

Oklahoma Aeronautics Commission

Airport Construction Program

Approved - 5/20/2020



OKLAHOMA

Airport Construction Program

FY 2020-2024

Oklahoma Aeronautics Commission

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Oklahoma Aeronautics Commission

Airport Construction Program

FY 2020 - FY 2024

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oac.ok.gov

EXECUTIVE SUMMARY

The Oklahoma Aeronautics Commission (Commission) assists with the development of a statewide system of airports, encourages aeronautical safety and development, and coordinates activities with the Federal Aviation Administration (FAA) to develop a national system of civil aviation.

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

The Commission's Airport Construction Program (ACP) programs federal and state funds regarding airport development that is consistent with the goals of the OASP. The ACP allows the Commission, FAA, and airport sponsors to anticipate airport funding needs and accommodate changes in project scope, cost, and schedule based on multi-year planning. **Inclusion of a project in the ACP is an indication to the sponsor that the project is under consideration for future funding; however, it is NOT a commitment for future funding.**

Justification is required for projects in the ACP and must be consistent with FAA and Commission regulations, policies and procedures. Some projects listed in this document may not be implemented due to funding restrictions or lack of justification.

The ACP is based on anticipated funding levels that were determined from historic state and federal allocations for airport development in the State of Oklahoma. Once the actual funding levels are established, project implementation and funding will be adjusted.

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

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

Preface

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

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

Oklahoma Airport System Plan

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

Definition of "Big Rock Projects"

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

Sequencing of Big Rock Projects

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

Project Selection Criteria

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

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

Oklahoma Airport System Plan and Commission Strategic Plan and Goals

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

• Aesthetic, business friendly Airport Terminal buildings

FAA National Priority System (numerical rating system)

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

Note: This document is based on anticipated funding levels that were determined from historic state and federal allocations for airport development in the State of Oklahoma. Once the actual funding levels are established, project implementation and funding will be adjusted.

Acronyms and Funding Definitions

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

Acronyms:

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

FAA NPE Funding Structure

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

FAA State Apportionment and Discretionary Funding Structure

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

Ada Regional Regional Business Airport

Proposed Project

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

CY 2021: Preliminary Engineering Report

CY 2023: NPE Funded design only

CY 2024: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate Runway: 70
- NPS: Rehabilitate Runway: 48
- OASP Goals: Safety and Standards



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

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

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

Alva Regional Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install an Omnidirectional Approach Lighting System (ODALS) at runway 18 end.

CY 2020: Design and Construct ODO.

Project Justification

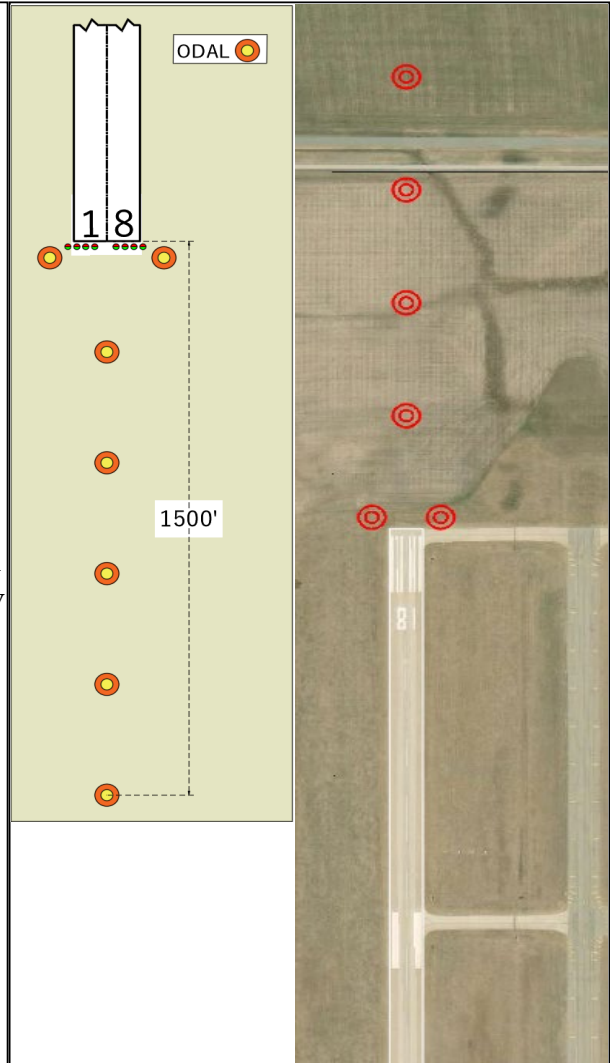
The installation of an ODALS will improve access to the airport by increasing pilot awareness. ODALS are used to identify the approach end and centerline of the runway. The ODALS is a configuration of seven omnidirectional sequenced flashing lights located in the runway approach area. The ODALS provides circling, offset, and straight-in visual guidance for non-precision approach runways. The omnidirectional horizontal beam pattern, bright flashes and a sequential strobing flash pattern that rolls toward the runway threshold helps the pilot identify the runway. Three intensity settings allow the approach to be used under changing weather conditions.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 42 (2 Jets) & 6,500
- Runway 18/36: 5,001' x 75'

Selection Criteria

- Pavement Management: NA
 - NPS: Install Approach Lights: 56
 - OASP Goals: Safety and Standards
- Design Phase Approved 2/12/2020: \$34,500
Grant Approved 5/20/2020



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission	\$255,028			\$255,028
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$13,423			\$13,423
Total	\$268,452			\$268,452

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

Alva Regional

Regional Business Airport

Proposed Project

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

CY 2020: Preliminary Engineering Report

CY 2023: NPE Funded Design Only

CY 2024: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Antlers Municipal

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to extend the runway 500'.

CY 2019: Design and Construct ODO.

Project Justification

The airport has experienced increasing amounts of traffic over the last several years due to businesses in the area. This traffic that is utilizing the airport and those businesses that desire to use the airport are restricted by the runway's current length. Extending this runway will spur economic growth by allowing these businesses to use the airport and create additional revenue opportunities, allowing the airport to get closer to its goal of being self-sustaining. The airport will provide the personnel and equipment to do all necessary dirt and base work in preparation for the paving. OAC funding will go towards the paving and lighting of the extension.

Airport Information

- District Airport
- Based Aircraft & Operations: 14 (3 multi-engine) & 1,300
- Runway 03/21: 3,298 x 60'

Selection Criteria

- Pavement Management: PCI NA
- NPS: Extend runway: 56
- OASP Goals: Safety and Standards

Grant approved 10/9/2019



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission		\$408,988		\$408,988
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$21,527		\$21,527
Total		\$430,515		\$430,515

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

Ardmore Downtown Executive

Regional Business Airport

Businesses Utilizing the Airport:

- Noble Foundation • Noble Drilling/Energy • AirEvac Lifeteam

Proposed Project

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

CY 2019: NPE Funded Design Only

CY 2020: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission				
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement	\$150,000	\$450,000		\$600,000
FAA CARES Act		\$100,000		\$100,000
Sponsor		\$16,667		\$16,667
Total	\$150,000	\$1,016,667		\$1,166,667

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

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

Ardmore Downtown Executive

Regional Business Airport

Businesses Utilizing the Airport:

•Noble Foundation•Noble Drilling/Energy•AirEvac Lifeteam

Proposed Project

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

CY 2017: Preliminary engineering report

CY 2021: Design & Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Project Description

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

CY 2022: Design and Construct ODO.

Project Justification

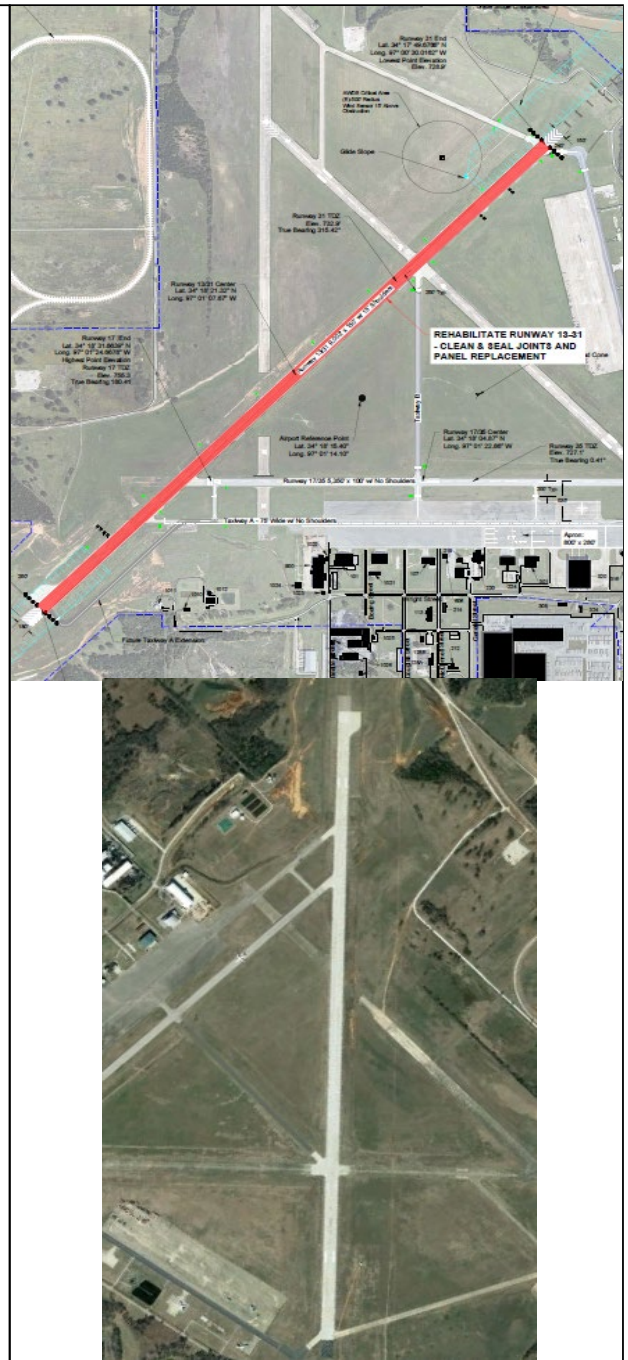
The existing runway pavement is exhibiting distresses such as joint damage and minor to moderate joint and corner spalling. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until reconstruction is required.

Airport Information

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

Selection Criteria

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



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Proposed Project

The Overall Development Objective (ODO) of the proposed project is Phase II of taxiway Alpha reconstruction to connect the north end of Alpha to RW 13. The project scope and detailed cost estimate will be determined by an FY 2017 preliminary engineering study.

CY 2017: Preliminary Engineering Report.

CY 2018: NPE funded Design Only.

CY 2019: Construct ODO.

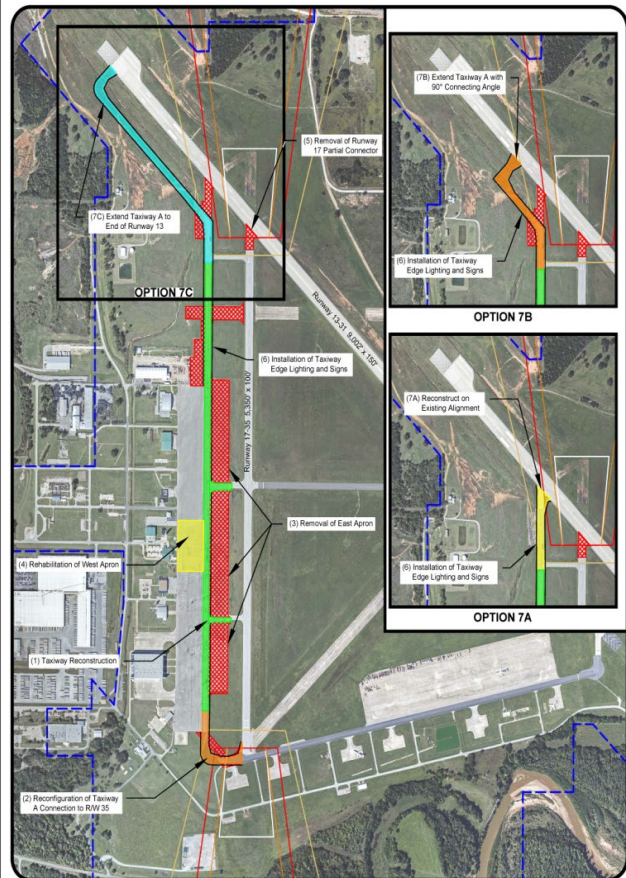
Project Justification

LOCHNER (airport engineers) conducted a pavement study as part of AIP No. 3-40-005-13-2011. The existing asphalt overlay is in poor condition and shows several signs of distress such as reflective cracking, fatigue (alligator) cracking, and block cracking. A majority of taxiway Alpha will be reconstructed in FY 2016 (highlighted in green), however the connection to RW 13/31 will remain at a non-standard non 90 degree angle to the runway. This will be Phase II of the project and will reconstruct the remaining portion of taxiway Alpha and connect the north end of Alpha to RW 13 at a standard angle (option highlighted in blue).

Airport Information

- Regional Business Airport
- Control Tower
- Based Aircraft & Operations: 29 (7 jets) & 45,729
- Runway 13/31: 9,002' x 150'
- Runway 17/35: 5,350' x 100'
- ILS 31 end (instrument landing system)
- MALSR 31 end

Grant approved 7/10/2019



Selection Criteria

- Pavement Management: Poor
- NPS: Rehabilitate taxiway: 65
- OASP Goals: Airside PCI > 65

Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$211,017	\$211,017
FAA State Apportionment		\$700,000		\$700,000
FAA Discretionary		\$2,948,312		\$2,948,312
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$211,018	\$227,685
Total	\$150,000	\$3,814,979	\$422,035	\$4,387,014

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

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

Atoka Municipal

District Airport

Proposed Project

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

CY 2020: Design and Construct ODO.

Project Justification

The existing asphalt pavement is showing signs of seasonal environmental distresses (raveling and longitudinal/transverse cracking). 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 a more expensive rehabilitation. The pavement portion of the project will be addressed with NPE funding. In addition to the pavement rehabilitation, the final phase of the runway widening (installing LED runway lights) will take place. While the electrical contractor is on site it would be prudent to install PAPIs to provide additional situational awareness for pilots that utilize the airport. OAC funding will address the electrical items.

