the location or total height of the proposed structure. Also, a minor amendment will not amend the "date of record" of the application.

(2) **Major amendments** are defined as those that affect the location and/or the total structure height. The "date of record" for a completed application will be revised once the amendment has been accepted by the ~~Commission Department~~.

### **25:30-3-3. Applications filed later than provided in section 25:30-3-1 subsection (c)**

Applications not filed in accordance with the provisions of section 25:30-3-1(c), or filed after construction has begun, will be assessed penalties or be subject to action in accordance with 25:30-1-5.

### **25:30-3-4. Fees**

Pursuant to Title 3, Oklahoma Statutes, Section 120.1 for construction of structures in the vicinity of public-use airports, the ~~Commission-Department~~ shall charge reasonable fees for services rendered, not to exceed Two Hundred Dollars (\$200.00). All fees shall be paid to the Oklahoma Department of Aerospace and Aeronautics-Commission. Required fees must be paid before any action will be taken by the ~~Commission-Department~~ on the matter relating thereto and before the issuance of any permit. Permit fees will not be refunded if the application for a permit is denied or withdrawn. The following fee will be charged: Application for a new permit: \$200.00

## **SUBCHAPTER 7. NOTICE, DETERMINATION AND COMMISSION DEPARTMENT ACTIONS**

### **25:30-7-1. ~~Commission-Department~~ review**

(a) Upon receiving an application, the ~~Commission-Department~~ shall notify a legal representative of the public-use airport owner affected by the application and solicit

comments from the airport owner.

(b) In determining whether to issue a permit, the ~~Commission~~Department shall consider sections 25:30-5-1 and 25:30-5-2, and the following:

- (1) The nature of the terrain and height of existing structures;
- (2) Public and private interests and investments of an airport;
- (3) The character of flying operations and planned developments of an airport;
- (4) Whether the construction of the proposed structure would cause an increase in the minimum descent altitude or the decision height at the affected airport;
- (5) Technological advances;
- (6) The safety of persons on the ground and in the air;
- (7) Land use density;
- (8) Comments from all interested persons;
- (9) Findings and determinations of other government agencies;
- (10) Depending upon the type of survey used, an adjustment will be made in accordance with FAA regulations to the horizontal and vertical measurements of the proposed structure as described in Appendix A of this Chapter. If the survey type (horizontal and vertical) is not certified by a licensed engineer or a licensed surveyor, a horizontal adjustment of plus or minus two hundred fifty (250) feet and a vertical adjustment of fifty (50) feet will be applied to the structure measurements;
- (11) Any other information the ~~Commission~~Department finds pertinent to that applications review.

#### **25:30-7-2. Review time period**

The review time period for an application will commence once a complete application has been accepted in accordance with section 25:30-3-2.

(1) If FAA Form 7460-1 is also required to be filed with FAA, then the ~~Commission~~Department shall notify the applicant of its determination within thirty (30) days of the FAA completing its aeronautical study. If the applicant has not been notified by the ~~Commission~~Department of its determination within thirty (30) days of the FAA completing its aeronautical study, then the applicant shall notify the ~~Commission~~Department that it has not received notice of the ~~Commission's~~Department's determination. The ~~Commission~~Department shall then have seven (7) working days from the date of the applicant's notice to notify the applicant of its determination. Nothing herein precludes the ~~Commission~~Department from making its determination before the FAA completes its aeronautical study.

(2) If FAA Form 7460-1 is not required, then the ~~Commission~~Department shall notify the applicant of its determination within sixty (60) days of the date of record. If the applicant has not been notified by the ~~Commission~~Department of its determination within sixty (60) days of date of record, then the applicant shall notify the ~~Commission~~Department that it has not received notice of the

~~Commission's-Department's~~ determination. The ~~Commission-Department~~ shall then have seven (7) working days from the date of the applicant's notice to notify the applicant of its determination.

### **25:30-7-3. ~~Commission's-Department's~~ determination**

The ~~Commission's-Department's~~ review of an application can lead to the following determinations:

- (1) The proposed construction would exceed the obstruction standards set forth in sections 25:30-5-1 or 25:30-5-2 and is therefore denied;
- (2) The proposed construction would exceed the limitations set forth in section 25:30-1-3; however, due to other considerations listed in section 25:30-7-1, the application is approved; and
- (3) The proposed construction would not exceed any limitation set forth in section 25:30-1-3; therefore, a permit from the ~~Commission-Department~~ is not required and shall not be issued.