Airport Information

- District Airport
- Based Aircraft & Operations: 15 & 3,500
- Runway 15/33: 3,015' x 60'

Selection Criteria

- Pavement Management: PCI NA
- NPS: Rehabilitate Runway: 67
- NPS: Install RW lighting: 68
- NPS: Vertical/Visual guidance: 50
- OASP Goals: Safety and Standards, PCI > 65

Grant approved 7/10/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$230,891	\$230,891
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$12,153	\$12,153
Total			\$243,044	\$243,044

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

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

Blackwell-Tonkawa Municipal

Regional Business Airport

Project Description

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

CY 2019: Preliminary Engineering Report.

CY 2021: NPE funded Design Only.

CY 2022: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$415,084		\$415,084
FAA Discretionary		\$1,000,000		\$1,000,000
FAA Non-Primary Entitlement	\$150,000	\$384,916		\$534,916
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

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

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

Boise City Municipal

District Airport

Project Description

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

CY 2020: NPE Funded Design Only.

CY 2021: Construct ODO.

Project Justification

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

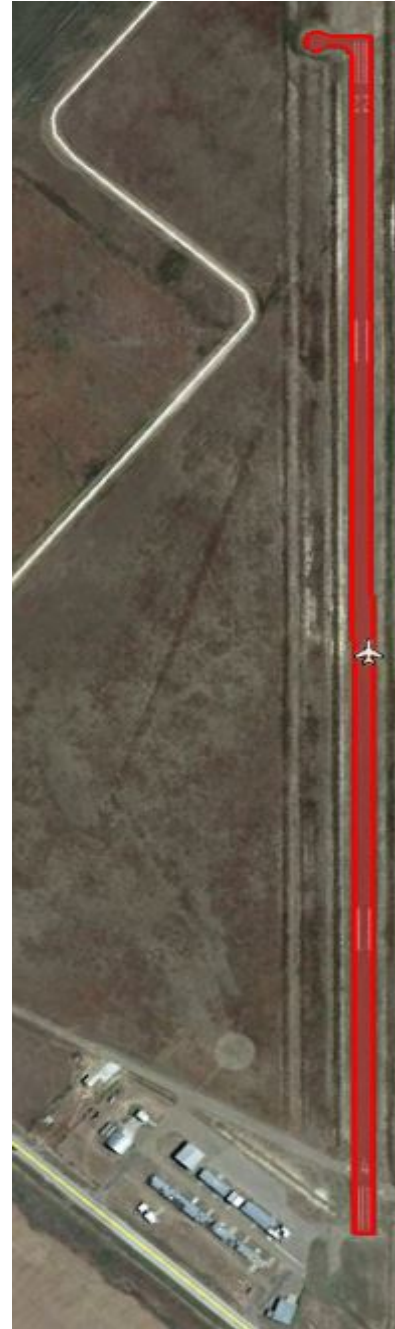
Currently, the runway pavement is exhibiting medium and low severity longitudinal and transverse cracks and raveling. Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let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

Airport Information

- District Airport
- Based Aircraft & Operations: 15 & 3,500
- Runway18/36: 4,211' x 60'

Selection Criteria

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



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$458,333	\$458,333
FAA State Apportionment		\$450,000		\$450,000
FAA Discretionary				
FAA Non-Primary Entitlement		\$600,000		\$600,000
Sponsor			\$79,387	\$79,387
Total		\$1,050,000	\$537,720	\$1,587,720

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

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

Carlton Landing Field

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to construct taxilanes and a partial perimeter fence.

CY 2020: Construct ODO.

Project Justification

The Commission conducted an RFP in 2013 to have a private entity develop, manage, and operate the airport. Through this RFP process, a proposal was selected and the Commission entered into a lease and operating agreement. The goal of the RFP process was to try and alleviate the Commission from having to fund 100% of the cost of development and reduce our expenses with regards to operating the airport. In this final agreement there will be development from the private entity (10 hangars, fuel farm with 24hr self-serve credit card capability) as well as development from the Commission (construction of taxilanes and partial perimeter fence with a gate). The Commission's portion will not be constructed until the private entity is ready to construct its portion of the development.

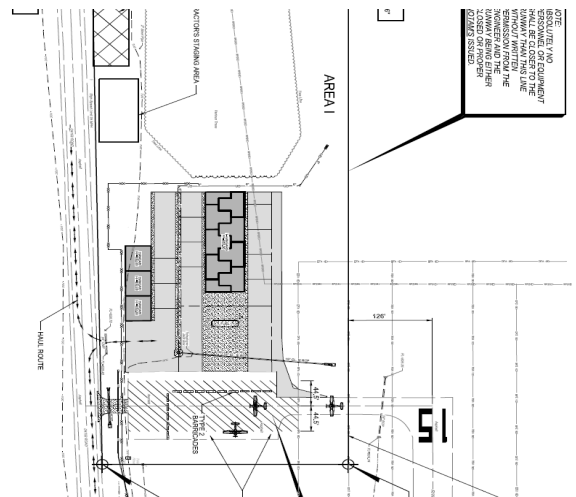
Airport Information

- District Airport
- Based Aircraft: 0 (11 upon completion of development)
- Runway 15/33: 3,500' x 60'

Selection Criteria

- PCI: NA
- NPS: Construct taxilanes: 68
- NPS: Install fencing: 40
- OASP Goals: Safety and Standards

Project Approved 4/22/2020



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission	\$773,033			\$773,033
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total	\$773,033			\$773,033

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

Carlton Landing Field

District Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the asphalt runway, taxiway, and apron pavement, install runway lights, PAPIs, and a rotating beacon, and remove obstructions.

CY 2020: Design and Construct ODO.

Project Justification

The Commission entered into an agreement to have a private entity develop, manage, and operate the airport. The first phase of development, which will be constructed in Summer 2020, includes 10 hangars, a self-serve fuel system, taxilanes, and a partial perimeter fence with gate. The existing asphalt pavement is showing signs of environmental distresses (raveling and cracking). The pavement is at a point where it needs maintenance in order to preserve the condition and prevent further deterioration and the need for a more expensive rehabilitation. The last pavement rehabilitation occurred in 2008. In addition to the pavement rehabilitation it would be valuable to install runway lights and other electrical items while the runway is closed. These runway lights will provide an important capability for the airport as it continues to grow and develop. The goal of the project would be to time the runway closure while the hangars are being constructed so as to reduce impacts on pilots and aircraft as much as possible.

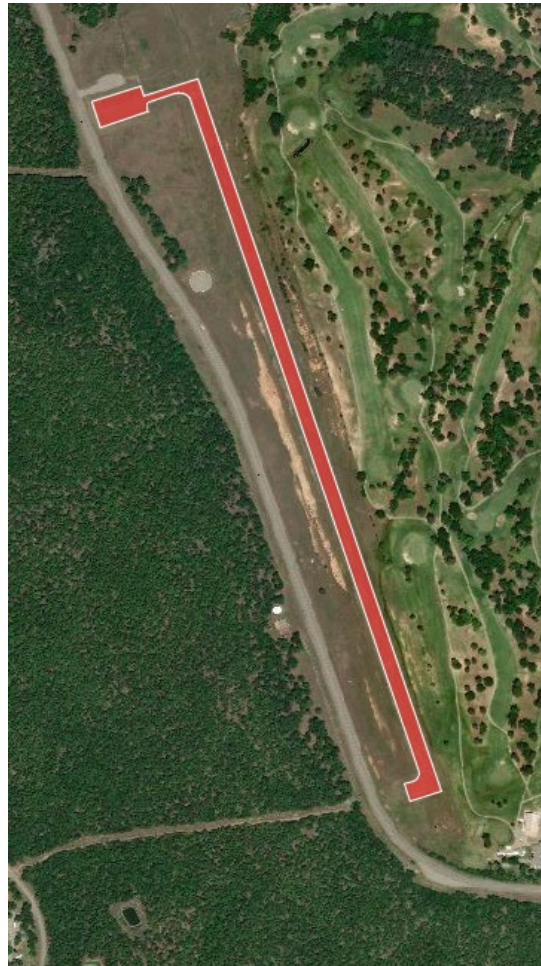
Airport Information

- District Airport
- Based Aircraft: 0 (11 upon completion of development)
- Runway 15/33: 3,500' x 60'

Selection Criteria

- PCI: 74 in 2020
- NPS: Rehabilitate Runway: 67
- NPS: Install RW lighting: 68
- OASP Goals: Safety and Standards, PCI > 65

Project Approved 4/22/2020



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$220,171	\$220,171
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000	\$149,999	\$299,999
Sponsor				
Total		\$150,000	\$370,170	\$520,170

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

Chandler Regional District Airport

Proposed Project

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

CY 2017: Preliminary engineering report
CY 2019: NPE funded Design Only.
CY 2020: Construct ODO.

Project Justification

The airport does not have a parallel taxiway system, which requires traffic to back-taxi on the runway for every takeoff and landing. The runway has significant elevation changes on each end which causes a non-standard line of sight. With non-standard line of sight an aircraft having to back-taxi on the runway can cause a significant safety concern for operations at the airport, especially during times of inclement weather. This is especially true for this airport as it has two based jets which operate on a frequent basis. This parallel taxiway will provide an important safety feature that will prevent the need for back-taxiing.

Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 15 (2 jets) & 6,500
- Runway 18/36: 4,000' x 60'

Selection Criteria

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

Grant approved 7/10/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$163,649	\$163,649
FAA State Apportionment		\$437,776		\$437,776
FAA Discretionary		\$2,357,915		\$2,357,915
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$163,650	\$180,317
Total	\$150,000	\$2,962,358	\$327,299	\$3,439,657

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

Chattanooga Sky Harbor

Community Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway, connector taxiway, and apron pavements and install LED runway lights.

CY 2020: 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 a state-only airport in the OASP and is not eligible to receive any federal funds. The last pavement rehabilitation occurred in 2012 and the runway lights were installed in 1993. The existing runway lights are at the end of their service life and beginning to fail on a regular basis. The PCL system is out of service. 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

- Community Airport
- Based Aircraft & Operations : 18 & 3,500
- Runway 03/21: 3,400 x 60'

Selection Criteria

- Pavement Management: PCI 76
- NPS: Rehabilitate runway: 67
- NPS: Rehabilitate RW lighting: 68
- OASP Goals: Safety and Standards, PCI > 65

Design Phase Approved 2/12/2020: \$40,100

Grant Approved 5/20/2020



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$472,012	\$472,012
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$24,843	\$24,843
Total			\$496,855	\$496,855

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

Chickasha Municipal

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the runway lighting, PAPIs, Beacon, and signage.

CY 2020: Design and Construct ODO.

Project Justification

The existing runway lights and other electrical items associated with the runway are at the end of their service life and beginning to have issues on a regular basis. This project will provide dependable runway lighting during nighttime hours and periods of inclement weather and ensure the airport is accessible 24/7/365.

Airport Information

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

Selection Criteria

- NPS: Install Runway Lights: 47
- OASP Goals: Safety and Standards

Design Phase Approved 2/12/2020: \$48,500

Grant Approved 3/11/2020



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission		\$450,024		\$450,024
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$23,686		\$23,686
Total		\$473,710		\$473,710

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

Chickasha Municipal

Regional Business Airport

Project Description

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

CY 2022: Design and Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Christman Airfield (Okeene)

Community Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to crack seal and seal coat the runway, connecting taxiway, and apron pavements.

CY 2018: Design and Construct ODO.

Project Justification

Currently the airport pavements are exhibiting raveling and longitudinal and transverse cracking due to seasonal environmental conditions. The pavement needs basic maintenance in order to preserve the condition and prevent further deterioration and the need for more expensive rehabilitation. This airport is listed as Unclassified in FAA's ASSET study and will no longer receive any NPE funds. The last pavement rehabilitation occurred in 2008.

Airport Information

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

Selection Criteria

- Pavement Management: RW: NA
- NPS: Rehabilitate Runway: 67
- OASP Goals: Airside PCI > 65



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission		\$213,750		\$213,750
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$11,250		\$11,250
Total		\$225,000		\$225,000

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

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

Claremore Regional Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2023: Design and construct ODO.

Project Justification

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

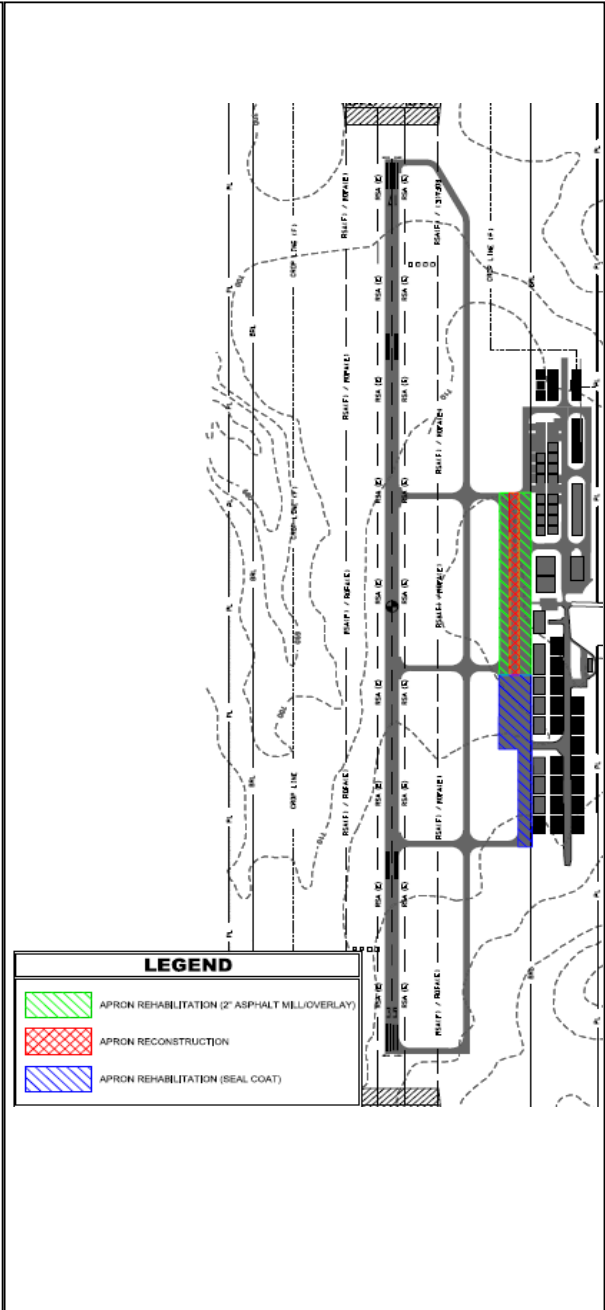
The apron was originally constructed in 1995 and is showing signs of medium to high severity cracking and rutting. Since the PCI rating is below 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement than to let it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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate apron: 60
- OASP Goals: Safety & standards



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

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

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

Clarence E. Page Municipal Airport (Oklahoma City)

Regional Business Airport

Proposed Project

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

CY 2020: NPE Funded Design only.

CY 2021: Construct ODO.

Project Justification

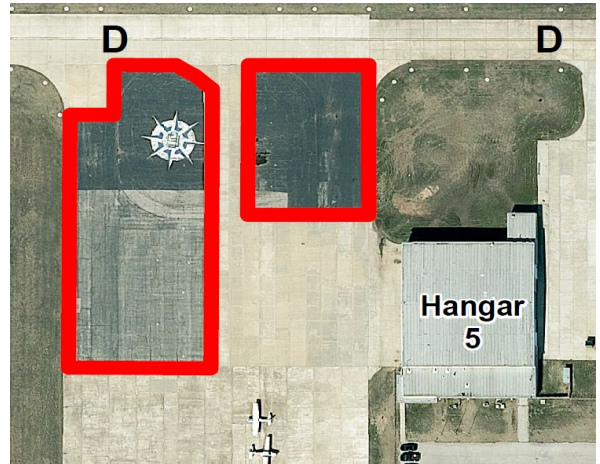
Currently the pavement serving the hangar area and the main apron area are exhibiting significant distresses to include longitudinal/transverse cracking, raveling, and block cracking. Given the age of the pavement and its current condition it is time to reconstruct the full pavement section as a rehabilitation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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission			\$70,200	\$70,200
FAA State Apportionment		\$777,431		\$777,431
FAA Discretionary				
FAA Non-Primary Entitlement	\$150,000	\$501,181		\$651,181
Sponsor		\$16,667	\$70,200	\$86,867
Total		\$1,295,279	\$140,400	\$1,585,679

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

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

Proposed Project

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

CY 2021: Design and construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate Apron: 56
- OASP Goals: Safety and Standards



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

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

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

Clinton Regional Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: Preliminary Engineering Report.

CY 2022: NPE Funded design only.

CY 2023: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate Runway: 70
- OASP Goals: Safety and Standards



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

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

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

Cordell Municipal Community Airport

Proposed Project

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

CY 2018: Design and Construct ODO.

Project Justification

Currently the runway pavement is exhibiting raveling and 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 Unclassified in FAA's ASSET study and will no longer receive any NPE funds. The last pavement rehabilitation occurred in 2009.

Airport Information

- Community Airport
- Based Aircraft & Operations: 5 & 450
- Runway 17/35: 3,430' x 60'
- Runway 04/22(turf): 1,886' x 100'

Selection Criteria

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



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission		\$213,750		\$213,750
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$11,250		\$11,250
Total		\$225,000		\$225,000

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

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

Proposed Project

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

CY 2021: Design & Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate runway: 68
- OASP Goals: Runway PCI > 65, Safety & Standards



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

El Reno Regional Regional Business Airport

Businesses Utilizing the Airport:

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

Project Description

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

CY 2021: Design and Construct terminal building.

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

Project Justification

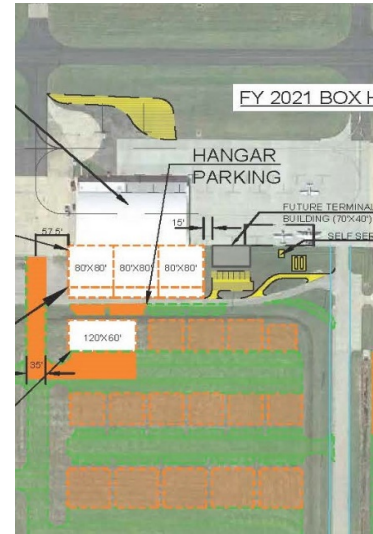
The terminal building is actually part of an old WWII roundtop hangar. The building has become outdated and is in constant need of repair/maintenance. The existing building does not provide sufficient room and facilities to accommodate the mix between waiting passengers, pilots, and others visiting the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

Airport Information

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

Selection Criteria

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



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

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

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

Elk City Regional Business

Airport

Regional Business Airport

Proposed Project

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

CY 2021: Design and construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Fairview Municipal

District Airport

Project Description

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

CY 2019: Preliminary Engineering Report.

CY 2022: NPE funded Design Only.

CY 2023: Construct ODO.

Project Justification

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

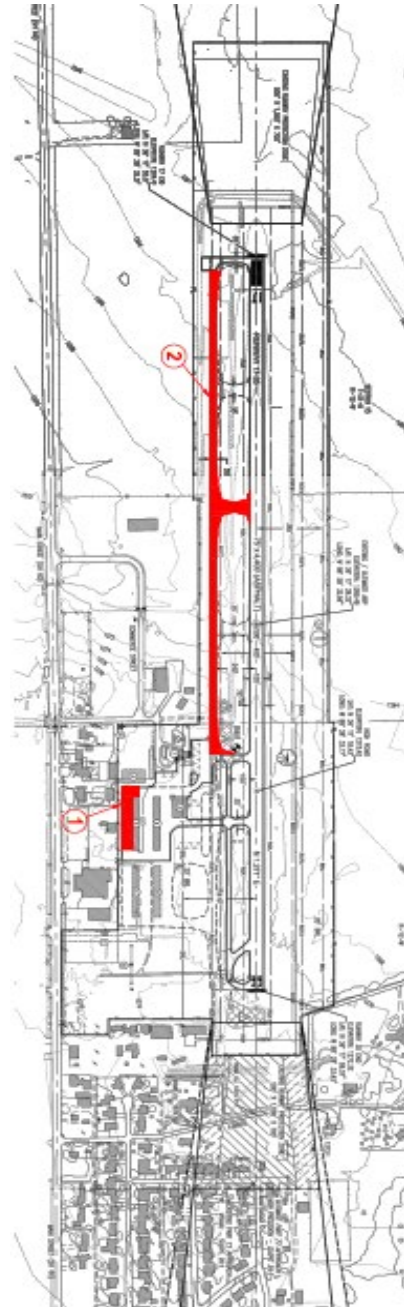
Therefore, construction of a parallel taxiway system will improve the safety for the flying public that utilize this airport. This parallel taxiway will be a multiple phase project. Phase II will construct the parallel taxiway from the apron to the end of runway 17.

Airport Information

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

Selection Criteria

- NPS: Construct taxiway: 57
- OASP Goals: Safety and standards



Agency Fiscal Year	FY 2022	FY 2023	FY 2024	Total
Commission			\$100,000	\$100,000
FAA State Apportionment				
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

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

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

Fountainhead Lodge Airpark

Community Airport

Proposed Project

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

CY 2020: Construct ODO.

Project Justification

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

Airport Information

- Based Aircraft & Operations: 0 & 500
- Runway 18/36: 3,000' x 50'

Selection Criteria

- NPS: Rehabilitate Runway: 66
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission		\$16,667	\$16,667	\$33,334
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000	\$150,000	\$300,000
Sponsor				
Total		\$166,667	\$166,667	\$333,334

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

Grove Municipal

Regional Business Airport

Proposed Project

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

CY 2018: Preliminary Engineering Report.

CY 2021: NPE funded Design Only.

CY 2022: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$145,000	\$145,000
FAA State Apportionment		\$285,000		\$285,000
FAA Discretionary		\$2,175,000		\$2,175,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$145,000	\$161,667
Total	\$150,000	\$2,626,667	\$145,000	\$3,066,667

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

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

Guymon Municipal

Regional Business Airport

Businesses Utilizing the Airport:

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

Project Description

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

CY 2018: Preliminary Engineering Report.

CY 2020: NPE funded Design Only.

CY 2021: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- Pavement Management: RWY: 70
- NPS: Rehabilitate runway: 72
- NPS: Rehabilitate taxiway: 67
- OASP Goals: Airside PCI > 65



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

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

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

Hobart Regional

Regional Business Airport

Proposed Project

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

CY 2021: Design & Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Jones Memorial (Bristow)

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to construct a new 4,000 ft. x 75 ft. runway approximately 250 ft. east of the existing runway and improve the terminal area. This is phase 2 of the project and involves EDA/OAC/Local funding.

CY 2018: Design ODO.

CY 2019: Construct ODO.

Project Justification

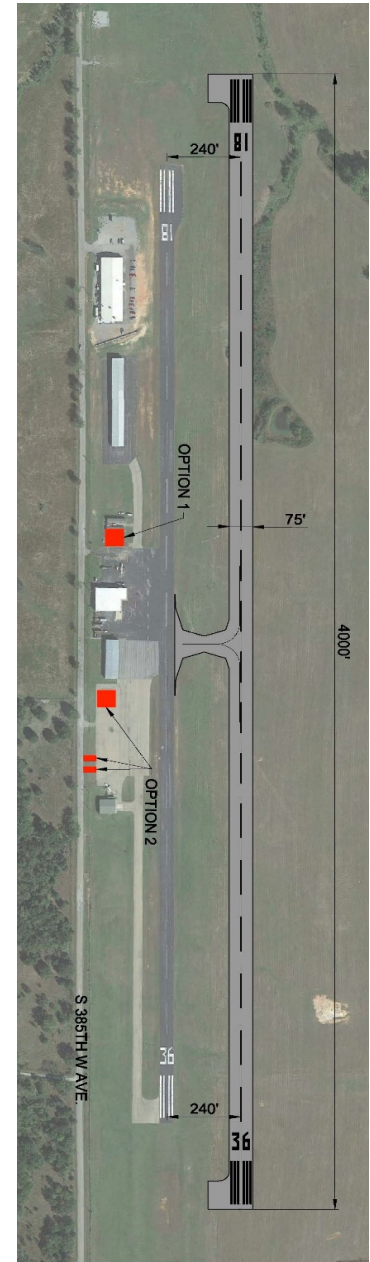
This project consists of constructing/rehabilitating their apron, a new terminal building, and installing self-serve fuel. This is in support of the new runway approximately 250 ft. east of the existing runway centerline and closing the existing runway. Given that this is a new runway there are other infrastructure support items that are needed at the airport to ensure the success of the runway construction. The terminal area will be enhanced during the EDA portion of this project by constructing/rehabilitating the apron pavement, constructing a new terminal building, and installing self-serve fuel. These items will be needed to support the increased traffic and business created by the construction of the new runway.

Airport Information

- District Airport
- Based Aircraft & Operations: 18 & 2,000
- Runway 18/36: 3,379' x 50'

Selection Criteria

- Pavement Management: PCI 36 Poor
- NPS: Construct runway: 50
- OASP Goals: Safety & Standards



Agency Fiscal Year	FY 2017	FY 2018	FY 2020	Total
Commission			\$259,224	\$259,224
EDA	\$822,073			\$822,073
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor			\$293,703	\$293,703
Total	\$822,073		\$552,927	\$1,375,000

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

Jones Memorial (Bristow)

District Airport

Project Description

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

CY 2017: Preliminary engineering report

CY 2019: NPE Funded Design Only.

CY 2020: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission				
FAA State Apportionment		\$1,000,000		\$1,000,000
FAA Discretionary		\$1,000,000		\$1,000,000
FAA Non-Primary Entitlement	\$150,000	\$450,000		\$600,000
FAA CARES Act		\$272,222		\$272,222
Sponsor		\$16,667		\$16,667
Total	\$150,000	\$2,738,889		\$2,888,889

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

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

Kingfisher Municipal

District Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2021: Design and Construct ODO.

Project Justification

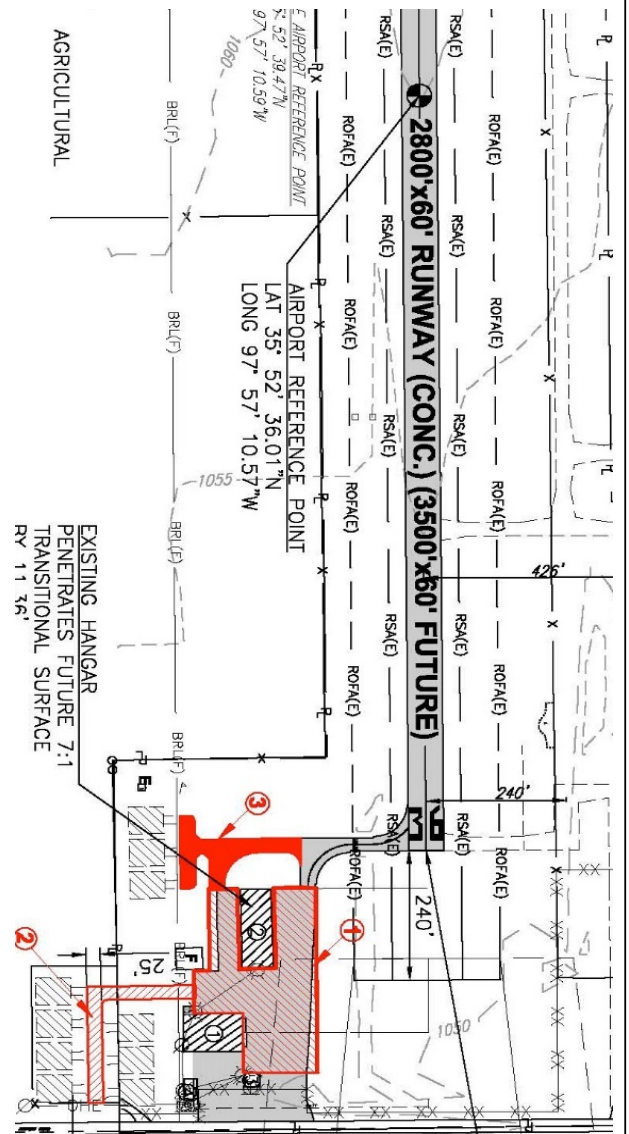
Currently the pavement serving the hangar area and the main apron area are exhibiting significant distresses to include longitudinal/transverse cracking, raveling, and block cracking. Given the age of the pavement and its current condition it is time to reconstruct the full pavement section as a rehabilitation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

Airport Information

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

Selection Criteria

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



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

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

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

Lake Texoma State Park

Community Airport

Proposed Project

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

CY 2020: Construct ODO.