### **25:30-7-4. Actions required for approved applications**

Upon the determination of the ~~Commission-Department~~ to approve an application, an original permit shall be forwarded to the applicant. The applicant shall complete the following steps:

- (1) The applicant for a permit under Section 25:30-1-3 shall record each permit issued by the ~~Commission-Department~~ in the office of the county clerk for the county where the structure is located not later than sixty (60) business days after the ~~Commission-Department~~ issues the permit. If a structure is located in more than one county, the county that contains the majority of the structure is the county in which the permit must be filed. A permit issued under Section 25:30-1-3 (1) shall contain the following statement: "The permittee acknowledges for itself, its heirs, its successors, and its assigns, that the real estate described in this permit is located within the primary surface or the runway protection zone of a public-use airport, and that the permittee is building a structure upon this real estate with the full knowledge and acceptance that it may be incompatible with normal airport operations including the landing and takeoff of aircraft.";
- (2) Every permit issued by the ~~Commission-Department~~ shall specify that obstruction markers, markings, lighting, or other visual or aural identification required to be installed on or in the vicinity of the structure shall conform to federal laws and regulations; and
- (3) A permit issued in accordance with the provisions of Section 25:30-7-3 is valid only after the ~~Commission-Department~~ receives a certified copy of the recorded permit with the recording data from the county clerk of the county in which the structure is located.
- (4) Once a permit is valid the permittee may request to amend a permit under these conditions:
  - (A) The amendment is to change the administrative items of the permit including the transfer of ownership rights. There shall be no limit to the amount of times a permittee can request an amendment



that is administrative in nature.

(B) The amendment is for the purposes of micro-siting a structure that has been permitted, but not yet constructed. Micro-siting shall allow for a structure to be moved 400 feet or less in a horizontal direction provided the new location will not impact an airport's instrument or visual approaches. A permittee can request to amend a permit for micro-siting up to two times. A third micro-siting request on the structure will require the permittee to file a new permit application.

#### **25:30-7-5. Denial of permit**

(a) **Denial of permit and notification.** If the ~~Commission~~Department determines that a permit should not be issued under the provisions of these rules, the ~~Commission~~Department shall notify the applicant in writing of its determination by sending it through certified or registered mail to the applicant at the address specified in the application.

(b) **Final determination and/or reconsideration.** The determination is final thirty (30) days after notification of the determination is served, unless the applicant, within the thirty-day period, requests reconsideration in writing to the ~~Commission~~Department and provides written evidence showing why the application should have been approved. The ~~Commission~~Department has up to a period of thirty (30) days from the receipt of the request. The ~~Commission~~Department shall notify the applicant of its determination as specified in subsection (a) of this section. In the event of a second denial by the ~~Commission~~Department of the permit request, the applicant can request a hearing before the ~~Commission~~Department with reference to the application. A hearing under this section shall be open to the public. The applicant may appear and be heard either in person or by counsel and may present pertinent evidence and testimony. At the hearing, the applicant has the burden to show cause why the ~~Commission~~Department should have issued the permit to erect the proposed structure.

#### **25:30-7-6. Construction of works.**

A permit issued in accordance with the provisions of the Aircraft Pilot and Passenger Protection Act is valid only if the proposed structure has been constructed within ten (10) years of the issuance of a permit by the ~~Commission~~Department pursuant to Section 25:30-7-4.

### **SUBCHAPTER 9. PERMITS**

#### **25:30-9-1. Contents of permits**

- (a) Every permit issued by the ~~Commission~~Department shall contain the following:
- (1) The date the permit is issued.
  - (2) The county or counties in which the structure(s) is or are located.
  - (3) The permit number and date issued, which shall be the date the permit is approved by the ~~Commission~~Department or where appropriate, by the Director.
  - (4) The name and address to whom issued.
  - (5) The purpose for which the structure will be used.
  - (6) Survey information of the site location and total height of the structure

provided with the application.

(7) Any other items to be specified by the ~~Commission-Department~~.

(b) In addition to the above, the permit shall contain any additional terms, conditions, limitations, or restrictions the ~~Commission-Department~~ may prescribe.

### **25:30-9-2. Acceptance of permit by permittee**

Acceptance of the permit shall be an acknowledgement and agreement that permittee will comply with all the terms, provisions, limitations, conditions and restrictions contained in the permit.