Project Justification

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

Airport Information

- Based Aircraft & Operations: 0 & 300
- Runway 18/36: 3,000' x 50'

Selection Criteria

- NPS: Rehabilitate Runway: 66
- OASP Goals: Safety and Standards



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission		\$16,667	\$16,667	\$33,334
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$150,000	\$150,000	\$300,000
Sponsor				
Total		\$166,667	\$166,667	\$333,334

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

Lawton - Ft. Sill Regional

Regional Business Airport

Businesses Utilizing the Airport:

•DOD•Goodyear•Dillards•Republic Paperboard•Halliburton •Carey Johnson Oil•Liberty National Bank•Atwoods•Stripes

Project Description

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

CY 2019-2021: Construct terminal building.

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

Project Justification

Currently, the terminal building does not provide sufficient room and facilities on the airside to accommodate waiting passengers. The seating area is limited to approximately half of the airplane load and there are no bathrooms or vending in the airside area. The improvements will provide the passengers the expected facilities and amenities, the hold room will allow the airport to accommodate diverted flights and expand its service area by accommodating larger aircraft, and the security improvements will remove baggage screening from the lobby.

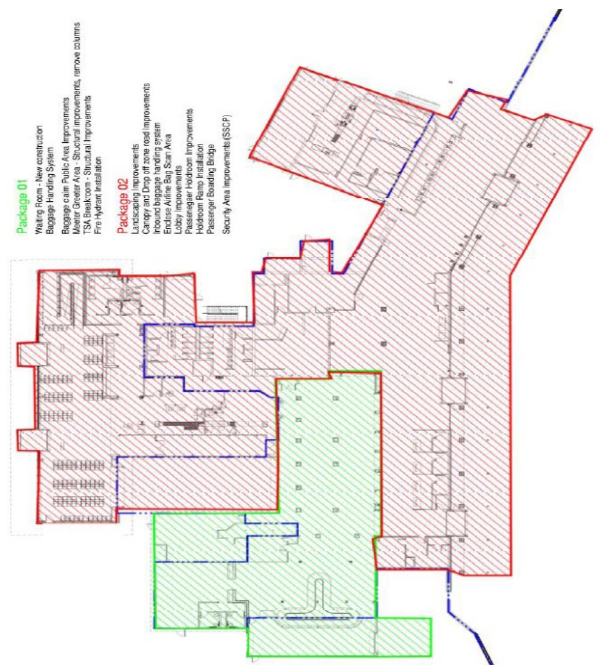
Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 42 (4 jets) & 31,453
- Runway 17/35: 8,599 x 150

Selection Criteria

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

Grant approved 10/9/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$500,000	\$500,000
Department of Transportation				
FAA Discretionary			\$3,000,000	\$3,000,000
FAA Non-Primary Entitlement			\$9,600,000	\$9,600,000
Sponsor			\$3,400,000	\$3,400,000
Total			\$16,500,000	\$16,500,000

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

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

**Max Westheimer
(Norman)**

Regional Business Airport

Businesses Utilizing the Airport:

- Johnson Controls • Dillard's • Embassy Suites • ConocoPhillips
- Walmart • Hiland Dairy • R.T. Oliver Investments • Waddell & Reed

Proposed Project

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

CY 2020: Planning Study

CY 2022: NPE Funded design only

CY 2023: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: 34
- OASP Goals:



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

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

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

**Max Westheimer
(Norman)**

Regional Business Airport

Businesses Utilizing the Airport:

- Johnson Controls • Dillard's • Embassy Suites • ConocoPhillips
- Walmart • Hiland Dairy • R.T. Oliver Investments • Waddell & Reed

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to rehabilitate the parallel taxiway systems for runway 18/36. The project scope and detailed cost estimate will be determined by an FY 2017 preliminary engineering study. This will be Phase 1 of the ODO.

CY 2017: Preliminary Engineering Report.

CY 2018: NPE funded Design Only.

CY 2019: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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

Grant approved 10/9/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$279,840	\$279,840
FAA State Apportionment		\$612,500		\$612,500
FAA Discretionary		\$4,361,730		\$4,361,730
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$279,842	\$296,509
Total	\$150,000	\$5,140,897	\$559,682	\$5,850,579

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

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

**Max Westheimer
(Norman)**

Regional Business Airport

Businesses Utilizing the Airport:

- Johnson Controls • Dillard's • Embassy Suites • ConocoPhillips
- Walmart • Hiland Dairy • R.T. Oliver Investments • Waddell & Reed

Proposed Project

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

CY 2017: Preliminary Engineering Report.

CY 2023: NPE funded Design Only.

CY 2024: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

McAlester Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Choctaw Nation • Simonton Windows • Franklin Electric • James Hodge Dealership • Oklahoma Heart Institute • First National Bank

Project Description

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

CY 2024: Design and Construct terminal building.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

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

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: Design & Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Install weather reporting equipment: 42
 - OASP Goals: Safety & Standards
- Design Phase Approved 2/12/2020: \$16,700
Grant Approved 5/20/2020



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission	\$178,523			\$178,523
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor	\$9,396			\$9,396
Total	\$187,919			\$187,919

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

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

McCurtain County Regional (Idabel)

Businesses Utilizing the Airport:

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

Project Description

The Overall Development Objective (ODO) of the proposed project is to install an Omnidirectional Approach Lighting System (ODALS) at runway 20 end.

CY 2020: Design and Construct ODO.

Project Justification

The installation of an ODALS will improve access to the airport by increasing pilot awareness. ODALS are used to identify the approach end and centerline of the runway. The ODALS is a configuration of seven omnidirectional sequenced flashing lights located in the runway approach area. The ODALS provides circling, offset, and straight-in visual guidance for non-precision approach runways. The omnidirectional horizontal beam pattern, bright flashes and a sequential strobing flash pattern that rolls toward the runway threshold helps the pilot identify the runway. Three intensity settings allow the approach to be used under changing weather conditions.

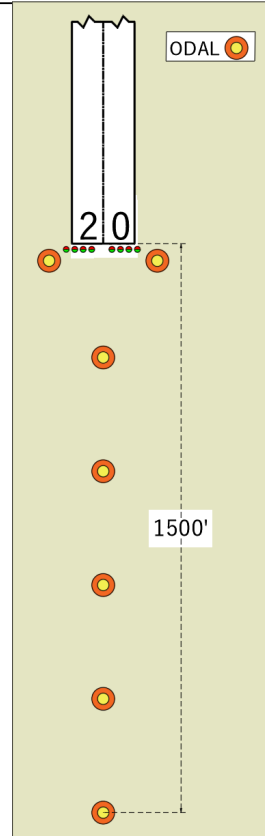
Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 18 (3 Jets) & 5,400
- Runway 02/20: 5,002' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Install Approach Lights: 56
- OASP Goals: Safety and Standards

Design Phase Approved 2/12/2020: \$42,700



	FY 2021	FY 2022	Total
Commission	\$332,500		\$332,500
FAA State Apportionment			
FAA Discretionary			
FAA Non-Primary Entitlement			
Sponsor	\$17,500		\$17,500
Total	\$350,000		\$350,000

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

McCurtain County Regional (Idabel)

Regional Business Airport

Businesses Utilizing the Airport:

•Tyson Foods Inc. •Weyerhaeuser •International Paper •Choctaw Nation •Pine Telephone •Love's Travel Stops

Proposed Project

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

CY 2019: Preliminary Engineering Report.

CY 2021: NPE funded Design Only.

CY 2022: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Miami Regional

Regional Business Airport

Project Description

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

CY 2020: Design and Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate runway: 68
- NPS: Rehabilitate taxiway: 64
- OASP Goals: Safety & Standards, PCI > 65



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

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

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

Mid-America Industrial (Pryor)

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2017: Preliminary engineering report

CY 2019: NPE funded Design Only.

CY 2020: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$500,000	\$500,000
FAA State Apportionment		\$75,000		\$75,000
FAA Discretionary		\$1,125,000		\$1,125,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
FAA CARES Act		\$150,000		\$150,000
Sponsor		\$16,667	\$26,316	\$42,983
Total	\$150,000	\$1,516,667	\$526,316	\$2,192,983

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

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

Muskogee - Davis Regional

Regional Business Airport

Proposed Project

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

CY 2020: Preliminary Engineering Report.

CY 2023: NPE funded Design Only.

CY 2024: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Perry Municipal

Regional Business Airport

Project Description

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

CY 2022: Design and construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Ponca City Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Phillips 66•Community Health Systems•Albertsons•Walmart
- A&J Services

Proposed Project

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

CY 2016: Preliminary engineering report

CY 2019: NPE funded Design Only

CY 2020: Construct ODO.

Project Justification

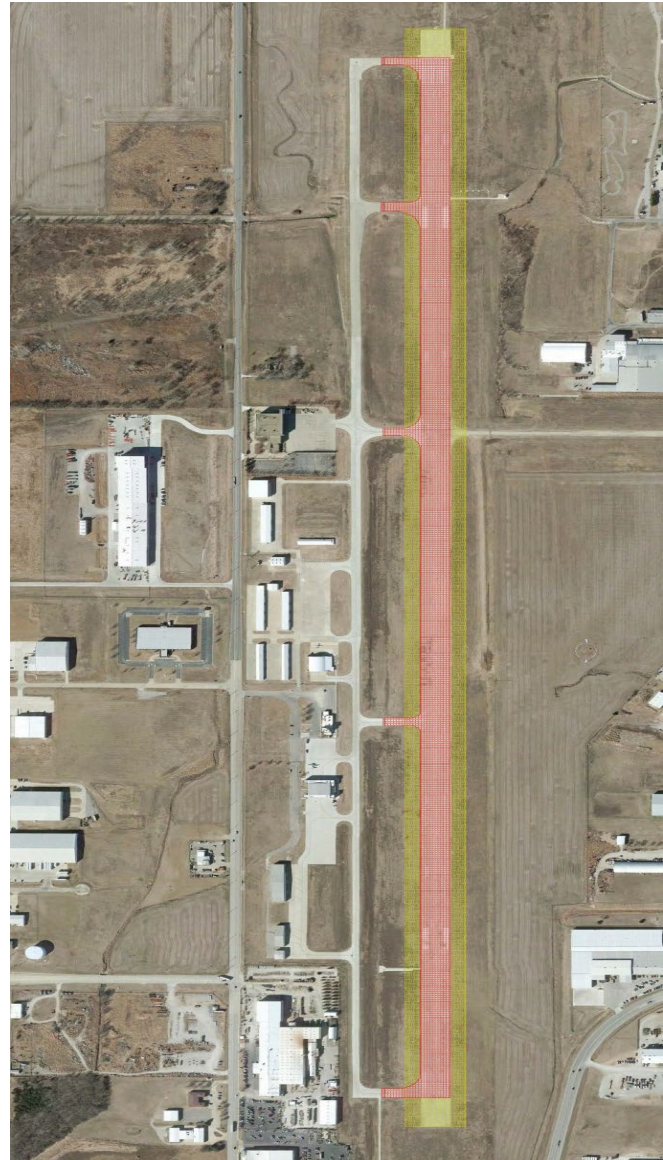
The Commission’s pavement management system indicates a PCI rating of 63 for runway 17/35 for year 2018. However, the center 100 ft. keel section of the runway has a much lower PCI. The runway has multiple pavement sections and is exhibiting D-Cracking, broken slabs, shattered slabs, corner breaks, corner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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission				
FAA State Apportionment		\$825,000		\$825,000
FAA Discretionary		\$5,625,000		\$5,625,000
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
FAA CARES Act		\$750,000		\$750,000
Sponsor		\$16,667		\$16,667
Total	\$150,000	\$7,516,667		\$7,666,667

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

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

Ponca City Regional Regional Business Airport

Businesses Utilizing the Airport:

- Phillips 66•Community Health Systems•Albertsons•Walmart
- A&J Services

Proposed Project

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

CY 2023: Design and construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Expand Apron: 46
- OASP Goals:



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Ponca City Regional
Regional Business Airport

Businesses Utilizing the Airport:

- Phillips 66•Community Health Systems•Albertsons•Walmart
- A&J Services

Project Description

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

CY 2023: Design and Construct terminal building.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Richard Lloyd Jones Jr. (Tulsa)

Regional Business Airport

Project Description

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

CY 2019: Preliminary engineering report

CY 2021: NPE funded Design Only.

CY 2022: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

Richard Lloyd Jones Jr. (Tulsa)

Regional Business Airport

Project Description

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

CY 2024: Design & Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Richard Lloyd Jones Jr. (Tulsa)

Regional Business Airport

Project Description

The Overall Development Objective (ODO) is rehabilitate the secondary runway 1R/19L and connecting taxiways. The project scope and detailed cost estimate will be determined by a FY 2017 preliminary engineering study.

CY 2017: Preliminary engineering report

CY 2018: NPE funded Design Only

CY 2019: Construct ODO.

Project Justification

The current PCI of the runway pavement is 64 which is at the threshold PCI rating (65) at which pavement begins to deteriorate more rapidly. Currently the pavement is exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low to medium longitudinal cracking, transverse cracking and patching. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the existing traffic. Overlaying the pavement will protect the base structure and extend the life of the pavement.

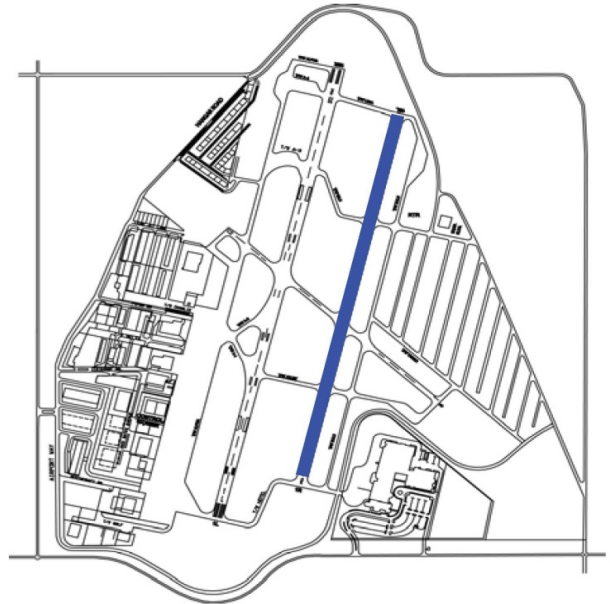
Airport Information

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

Selection Criteria

- Pavement Management: 63
- NPS: Rehabilitate Runway 72
- OASP Goals: Runway PCI > 65

Grant approved 7/10/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$125,251	\$125,251
FAA State Apportionment		\$330,000		\$330,000
FAA Discretionary		\$1,624,515		\$1,624,515
FAA Non-Primary Entitlement	\$150,000	\$300,000		\$450,000
Sponsor		\$16,667	\$126,434	\$143,101
Total	\$150,000	\$2,271,182	\$236,111	\$2,672,867

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

Poteau - Robert S Kerr

Regional Business Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to install an Omnidirectional Approach Lighting System (ODALS) at runway 18 end.

CY 2020: Design and Construct ODO.

Project Justification

The installation of an ODALS will improve access to the airport by increasing pilot awareness. ODALS are used to identify the approach end and centerline of the runway. The ODALS is a configuration of seven omnidirectional sequenced flashing lights located in the runway approach area. The ODALS provides circling, offset, and straight-in visual guidance for non-precision approach runways. The omnidirectional horizontal beam pattern, bright flashes and a sequential strobing flash pattern that rolls toward the runway threshold helps the pilot identify the runway. Three intensity settings allow the approach to be used under changing weather conditions.

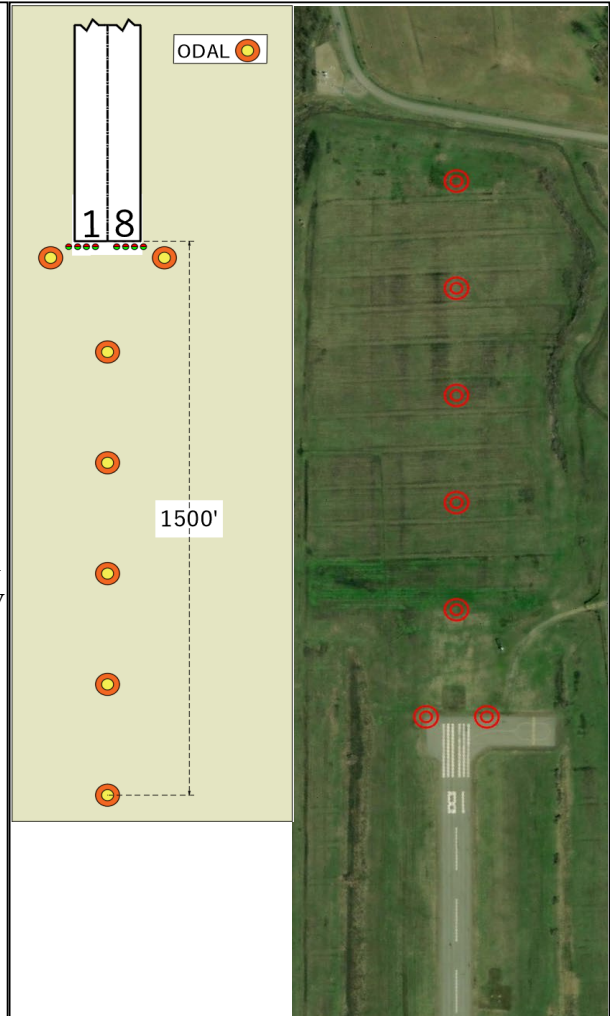
Airport Information

- Regional Business Airport
- Based Aircraft & Operations: 21 (1 Jet) & 8,030
- Runway 18/36: 4,007' x 75'

Selection Criteria

- Pavement Management: NA
- NPS: Rehabilitate apron: 50
- OASP Goals: Improve Airport Access

Design Phase Approved 2/12/2020: \$41,800



Agency Fiscal Year	FY 2020	FY 2021	FY 2022	Total
Commission		\$332,500		\$332,500
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$17,500		\$17,500
Total		\$350,000		\$350,000

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

Poteau - Robert S Kerr

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 2020: Preliminary Engineering Report

CY 2022: NPE funded design only

CY 2023: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Sallisaw Municipal

Regional Business Airport

Proposed Project

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

CY 2022: Design and Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Scott Field (Mangum)

District Airport

Proposed Project

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

CY 2020: 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 regular federal funds.

Airport Information

- District Airport
- 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

Grant Approved 4/22/2020



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission		\$209,765		\$209,765
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$11,041		\$11,041
Total		\$220,806		\$220,806

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

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

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: Design and Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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

Design Phase Approved 5/20/2020: \$65,000



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

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

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

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: Design and Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2021: Design and Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Seminole Municipal

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2018: Planning Study

CY 2023: NPE funded Design Only.

CY 2024: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$175,000	\$175,000
FAA State Apportionment		\$375,000		\$375,000
FAA Discretionary		\$2,625,000		\$2,625,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$175,000	\$191,667
Total		\$3,166,667	\$350,000	\$3,516,667

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

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

Shawnee Regional Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: Design and Construct ODO.

Project Justification

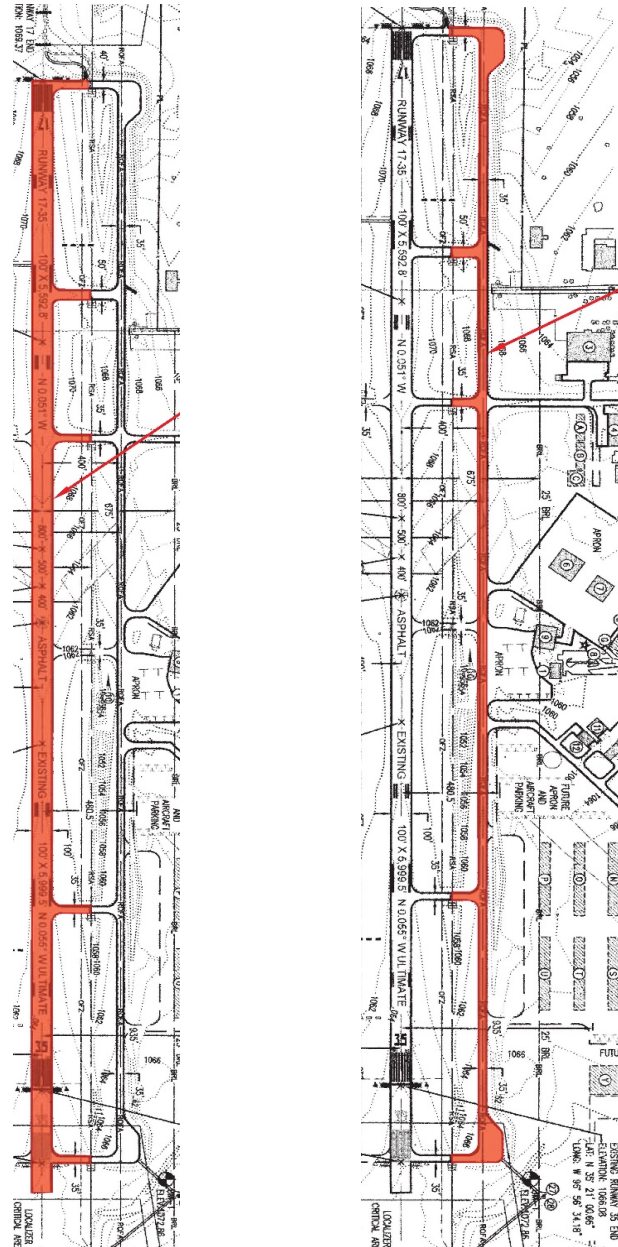
The Commission’s pavement management system forecasts a PCI rating of 78 for runway 17/35 and 73 for the parallel taxiway. Since the current PCI rating is still above 65 (the threshold PCI value below which the pavement experiences rapid deterioration) it is more cost effective to rehabilitate the pavement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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission			\$300,000	\$300,000
FAA State Apportionment				
FAA Discretionary	\$765,000			\$765,000
FAA Non-Primary Entitlement		\$450,000		\$450,000
FAA CARES Act		\$50,000		\$50,000
Sponsor			\$56,053	\$56,053
Total	\$765,000	\$500,000	\$356,053	\$1,621,053

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

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

Skiatook Municipal

District Airport

Proposed Project

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

CY 2018: Preliminary engineering report

CY 2020: NPE funded Design Only.

CY 2021: Construct ODO.

Project Justification

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

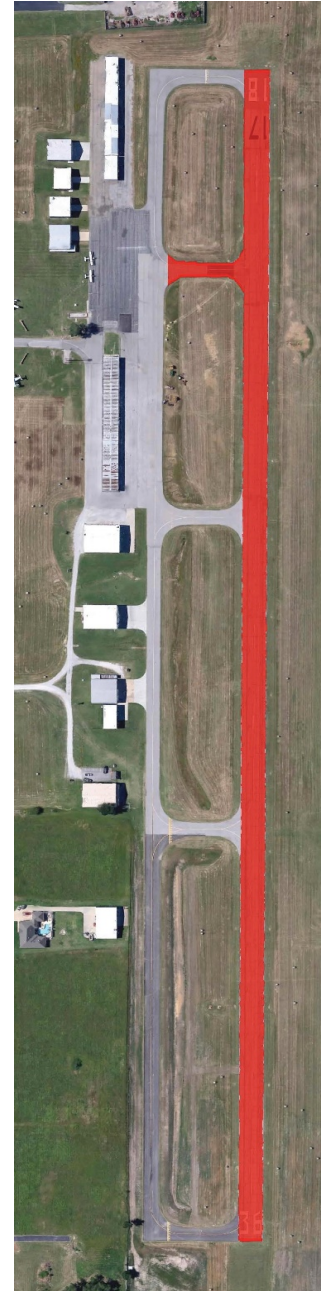
Currently, the runway pavement is exhibiting medium and high severity longitudinal and transverse cracks, medium severity raveling throughout, and some areas of base failures. Since the PCI rating is significantly below 65 (the threshold PCI value below which the pavement experiences rapid deterioration)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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission				
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
FAA CARES Act		\$200,000		\$200,000
Sponsor		\$16,667		\$16,667
Total	\$150,000	\$2,016,667		\$2,166,667

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

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

South Grand Lake Regional Airport (Ketchum)

Community Airport

Project Description

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

CY 2019: Preliminary Engineering Report

CY 2022: NPE Funded design only

CY 2023: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Construct taxiway: 56
- OASP Goals: Safety and standards



Agency Fiscal Year	FY 2023	FY 2024	FY 2025	Total
Commission			\$217,750	\$217,750
FAA State Apportionment		\$303,250		\$303,250
FAA Discretionary		\$3,226,250		\$3,226,250
FAA Non-Primary Entitlement	\$150,000	\$350,000		\$500,000
Sponsor		\$16,667	\$217,750	\$234,417
Total	\$150,000	\$3,896,167	\$435,500	\$4,481,667

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

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

South Grand Lake Regional (Ketchum)

District Airport

Project Description

The Overall Development Objective (ODO) of the proposed project is to widen and overlay runway 18/36 and rehabilitate the connecting taxiway. The project scope and detailed cost estimate will be determined by an FY 2017 preliminary engineering study.

CY 2017: Preliminary Engineering Report.

CY 2018: NPE funded Design Only.

CY 2019: Construct ODO.

Project Justification

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

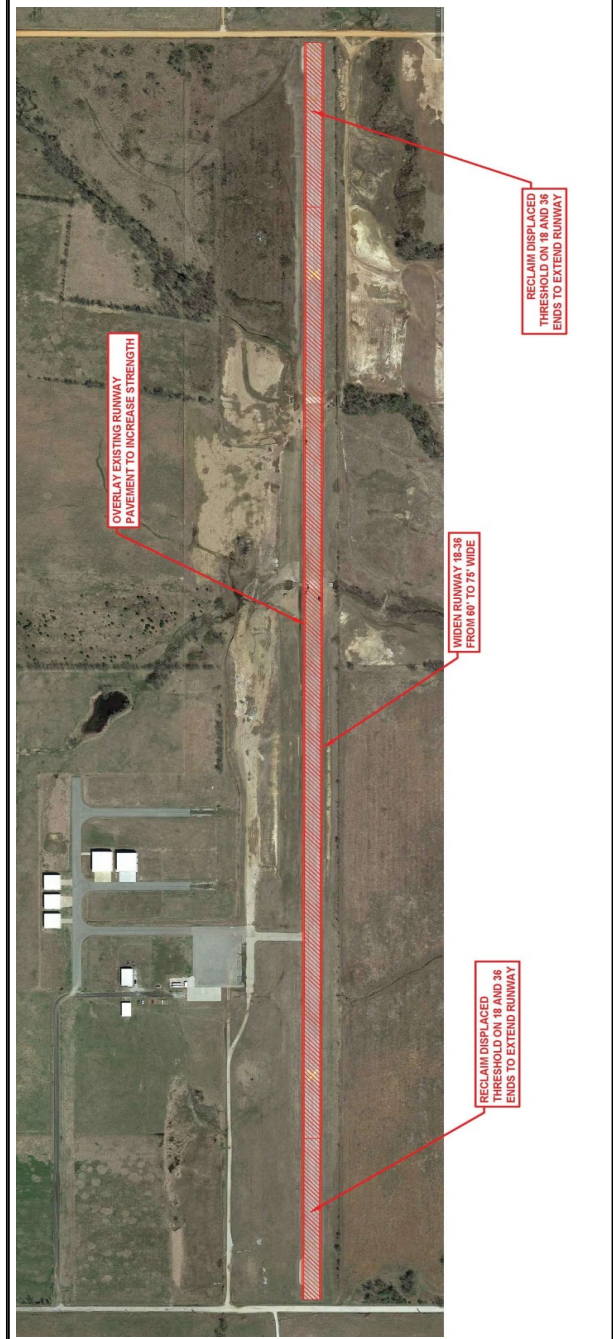
Airport Information

- District Airport
- Based Aircraft & Operations: 21 (2 jets) & 8,890
- Runway 18/36: 4,744' x 60'

Selection Criteria

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

Grant approved 8/7/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$229,032	\$229,032
FAA State Apportionment		\$600,000		\$600,000
FAA Discretionary		\$3,149,302		\$3,149,302
FAA Non-Primary Entitlement	\$150,000	\$373,270		\$523,270
Sponsor		\$16,667	\$229,032	\$245,699
Total	\$150,000	\$4,139,239	\$458,064	\$4,747,303

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

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

Stigler Regional Airport

District Airport

Proposed Project

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

CY 2021: Design only.