### **25:30-9-3. Amendments to permit**

The ~~Commission-Department~~ shall consider amendments to permits that are administrative in nature including the transfer of ownership rights. The permit holder or his legal representative shall notify the ~~Commission-Department~~ in writing of the amendments to the permit and shall provide the affected permit number(s). A change to the latitude/longitude or an increase in the total height of a permitted structure will require the applicant to obtain a new permit.

## **SUBCHAPTER 11. MISCELLANEOUS PROVISIONS**

### **25:30-11-1. Military airspace**

(a) Any person required to notify the FAA of any proposed construction or alteration pursuant to Subpart B of Section 77.13 of the Federal Aviation Regulations Part 77, that in response receives an acknowledgement from the FAA that further aeronautical study is required to determine whether the proposed construction or alteration would be a hazard to air navigation, shall, upon requesting further aeronautical study by the FAA, concurrently notify the ~~Commission-Department~~ of the request and shall provide the ~~Commission-Department~~ with true and correct copies of all relevant filings made with the FAA.

(b) Upon receipt of such notification of the filing of a request for further aeronautical study, the ~~Commission-Department~~ shall give timely notice thereof to the Oklahoma Strategic Military Planning Commission, or any successor agency, and to any military airport within Oklahoma potentially affected by the proposed construction or alteration.

(c) The ~~Commission-Department~~ further shall use its best efforts to establish regular and consistent communication with the FAA to encourage sharing of information regarding construction or alteration in a military training route or slow-speed lowaltitude training route within the state of Oklahoma with appropriate state agencies and military installations.

**TITLE 25. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS  
CHAPTER 35. ANEMOMETER TOWER REGULATIONS**

**SUBCHAPTER 1. GENERAL PROVISIONS**

**25:35-1-1. Purpose**

The purpose of this chapter is to set forth administrative rules for the implementation of Title 3, Oklahoma Statutes, Section 121. This chapter establishes the requirements and procedures to be followed by the ~~Commission~~Department in the administration and enforcement of its duties under this provision. HB 3348 gives the ~~Commission~~Department the authority to promulgate rules to ensure that anemometer towers are marked for clear visibility and to establish a data base of anemometer tower locations throughout the state.

**25:35-1-2. Definitions**

The following words and terms, when used in this chapter, shall have the following meaning, unless the context clearly indicates otherwise:

**"Anemometer"** is an instrument for measuring and recording wind speed;

**"Anemometer tower"** is a structure, including all guy wires and accessory facilities, on which an anemometer is mounted, that is fifty (50) feet in height above the ground or higher, is not located within the boundaries of a municipality, and whose appearance is not otherwise regulated by state or federal law; and

**"Commission"** means the seven members of the Oklahoma Aerospace and Aeronautics Commission as created in Title 3, Oklahoma Statutes, Section 84 of the Oklahoma Statutes appointed by the governor.

**"Department"** means the Oklahoma Department of Aerospace and Aeronautics, the state agency responsible for the administration and enforcement of the anemometer tower regulations.

**25:35-1-3. Additional zoning requirements**

In addition to any zoning requirements of the Airport Zoning Act or the Aircraft Pilot and Passenger Protection Act, the ~~Commission~~Department shall promulgate rules regulating the appearance of anemometer towers to ensure that anemometer towers are clearly recognizable in clear air during daylight hours.

**SUBCHAPTER 5. ESTABLISHMENT OF DATABASE**

**25:35-5-1. Database requirements**

(a) The ~~Commission~~Department shall establish and maintain a database containing the location of all anemometer towers by November 1, 2015. The ~~Commission~~Department may contract with a governmental entity or private entity to create and maintain the database.

(b) An owner of any existing anemometer tower erected in the state shall provide the ~~Commission~~Department with information that specifies the owner, location and height of the tower and any other information that the ~~Commission~~Department finds necessary for aviation safety.

(c) At least ten (10) days before the erection of an anemometer tower, an owner of the tower shall provide the ~~Commission~~Department with information that specifies the owner, location and height of the tower and any other information that the ~~Commission~~Department finds necessary for aviation safety.

(d) An owner of an anemometer tower shall notify the ~~Commission~~Department within thirty (30) days after the removal of the tower.

**TITLE 25. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS  
CHAPTER 40. WIND ENERGY RULES**

**SUBCHAPTER 1. GENERAL PROVISIONS**

**25:40-1-1. Purpose of this chapter**

The purpose of this chapter is to implement the Oklahoma Department of Aerospace and Aeronautics Commission's responsibilities within the Oklahoma Wind Energy Development Act, 17 O.S. §§ 160.11 *et seq.*, by establishing rules and procedures for an owner of a wind energy facility to submit documentation to the Aeronautics Commission.