CY 2022: Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

Stigler Regional Airport

DistrictAirport

Project Description

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

CY 2021: Preliminary Engineering Report

CY 2023: NPE Funded design only

CY 2024: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Construct taxiway: 56
- OASP Goals: Safety and standards



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

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

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

Tahlequah Municipal

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: Design & Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

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

Grant Approved 4/22/2020



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission		\$264,926		\$264,926
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$407,859		\$407,859
Sponsor		\$13,944		\$13,944
Total		\$686,729		\$686,729

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

Weatherford - Thomas P. Stafford Airport

Regional Business Airport

Proposed Project

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

CY 2020: Design & Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Install weather reporting equipment: 44
- OASP Goals: Safety & Standards

Grant Approved 3/11/2020



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission		\$129,861		\$129,861
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$6,835		\$6,835
Total		\$136,696		\$136,696

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

Tulsa International Airport

Regional Business Airport

Project Description

The Overall Development Objective (ODO) is to conduct an Airport Facilities Terminal Integration Laboratory (AFTIL) Study.

CY 2019: Conduct ODO.

Project Justification

Currently airport's existing control tower facilities have aged and the building has deteriorated past the point where it needs to be replaced. Several times over the last couple of years the tower had to be closed for various maintenance reasons. The first phase of building a new tower/TRACON is to conduct an AFTIL study to find the proper location and height for the tower and other associated facilities.

Airport Information

- Regional Business Airport - commercial airport
- Based Aircraft & Operations: 179 (101 jets) & 108,503
- Runway 18L/36R: 10,000' x 150'
- Runway 18R/36L: 6,101' x 150'
- Runway 8/26: 7,376' x 150'
- Control Tower

Selection Criteria

- NPS: F&E infrastructure, not AIP eligible
- OASP Goals: Safety & Standards

Grant Approved 8/7/2019



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission		\$300,000		\$300,000
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$139,000		\$139,000
Total		\$439,000		\$439,000

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

Watonga Municipal

Regional Business Airport

Proposed Project

The Overall Development Objective (ODO) of the proposed project is to reconstruct runway 17/35 and the connecting taxiways and install LED runway lights. The project scope and detailed cost estimate will be determined by a FY 2019 preliminary engineering study.

CY 2019: Preliminary engineering report

CY 2020: NPE funded Design Only.

CY 2021: Construct ODO.

Project Justification

The Commission’s pavement management program forecasts a PCI rating of 38 for runway 17/35 for year 2021.

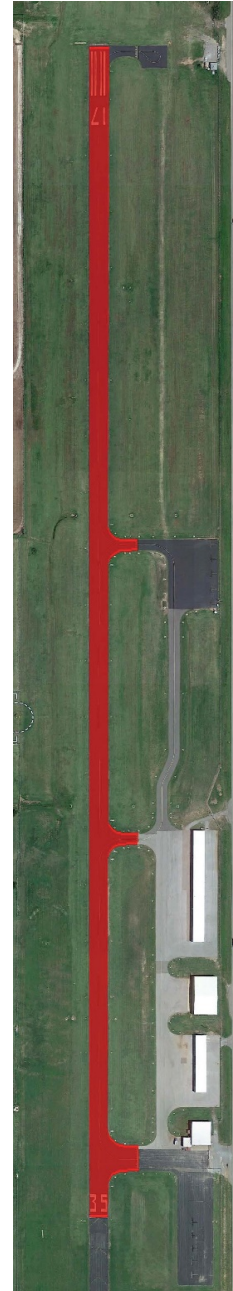
Currently, the runway pavement is exhibiting medium and high severity longitudinal and transverse cracks, medium severity raveling throughout, and some areas of base failures. Since the PCI rating is significantly below 65 (the threshold PCI value below which the pavement experiences rapid deterioration)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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission			\$100,000	\$100,000
FAA State Apportionment		\$150,000		\$150,000
FAA Discretionary		\$1,500,000		\$1,500,000
FAA Non-Primary Entitlement	\$150,000	\$150,000		\$300,000
Sponsor		\$16,667	\$100,000	\$116,667
Total	\$150,000	\$1,816,667	\$200,000	\$2,166,667

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

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

Waynoka Municipal Community Airport

Proposed Project

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

CY 2021: Design and Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

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



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

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

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

West Woodward Airport

Regional Business Airport

Project Description

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

CY 2022: Design and Construct terminal building.

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

Project Justification

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

Airport Information

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

Selection Criteria

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



Agency Fiscal Year	FY 2021	FY 2022	FY 2023	Total
Commission		\$500,000		\$500,000
Department of Transportation				
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor		\$1,000,000		\$1,000,000
Total		\$1,500,000		\$1,500,000

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

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

Wiley Post (Oklahoma City)

Regional Business Airport

Project Description

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

CY 2020: Planning Study

CY 2022: NPE Funded design only

CY 2023: Construct ODO

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Widen runway: 50
- OASP Goals: Safety & Standards



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

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

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

Wiley Post (Oklahoma City)

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

The Overall Development Objective (ODO) of the proposed projects consists of installing new LED lights and signs and rehabilitation of the pavement on taxiways east of taxiway alpha.

CY 2018: Design ODO.

CY 2019: Construct ODO.

Project Justification

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

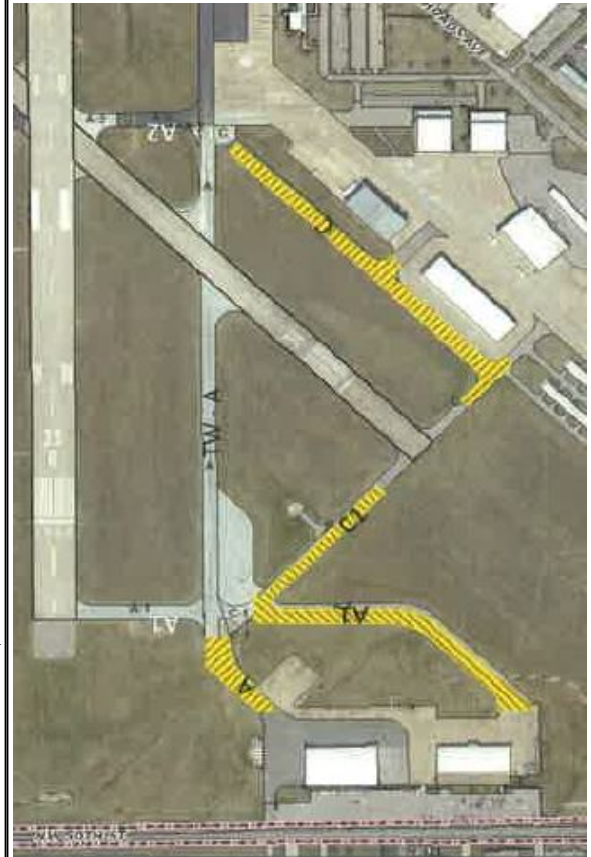
Airport Information

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

Airport Information

- Pavement Management: PCI 78
- NPS: Rehabilitate taxiway: 68
- NPS: Rehabilitate taxiway lighting: 68
- OASP Goals: Safety & Standards, Airside PCI > 65

Grant approved 7/10/2019



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$29,201	\$29,201
FAA State Apportionment		\$272,245		\$272,245
FAA Discretionary				
FAA Non-Primary Entitlement		\$253,368		\$253,368
Sponsor			\$29,201	\$29,201
Total		\$525,613	\$58,402	\$584,015

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

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

Wiley Post (Oklahoma City)

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2020: NPE Funded Design only.

CY 2021: Construct ODO.

Project Justification

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

Airport Information

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

Airport Information

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



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

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

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

Sand Springs - William R Pogue Municipal

Proposed Project

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

CY 2022: Design & Construct ODO.

Project Justification

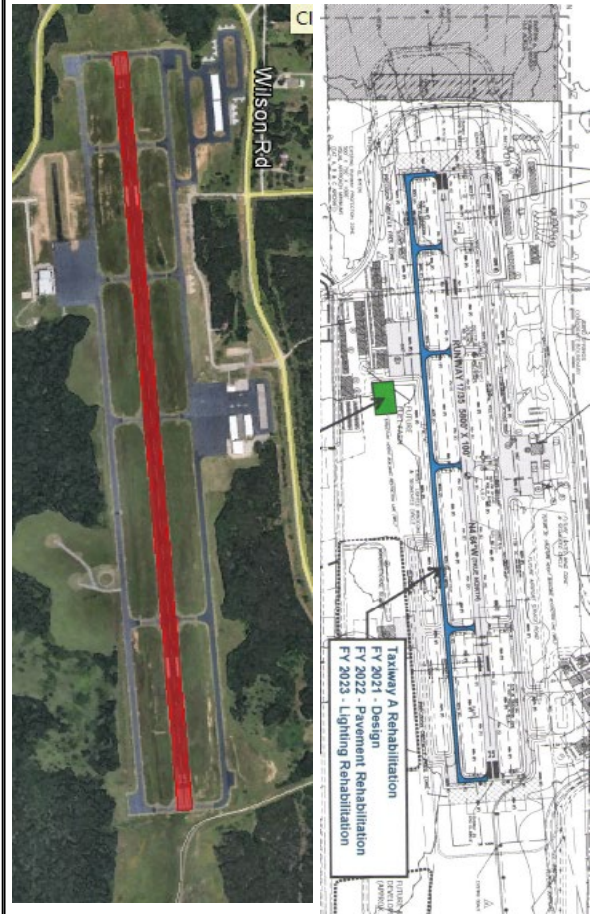
The existing runway pavement is exhibiting seasonal environmental distresses such as weathering, raveling, and longitudinal/transverse cracking. The pavement is at a point where it is more cost effective to rehabilitate than let it deteriorate until a point where reconstruction is required. Additionally,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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate runway: 70
- NPS: Rehabilitate taxiway: 66
- OASP Goals: Runway PCI > 65, Safety & Standards



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

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

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

Enid - Woodring Regional

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2022: Design and Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate runway: 72
- OASP Goals: Runway PCI > 65



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

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

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

Enid - Woodring Regional

Regional Business Airport

Businesses Utilizing the Airport:

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

Proposed Project

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

CY 2024: Design and Construct ODO.

Project Justification

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

Airport Information

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

Selection Criteria

- NPS: Rehabilitate runway: 70
- NPS: Rehabilitate runway lights: 70
- NPS: Rehabilitate taxiway: 66
- NPS: Install Guidance Signs: 45
- OASP Goals: Runway PCI > 65, Safety/Standards



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

Federal grants require 10% matching funds while state grants require 5% matching funds. 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

Statewide AWOS Package

Project Description

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

CY 2021: Design and construct overall development objective.

Project Justification

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



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

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

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

FAA Unclassified Airport NPE Funding Program

Project Description

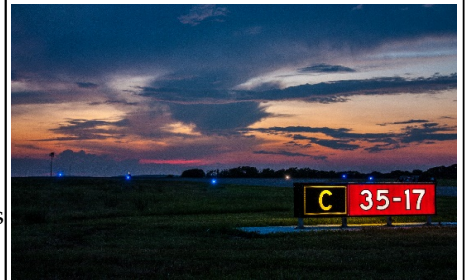
The Overall Development Objective (ODO) of the proposed project is to conduct runway pavement, lighting, safety area, and/or obstruction removal projects at FAA unclassified airports.

CY 2019/2020: Design and construct overall development objective.

Project Justification

As part of the 2018 FAA Reauthorization Bill that was passed last fall Congress authorized FAA to provide non-primary entitlement (NPE) funding to airports that are listed as unclassified in the most recent update of the FAA ASSET Classifications. This will be the first time many of these airports have received NPE funding since FFY 2013. The FAA reauthorization bill placed restrictions on what the funding can be utilized on: runway pavement, safety areas, lights, and obstructions. The funding will be available for 2019 and 2020, but it cannot be transferred to another airport or rolled over from one year to the next. The projects for the unclassified airports will meet the above parameters and staff, if requested by an airport, will act as agent to begin the FAA capital project process by selecting a consultant(s) for the design, grant administration, and construction administration. The overall goal is to group these projects together for design/bid/construction in order to realize some efficiencies for this limited amount of federal funding. Potential unclassified airports in this group would be: Cheyenne – Mignon Laird, Cleveland Municipal, Cordell Municipal, Gage, Grandfield Municipal, Healdton Municipal, Hominy Municipal, Lindsay Municipal, Mangum – Scott Field, Okeene – Christman Airfield, Okemah Municipal, Talihina Municipal, Tishomingo Airpark, Walters Municipal, Waynoka Municipal..

ACP pages will be made for different groups of airports as project scopes are determined for those groups.



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission				
FAA State Apportionment				
FAA Discretionary				
FAA Non-Primary Entitlement		\$2,250,000	\$2,250,000	\$4,500,000
Sponsor		\$250,005	\$250,005	\$500,010
Total		\$2,500,005	\$2,500,005	\$5,000,010

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

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

State System

Oklahoma Aeronautics Commission

Project Description

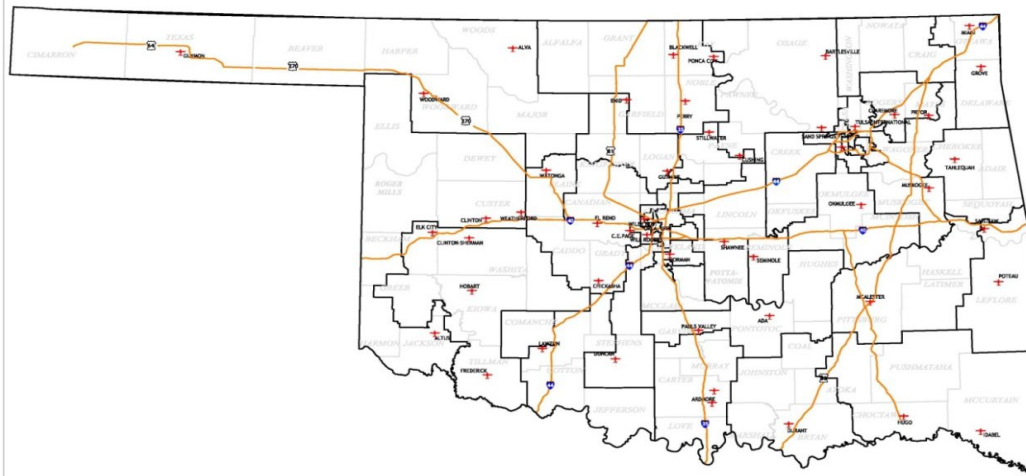
The Overall Development Objective is to conduct preliminary engineering studies at various locations within the Oklahoma Airport System. The Commission’s various locations grant activities are categorized into the following work element(s):

CY 2019 Work Elements for Federal FY 2019 various locations grant:

1. Conduct preliminary engineering reports to determine project scope and detailed cost estimate to assist the Commission and FAA with the programming of federal and state funds. Projects that would be considered for preliminary engineering reports through this grant are projects anticipated for construction in FY 2022 and 2023.

- Fairview Municipal Airport
- South Grand Lake Regional Airport
- Watonga Regional Airport
- Blackwell Tonkawa Municipal Airport

Grant approved 10/11/2018



Agency Fiscal Year	FY 2018	FY 2019	FY 2020	Total
Commission			\$30,000	\$30,000
FAA State Apportionment		\$270,000		\$270,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total		\$270,000	\$30,000	\$300,000

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

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State System

Oklahoma Aeronautics Commission

Project Description

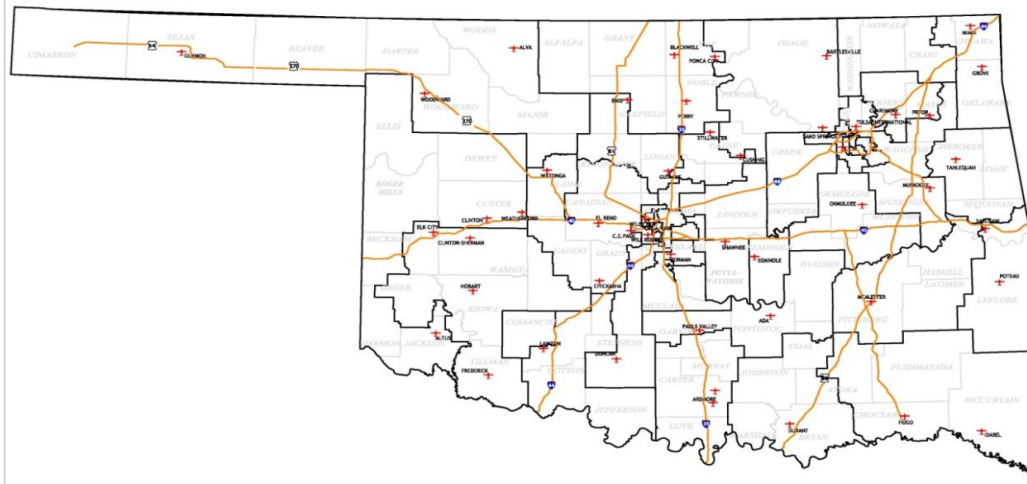
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- PER – Ada Municipal Airport
- PER – Alva Regional Airport
- PER – Clinton Regional Airport
- NEPA - Fairview Municipal Airport
- PER – R. L. Jones (Tulsa) Airport

Grant Approved 5/20/2020



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission				
FAA State Apportionment		\$327,792		\$327,792
FAA Discretionary				
FAA Non-Primary Entitlement				
FAA CARES Act		\$36,422		\$36,422
Sponsor				
Total		\$364,214		\$364,214

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

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State System

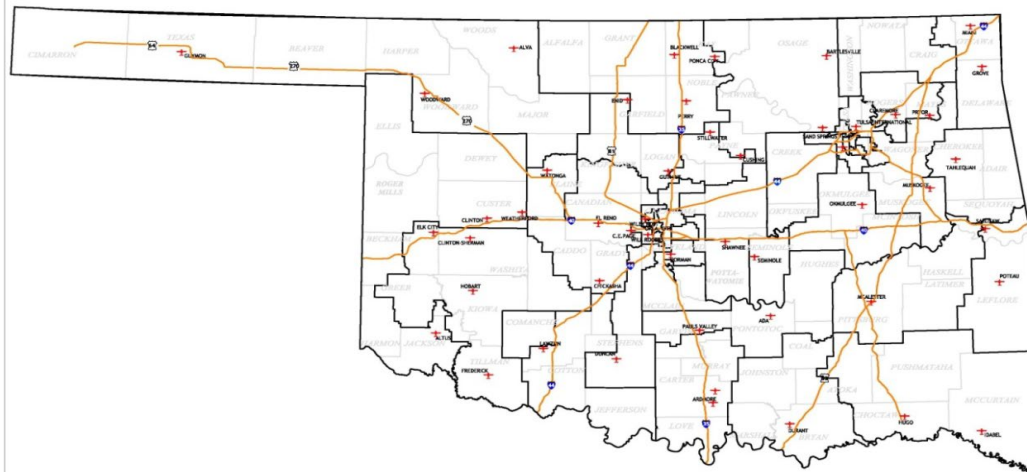
Oklahoma Aeronautics Commission

Project Description

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

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

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



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

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

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State System

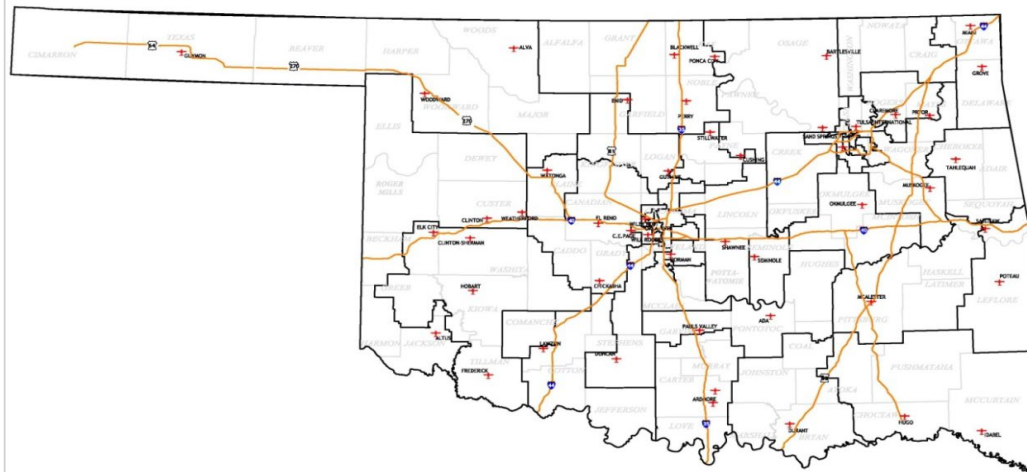
Oklahoma Aeronautics Commission

Project Description

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

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

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



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

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

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State System

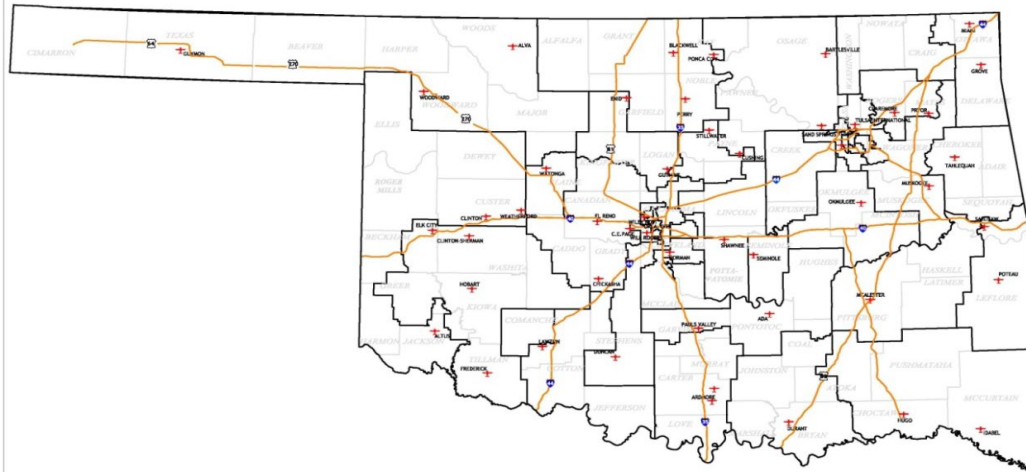
Oklahoma Aeronautics Commission

Project Description

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

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

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



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

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

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

State System

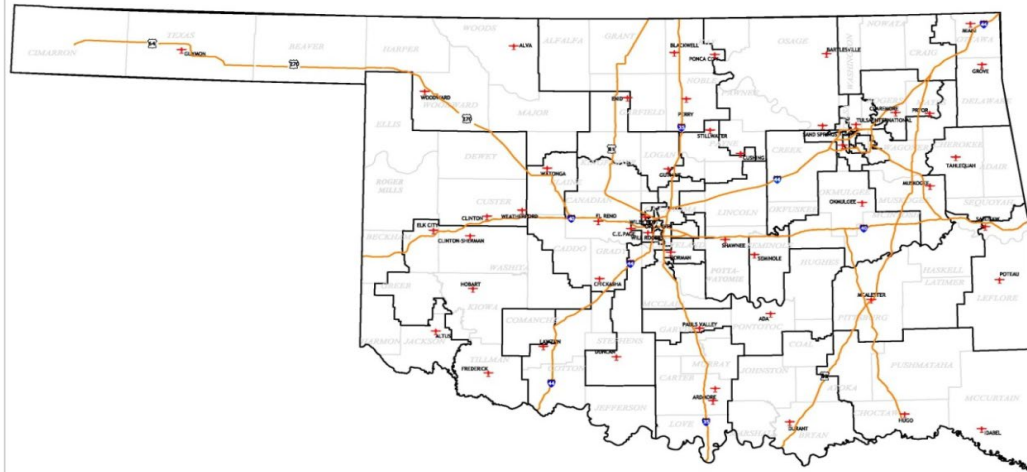
Oklahoma Aeronautics Commission

Project Description

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

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

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



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

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

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

State System

Oklahoma Aeronautics Commission

Project Description

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

CY 2019 Work Elements for Federal FY 2019 system planning grant:

Work Element 1: Update Oklahoma Airport System Plan (OASP)

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

Work Element 1: Adding additional infrastructure items (lighting/electrical, RPZ, approaches, etc.) to the airport pavement management system

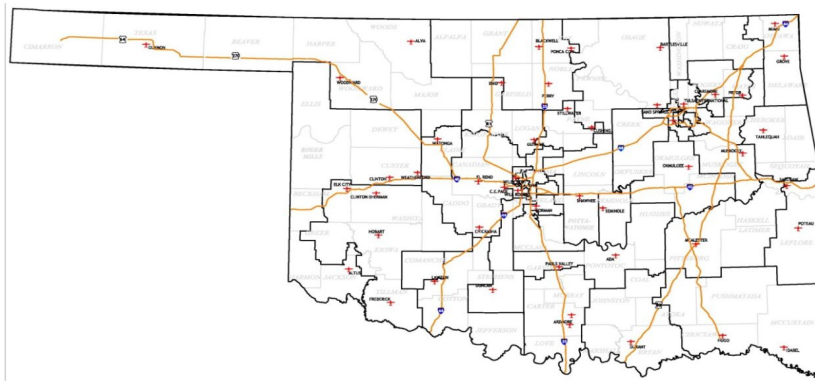
CY 2021 Work Elements for Federal FY 2021 system planning grant:

Work Element 1: Airport Information Management Activities

- 1. Pavement management

Work Element 2: Capital Planning Process

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



Agency Fiscal Year	FY 2019	FY 2020	FY 2021	Total
Commission	\$100,000	\$30,000	\$11,111	\$141,111
FAA State Apportionment	\$350,000	\$270,000	\$100,000	\$720,000
FAA Discretionary				
FAA Non-Primary Entitlement				
Sponsor				
Total	\$450,000	\$300,000	\$111,111	\$861,111

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

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

FY 2019 Airport Construction Program

State funds are from FY 2020

Airport	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Alva Regional	Install ODALS	\$268,452				\$255,028	\$13,424
Antlers Municipal	Runway extension - OAC portion is for paving/lighting, local labor to conduct earthwork.	\$430,515				\$408,988	\$21,527
Ardmore Municipal	Reconstruct TWY Alpha - Phase II (connect to RWY 13 end)	\$4,220,347	\$224,700	\$700,000	\$2,873,612	\$211,017	\$211,018
Atoka Municipal	Install new RWY lights and PAPIs	\$243,044				\$230,891	\$12,153
Carlton Landing Field	Construct taxilanes and partial perimeter fence.	\$773,033				\$773,033	
Carlton Landing Field	Rehabilitate RWY, TWY, and Apron Pavements (crack seal & seal coat), install RWY Lights, PAPIs, beacon, and remove obstructions. FAA NPE funds are from Federal FY 2019 & FY 2020	\$520,170	\$299,999			\$220,171	
Chandler Regional	Construct Parallel TWY	\$3,272,990	\$364,917	\$600,000	\$1,980,774	\$163,649	\$163,650
Chattanooga - Sky Harbor	Rehabilitate RWY Pavement (crack seal & seal coat) and install RWY lights	\$400,000				\$380,000	\$20,000
Chickasha Municipal	Rehabilitate runway lighting, PAPIs, Beacon, & Signage	\$473,710				\$450,024	\$23,686
Lawton-Fort Sill Regional	Construct Terminal Building	\$16,500,000	\$9,600,000		\$3,000,000	\$500,000	\$3,400,000
Max Westheimer (Norman)	Rehabilitate parallel TWY system - Phase 1	\$5,683,912	\$150,000	\$612,500	\$4,361,730	\$279,840	\$279,842
McCurtain County Regional (Idabel)	Rehabilitate AWOS	\$187,919				\$178,523	\$9,396
Richard Lloyd Jones Jr (Tulsa)	Rehabilitate RWY 1R/19L (Overlay) and connecting taxiways	\$2,506,200	\$300,000	\$330,000	\$1,624,515	\$125,251	\$126,434
Robert S Kerr (Poteau)	Install ODALS	\$350,000				\$332,500	\$17,500
Scott Field (Mangum)	Rehabilitate RWY, TWY, and apron pavement	\$220,806				\$209,765	\$11,041
South Grand Lake Regional	Rehabilitate RWY (Overlay) and Widen to 75'	\$4,580,636	\$373,270	\$600,000	\$3,149,302	\$229,032	\$229,032
System Plan	Update OASP	\$444,444		\$400,000		\$44,444	
Unclassified Airport Program	Runway pavement, lighting, safety area, and/or obstruction removal projects at FAA unclassified airports	\$2,500,005	\$2,250,000				\$250,005
Tahlequah Municipal	Install TWY lights & signs *FAA NPE funding from federal FY 2020	\$686,729	\$407,859			\$264,926	\$13,944
Tulsa International	Conduct AFTIL Study	\$439,000				\$300,000	\$139,000
Various Locations	Develop Preliminary Engineering Reports for FY 2022 and 2023 projects.	\$335,070		\$301,563		\$33,507	
Thomas P. Stafford (Weatherford)	Rehabilitate AWOS	\$136,696				\$129,861	\$6,835
Wiley Post (Oklahoma City)	East TWY lights, signs, pavement (Phase II)	\$584,015	\$280,821	\$244,792		\$29,201	\$29,201
Fiscal Year ACP Totals:		\$45,757,693	\$14,251,566	\$3,788,855	\$16,989,933	\$5,749,651	\$4,977,688

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

Highlighted projects have already been granted.