**25:40-1-2. Definitions**

In addition to terms defined in the Oklahoma Wind Energy Development Act, 17 O.S. § 160.11 *et seq.*, the following word(s) or term(s), when used in this Subchapter, shall have the following meaning, unless the context clearly indicates otherwise:

**"Clearinghouse"** means the Military Aviation and Installation Assurance Siting Clearinghouse.

**"Department"** means the Oklahoma Department of Aerospace and Aeronautics.

**"Determination of No Hazard"** means a document issued by the Federal Aviation Administration.

**"Director"** means the Director of the Oklahoma Department of Aerospace and Aeronautics Commission.

**"FAA"** means the Federal Aviation Administration.

**"Owner"** means the entity having a majority equity interest in commercial wind energy equipment, including their respective successors and assigns.

**"Project boundary"** means a graphic depiction of a wind energy facility's outer boundary, which should adequately demonstrate the project's outer perimeter, inclusive of all wind turbines.

**"Wind energy facility"** means an electrical generation facility consisting of one or more wind turbines under common ownership or operating control, and includes substations, meteorological data towers, aboveground and underground electrical transmission lines, transformers, control systems, and other buildings or facilities used to support the operation of the facility, and whose primary purpose is to supply electricity to an off-site customer or customers. Wind energy facility shall not include a wind energy facility located entirely on property held in fee simple absolute estate by the owner of the wind energy facility.

**"Wind turbine"** means a wind energy conversion system which converts wind energy into electricity through the use of a wind turbine generator and includes the turbine, blade, tower, base, and pad transformer, if any.

**SUBCHAPTER 3. SUBMITTAL REQUIREMENTS FOR FEDERAL AVIATION  
ADMINISTRATION AND DEPARTMENT OF DEFENSE DOCUMENTATION**

**25:40-3-1. Notification of intent to build a wind energy facility and other**

## **notices**

(a) The owner of a wind energy facility shall submit to the Oklahoma Department of Aerospace and Aeronautics Commission copies of all initial FAA 7460-1 form(s) for all individual wind turbines or any other individual structure that requires a FAA form 7460-1 that is part of a wind energy facility within thirty (30) days of the initial filing with the FAA.

(b) If the owner of a wind energy facility is required to file subsequent 7460-1 forms with the FAA due to changing locations or heights of individual structures from the locations or heights originally proposed in the initial 7460-1 forms submitted to the Oklahoma Department of Aerospace and Aeronautics Commission, the owner shall, within ten (10) calendar days of filing with the FAA, submit such subsequent 7460-1 forms to the Oklahoma Department of Aerospace and Aeronautics Commission.

(c) The 7460-1 form(s) shall be submitted electronically unless prior approval of another format has been granted by the Director. A cover letter shall accompany the 7460-1 form(s) detailing the name of the project, the owner of the wind energy facility, and indicating whether the submittal is for initial 7460-1 form(s) or subsequent 7460-1 form(s).

[Source: Added at 37 Ok Reg 823, eff 11-15-19 (emergency); Added at 37 Ok Reg 941, eff 9-11-20]

### **25:40-3-2. Final Documentation from the Federal Aviation Administration and Department of Defense**

(a) The owner of a wind energy facility shall submit to the Oklahoma Department of Aerospace and Aeronautics Commission the Determination of No Hazard from the FAA for each individual wind turbine or other individual structure that requires a 7460-1 form that is part of a wind energy facility prior to the start of construction.

(b) The owner of a wind energy facility shall submit to the Oklahoma Department of Aerospace and Aeronautics Commission the Military Compatibility Certification Letter or successor form from the Clearinghouse which serves as documentation of the resolution of adverse impacts to the Department of Defense prior to the start of construction.

(c) All submissions shall be submitted electronically unless prior approval of another format has been granted by the Director.

## **SUBCHAPTER 5. OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS COMMISSION ACTIONS TO THE OKLAHOMA STRATEGIC MILITARY PLANNING COMMISSION**

### **25:40-5-1. Notification to the Strategic Military Planning Commission**

After receiving a FAA 7460-1 form from the owner of a wind energy facility, either as an initial or subsequent 7460-1 form, the Oklahoma Department of Aerospace and Aeronautics Commission shall notify the Strategic Military Planning Commission within 10 days of receiving the 7460-1 form.