FY 2020 Airport Construction Program

State funds are from FY 2021

Airport	Project Description	Total Project Cost	Funding Plan					
			FAA NPE	FAA State Apportionment	FAA Discretionary	FAA CARES Act	OAC	Local Match
Ardmore Downtown Executive	Rehabilitate RWY (crack seal & seal coat) and install RWY lights	\$1,000,000	\$450,000	\$450,000		\$100,000		
Christman Airfield (Okeene)	Rehabilitate RWY 17/35 (crack seal & seal coat)	\$225,000					\$213,750	\$11,250
Cordell Municipal	Rehabilitate RWY 17/35 (crack seal & seal coat)	\$225,000					\$213,750	\$11,250
El Reno Municipal	Construct terminal building	\$1,000,000					\$500,000	\$500,000
Eufaula Fountainhead	Rehabilitate RWY (crack seal & seal coat). Special unclassified NPE funding combined 2019/2020.	\$333,334	\$300,000				\$33,334	
Jones Memorial (Bristow)	Construct/rehabilitate apron pavement, terminal, and install self-serve fuel	\$1,375,000	\$822,073				\$259,224	\$293,703
Jones Memorial (Bristow)	Reconstruct parallel TWY & install lights/signs	\$2,722,222	\$450,000	\$1,000,000	\$1,000,000	\$272,222		
Kingfisher Municipal	Rehabilitate apron	\$400,000					\$380,000	\$20,000
McCurtain County Regional (Idabel)	Install ODALS	\$350,000					\$332,500	\$17,500
Miami Regional	Rehabilitate runway and taxiway	\$500,000	\$225,000				\$237,500	\$37,500
Mid-America Industrial (Pryor)	Construct parallel TWY - Final phase (approx 1,600'), rehabilitate (crack seal & seal coat) existing TWY, and install TWY lights (OAC)	\$2,026,316	\$150,000	\$75,000	\$1,125,000	\$150,000	\$500,000	\$26,316
Ponca City Regional	Reconstruct RWY (100' width) and Improve Drainage	\$7,500,000	\$300,000	\$825,000	\$5,625,000	\$750,000		
Robert S Kerr (Poteau)	Install ODALS	\$350,000					\$332,500	\$17,500
Seminole Municipal	Install RWY lights & PAPIs	\$500,000					\$475,000	\$25,000
Seminole Municipal	Phase 1 - Realign parallel TWY (construct taxilanes)	\$500,000		\$450,000		\$50,000		
Shawnee Regional	Rehabilitate RWY & TWY (crack seal, seal coat, & remark) *FAA Supplemental Discretionary from FY 2019	\$1,621,053	\$450,000		\$765,000	\$50,000	\$300,000	\$56,053
Skiatook Municipal	Rehabilitate/Reconstruct RWY & install RWY lights	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$200,000		
System Plan	Oklahoma Airport System Plan Update Phase 2	\$221,814		\$199,632		\$22,182		
Unclassified Airport Program	Runway pavement, lighting, safety area, and/or obstruction removal projects at FAA unclassified airports	\$2,500,005	\$2,250,000					\$250,005
Various Locations	Develop Preliminary Engineering Reports for FY 2023 and 2024 projects.	\$364,214		\$327,792		\$36,422		
Waynoka Municipal	Rehabilitate RWY	\$300,000					\$285,000	\$15,000
Fiscal Year ACP Totals:		\$26,013,958	\$5,547,073	\$3,477,424	\$10,015,000	\$1,630,826	\$4,062,558	\$1,281,077

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

Highlighted projects have already been granted.

FY 2021 Airport Construction Program

State funds are from FY 2022

Airport	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ardmore Downtown Executive	Rehabilitate Parallel TWY and install TWY lights/signs (OAC)	\$2,800,000	\$150,000	\$195,000	\$1,725,000	\$615,000	\$115,000
AWOS Package (Statewide)	Install 3 new AWOS system and 4 replacement systems.	\$1,000,000				\$950,000	\$50,000
Boise City Municipal	Rehabilitate RWY 04/22 (Overlay) & install RWY lights	\$1,587,720	\$600,000	\$450,000		\$458,333	\$79,387
CE Page	Reconstruct apron	\$1,419,012	\$501,181	\$777,431		\$70,200	\$70,200
Clinton Regional	Rehabilitate Apron	\$500,000	\$150,000			\$325,000	\$25,000
Elk City Regional	Rehabilitate runway lights, PAPIs, & AWOS	\$850,000	\$487,500			\$320,000	\$42,500
El Reno Regional	Rehabilitate RWY 17/35	\$600,000				\$570,000	\$30,000
Guymon Municipal	Rehab RWY 18/36 (Overlay) and parallel TWY (Overlay)	\$2,200,000	\$150,000	\$180,000	\$1,650,000	\$110,000	\$110,000
Hobart Regional	Rehabilitate RWY 17/35	\$300,000				\$285,000	\$15,000
Perry Municipal	Rehabilitate Runway pavement	\$300,000				\$285,000	\$15,000
Seminole Municipal	Phase 2 - Realign parallel TWY (construct taxilanes)	\$500,000		\$450,000		\$25,000	\$25,000
System Plan	Conduct Airport Information Management Activities (PCI Inspections) & Capital Planning Process (NPIAS Update)	\$111,111		\$100,000		\$11,111	
Various Locations	Develop Preliminary Engineering Reports for FY 2024 and 2025 projects.	\$444,444		\$400,000		\$44,444	
Wiley Post (Oklahoma City)	Rehabilitate RWY 13/31 pavement	\$1,500,000	\$150,000	\$850,000		\$425,000	\$75,000
West Woodward	Construct Terminal Building	\$1,500,000				\$500,000	\$1,000,000
Fiscal Year ACP Totals:		\$15,612,287	\$2,188,681	\$3,402,431	\$3,375,000	\$4,994,088	\$1,652,087

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



FY 2022 Airport Construction Program

State funds are from FY 2023

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ardmore Municipal	Rehabilitate RWY 13/31 (joint seal and spall repair)	\$1,662,250	\$355,500	\$850,000		\$373,637	\$83,113
Blackwell-Tonkawa Municipal	Widen (75') and Overlay RWY	\$2,000,000	\$384,916	\$415,084	\$1,000,000	\$100,000	\$100,000
Chickasha Municipal	RWY and TWY Pavement Rehabilitation (joint seal & spall repair)	\$500,000				\$475,000	\$25,000
Enid Woodring Regional	Reconstruct RWY 13/31	\$1,911,111	\$600,000	\$850,000		\$380,555	\$80,556
Grove Regional	Rehab RWY 18/36 Pavement (Overlay) and RWY Lights	\$2,900,000	\$150,000	\$285,000	\$2,175,000	\$145,000	\$145,000
Ponca City Regional	Construct Terminal Building	\$2,500,000				\$500,000	\$2,000,000
RL Jones Jr (Tulsa)	Reconstruct Connector TWYs for RWY 19R/1L	\$3,000,000	\$150,000	\$300,000	\$2,250,000	\$150,000	\$150,000
Sallisaw Municipal	Install LED runway lights, lighted windsock, and electrical vault. Rehabilitate taxiway	\$612,500	\$326,250			\$237,500	\$48,750
Sand Springs - William R Pogue Municipal	Rehabilitate RWY 17/35 and Taxiway A.	\$600,000	\$270,000			\$285,000	\$45,000
Stigler Regional	Install LED runway lights, PAPIs, and windsock. Rehabilitate AWOS	\$750,000	\$352,127			\$360,373	\$37,500
Various Locations	Develop Preliminary Engineering Reports for FY 2025 and 2026 projects.	\$500,000		\$450,000		\$50,000	
Watonga	Rehabilitate/reconstruct RWY	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Fiscal Year ACP Totals:		\$18,935,861	\$2,738,793	\$3,300,084	\$6,925,000	\$3,157,065	\$2,814,919

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

FY 2023 Airport Construction Program

State funds are from FY 2024

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Claremore	Rehabilitate Apron Phase 1	\$1,000,000	\$150,000	\$750,000		\$50,000	\$50,000
Clinton Regional	Rehabilitate RWY (Overlay)	\$2,650,000	\$300,000	\$225,000	\$1,875,000	\$125,000	\$125,000
Fairview Municipal	Construct parallel TWY - Phase 2	\$2,000,000	\$300,000		\$1,500,000	\$100,000	\$100,000
Max Westheimer (Norman)	Construct New Contract Air Traffic Control Tower	\$5,000,000	\$150,000	\$600,000	\$3,750,000	\$250,000	\$250,000
McAlester Regional	Construct Terminal Building	\$1,500,000				\$500,000	\$1,000,000
McCurtain County Regional (Idabel)	Rehab RWY 2/20 (Overlay)	\$3,000,000	\$150,000	\$300,000	\$2,250,000	\$150,000	\$150,000
Muskogee Davis Regional	Rehabilitate RWY 13/31 Lighting, PAPIs, vault, beacon, and homerun.	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Ponca City Regional	Expand Apron	\$1,500,000	\$315,000	\$1,035,000		\$75,000	\$75,000
Robert S Kerr (Poteau)	Extend RWY to 5,000' and rehabilitate (crack seal & seal coat) existing pavement.	\$5,100,000	\$300,000	\$420,000	\$3,600,000	\$540,000	\$240,000
Various Locations	Develop Preliminary Engineering Reports for FY 2026 and 2027 projects.	\$500,000		\$450,000		\$50,000	
Wiley Post (OKC)	Widen RWY 17R/35L (100')	\$4,000,000	\$150,000	\$450,000	\$3,000,000	\$200,000	\$200,000
Fiscal Year CIP Totals:		\$28,250,000	\$1,965,000	\$4,380,000	\$17,475,000	\$2,140,000	\$2,290,000

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

FY 2024 Airport Construction Program

State funds are from FY 2025

Airport Name	Project Description	Total Project Cost	Funding Plan				
			FAA NPE	FAA State Apportionment	FAA Discretionary	OAC	Local Match
Ada Municipal	Rehabilitate RWY (Overlay) & Improve RWY 36 safety area	\$3,250,000	\$150,000	\$337,500	\$2,437,500	\$162,500	\$162,500
Alva Regional	Rehab TWY (overlay) and install TWY lights	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Enid Woodring Regional	Rehabilitate RWY 17/35 (joint seal and spall repair) and install RWY lights.	\$1,100,000	\$300,000	\$400,000		\$345,000	\$55,000
Max Westheimer (Norman)	Rehabilitate Parallel TWY System - Phase 2	\$5,000,000	\$150,000	\$600,000	\$3,750,000	\$250,000	\$250,000
RL Jones Jr (Tulsa)	Rehabilitate RWY 13/31, relocate lights, and install PAPI.	\$1,100,000	\$300,000	\$400,000		\$345,000	\$55,000
Seminole Municipal	Realign parallel TWY system	\$3,500,000	\$150,000	\$375,000	\$2,625,000	\$175,000	\$175,000
South Grand Lake Regional	Construct parallel TWY	\$4,355,000	\$350,000	\$303,250	\$3,266,250	\$217,750	\$217,750
Stigler Regional	Construct Parallel TWY	\$2,000,000	\$150,000	\$150,000	\$1,500,000	\$100,000	\$100,000
Various Locations	Develop Preliminary Engineering Reports for FY 2027 and 2028 projects.	\$500,000		\$450,000		\$50,000	
Fiscal Year CIP Totals:		\$22,805,000	\$1,700,000	\$3,165,750	\$15,078,750	\$1,745,250	\$1,115,250

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



FY 2020 - 2024 Airport Construction Program Totals

Year	Total	Funding Plan				
		FAA NPE	FAA State Apportionment	FAA Discretionary	State	Local Match
FAA FY 2019 (state funding is from FY 2020)	\$45,757,693	\$14,251,566	\$3,788,855	\$16,989,933	\$5,749,651	\$4,977,688
FAA FY 2020 (state funding is from FY 2021)	\$23,640,357	\$5,025,000	\$3,620,000	\$9,250,000	\$4,054,723	\$1,690,634
FAA FY 2021 (state funding is from FY 2022)	\$15,612,287	\$2,188,681	\$3,402,431	\$3,375,000	\$4,994,088	\$1,652,087
FAA FY 2022 (state funding is from FY 2023)	\$18,935,861	\$2,738,793	\$3,300,084	\$6,925,000	\$3,157,065	\$2,814,919
FAA FY 2023 (state funding is from FY 2024)	\$28,250,000	\$1,965,000	\$4,380,000	\$17,475,000	\$2,140,000	\$2,290,000
FAA FY 2024 (state funding is from FY 2025)	\$22,805,000	\$1,700,000	\$3,165,750	\$15,078,750	\$1,745,250	\$1,115,250
Totals	\$155,001,198	\$27,869,040	\$21,657,120	\$69,093,683	\$21,840,777	\$14,540,578

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

End of Five Year ACP